

St Vincent and the Grenadines National Physical Development Plan 2021-2041

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Consultation Draft



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1 INTRODUCTION

Purpose of the Plan

The St. Vincent and the Grenadines National Physical Development Plan (the Plan) aims to set a Vision for the growth and development of St. Vincent and the Grenadines (with a 20 year horizon), and to establish the strategic spatial development directions and policies that will support the achievement of that Vision.

In that, the Plan is simultaneously:

- a strategic document, setting ambitious yet achievable objectives for the future of the country;
- a policy document, setting policies and provisions to guide future development by informing the public, business and government sectors of the type, form, scale and location of development, and those areas in need of protection and conservation measures;
- a clear framework for public and private sector investment in communities, employment and service centres, and integrated transport systems for this multi-island State.

The Plan therefore aims to be a guiding document for all public and private sector actors as well as Non-Governmental Organisation (NGOs), Community-Based Organisations (CBOs). Detailing the future physical/spatial development direction for both the St. Vincent mainland and the Grenadine islands, it should be used to

inform the management and implementation of economic and social enhancement programmes, plans, and policies, across the environmental, economic, cultural and social sectors, and at national and subnational levels.

The Plan will also be used by the Physical Planning and Development Board and the Physical Planning Unit when considering applications for permission for development proposals.

Importantly, it should be noted that the St. Vincent and the Grenadines National Physical Development Plan has been prepared through analysis carried out at a **national scale**: although some specific parts of the country have been analysed in more detail, the Plan does not generally set out to reach a local scale (e.g. individual settlement level) in its spatial analysis, policies and provisions. It is intended that this national-level plan should, therefore, be supported by the preparation of **Regional and Local Plans**, following the guidelines contained in the ***St. Vincent and the Grenadines National Physical Development Plan: Preliminary Methodological Framework Report***. Policies contained in both Regional and Local Plans (or other local and community-level planning and place-management instruments) will need to be consistent with the policies contained in this Plan, providing further detail and adding local context specific to each locality and its communities.

Basis of the Plan

Under Section 7 of the Town and Country Planning Act, 1992 (amended in 2002 and 2005), the Physical Planning and Development Board is tasked with the responsibility to prepare a national plan, and if necessary regional and local plans. Section 8 and Section 9 of the same Act further detail the composition of such plans, the matters they should consider, and their powers and functions.

Section 17 (1) states that:

“In dealing with an application for the grant of permission for development, the Board shall, so far as it is practicable so to do, give primary consideration to -

(a) the approved national, regional and local plans, if any, prepared in accordance with the provision of this Act;

(b) an approved development plan applicable to the land to which the application relates;

(c) an approved environmental impact statement made pursuant to section 29 in respect of the application”.

Section 17 (2) goes on to list other considerations that should also be taken into account, in addition to those to which primary consideration should be given in accordance with Section 17 (1).

In addition to the Town and Country Planning Act, this plan has been prepared to comply with all other Vincentian Acts and Regulations, including but not limited to:

- Forest Reserve Conservation Act (1992)

- Environmental Health Services Act (1991)
- Central Water & Sewerage Act (1991)
- Waste Management Act (2000)
- Beach Protection Act (1981)
- National Park Act (2002)
- Agricultural Act (1951)
- Telecommunication Act (2001)

Moreover, in preparing this Plan consideration has been given to existing policies, plans, and programmes, including but not limited to:

- St. Vincent and the Grenadines - National Economic Social Development Plan 2013 – 2025.
- St. Vincent and the Grenadines National Parks and Protected Areas System Plan 2010-2014
- St. Vincent and the Grenadines National Broadband Plan 2015-2020
- St. Vincent and the Grenadines Draft Coastal Master and Marine Spatial Plan, 2021.
- St. Vincent and the Grenadines National Biodiversity Strategy and Action Plan 2001.
- Revised National Biodiversity Strategy and Action Plan (2015-2020).
- National Tourism Policy, 2001.
- National Housing Policy, 2019.
- National Energy Policy, 2009.

- Road Map toward Integrated Water Resources Management Planning for Union Island, 2007.
- Draft Resettlement Policy Framework, 2011.
- Food and Nutrition Security Policy and Action Plan, 2014.
- National Climate Change Policy for St. Vincent and the Grenadines, 2010.
- National Adaptation Plan for St. Vincent and the Grenadines, 2019.
- Comprehensive Disaster Management Policy, 2014.
- Country Programme Framework (CPF) 2012 – 2015 for St. Vincent and the Grenadines Agricultural Sector.

How to read and use the Plan

The Physical Development Plan is intended for use by the Government of St. Vincent and the Grenadines and stakeholders as a guide for investment and management of multiple users in the orderly and progressive development of land. The government, quasi-government, business sector and the public should use this Plan to understand how their properties fit into the overall strategic plan for the multi-island State and what land uses are considered appropriate for designated areas.

The plan is introduced with a brief analysis of the current socio-economic and environmental status of St. Vincent and the Grenadines: a snapshot of current and projected challenges that need to be

addressed in planning the country's sustainable physical development. Particular consideration is given to recovering from the impacts of the 2021 volcanic eruption; increasing resilience to all extreme events; and adapting to the impacts of climate change. The analysis of the current situation is further expanded in other documents which, together, form an evidence base for this Plan.

The Plan seeks to enable the achievement of a **Vision** for sustainable development of the country over the next 20 years. The Vision and **Guiding Principles** associated with it have been formulated in consultation with representatives of public bodies, NGOs, CBOs, and private sector organisations. The process has involved reviewing policies and plans that have previously been made, as well as considering the most current circumstances and challenges.

The Vision and Core Principles should be understood as describing the overarching aim of the whole Plan, the type of society, economy, and environment of St. Vincent and the Grenadines. The Plan aims to facilitate this Vision and Core Principles through the implementation of its policies.

The Vision is further articulated in a series of socio-economic and environmental **Core Objectives**, to be achieved in relation to particular sectors and themes. The Objectives will be used to monitor and evaluate the success of the Plan, as detailed in the **Monitoring** Section.

To illustrate the interrelationships between the Vision, Core Principles and Objectives, they have all been combined

in a Touchstone, shown, described and explained in Section 3.

As one of the world's most hazard-prone nations, it is logical that a strategy for building resilience to multi-hazard risks should form a foundation for the Plan's overall spatial strategy and policies. This is described in the **Hazard-Risk Reduction** Section.

A national **Spatial Strategy** has then been formulated. This shows how the territorial space that comprises St. Vincent and the Grenadines should be organised so as to achieve the vision by applying the principles and meeting the objectives. The Spatial Strategy is generally set at quite a broad level: it is not a detailed, prescriptive, site-specific land-use plan. Rather, it shows in general terms:

- where further development should be focused;
- where the emphasis should be mainly on renewal within places that have already been developed; and;
- where the emphasis should be on conserving the natural environment and resources and, consequently, restricting development.

The Spatial Strategy, therefore, identifies parts of the country as being, respectively, for:

- Growth;
- Renewal; and
- Protection.

It is intended that those same differentiations will, in due course, be

applied in greater detail at local level through Regional and Local Plans, prepared in close consultation with communities across the country.

Embedded in the national Spatial Strategy is the **Settlement Hierarchy**. This identifies particular settlements which, because of their location and the range of services and facilities they provide, or could provide, are well placed to accommodate growth. The aim is to support development in these centres so that they can provide more of the services and facilities that people living nearby use frequently, meaning that, overall, they will need to travel less far and less frequently. Allied to this, the Plan also seeks to provide a rational basis for decisions relating to the provision and accessibility of community services and community infrastructure. It is envisaged that the range of services provided via the internet will also increase, complementing the enhanced role of the service centres themselves, and allowing people to access even more services from their homes or nearby hubs. The settlement hierarchy has three tiers, with:

- The **Capital Region** (Kingstown and the adjacent areas) functioning as the centre for national-level services;
- Barrouallie, Belair, Chateaubelair Clifton (Union Island) Colonarie, Georgetown, Layou and Port Elizabeth (Bequia) providing the **District Centres** service level; and
- other villages with defined centres functioning as **Local Centres**.

The strategy for enabling people to meet most of their day-to-day needs locally goes a step further by promoting a Placemaking approach to planning and development and the **Walkable Neighbourhood** concept as the basis for developing communities that are sustainable and liveable.

The Land Use and Built Form Policies set out requirements, criteria and other provisions against which development proposals will need to be assessed. For example, the Physical Planning Unit will apply the policies when planning applications are being considered.

All the policies work together, as an integrated system, and in a synergistic way, to achieve the Plan's vision and objectives. They should, therefore, be read as a whole, and not taken individually out of context. Moreover, as previously explained, policies in the National Physical Development Plan provide strategic direction policy at **national scale**: a more detailed application and definition of the principles and provisions of these policies is to be made in **Regional and Local Plans** and other local planning and management instruments.

To facilitate comprehension, policies are organised in themes and socio-economic sectors. Each policy sets out expectations and criteria relating to a particular type of area or type of development.

Where relevant and helpful, Policy Maps are provided in association with policies. It should be noted that such maps have been prepared at national scale to provide an indication of the area of application of the policy. The Physical

Planning Unit will decide on a case-by-case basis the exact boundaries of policy areas and where the provisions of the policy apply, based on site assessment. In making their decision, the Physical Planning Unit may use additional, more recent data that may augment the policy map.

The Plan contains annexes that provide further clarity to the strategy and policies contained in the Plan. Specifically:

1. Annex 1 provides guidelines on how to conduct a Sustainability Appraisal, a review of Plans, Policies and Programmes to ensure they are in line with the sustainable development and resilience objectives set at national level.
2. Annex 2 provides guidelines on the different types of Assessments that may be required of developers together with planning applications, according to the provisions of the Policies contained in this Plan.
3. Annex 3 introduces "Planning Gain" and Planning Obligations as a tool the Physical Planning and Development Board can use to influence land use and physical development by requiring the proponents of exceptional development to make contributions to and create social linkages with existing neighbouring communities.
4. Annex 4 gives definitions of different types of development, and sets out a schedule of Use Classes that are referred to and

directly used in the Policies in the Plan.

5. Annex 5 provides a recommended classification system for roads, supporting the transport elements of the Spatial Strategy present in the Plan.

The Physical Planning Unit will constantly monitor environmental and physical development trends in the country against the Core **Objectives** and **Vision**, and will assess the effectiveness of the policies and provisions contained in the Plan. At 5-year intervals (or sooner if required), the Physical Planning Unit will amend the Plan to:

- correct and modify policies that do not work in a satisfactory way (for instance, due to changes in the

national and international socio-economic context);

- improve policies in light of new information, technologies, or evolving best practices,
- amend policies to account for shifts in production and consumption patterns, demographic and migration trends, climate change dynamics etc.

This Plan should be regarded, therefore, as a living document, that will regulate the development of St. Vincent and the Grenadines for the next 20 years and will help the country develop in line with the aspirations of its residents and in harmony with the environment

2 OVERVIEW



SVG at a Glance

St. Vincent and the Grenadines (SVG) is an archipelagic state, comprising the main island of Saint Vincent and the Grenadines chain, which consists of 32 islands and cays, of which eight are inhabited, giving a total land area of 389 km², of which mainland St. Vincent is 344 km². The eight inhabited Grenadine Islands are: Young Island, Bequia, Mustique, Canouan, Mayreau, Union Island, Palm Island and Petit St. Vincent. The main island of St. Vincent is characterised by rugged, mountainous terrain with valleys that drain to the narrow coastal area, as well as wet upland forests, numerous rivers, and fertile soils. The islands, islets and cays that form the

Grenadines are smaller and less mountainous than Saint Vincent. These islands are nearly entirely dependent on groundwater for their freshwater supply given a lack of rivers and lakes.

In 2020, the population of SVG was estimated at 110,000 with a life expectancy at birth of 74.9 years and Gross Domestic Product (GDP) per capita of US\$6,669.4. Looking forward, the picture is one of a broadly stable population, with the rate of growth projected to slow to 0.017% by 2030-2035 and then turn negative (reducing) from 2035-2040 (-0.117%) and continuing negative from that period forward. The graph in Figure 1 St. Vincent and the Grenadines Growth Rate, illustrates the projected levelling, and then decline, of

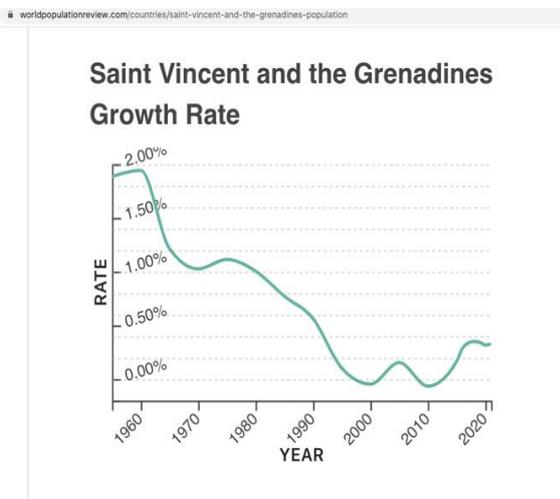


Figure 1 St. Vincent and the Grenadines Growth Rate

the population size although it should be noted that there are many factors that could influence the rate and extent of population reduction, so the trajectory shown needs to be interpreted in that light. This pattern is similar to the Caribbean region as a whole, although SVG's population is projected to start declining a little sooner – 2035-40, compared with 2050-55 for the Region as a whole¹. Based on these pre-2020 projections, population density is expected to change internally, with an increase in the Capital Region due to people moving there from the rural and northernmost parts of mainland St. Vincent.

SVG is regarded as the second most disaster-prone country in the world by land size and the fifth in relation to the size of its population. The country has

experienced impacts of climate change, including extreme weather events, flooding, landslides and drought periods, which have brought significant damage. The low-lying nature of the Grenadine Islands makes them vulnerable to the expected effects of sea level rise. In addition, mainland St. Vincent has an active volcano, La Soufriere. From December 29th 2020, the alert level for this was elevated to Orange because of increased activity, and on April 9th 2021, La Soufriere graduated to an explosive eruption and became one of the most catastrophic natural events in the history of St. Vincent and the Grenadines. The eruption of La Soufriere volcano has seen approximately 20,000 persons displaced from the northern portion of the island and enormous damage to infrastructure throughout. Based on the initial rapid assessment spearheaded by the Caribbean Disaster and Emergency Management Agency (CDEMA) an overall estimated cost for building and infrastructure damage and clean-up is approximately XCD 74,656,309.19 (USD27,624,394.72).

According to the International Monetary Fund (IMF) 2021 Country Outlook for St. Vincent and the Grenadines, the explosive volcanic eruption that began on April 9th created an urgent balance of payments need and a humanitarian crisis as the country continued to deal with the fallout from the COVID19 global pandemic. The economy was estimated to have

¹ <https://data.un.org/>

contracted in 2020 by 3.8 percent as tourism activity fell 70 percent. Before the eruption, economic growth was expected to be flat in 2021, as the global pandemic continued, and tourism remained depressed. While there is considerable uncertainty about the evolution of the eruption, the infrastructure damage is expected to exceed 20 percent of GDP and for the economy to contract by 6.1 percent in 2021 with agriculture and related sectors severely affected. It is anticipated that the pre-2020 projections of internal migration patterns, marked by population increase in the Capital Region, will continue as a result of residents and businesses in the northern part of the island having experienced significant loss of homes and livelihoods.

The Government's strategic objectives for economic recovery and growth and social advancement remain rooted on a pathway that leads to balanced, comprehensive and sustainable development. The emerging circular Green-Blue Economy strategy, led by the Organisation of Eastern Caribbean States, introduces a new pathway and framework for transitioning to a prosperous, climate resilient multi-island State, fulfilling lives and sustainable livelihoods. The Green-Blue Economy strategy has the potential to unleash the spirit of entrepreneurship across industries and create new avenues of employment.

Among other things, the Green-Blue Economy strategy seeks to combine economy, environment, and people, in keeping with the United Nations (UN) 2030 Sustainable Development Agenda

and its Sustainable Development Goals (SDGs).

These broad sustainable objectives must be considered in every land use and investment decision. At the core, the NPDP provides a framework for reflecting the opportunities for recovery and growth and guiding the physical development of the country in a manner that supports harmonious, resilient and sustainable lives and livelihoods.

Key Challenges

SVG faces a number of distinct hazards that affect different locations of the mainland and the Grenadines in varying ways, and which tend to interact in a complex way, so that their compounded impact is higher than the sum of their parts. Critical challenges for spatial and development planning relate, largely, to trends that need to be redirected over the long term.

Addressing needs in public infrastructure

A range of infrastructural services are essential for the support of sustainable settlement development. There are pressing concerns with respect to water resources management, solid waste and sewage management, and energy.

The Grenadine Islands are dryer than the mainland and cannot count on extensive groundwater reserves or permanent surface water streams. Instead, they have to rely on precipitation, rainwater harvesting and desalination to meet their water demands. As climate change projections for the Eastern Caribbean predict an increase in the severity and

frequency of droughts in the dry season (with a consequential overall reduction of the median annual rainfall by 10 to 22%), water shortage in the Grenadine Islands is likely to exacerbate. They may see increasing water demand originating from the residential population, the tourism sector and the increasing number of people moving to the Grenadines to find employment in the tourism sector.

In mainland St. Vincent, water demand is not expected to increase due to population growth, but rather due to increased demand from economic activities (agriculture and tourism). Moreover, as population and economic activities are concentrated in a few locations (especially on the south coast), there may be a mismatch between the location of supply sources and areas of high demand: this will lead to issues in harnessing, transferring and distributing freshwater, especially during the dry season.

Solid waste and sewage disposal are intensifying stressors on the coastal and marine environment in the country. Leading up to 2020, the nation generated approximately 32,000 tonnes of solid waste per year, an amount that is likely to grow as the economy develops.

Rivers and streams are plagued with sediment, nutrients, such as nitrates and phosphates, organic matter, solid waste, and various other pollutants. Pollutants from these watersheds are ultimately discharged into the sea and on the coastline, affecting key habitats and species which inhabit coastal and marine environments.

Future development management approaches will seek to minimise, where possible, the discharge of pollutants in soils, water, air and the natural environment.

Electricity energy losses during generation, transmission and distribution are considerable, although declining. However, interruption of the lines due to the impact of climate change may exacerbate the problem.

Although population growth is expected to remain stable, changes in the household structure and economic development are likely to lead to an increase in energy demand in the next 10 years, to which the country should respond with an increase in installed capacity.

Housing deficit and informal settlement development

Housing deficit is the result of a combination of several factors, including shortage of suitable land for development (which drives land prices up), a large low-income population, high construction costs, insecure tenure and difficulties in accessing finance and credit.

Informality seems to be a key component of this formula, as it negatively feeds back on other factors: practices such as the “*family land*” phenomenon, where residents live and work on shared land for which they have no legal title, create difficulties in accessing financing and credit to improve production and maintain/expand properties. This has led to a large number of abandoned properties in rural communities and the countryside.

Housing quality is again linked with informality, as without funding and the right to apply for planning permissions for new residences or expansion of existing ones, these activities occur through self-help and without supervision. Informal housing, in some instances, may result in poor quality constructions, built without connection to basic utilities, poor materials, and little capability to withstand natural hazards and extreme events.

Threats to built and natural heritage

Given that most development is located in close proximity to the coastline, there is significant potential for negative impacts from storm surges and sea level rise on heritage facilities on the coast - both built and natural. There are also reports of coral bleaching and mangrove degradation. and pressure for physical development has sometimes resulted in the loss of important heritage assets (again, both built and natural). In addition, the records of the details that elaborate the historical and architectural significance of built heritage assets are in need of updating.

Poor sustainable land management

On mainland St. Vincent there is a limited amount of flat, fertile cropland, mostly located in coastal areas. The competition with other, more profitable, land uses is strong, with particular pressures from tourism and residential uses (especially in the Kingstown area and south coast).

Also, the availability of suitable land for agriculture is limited in the Grenadine Islands, and the competition with tourism-related land uses has led to

extensive change of use from agriculture to alternative uses between the 1980's and 2000's

Absence of an integrated framework for blue economy initiatives and coastal zone management

Disaster risk reduction priorities should focus on coastal zones where the population and critical infrastructure are most vulnerable to sea level rise, storm surge and coastal flooding. Low-lying coastal areas are also most prone to flash flooding from mountain streams coupled with storm surge events.

The majority of the country's settlement development occurs within 1km of the shoreline. The coastal and near-shore marine areas have witnessed the removal or alteration of coastal and marine ecosystems due to coastal development, sand mining, the input of solid waste and other pollution into coastal and marine areas, sedimentation due to dredging, the disposal of dredge spoil and seabed modification for coastal development projects.

Tourism is a critical contributor to the country's economy, supporting local communities through direct employment and providing opportunities for small to medium-sized business ventures. One consequence of tourism-related development is a continuous pressure on coastal land and marine space.

Within the context of a circular, Green-Blue economy, an Integrated Coastal Zone Management framework is viewed as a pivotal process for the successful management of Blue Economy initiatives.

There is a recognition that the use and management of land space from the upper reaches of the watershed must be regulated to reduce any potential negative impacts on marine resources and, by doing so, foster healthy ocean space as a critical benchmark for a sustainable Blue Economy. Current trends for fisheries, tourism and settlement development need to be examined in terms of the intense interrelations between land-based activities and marine-based activities; between humans and coastal and marine-based ecosystems; and in relation to the dynamics of coastline changes.

Vulnerability in the transport, accessibility and mobility systems

On mainland St Vincent, transport and mobility vulnerability is evident in the single major coast road that extends along the west and east coasts and connects communities to the main economic centre, Kingstown. There is no “cross-country” link road connecting the east and west coasts and this results in full dependency on a single, vulnerable coast road for movement, raising concerns during extreme weather events.

Ecosystem services management

Ecosystem services for the country may be summarized as:

- a) food provisioning,
- b) coastal protection,
- c) habitat protection,

d) cultural services.

e) raw materials;

f) energy resources.

The country’s diverse ecosystems are, however, increasingly under threat from a variety of sources – natural and human-made. Specific pressures which have significant implications for spatial planning are best summarized under the following themes:

- Climate change, climate variability and natural hazards;
- Unsustainable agricultural practices;
- Coastal development;
- Land-based sources of pollution.

Climate-smart planning and design of future development

The economic development and social enhancement of SVG, guided by an integrated NPDP, is highly dependent on applying a climate change and resilience lens to future development. Trends in coastal development, infrastructure, transport systems, ecosystem services management and agricultural land management, all require new thinking regarding planning and design for future development, as these trends are accentuated by climate change. The phenomenon of climate change has broadened the context for forward planning in a multi-hazard environment.

3 VISION, GUIDING PRINCIPLES AND CORE OBJECTIVES

Based on analysis of the current situation, as outlined in Sections 2.1 and 2.2, above, and drawing on discussions with a wide range of stakeholders, a **Vision, Guiding Principles** and **Core Objectives** have been formulated as the foundations for the Plan. They have been drawn together in the **Touchstone** below.

This Touchstone is intended to guide the formulation of spatial planning policies and interventions that will be used to steer decisions relating to physical development across St. Vincent and The Grenadines.



- at the core, is a broad **Vision** describing essential characteristics of the country. It is intended that St. Vincent and the Grenadines should be - "Flourishing, Harmonious and Resilient";
- the inner ring, contains four **Guiding Principles** to steer the on-going development of our islands: Integration and Enterprise; Health and Well-being; Sustainability; and Resilience;
- in the outer ring, and closely related to the four Guiding Principles, are twelve core **Objectives** that implementation of the National Spatial Development Plan should seek to attain.

A touchstone may be defined as *a standard or principle against which something is judged.*

Testing each policy and intervention against this touchstone, helps to ensure that they are all coordinated, consistent and effective.

This particular touchstone can also be envisaged as a lidded box with twelve compartments. Below, the lid is lifted to show more details of the Objectives and to start unpacking the policy topics they contain.



For ease of reference the Vision, Guiding Principles and Core Objectives have also been reproduced in table format, below.

VISION	Flourishing, Harmonious and Resilient
---------------	--



Guiding Principle	Core Objective
INTEGRATION AND ENTERPRISE	<p>OBJECTIVE 1: Better access to places and services Improve accessibility to places and services by combining efficiently connected land, sea and air transport, and fast, reliable digital networks.</p>
	<p>OBJECTIVE 2: Good and sustainable use of our natural and human resources Support diverse livelihoods that make good, sustainable use of SVG's natural and human resources and support a circular economy.</p>
	<p>OBJECTIVE 3: Strong centres at the hearts of our communities Support the vitality and viability of the town and village centres at the hearts of SVG's communities.</p>

Guiding Principle	Core Objective
HEALTH AND WELL-BEING	<p>OBJECTIVE 4: Clean air, water and land - and access to open space Ensure that SVG and its citizens enjoy clean air, water and land - and access to open space - now and in the future.</p>
	<p>OBJECTIVE 5: Liveable neighbourhoods Encourage and facilitate active travel by maintaining or creating walkable, well-serviced and well-connected neighbourhoods.</p>
	<p>OBJECTIVE 6: Good homes in safe, well-served places Provide for good housing to meet everyone's needs, in places where day-to-day facilities and services are nearby.</p>

Guiding Principle	Core Objective
SUSTAINABILITY	<p>OBJECTIVE 7: Stewardship: living in harmony with nature Provide careful stewardship of ecosystems and the life-supporting services they provide.</p>
	<p>OBJECTIVE 8: Celebration of our diverse Vincentian culture Conserve and celebrate SVG's diverse cultural heritage (tangible and non-tangible) and the landscapes within which it has grown.</p>
	<p>OBJECTIVE 9: Less waste, Less carbon, Less damage Design, construct and use settlements, buildings and transport so as to minimise use of energy and materials from non-renewable sources.</p>

Guiding Principle	Core Objective
RESILIENCE	<p>OBJECTIVE 10: Water resources conserved and managed through integrated actions Apply Integrated Water Resources Management principles and practices everywhere, adapting appropriately for each island.</p>
	<p>OBJECTIVE 11: Vincentian food, Vincentian energy Achieve and maintain high levels of food sovereignty and energy sovereignty.</p>
	<p>OBJECTIVE 12: Building where it's safe, and building for durability and recovery Locate, shape and equip settlements to minimise hazard risks and enable communities to recover quickly, rebuilding or relocating as appropriate.</p>

4 HAZARD-RISK REDUCTION



Four major events that occurred or intensified during the preparation of this Plan serve to highlight the importance of maintaining or creating sustainable, resilient places - both rural and urban.

The Covid-19 Pandemic (which started in 2020) has shown that the quality and capacity of people's homes and immediate localities is important to their well-being, and that there is a need to

plan for patterns of life that do not rely so heavily on daily commuting and that maximise the potential of digital communication.

The explosive eruption of La Soufriere (April 9th 2021) has shown, in an extreme form, the importance of planning to reduce the risk of disasters resulting from the natural hazards to which this country is so prone, and planning for resilience,

effective emergency arrangements, and ability to recover.

The passing of Category 1 Hurricane Elsa (July 2nd - 3rd), preceded by an **extreme rainfall event** (April 28th - 29th) underscored the need for assessing combined levels of risks in locating our homes and public infrastructure. The heavy rainfall resulted in landslides and lahars particularly in the north-east and north-west on mainland St. Vincent that brought devastation to several homes located along river valleys.

Climate Change has exacerbated the fore-going events and is necessitating significant changes to the way people live, travel and act. The changes are likely to become more radical, with “Small Island Developing States” like St. Vincent and the Grenadines on the “front line” in having to adapt to both the impacts of climate change itself, and the impacts of global responses to climate change.

In recovering from those major events and continuing to adapt to climate change, there are a number of sustainability and resilience principles that need to be applied as opportunities arise for changes and additions to be made to the places where our citizens and communities live, work and regularly spend time.

The Plan presents a Multi-Hazard Risk Reduction Strategy and a series of Place-making Principles to address these aspects and plan for more resilient and sustainable places in the future.

Multi-Hazard Resilience Strategy

St. Vincent and the Grenadines faces a variety of hazards of different nature and origin. These include geophysical hazards (earthquakes, volcanic hazard, tsunami), meteorological hazards (hurricanes, extreme temperature), climatological hazards (droughts, sea level rise), hydrological hazards (landslide, riverine, and flash flooding, coastal erosion), etc.

Vincentians have lived with these threats for generations, and they have shaped the spatial distribution of people and activities in the mainland and in the Grenadines. However, the effects of Climate Change are exacerbating these risks, increasing both the temporal probability and the spatial extent of some of these events.

Although it does not cover all different relevant types of hazard, and only covers mainland St Vincent, Map 1 Multi-hazard Map of Mainland St. Vincent provides a visual representation of the distribution of different types of hazard. They are represented considering either the spatial footprint of different hazard scenarios (i.e. sea surges, lahars, and flash flooding); or based on susceptibility (i.e. landslide and volcanic areas).

These hazards should be addressed using a Multi-Hazard approach, recognising that they are not independent events whose effect can be simply summed, but rather recognising that these events could be:

- coupled (i.e. two events triggered by the same triggering event, such

as an submarine earthquake causing simultaneously landslides and tsunamis);

- chained in a domino or cascading event (one hazard cause the next); or
- linked in such a way that one hazard exerts on the disposition of a second hazard (for instance, prolonged droughts make soil less capable to absorb water, and exacerbate flash flooding during extreme rain events).

This means, on the one hand, that complex models that combine risks are necessary; and that risk assessments should be updated regularly, at least after the occurrence of each major event.

Map 1 Multi-hazard Map of Mainland St. Vincent also demonstrates that, currently, limited up-to-date, country-wide hazard maps and risk assessment maps are available, partly due to the absence or incompleteness of historical data on some of these hazard. The preparation of a Multi-Hazard Risk Assessment is necessary to amend and integrate this Strategy. Additional information on how to conduct these studies is available in the Caribbean Handbook on Risk Information Management.

Finally, the maps suggests that very limited areas in St Vincent are unaffected by any risk (and a similar situation occurs in the Grenadines, according to anecdotal information). Moreover, unaffected areas are generally already densely populated, allocated to productive uses (e.g. agriculture), or inaccessible/unsuitable (e.g. due to topography). This means that residents of St. Vincent and the

Grenadines have to co-exist with and adapt to these risks, either by:

- reducing exposure where possible (e.g. avoiding further development in high risk areas and retreating from them); or
- by increasing resilience and consequently reducing vulnerability (e.g. by introducing technical and design solutions such as building on stilts and introducing sacrificial floors).

An effective Risk Reduction Strategy combines the following approaches:

1. Reducing Hazard Impact (Non-Structural Mitigation) -

Maintenance of protective features of the natural environment that absorb or reduce the hazard impact;

2. Reducing Damage Potential (Non-Structural Mitigation) -

such as designation of No further Development Areas, and Special Provision Development Areas. This helps in differentiating land uses and regulating design, based on hazard criteria;

3. Structural Mitigation -

avoid sterilisation of space for the creation of protective infrastructure (including both green and grey infrastructure) or infrastructure that enhances the effectiveness of disaster response (e.g. evacuation routes). and relocation. Promote upgrading and regularisation of informal development and relocate

settlements in circumstances where this is not feasible.

A national-level Multi-Hazard Risk Reduction Strategy should be applied in conjunction with Local Plans (LAPDP) to implement these approaches. In particular, Local Plans should:

1. regulate land uses in specific areas to protect ecosystems and the services they provide;
2. differentiate decisions on specific land uses through parcel-level zoning, and implement building codes and specific requirements for different special provision development zones;
3. identify the specific location and plans for the development of critical infrastructure, including details of specific projects (e.g. roads, shelters).

Prepare upgrading plans for informal development or, if adequate upgrading is not possible, identify areas for relocation (within the local area, if possible) and prepare adequate resettlement plans, including an action plan for the development and servicing of the new site.

At this level, it is also necessary to promote Community Level Resilience Planning, implementing early warning systems, promoting preparedness levels and response capacity, etc.

The following policy principles are recommended at national level:

1. No further development should be permitted in **No Further Development Areas**;
2. Existing development located in any **No Further Development Area** and informal development in any **Special Provision Development Area** will be subject to specific Risk Assessment Study and Spatial Multi-criteria evaluation as part of the preparation of a Local Plan. The result of the study will determine the need for upgrading, relocation, or a combination of the two. An Upgrading and Relocation Plan will need to be developed alongside the Local Plan.
3. Development proposals within **Special Provision Development Areas** will need to demonstrate, through Hazard Risk Impact Assessment, how the design and siting solutions reduce hazard risk to acceptable levels, to the satisfaction of the Physical Planning and Development Board in consultation with the National Emergency Management Organisation (NEMO);
4. Development proposals in close proximity or upstream to **No Further Development Areas** will be assessed to ensure they do not sterilise opportunities for the development of planned or potential protective infrastructure or infrastructure that will enhance the effectiveness of disaster response;
5. Development and activities that exacerbate hazard risk, either on site or elsewhere, to unacceptable levels will not be supported.

6. Vulnerable development and facilities/uses essential for survival and recovery should be located preferably outside of **No Further Development Areas** and **Special Provision Development Areas** and only where land is not available and/or is too distant from the user community should **Special Provision Development Areas** be considered²;
7. The development of a building code or amendments to existing building guidelines recommending design solutions for different types of Element at Risk and different types of Hazard Scenario will be supported. The building code will need to consider interactions between hazards, using a Multi-Hazard approach. The building code should recognise that material and design technology is a moving target, and should not stifle innovation. In particular, the building code should promote Integrated Water Resource Management, Land Degradation Neutrality, and Sustainable Urban Drainage solutions, requiring all surface external surface for parking, walking, and cycling to be covered in

permeable material, reducing vegetation clearance allowed as part of development, and promoting the use of green roofs where possible.

No Further Development Areas and **Special Provision Development Areas** will be mapped at national and local levels, following Multi-Hazard Assessment, and they will be kept updated regularly (at least after each major event). Such spatial assessments should be conducted at different scales with increasing levels of details, and should be used as appropriate for the preparation of relevant planning documents.

A National scale map for St. Vincent and the Grenadines (1:50,000) should be used for general definition of areas. Regional scale maps (1:10,000 to 1:5,000) should be used for detailed definition of areas, evacuation plans, and planning of structural mitigation interventions. Local scale maps (1:500 to 1:1,000, depending on local area size) should be used for parcel-level planning and design of interventions. Additional information on how to conduct these studies is available

² the term “vulnerable development and facilities/uses essential for survival and recovery” includes:

- i. all forms of development intended for uses involving people living or being cared for in the accommodation provided (e.g. housing / residential development, hospitals, medical and social care centres);
- ii. schools and colleges;
- iii. places from which public and commercial services are provided to meet basic day-to-day needs of the community;

- iv. places from which emergency services are provided (e.g. fire stations, police stations);
- v. key infrastructure required for surviving and recovering from emergencies, such as airports, emergency shelters, distribution centres

Additional information on the methodology to plan the location of shelters are available in the Caribbean Handbook on Risk Information Management.

in the Caribbean Handbook on Risk Information Management.

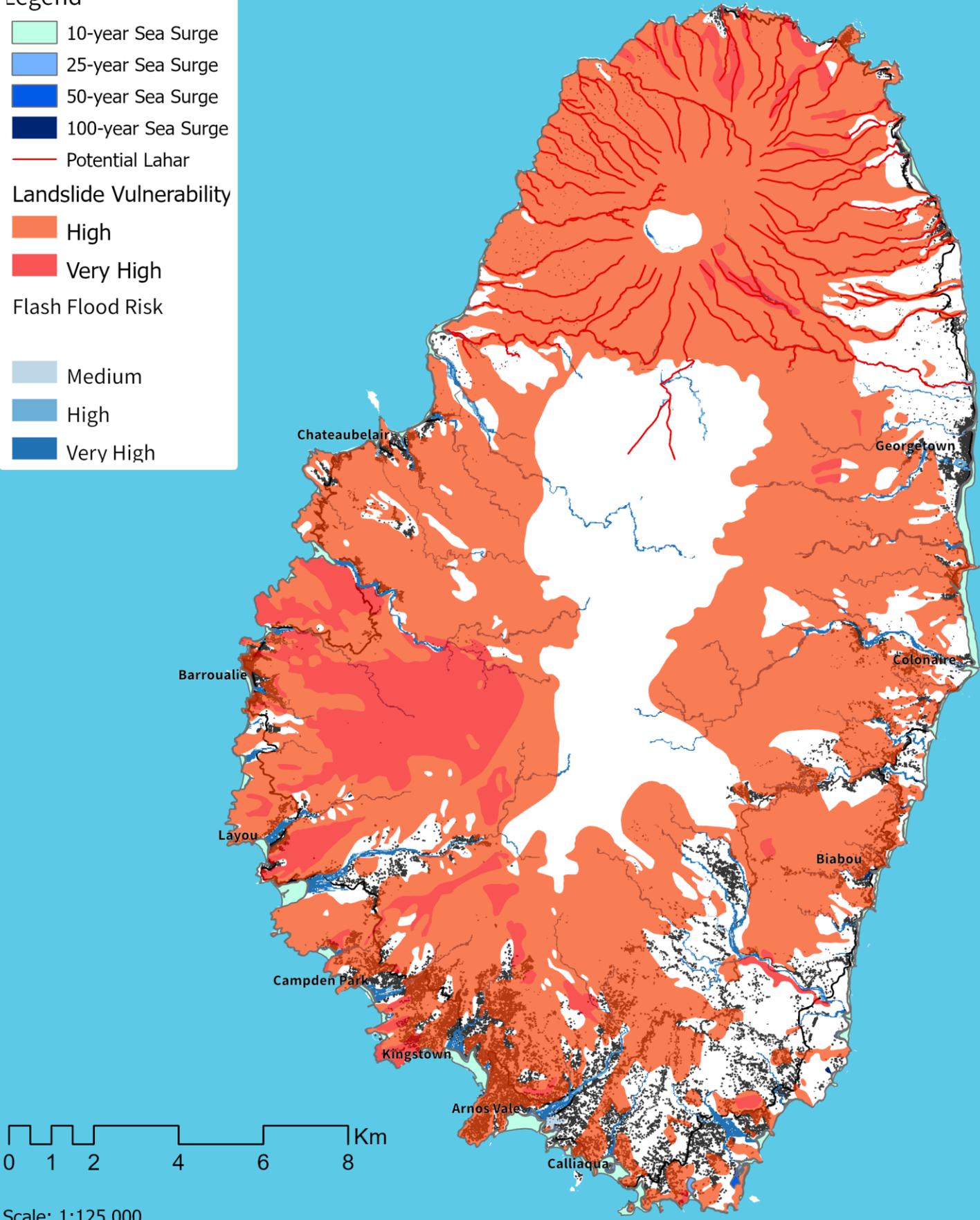
In the absence of such study, the Physical Planning Unit and the Physical Planning

and Development Board will apply a case by case approach, in collaboration with NEMO.

Consultation Draft

Legend

- 10-year Sea Surge
- 25-year Sea Surge
- 50-year Sea Surge
- 100-year Sea Surge
- Potential Lahar
- Landslide Vulnerability**
- High
- Very High
- Flash Flood Risk**
- Medium
- High
- Very High



Map 1 Multi-hazard Map of Mainland St. Vincent

5 SPATIAL STRATEGY

Guided by the Vision, Principles and Objectives inscribed on the Touchstone, an overall Spatial Strategy has been formulated.

The starting point was to review the spatial development options that were considered when the previous draft National Physical Development Plan was prepared in 2001. The options were described as:

1. Trend Development;
2. Dispersal;
3. Dispersed Concentration;
4. Planned Concentration.

The option preferred at that time was Dispersed Concentration (Option 3), which was considered to offer "the greatest potential to guide land use activities into areas in which they will be environmentally, economically, and socially sustainable".

There have been some very significant and far-reaching changes in the context for the NPDP since the previous draft was prepared. For example:

- Argyle International Airport was little more than a concept in 2001;
- Climate Change mitigation and adaptation are now crucial

considerations (there was no reference to Climate Change in the 2001 draft);

- building resilience to hazard risks is now a primary objective across the Caribbean region (and, increasingly, worldwide too) but this was not directly addressed in the policies of the 2001 draft;
- the recent eruption of La Soufriere has not only highlighted the need for planned resilience, but its impacts mean that guiding the recovery process now has to be one of this Plan's prime tasks;
- responses to the Coronavirus Pandemic have highlighted many vulnerabilities and inequalities, both global and national; and,
- technological changes, including advances in communications technology, are offering opportunities that were barely considered in 2001.

With such major changes to the context for the NPDP, some significant variations to the spatial development strategy are essential. The strategy now proposed is outlined on the pages that follow.

National Spatial Strategy

Key components of the National Spatial Strategy include:

Increasing sustainability and resilience by designating areas for Growth or Renewal or Conservation, with:

- **Growth areas** being suitable for substantial new development;
- **Renewal areas** being suitable for some development, such as replacement of buildings, infill and gentle densification;
- **Protection areas** being those where development will be restricted or prohibited, distinguishing between areas for:
 - **Stewardship** – where the priority will be protection and conservation of ecosystems and the essential services they provide; or
 - **Production** – where the priority will be to provide for sustainable agriculture, horticulture, agroforestry or silvopasture, and – on the coast – sustainable fishing; or
 - **Safeguarding** – where the priority will be to safeguard against particularly high levels of hazard risk by avoiding or minimising vulnerable development.

Improving connections and communications within St. Vincent and the Grenadines and internationally by:

- providing for improved physical connections (by sea and air) between the islands;

- supporting the improvement and extension of internet connectivity to provide better access to services and opportunities in education and enterprise;
- making increased use of marine transport as a means of improving connectivity and reducing congestion in St. Vincent, as well as reducing disruption in case of extreme event (e.g. volcanic eruption); and,
- making active travel (walking and cycling) a feasible and attractive option more often, everywhere.

Increasing national self-sufficiency in food provision and energy supply by:

- conserving land for agricultural production and safeguarding it from conversion to other uses, and supporting agricultural enterprise;
- providing for increasing generation of energy from renewable sources (such as solar, wind, hydro, geothermal) enabling dependence on imported fossil fuels (oil and gas) to be phased out.

Maintaining and enhancing the health of the ecosystem on which our own health and well-being depends by:

- actively keeping our air, water and land clean;
- supporting and increasing biodiversity on the islands and in the sea; and
- understanding the value of the services our ecosystems provide.

Legend

Settlement Hierarchy

- District Centre
- Local Centre

Port

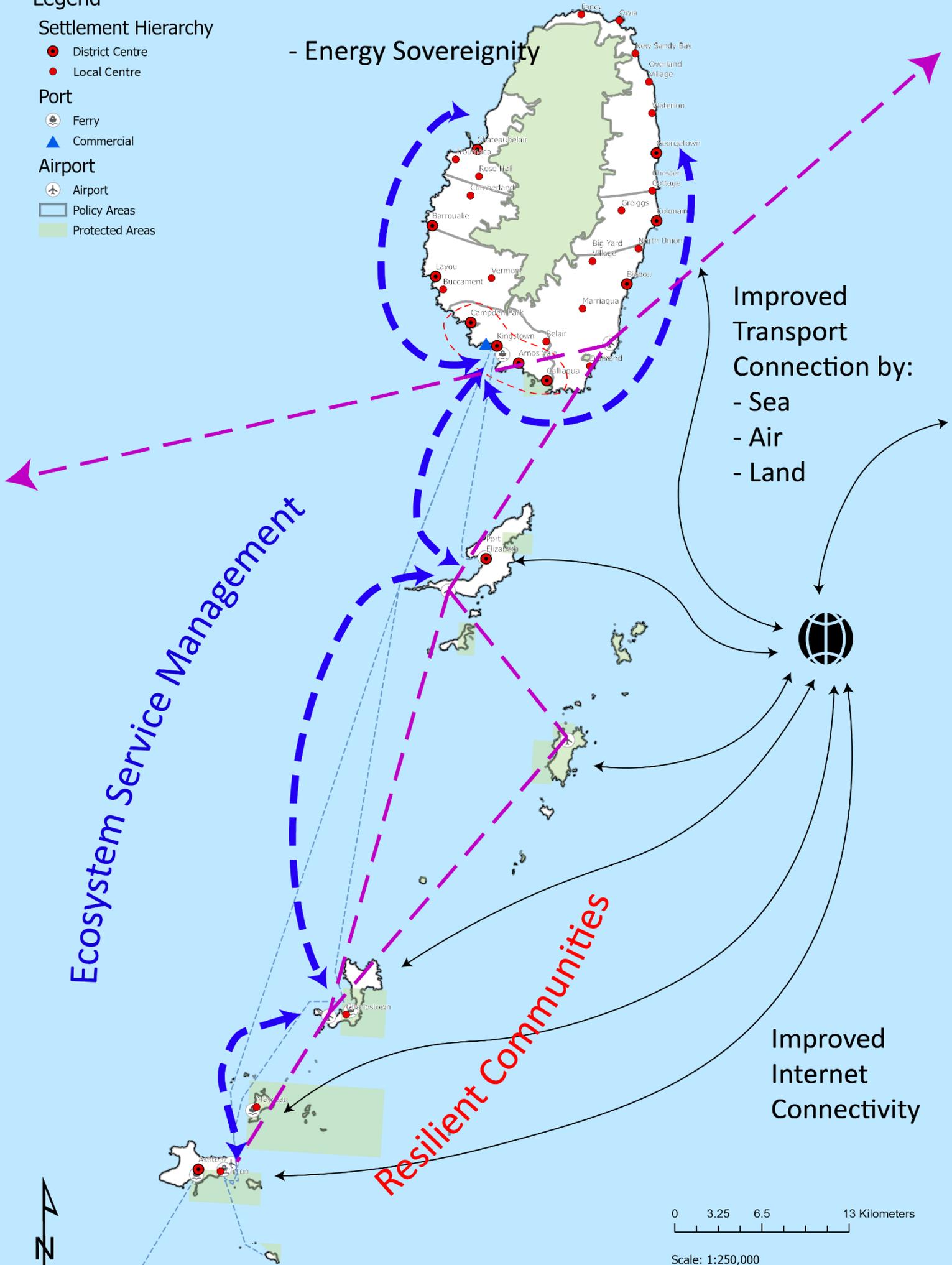
- ⚓ Ferry
- ▲ Commercial

Airport

- ✈ Airport
- ▭ Policy Areas
- ▭ Protected Areas

- Food Sovereignty

- Energy Sovereignty



Improved Transport Connection by:

- Sea
- Air
- Land

Improved Internet Connectivity

0 3.25 6.5 13 Kilometers

Scale: 1:250,000

Regional and Local Planning

Section 7(1) (b) of the Town and Country Planning Act requires the Physical Planning and Development Board to prepare three levels of physical development plan: National, Regional and Local. Taken together, these plans are intended to guide development throughout the country, and details of their scope and form are set out in Sections 8 and 9 of the Act. As the top tier of the hierarchy of development plans, this **National Plan** provides the strategic context for the other tiers, so it is intended that when Regional and Local plans are prepared they should be consistent with the direction set in this Plan and should apply and translate its provisions in the specific context of each particular region and local area.

Generally, planning regions, for which more detailed plans should be made in due course, have been identified only in broad terms for the purposes of this national plan. The Maps illustrate settlement hierarchies, connectivity issues and aspirations, and broad ranges of economic opportunities and “drivers” identified for each region, and guiding Spatial Strategies have been set out for the following regions:

- The Grenadines (North and South);
- The Capital Region, within St. Vincent.

It is intended that a **Regional Plan** will be prepared for each of these regions, consistent with the overall spatial

development context articulated in this National Plan.

A Spatial Strategy has also been set out for St. Vincent as a whole, and this indicates (provisionally) functional regions for which Regional Plans should also be prepared. It will be for the individual Regional Development Plans to define the extent of each region more precisely and to formulate more detailed regional strategies and policies.

It is also intended that further **Local Plans**, will be prepared. Consistent with the policies contained in this Plan and any Regional Plan that may have been prepared for the region in which the Local Plan area is situated, Local Plans will provide further detail and add local context specific to each locality and its communities. Local Plans have already been prepared for Arnos Vale, Georgetown and Union Island and these have been taken in to account in the preparation of this Plan.

Transcending all Regional and Local Plan areas, are the Coastal Areas: a relatively narrow and densely populated region encompassing each island. Policies for coastal areas will seek to address the pressures of coastal development, land-based sources of pollution, climate change and natural hazards. This is proposed to be managed mainly through an Integrated Coastal Zone Management (ICZM) approach, as described in Section 8.5 of this Plan.

Spatial Strategy for the Grenadines

Alongside the National Spatial Strategy, key components of the Spatial Strategy specific to the Grenadines include:

- **Planning for the inhabited islands to function as mutually-supporting, largely self-sufficient communities,** with provision made on each for a balanced mixture of homes, employment opportunities and workplaces, education and healthcare facilities at an appropriate level, cultural, leisure and recreational facilities; all located and connected so as to enable safe and convenient access.
- **Focusing services intended to meet the needs of more than one island in Port Elizabeth and Clifton for the North Grenadines and South Grenadines respectively, acting as regional centres.**
- **Applying the Walkable Neighbourhoods principles to all settlements** as opportunities arise, so that, over time, more residents can meet more of their day-to-day needs within convenient walking/cycling distance of their homes.
- **Making provision for communities on each island to pursue a range of economic activities and enterprises that make the most of their particular local characteristics, distinct heritage traditions/opportunities and potentials.**
- **Taking an integrated and sustainable approach to connectivity and transport by:**
 - promoting and providing for appropriate forms of public/communal transport services on the islands;
 - supporting and providing for active travel (walking and cycling) wherever possible;
 - providing for strengthening of the sea and air links between the islands and with St. Vincent;
 - promoting enhanced internet accessibility, to reduce the need to travel to access services that can be delivered online;
 - providing for transition to net zero-carbon transport.
- **Conserving the islands' ecosystems and managing with care the services they provide.**
- **Promoting Integrated Water Resource Management solutions.**

Spatial Strategy for Mainland St. Vincent

Alongside the National Spatial Strategy, key island-specific components of the Spatial Strategy for mainland St. Vincent include:

- **Applying a Settlement Hierarchy that focuses most new development (housing, employment, services) on the settlements where people’s day-to-day needs can most readily be provided for locally, with:**
 - The Capital Region (Kingstown and the adjacent areas) serving as the national centre (development will be a mixture of Growth and Renewal);
 - Georgetown and Chateaubelaire serving as District Centres for the Windward and Leeward coasts, respectively (development in these centres will be mostly in the form of Renewal);
 - Local Centres, providing a more limited range of services to local communities; and
 - Walkable Neighbourhoods maintained (many already exist) or developed across the whole Settlement Hierarchy, so that, over time, more residents can meet more of their day-to-day needs within convenient walking/cycling distance of their homes.
- **Making provision for communities in each part of the island to pursue a range of economic activities and enterprises that make the most of their particular local characteristics and potentials.**
- **Taking a fully integrated approach to connectivity and transport by:**
 - promoting and providing for improved and extended public transport services;
 - exploring and developing the potential for marine transport services to link coastal settlements;
 - supporting active travel (walking and cycling) wherever possible;
 - promoting enhanced internet accessibility, to reduce the need to travel to access services that can be delivered online;
 - providing for transition to net zero-carbon transport.
- **Conserving the island’s ecosystems especially in its Green Heart and managing with care the services it provides** (areas mostly for Conservation).

Legend

Settlement Hierarchy

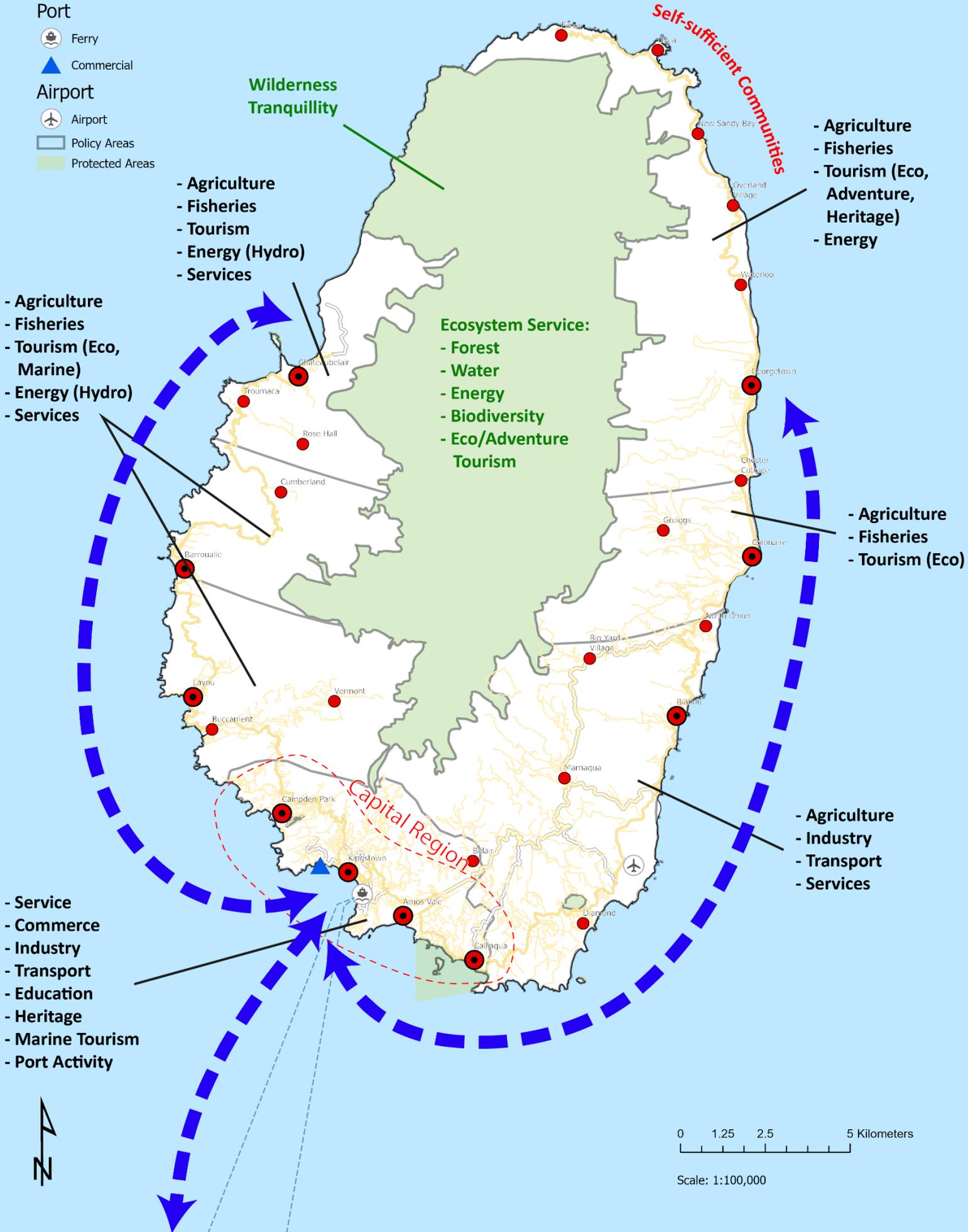
- District Centre
- Local Centre

Port

-  Ferry
- ▲ Commercial

Airport

-  Airport
-  Policy Areas
-  Protected Areas



Scale: 1:100,000

Spatial Strategy for the Capital Region

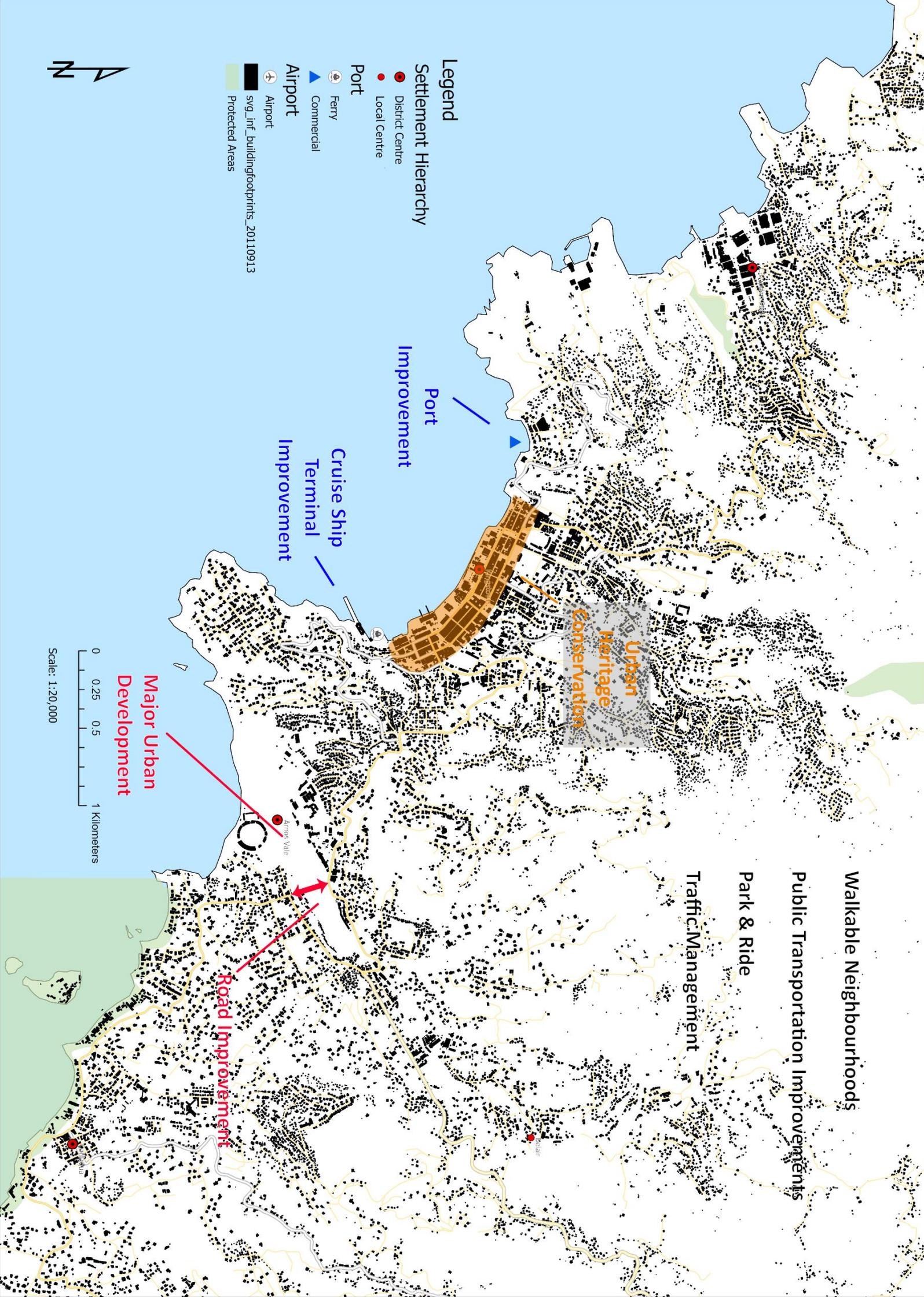
The Capital Region on mainland St. Vincent, the country's largest concentration of housing, commerce, and services, comprises the largely urban area extending from Campden Park in the north-west, through Kingstown and Arnos Vale, to Calliaqua in the south-east.

Continued concentration of residents, commerce, services and industry in this area is largely consistent with hazard risk minimisation aims (although there are certainly some flood risk issues that need to be addressed and responded to). The challenge is to make effective use of the urban area's extensive accumulated assets, whilst reducing congestion and making it generally more liveable. To achieve those aims:

- **Growth will be directed towards areas where it can be undertaken in a planned way, integrated with the rest of the urban area and with the necessary infrastructure provided.** Within that context, redevelopment of the former airport and adjoining land at Arnos Vale will be promoted as a major, planned urban extension. Mitigation of flood risk will be essential to the realisation of this opportunity.
- **Renewal will be allowed for across most of the existing urban area, and will be promoted positively in areas that have become degraded or neglected.**
- **The concentration of cultural heritage assets in the centre of Kingstown will be conserved and revitalisation of this part of the city**

as a vibrant mixed-use area will be supported and promoted. Again, mitigation of flood risk will be essential to the realisation of this opportunity.

- **In conjunction with the modernisation of the port of Kingstown, opportunities will be pursued to improve flood mitigation measures, enhance the environment and liveability of the city centre and relieve traffic congestion.**
- **Walkable Neighbourhood principles will be applied across the Capital Region,** as opportunities arise, so that, over time, more residents can meet more of their day-to-day needs within convenient walking distance of their homes and the whole area becomes safer and more attractive for pedestrians and cyclists.
- **An integrated travel plan will be developed to reduce congestion and associated pollution** through a combination of:
 - improved public transport facilities and services (including enhanced marine transport where feasible);
 - Improving and strengthening the resilience of alternative roads;
 - safe routes and facilities for pedestrians and cyclists;
 - coordinated traffic management;
 - exploration of potential for park and ride;
 - transition to electric vehicles.



Walkable Neighbourhoods

Public Transportation Improvements

Park & Ride

Traffic Management

Urban Heritage Conservation

Port Improvement

Cruise Ship Terminal Improvement

Major Urban Development

Road Improvement

Legend

Settlement Hierarchy

- District Centre
- Local Centre

Port

- Ferry
- Commercial

Airport

- Airport
- Protected Areas

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Scale: 1:20,000

6 SETTLEMENT HIERARCHY

6.1 Managing Growth and Renewal

The **Spatial Strategy**, identifies parts of the country as being, respectively, for:

- Growth;
- Renewal; and,
- Protection.

The Growth and Renewal designations refer chiefly to District and Local Centres, depending on their respective role in the Spatial Strategy. The Capital Region, in recognition of its need for both outward growth in some areas, and “internal” regeneration and renewal in other neighbourhoods, falls under both the Growth and Renewal designations. All other settlements, located in between District and Local Centres, fall under the Renewal designation. Table 1 Spatial Strategy for different Centres clarifies the designation of different Centres.

The Protection designation applies to natural and built heritage sites, agriculturally productive areas, water resource sites and some areas of high hazard risk,

It is intended that those same differentiations will, in due course, be applied in greater detail at more local levels through Regional and Local Plans, the latter being prepared in close consultation with local communities across the country.

Embedded in the national Spatial Strategy is the **Settlement Hierarchy** which offers some structure within a broader framework for managing

investment, recovery and growth across the multi-island state. This identifies particular settlements which, because of their location and the range of services and facilities they provide, or could provide, are well placed to function as centres to serve local communities. The aim is to enable these centres to develop so that they can provide more of the services and facilities that people living nearby use frequently, meaning that, overall, they will need to travel less far and less frequently. It is envisaged that the range of services provided via the internet will also increase, complementing the enhanced role of the service centres themselves, and allowing people to access even more services from their homes or nearby hubs. The settlement hierarchy has three tiers, based on a spatial review of community facilities (schools, hospitals, playgrounds, etc.) and validated through workshops with stakeholders. The three tiers are as follows:

- the **Capital Region**, composed of Kingstown, Campden Park, Calliaqua, and Arnos Vale. It functions as the centre for national-level services;
- Barrouallie, Belair, Chateaubelair Clifton (Union Island) Colonarie, Georgetown, Layou and Port Elizabeth (Bequia) providing the **District Centres** service level; and

- other villages with defined centres, functioning as **Local Centres**.

There are also many smaller settlements and clusters of homes (other settlements) that do not function as centres in relation to a wider local population. Generally, these will orientate towards one of the defined Local or District Centres.

The strategy for enabling people to meet most of their day-to-day needs locally goes a step further by promoting a Placemaking approach to planning and development and taking the **Walkable Neighbourhood** concept as the basis for developing communities that are more sustainable and liveable. This applies across all tiers of the settlement hierarchy.

The actual boundaries of the Capital Region and all types of centre will be determined through Local Plans, or will be based on a case-by-case assessment performed by the Physical Planning Unit, in the absence of an approved Local Plan.

Capital Region

1. The Capital Region should welcome majority of the urban growth in the country, catering for the incoming migration from other areas of St. Vincent and the Grenadines.
2. Development proposal for residential development and non-residential development will be supported in the Capital Region. Preferably, residential development will be directed toward Predominately Residential Areas, and Mixed-use Areas, while other uses should be directed toward Mixed-use Areas (if compatible with neighbouring residential uses) and Employment Areas, according to the nature of the development.
3. Generally, infilling and renewal of existing neighbourhoods will be preferred to outward extension of the capital region.
4. The preparation of large development schemes will be supported, provided that they are supported by a complete Masterplan giving consideration, among other aspects, to:
 - a) Density and morphology of the settlement, promoting higher density and walkable communities;
 - b) Availability of open and green spaces of different size, in walking distance of communities;
 - c) Availability of institutional facilities and other community services, in walking distance of communities;
 - d) Protection of terrestrial, coastal and marine environmental ecosystems located within, in the vicinity of, or indirectly affected by the development schemes
 - e) Creation of ecological corridors crossing the development site to link ecosystems located in its vicinity and preserve ecological connectivity;
 - f) Concentration of non-residential and commercial uses in existing mixed-used areas in close proximity to residential areas, or creation of a new mixed-use centre within a master planned area.

- g) Adaptation to climate change and reduction of risk.
 - h) Impact on other uses in nearby areas, in particular other commercial hubs and mixed-use areas.
 - i) Promotion of walking connectivity and soft mobility within the area, and transit-oriented development for connection with other Centres or neighbourhoods within the centre.
5. The redevelopment of Arnos Vale airport will be supported, provided a masterplan is submitted addressing the provisions of Section 4 of this policy as well as any other requirement of the PPU.

Growth Centres

6. Growth Centres should provide for the majority of the urban growth in their respective policy area, catering for their natural growth as well incoming as migration from other areas.
7. Development proposals for residential development and non-residential development will generally be supported in the Growth Centres. Residential development will be supported in both residential areas and, in appropriate forms, in Mixed-use Areas. Mixed-use Areas will also be suitable for wide range of other uses, provided such uses are compatible with each other and with maintenance of the amenities that neighbouring residents may reasonably expect to enjoy.

8. A combination of infilling and planned extension of Growth Centres will be supported. Where appropriate, the Physical Planning and Development Board in collaboration with the Physical Planning Unit will develop a Masterplan for the area, following the provisions of Section 4 of this policy, to guide the infilling and planned extension of Growth Centres.

Renewal Centres

9. Renewal Centres are not intended to accommodate significant growth beyond their current size and population.
10. Infilling, renewal or gentle densification within the existing built footprint of the settlement will be supported in Renewal Centres. Exceptionally, development that extends the existing built footprint may be supported where it can be demonstrated that the level of growth proposed is consistent with considerations relating to service provision and hazard risk management, and infilling, renewal or gentle densification is not viable, but, generally, outward physical expansion of these centres should be kept to a minimum.
11. Developments that do not comply with paragraph 10 of this Policy may be permitted only if provided for in an approved Local Plan for the area within which the settlement is located that has been made in full consultation with the local community and has that community's support.

Protection Areas

13. There are few settlements in Protection Areas, which are managed through the list of policies articulated under Section 5.3 of this Plan. Expansion of such settlements will not normally be supported.

14. A buffer and a transition zone should be maintained between the built footprint of settlements and protection zones. No expansion of Growth or Renewal Centres should encroach into these areas.

6.2 Services: provision and accessibility

Within the context of the Spatial Strategy and settlement hierarchy described above, the policies that follow seek to provide a rational and sustainable basis for the provision of community services and community infrastructure. Table 1 Spatial Strategy for different Centres clarifies the designation of different Centres.

General Policies

1. The following Community Facilities should be provided at the neighbourhood level in all settlements, in close walking distance for the majority of the residents, and in a number and size adequate to serve the whole neighbourhood:
 - a) Pocket park for toddlers and children; and,
 - b) Nursery and day-care.
2. Community Facilities should be located within mixed-use areas or, where appropriate, predominantly residential areas in such ways as to maximise the number of users in walking distance.

3. Where feasible, Community Facilities should be located in close proximity to public transit facilities.

4. Where feasible, Community Facilities should be located adjacent to one another and open space areas, to permit the sharing and optimal use of community, open space and parking, facilities.

5. Where necessary, Community Facilities may be located at the discretion of the Physical Planning and Development Board provided that the site has direct access to major roads and public transit facilities, and the proposed development is compatible with surrounding uses.

6. Sensitive institutional land uses, such as day cares, should be directed away from areas prone to high volumes of noise and/or industrial uses generating any odour, dust, vibration or fumes that may negatively affect the health of children.

7. Where feasible, community facilities such as school, halls, community centre, churches etc. should be located and designed in such a way as to act as emergency shelters in case of extreme events and disaster.

8. A Traffic Impact Assessment may be required for community facilities to determine whether any improvements to existing road infrastructure are necessary to accommodate the development.

Local Centres

9. Local Centres should provide community facilities able to meet the needs of local communities located within the Service Areas of the centre or residing in other settlements close to the Centre. Community facilities that could be provided within Local Centres include
 - a) Primary Schools;
 - b) Clinics and Health Centres;
 - c) Pharmacies;
 - d) Nursing Homes;
 - e) Markets(Co Op vending space)
 - f) Community Halls
 - g) Places of Worship
 - h) Cemeteries
 - i) Internet access points
 - j) Interpretation Centres (for cultural heritage assets)
 - k) Mini parks.

Such facilities could all be included in an individual Local Centre or be distributed within an accessible cluster of Local Centres, depending on their size and proximity to one another.

District Centres

10. District Centres should provide local communities located within the

Service Areas of the centre or residing in other settlements close to the Centre with the same services described in the Local Centre Section.

11. Additionally, District Centres should provide residents of the whole policy area, including residents of local centres, with the following facilities:
 - a) Secondary Schools and Vocational Schools;
 - b) Hospitals, in specific circumstances;
 - c) Ambulance Centres;
 - d) Police Stations;
 - e) Fire Stations;
 - f) Sports pavilions;
 - g) Performing Art spaces
 - h) Movie Theatres / Cinemas;
 - i) Government Offices (medium level);
 - j) Government Offices (higher level, solely for District Centres in the Grenadines, to reduce the need to travel to Kingstown); and,
 - k) Magistrates Courts (solely for District Centres in the Grenadines, to reduce the need to travel to Kingstown).

Capital Region

12. The Capital Region will contain multiple community facilities centres able to provide the local communities with the services listed in the District and Local Centre Policies.

13. The Capital Region should provide all residents in the country with the following additional facilities:

- a) Tertiary Education Facilities;
- b) Hospitals;

- c) Governmental Office (higher level);
- d) Museums;
- e) National Stadia;
- f) Crematoria
- g) Higher Level Courts.

Table 1 Spatial Strategy for different Centres

Name	Typology	Spatial Strategy
Capital Region		
Arnos Vale	District Centre	Growth
Calliaqua	District Centre	Growth
Campden Park	District Centre	Growth
Kingstown	National Centre	Growth/Renewal
Other Areas		
Ashton	Local Centre	Renewal
Barroualie	District Centre	Growth
Belair	Local Centre	Growth
Biabou	District Centre	Growth
Big Yard Village	Local Centre	Renewal
Buccament	Local Centre	Growth
Charlestown	Local Centre	Renewal
Chateaubelair	District Centre	Renewal
Chester Cottage	Local Centre	Renewal
Clifton	District Centre	Growth
Colonarie	District Centre	Growth
Cumberland	Local Centre	Renewal
Diamond	Local Centre	Growth
Fancy	Local Centre	Renewal
Georgetown	District Centre	Renewal
Greiggs	Local Centre	Renewal
Layou	District Centre	Growth
Marriaqua	Local Centre	Renewal
Mayreau	Local Centre	Renewal
New Sandy Bay	Local Centre	Renewal
North Union	Local Centre	Renewal
Overland Village	Local Centre	Renewal
Owia	Local Centre	Renewal
Port Elizabeth	District Centre	Growth
Rose Hall	Local Centre	Renewal
Troumaca	Local Centre	Renewal
Vermont	Local Centre	Renewal
Waterloo	Local Centre	Renewal

Legend

Spatial Strategy

- District Growth Centre
- Local Growth Centre
- District Renewal Centre
- Local Renewal Centre

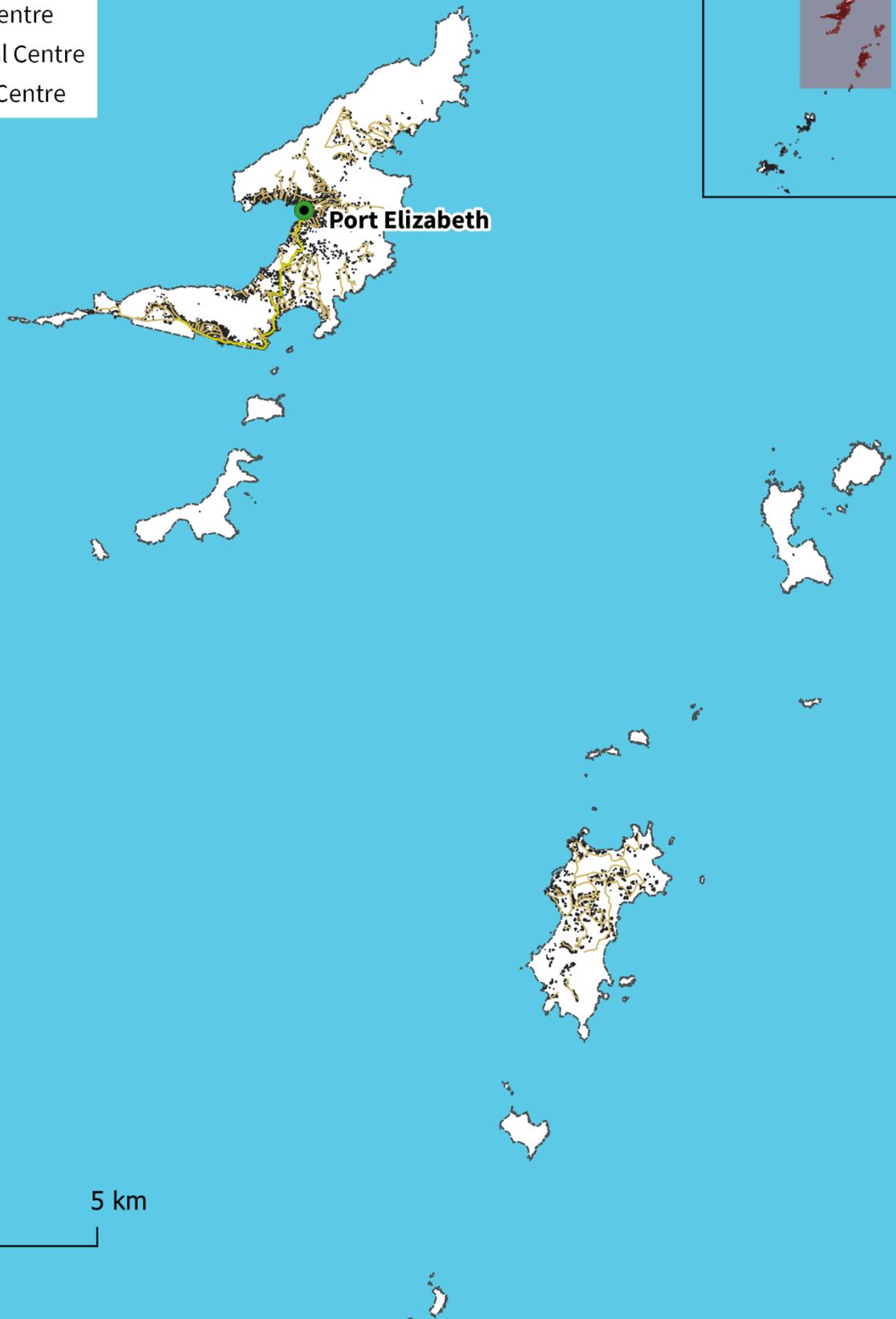


Map 2 Spatial Strategy St Vincent

Legend

Spatial Strategy

- District Growth Centre
- Local Growth Centre
- District Renewal Centre
- Local Renewal Centre

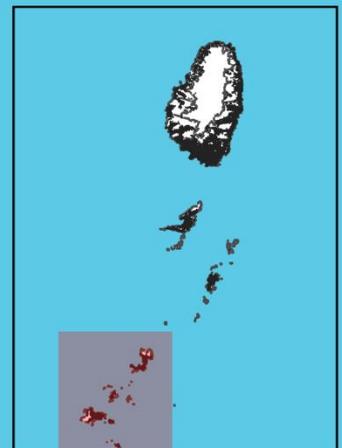
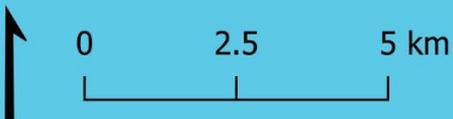


Map 3 Spatial Strategy Northern Grenadines

Legend

Spatial Strategy

- District Growth Centre
- Local Growth Centre
- District Renewal Centre
- Local Renewal Centre



Map 4 Spatial Strategy Southern Grenadines

7 PLACEMAKING PRINCIPLES



A fundamental part of physical planning, Placemaking can be defined as:

creating, shaping and sustaining places so that they can support the well-being of all the people whose lives connect in them and with them.

The following seven (7) Placemaking Principles should be considered and, wherever possible, applied whenever places are being changed or added to.

1. Arrange places, connections and uses so that a high proportion of daily journeys can conveniently be made by active travel (walking, cycling) or public transport, with the need to use private cars being reduced;
2. Design and manage places so that they can accommodate, within a comfortably walkable area, a

diversity of uses and facilities that are mutually compatible and mutually supportive;

3. Provide a safe, comfortable and attractive public realm (streets, spaces etc.) that allows for motor vehicles whilst favouring pedestrians and cyclists;
4. Make sure that consideration for the requirements of “pedestrians” always includes consideration of the particular needs of people with particular mobility needs (e.g. wheelchair users, parents with young children, people with restricted vision or hearing...);
5. Provide spaces and design streets for socialising and play – both of which are crucial for well-being and social development.
6. Make sure that places and buildings are designed to be well-ventilated, naturally shaded and cooled, and energy and resource efficient;
7. Provide for good connectivity between people’s homes and the services and facilities they need, making use of digital connectivity where appropriate and aiming for net carbon-zero travel to be

achieved within the period of this Plan.

Taken together, application of the principles set out above can sustain or create settlements made up of Walkable Neighbourhoods, which have the potential to:

- support people’s health and well-being;
- reduce traffic congestion and associated pollution in the Capital Region;
- help people both to improve their productivity and to live more healthily;
- provide a physical framework for strong, resilient and sustainable communities.

A design framework that fosters resilient, sustainable, climate smart communities incorporating the efficient use of scarce land resources may require the densification of appropriate areas of our urban neighbourhoods. This could signal a need for amendments to legislation to facilitate individual ownership arrangements for higher density housing forms such as condominiums. Targeted legislative changes will be addressed in an Action Plan which will be an attendant document to the Draft NPDP.

8 LAND USE AND BUILT FORM POLICIES

8.1 Predominantly Residential Areas



Predominantly residential areas refer to neighbourhoods within the Capital Region, District Centre and Local Centres, or other settlements where the majority of buildings are used for residential purpose, with other services ancillary to residential use occupying land in between dwellings (e.g. churches, schools, recreational areas, grocery shop, etc.). Although sporadic residential use may occur in Employment Areas and Mixed-use Areas, predominantly residential areas are distinct from these because they have only a limited number of uses related to production and commercial

activities, offices, tourism-oriented activities, establishments related to the evening economy, etc.

Predominantly residential areas are found in the Capital Region and in all District and Local Centres, irrespective of their designation as Growth Areas or Renewal Areas. While the designation should influence the type of residential development intended for these areas, they are all intended to develop as life-long and compact communities. The Walkable Neighbourhood concept will therefore be used in the assessment of new proposals in predominantly

residential areas. The Land uses that shall be permitted in Predominantly Residential Areas are:

- Single family, semi-detached, duplexes, terrace housing, townhouses, condominiums, multi-storey apartments, seniors' housing, assisted living facilities and nursing homes;
- Home-based work/occupations incidental to a residential use provided that the home occupation:
 - employs no more than three (3) persons;
 - covers no more than 50% of the gross floor area of the dwelling, preferably locate on the ground floor;
 - is located wholly on the residential property;
 - does not involve the sale of goods to the public or storage or use of hazardous materials.
 - does not cause unacceptable disturbance to nearby residential properties in the form of noise, vibration, fumes or odours, solid waste, and traffic congestion.
- Recreation parks and community mini-parks;
- Neighbourhood-oriented institutional uses such as primary schools, churches and halls, resource and community centres,
- Small-scale neighbourhood commercial uses, including convenience stores, variety shops, small business service offices and medical offices, located so as to reduce any potential negative impact on residential amenity.

General Policies

1. Development applications for residential subdivisions within or adjacent to predominantly residential areas will be supported provided that:
 - a) the proposed subdivision is located within the Capital Region, District Centre or Local Centre designated as a Growth Area, or Renewal Area;
 - 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) the proposed subdivision is not located within areas of high risk due to extreme events, based on Map 1 Multi-hazard Map of Mainland St. Vincent, and the information contained in any other more recent risk assessment, unless it can be demonstrate through a Hazard Risk Assessment that the risk is substantially mitigated by appropriate design solutions.
 - d) roads, water, sewer, and other utilities can adequately service the proposed development;

- e) the proposal provides a rational and continuous network of local and main roads with appropriate linkages to existing or future roads on adjacent sites;
 - f) There are adequate provisions for pedestrian circulation and active mobility;
 - g) Existing nearby open spaces and recreational areas can adequately service the proposed development;
 - h) Local schools, hospital and other neighbourhood-oriented institutional services can adequately service the proposed development.
2. Developers will be required to provide all functional infrastructure, including adequate access, essential utility services, street trees, landscaping, sidewalks and street lighting in all new subdivisions.
 3. Assisted 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 Physical Planning and Development Board in terms of the following issues, considering where appropriate the cumulative impact of the proposed development and existing non-residential uses within the neighbourhood:
 - a) noise and visual impacts on adjacent residential properties (Additional setbacks and screening may be required to mitigate impacts and preserve the residential amenity of adjacent residential properties, and proposals which would likely create an unacceptable impact on surrounding residences will not be permitted);
 - b) provision of adequate on-site parking;
 - c) provision of adequate vehicular and pedestrian access;
 - d) unacceptable traffic congestion should not be created (a Traffic 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, clinics, recreational parks, and community facilities, will be encouraged to locate in Predominantly Residential Areas, provided that they:
 - a) locate in such a way that they will function as a focus for the neighbourhood, in close walking or cycling distance to the majority of the residents in the neighbourhood;
 - b) are directed to locations where sufficient off-street parking will be provided;
 - c) are compatible in scale and character with surrounding residential uses;

6. Policies for Commercial Uses (retail shops and offices) in predominantly residential areas will be supported provided that:

- a) they meet the needs of local residents and nearby communities (in particular, availability of healthy food options including food and produce shops, farmers' markets and farm to table food outlets will generally be supported);
- b) they do not, alone or in combination with other existing commercial uses, detract from the residential nature of the neighbourhood and result in change in its predominant use.

Residential uses will be encouraged on upper storeys in conjunction with commercial uses on the first level.

7. Applications for expansion and/or intensification of existing light industrial uses in Predominantly Residential Areas are subject to the approval of the Environmental Health Authorities and may be permitted by the Physical Planning and Development Board if they conform to each of the following criteria:

- a) the proposal is not injurious to the residential amenity of the area;
- b) the uses/activities will be wholly enclosed within buildings;
- c) there will be no further intensification in the use or storage of hazardous or toxic materials;
- d) there will be no outdoor storage;

e) the proposal is located on property which fronts directly onto a major/main road.

f) the proposal is located on a site which used for industrial purposes.

Design Guidelines

8. Proposals for higher density or medium-rise housing will be considered by the Physical Planning and Development Board based on the following criteria:

a) they should generally be directed to sites which front primary or secondary roads or sites located at the intersections of these roads and local roads.

b) they should be directed to sites which minimize impacts such as overshadowing and over viewing of adjacent residential properties and blockage of breezes;

9. Multi-family, multi-storey buildings will:

a) have a main entry off a public road, and be located close to the road, if possible;

b) where possible, locate at-grade parking facilities to the rear or side of the building and be screened with planting;

c) include outdoor space for each unit in the form of a balcony;

d) provide shared outdoor amenity space at grade, which may include landscaping, play equipment, and seating;

e) 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

- f) provide pedestrian routes across the site, where appropriate, and sidewalks.

10. Town-housing, terraced housing and row-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) include an outdoor space for each unit and shared outdoor space;

- c) have a clearly defined front door and entry off the public street or pedestrian route;

- d) consider consolidated parking, away from the public street and landscaped; and,

- e) include pedestrian routes through the site, where appropriate, and sidewalks.

11. Design solutions that improve resilience to extreme events and mitigate and reduce flood risk (riverine and coastal), landslide risk, volcanic risk, earthquake risk, etc, will be supported.

8.2 Mixed-use areas

Within the Capital Region as well as District and Local Centres, mixed-used areas are identified as those areas where the majority of land uses relate to commercial, light industrial, cultural, institutional and recreational activities, etc, with some residential uses too. This definition includes the Central Business District, town centres, institutional centres, tourism areas, linear development along collector roads.

Mixed-use are intended to promote development at a higher density and with a wider mix of uses than surrounding areas. These areas are intended to be areas of service and employment, compact and orderly. Permitted uses in Mixed-use areas are:

- Government and civic institutions;
- Shops/Retail;
- Markets;
- Offices;
- Financial Services;
- Light industry;
- Restaurants and bars;
- Evening economy;
- Entertainment;
- Single family, semidetached, duplexes, terrace housing, townhouses, condominiums, multi-storey apartments, seniors' housing, assisted living facilities and nursing homes;
- Cultural, recreational, institutional, educational,

community facilities and open space;

- Hotels;
- Guest houses;
- Apartment hotels;
- Tourist services;
- Service stations and petrol filling stations; and
- Fish landing sites.

General Policies

1. Within Mixed-used areas, development proposal related to the permitted uses listed above will be supported, provided they are in keeping with the character of the surrounding areas and do not cause unacceptable disturbance or have an unacceptable detrimental impact on other existing uses.
2. Mixed-use areas will not be located within areas of high risk due to extreme events, based on Map 1 Multi-hazard Map of Mainland St. Vincent and the information contained in any other more recent risk assessment, unless it can be demonstrate through a Hazard Risk Assessment that the risk is substantially mitigated by appropriate design solutions.
3. Medium and higher density housing forms, as well as residential units above commercial uses in mixed-use buildings, will be encouraged.
4. Renewal and redevelopment of vacant lots and buildings will be

encouraged. Where appropriate, active uses such as shops, restaurants and entertainment uses will be supported, subject to relevant environmental health guidelines to support the amenity of the surrounding areas.

5. Taller buildings are appropriate in certain Mixed-use areas in the Capital Region and District Centres. Further guidance on appropriate heights will be provided in Local Plans. Locations for taller buildings must consider compatibility with the existing context, heritage assets and views.
6. A Traffic Impact Assessment may be required for major commercial, residential or mixed-use developments to assess the impacts of the proposed development on existing road infrastructure and parking supply and the infrastructure improvements necessary to accommodate the proposal.

Design Guidelines

7. In order to develop Mixed-use areas to be compatible with their surroundings and to facilitate walking and public transport, the following design strategies apply:
 - a) buildings should be oriented to the street, with direct pedestrian access from the street to the main building entrance.
 - b) 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 (in the central area of Kingstown, continuity of the characteristic arcades/"arches" will be sought, where appropriate and feasible).

8. In Mixed-use areas, enhancing walkability will be a priority and will be pursued through the implementation of continuous sidewalks, pedestrian crossings and signals. An accessible pedestrian environment will be encouraged, including ramps, visual markers and audible signals.
9. 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 with landscaping. The development of park and ride solutions at the outskirts of Mixed-use Areas, reducing the need for parking solutions within the area and for each plot, will be supported.
10. To ensure compatibility of the proposal with adjacent residential communities, the height and massing of new development should be designed and developed so as to:
 - a) minimize impacts with respect to shadowing, overview, loss of privacy and blockage of breezes to adjacent residential dwellings (in order to minimize impacts, the Physical Planning and Development Board may require mitigation measures such as landscape buffers, noise control measures, or increased setbacks from residential uses);

- b) create an effective transition in height and massing between the more intensive corridors and centres and adjacent residential neighbourhoods;
- c) ensure compatibility with the built form of adjacent uses in the centre or corridor in terms of building

height, scale, massing and relationship to the street.

- 11.** Design solutions that improve resilience to extreme events and mitigate and reduce flood risk (riverine and coastal), landslide risk, volcanic risk, earthquake risk, etc, will be supported.

Consultation Draft

8.3 Natural Heritage



The natural resources and habitats of St. Vincent and the Grenadines cater to a number of ecosystem services which include habitat protection, raw materials, cultural services, energy resources and food provisioning. Due to the complexities and challenges associated with managing the variety of uses within natural heritage areas, an ecosystem-based approach will be incorporated into the design of spatial policies. A number of sites across the island have been

designated as Protected Areas due to unique or special ecological, biodiversity, historical, cultural, recreational, tourism or other aesthetic attributes existing at that site. The preservation of these areas is prioritized under the mandate of the National Parks Rivers and Beaches Authority.

Policy directives will focus on facilitating effective management of biological resources, resource conservation and maintenance of a clean, safe and healthy

physical environment. Specifically, national spatial policies will seek to address and mitigate issues affecting the islands' natural heritage, such as deforestation, over-exploitation of resources and pollution. The main purpose of the Natural Heritage and Protected Areas designation is to:

- ensure that new development is compatible with the current functions of the Natural Heritage Areas and Protected Areas;
- establish standards for physical development in the vicinity of Natural Heritage Areas and Protected Areas;
- ensure that new development enhances the valued characteristics of Natural Heritage Areas and Protected Areas.

Protected areas, as outlined in the National Parks and Protected Areas System Plan, include:

- i. National Parks
- ii. Forest Reserves
- iii. Wildlife Reserves
- iv. Natural Landmarks
- v. Recreational Areas
- vi. Marine Parks
- vii. Marine Reserves
- viii. Marine Conservation Areas
- ix. Protected Landscape / Seascape.

General Policies

The Maps used for these policies are taken from the St. Vincent and the Grenadines National Parks and Protected Areas

System Plan 2010-2014. This Plan supports the recommendations contained in the System Plan in terms of extension, location, and typology of protected areas. Additional work will be necessary on the part of the National Parks Rivers and Beaches Authority to detail boundaries on the ground and future uses in this designated area will be subject to those recommendations.

1. The management of protected areas should be guided by an updated National Parks System Plan, as well as updated Wildlife Reserve Plans, Forest Reserve Plans and Marine Management Areas Plans.
2. The Natural Heritage Areas and Protected Areas will be valued as a means of mitigating the effects of climate change and the related risks of natural disasters. These areas contribute to climate change adaptation through the conservation of a range of ecosystem services (provisioning, protection, regulation):

Provisioning:

- a) Water conservation (reuse, infiltration and storage);
- b) Food security and sovereignty;
- c) Habitat and biodiversity.

Protection:

- d) Flood risk reduction;
- e) Land stabilization/landslide risk reduction;
- f) Storm surge mitigation.

Regulation:

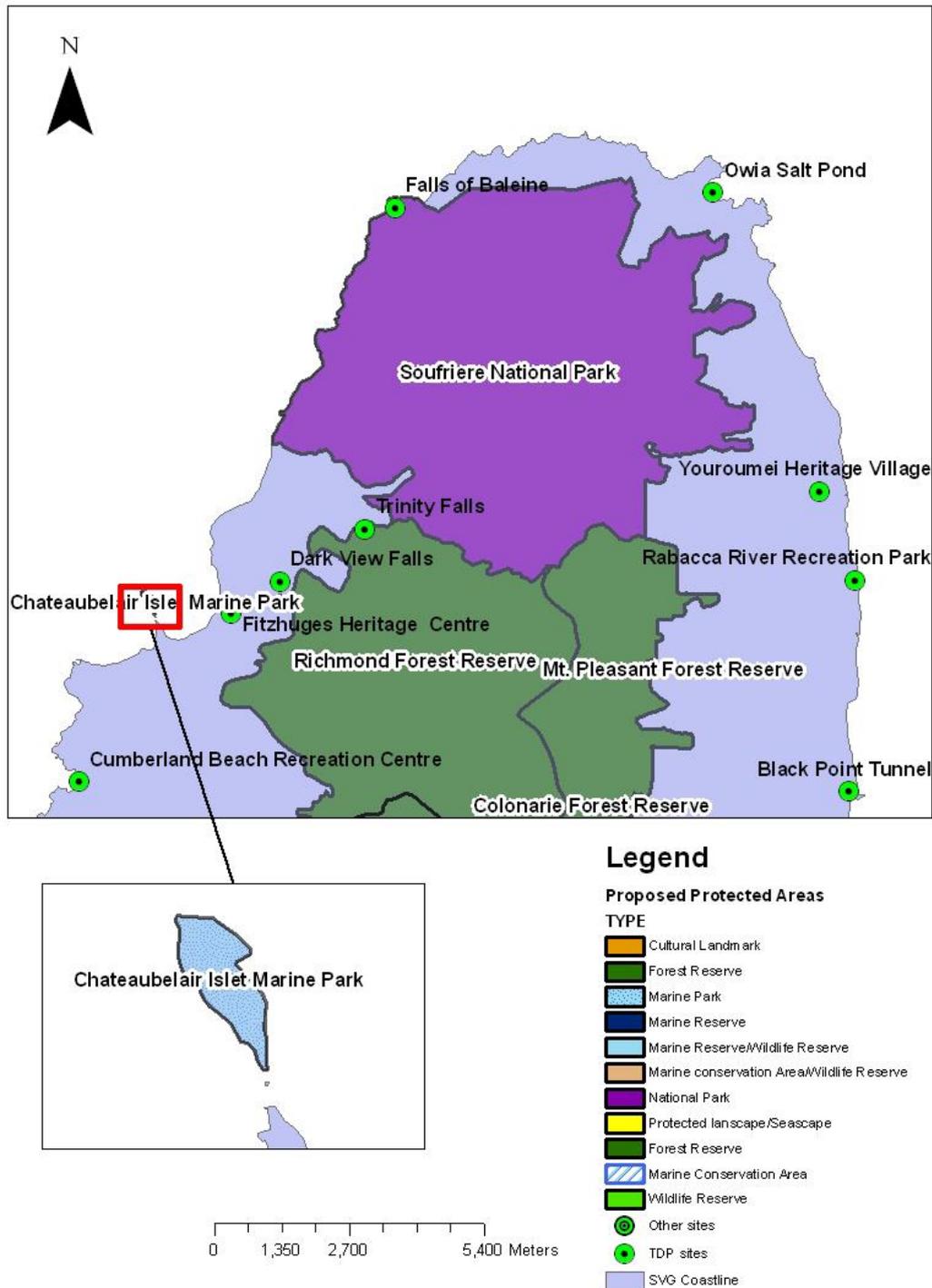
- g) Coastal water quality (quality and quantity of surface water run-off);

- h) Temperature moderation.
3. New Natural Heritage and Protected Areas may be established for the protection of significant ecosystems, such as remnant forests, wetlands, dunes, and marine features.
 4. Buffer zones will be identified and delineated for all Natural Heritage and Protected Areas. The determination of buffer zones will vary for each type of conservation area and should be guided by local factors such as relief, drainage and surrounding land uses.
 5. With respect to unmapped protected areas, guidance will be provided by the Physical Planning Unit in consultation with the National Parks, Rivers and Beaches Authority regarding known or expected occurrences and habitats. Decisions on development, conservation and management in all components of the natural heritage system are to be informed by the latest technical data and analysis available.
 6. The Government will integrate restoration and rehabilitation of seriously degraded marine and coastal habitats with approaches for reducing chronic nutrient loading from land-based domestic, agricultural and industrial sources, as required. The Government will support a range of strategies and proposals to reduce these loadings including:
 - a) increasing forest and ground cover through policies of the Protected Areas System to increase infiltration and rainfall retention in the watershed and to reduce run-off;
 - b) improving agricultural practices to control nutrient application, reduce run off 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;
 - d) repairing and extending marine outfalls;
 - e) reef-beneficial impacts for shoreline stabilisation.
 7. Development will not be permitted within existing, or proposed, Natural Heritage and Protected Areas unless the development enhances the wellbeing of nearby communities. Examples include:
 - a) restoration or enhancement of wetlands and coastal areas e.g. mangroves, coral reefs and seagrass beds;
 - b) restoration of forest cover;
 - c) conservation of potable water resources;
 - d) development necessary for the scientific study of the area
 8. An ESIA or environmental impact study will be required for any development to be located in a buffer zone, which poses a significant threat to nearby Natural Heritage and Protected Areas. The Physical Planning Unit will determine if a proposed development falls within

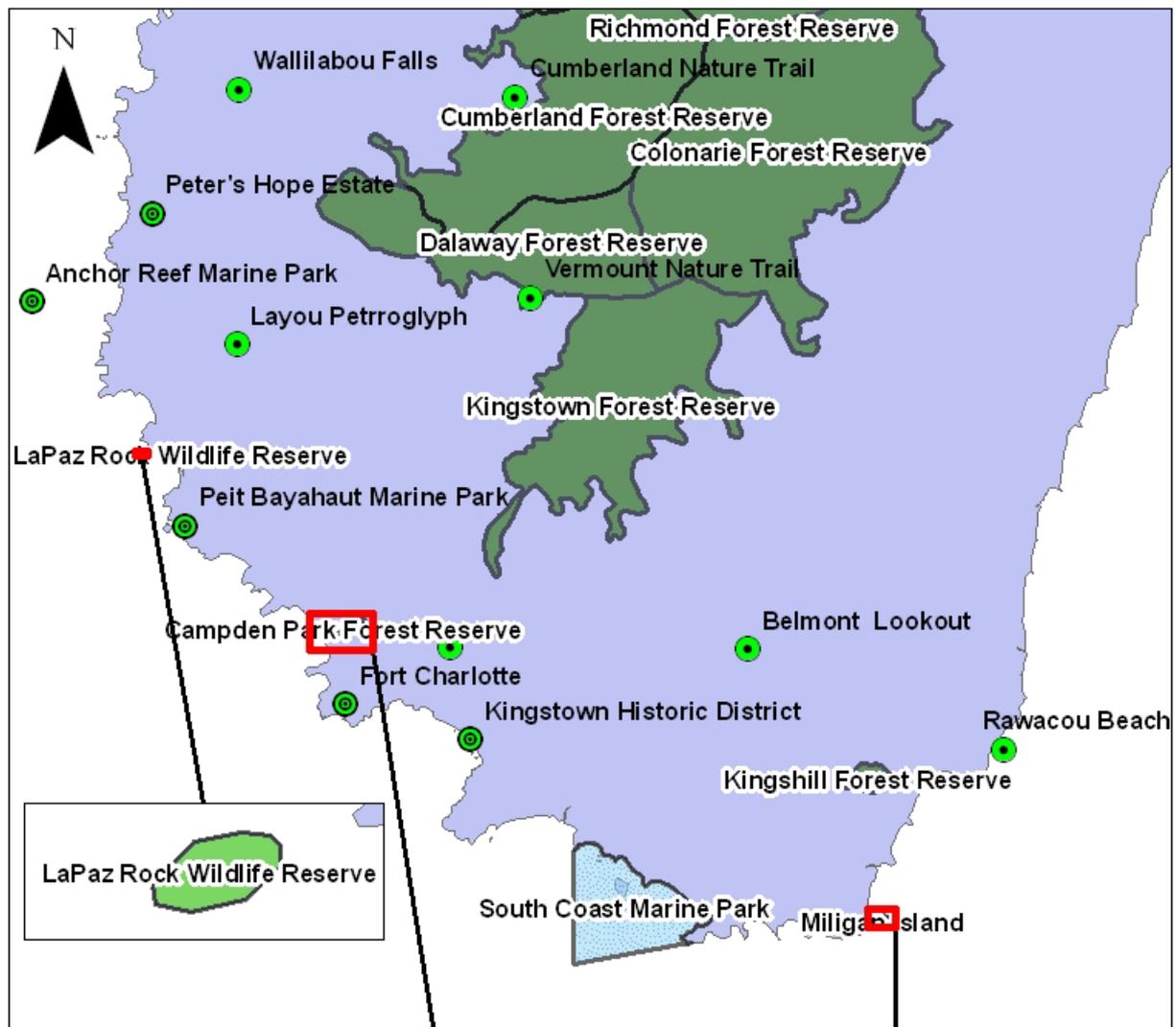
this category on submission of a development proposal.

9. Any large-scale development within 50m of a protected area will require an ESIA in order to identify and mitigate

potential negative impacts or measure to enhance the area. Studies such as marine/terrestrial ecological surveys, geotechnical surveys and hydrological evaluations may be also required.



Map 5 Northern Mainland St Vincent (Source: St. Vincent and the Grenadines National Parks and Protected Areas System Plan 2010-2014)

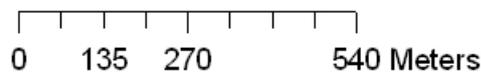


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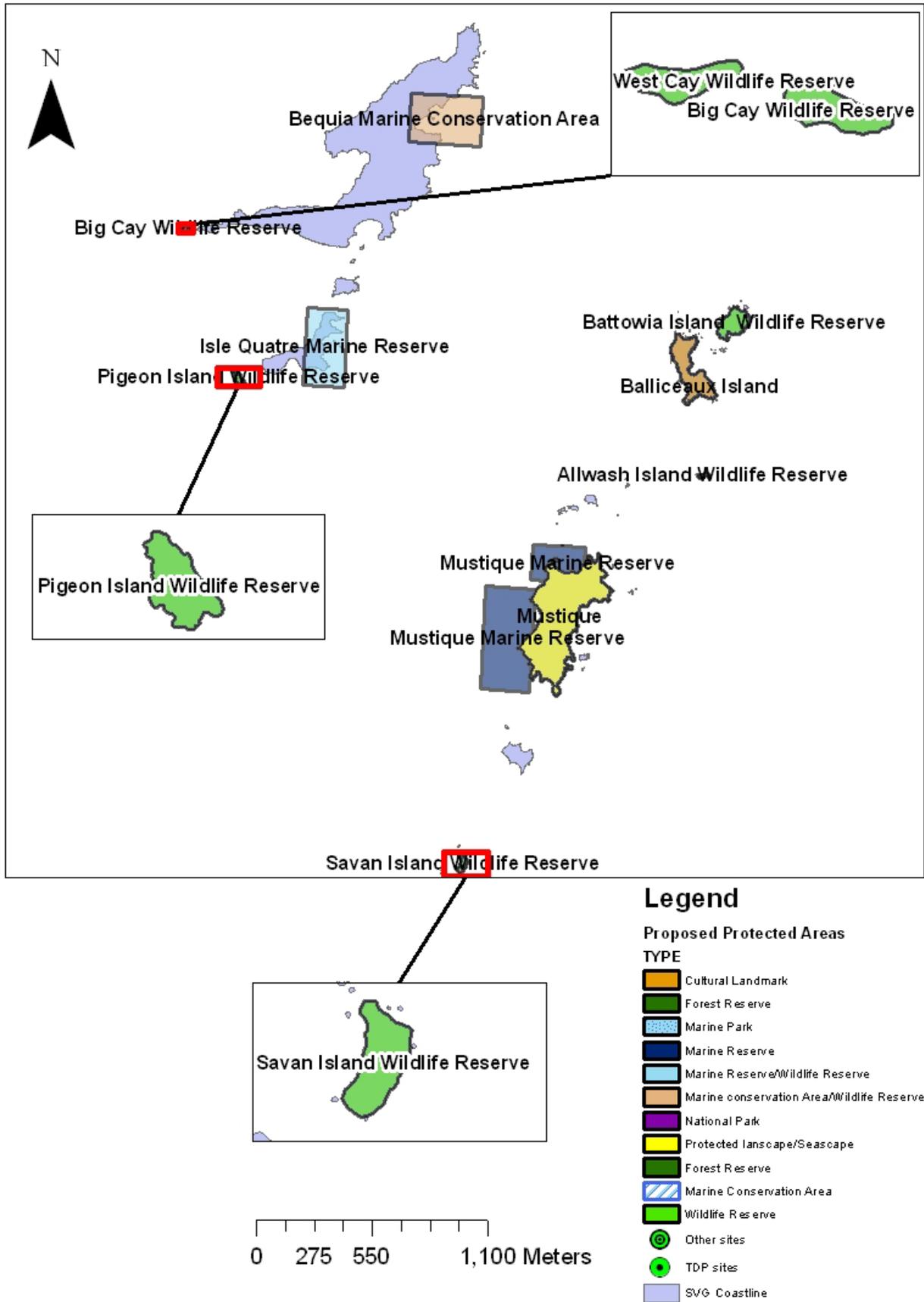
Proposed Protected Areas

TYPE

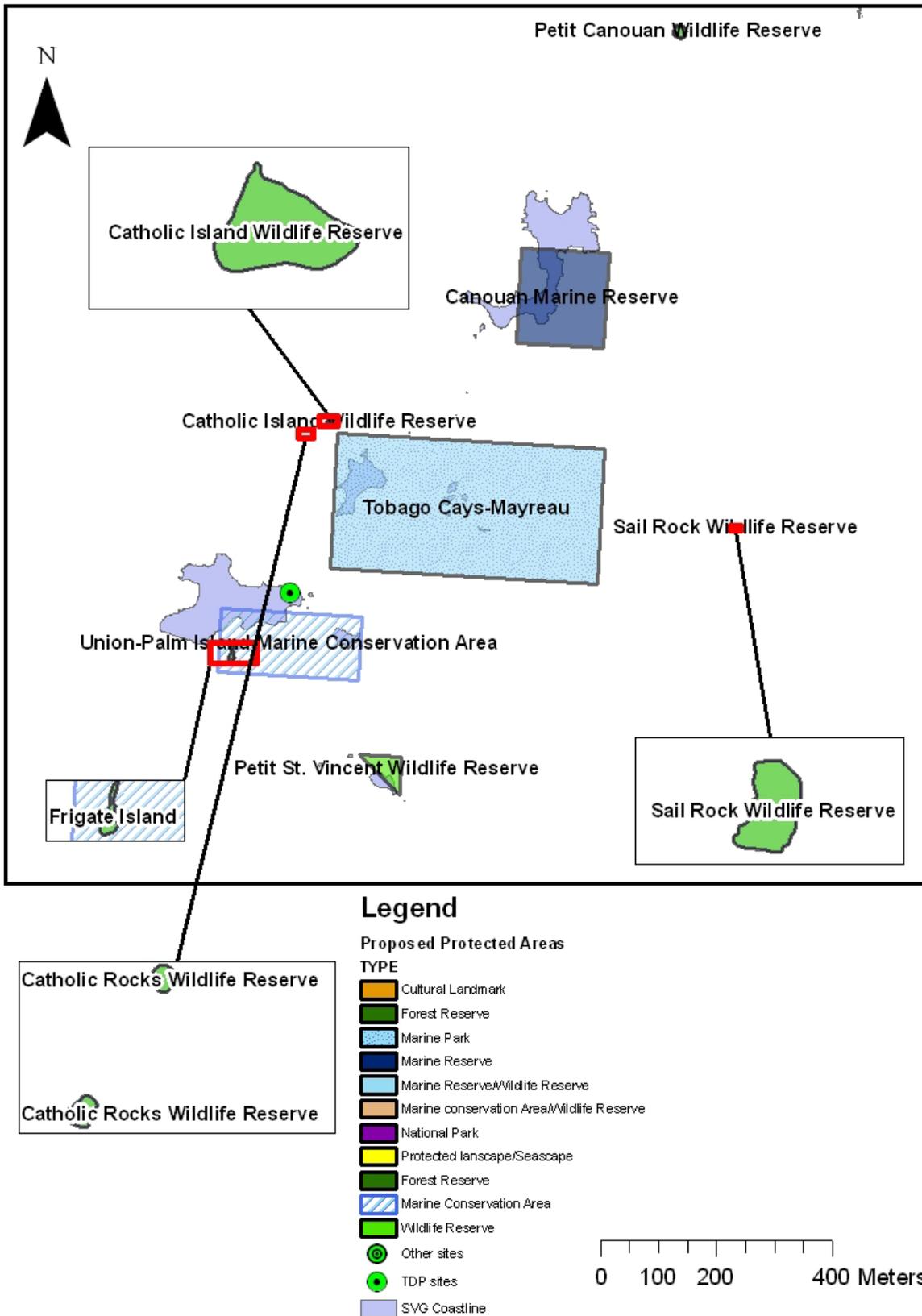
- Cultural Landmark
- Forest Reserve
- Marine Park
- Marine Reserve
- Marine Reserve/Wildlife Reserve
- Marine conservation Area/Wildlife Reserve
- National Park
- Protected landscape/Seascape
- Forest Reserve
- Marine Conservation Area
- Wildlife Reserve
- Other sites
- TDP sites
- SVG Coastline



Map 6 Southern Mainland St Vincent (Source: St. Vincent and the Grenadines National Parks and Protected Areas System Plan 2010-2014)



Map 7 Northern Grenadines (Source: St. Vincent and the Grenadines National Parks and Protected Areas System Plan 2010-2014)



Map 8 Southern Grenadines (Source: St. Vincent and the Grenadines National Parks and Protected Areas System Plan 2010-2014)

8.4 Built and Cultural Heritage



Heritage is our legacy from the past, what we live with today, and what we pass on to future generations. Our cultural and natural heritage are both irreplaceable sources of life and inspiration.

UNESCO World Heritage website <https://whc.unesco.org/en/about/>

St. Vincent and the Grenadines has a rich and diverse cultural heritage - both tangible (including archaeological remains and historic buildings) and

intangible (the cultural traditions, beliefs, ways of life and festivals that are distinctively those of St. Vincent and the Grenadines). However, the nation's

heritage is generally not very well documented, and, with some notable exceptions the built and archaeological heritage - the part that the planning system can most directly protect - has been somewhat under-recorded, under-appreciated and, perhaps, undervalued.

Given other challenges that the communities of St. Vincent and the Grenadines so frequently have to cope with, it is, perhaps, unsurprising that conserving old buildings, structures and remains has tended to be quite a low priority. Looked at from a wider perspective, though, the nation's heritage is an extremely valuable resource. Asking the question "what value does our heritage bring?" is by no means unique to St. Vincent and the Grenadines. The diagram above was produced as part of a report seeking to answer just that question for England in 2014. Even though the cultural and geographic context is different, the areas to which heritage is identified as contributing significant value are just as relevant to St. Vincent and the Grenadines,

The cultural heritage of our islands is rich and diverse. Our collective genetic make-up, our traditions and beliefs and elements of our physical environment all draw on wide-ranging influences and contributions from pre-Columbian indigenous peoples (ancestors of today's Garifuna community), people settling here through successive colonisations,

slavery and indentured servitude, through to our independence.

Remaining physical manifestations of this cultural diversity range from ancient petroglyphs, through vernacular and colonial buildings, to later 20th Century post-independence architectural contributions to the built environment within which we live our daily lives - and which influence the way we live.

There are notable concentrations of historic and architecturally significant buildings in several places, including central Kingstown, Georgetown and Layou: places where the value contributed by our heritage may have been under-appreciated and warrants better recognition and protection of these assets. There are also archaeological remains - some recorded and preserved, many yet to be investigated; culturally significant sites and artefacts; and individual historic buildings, all of which should be conserved and safeguarded for the benefit of current and future generations. The National Trust of St, Vincent and The Grenadines³ has been afforded a special role in the preservation of our islands' cultural, natural and architectural heritage.

Under Section 24 of the Town and country Planning Act 1992, the National Trust has the role of compiling lists of buildings of special architectural or historic interest for approval by the Minister. Once a

³ Established under the St. Vincent and the Grenadines National Trust Act, 1969

building has been included on such a list and that list has been approved, it is protected from demolition or alteration unless an application to carry out such works has been made and allowed.

There is at present, however, no specific legislative provision for protecting: historic areas (as distinct from individual buildings); the settings of buildings listed as being of special architectural or historic interest; archaeological sites and artefacts; or other sites of cultural or historic significance. A recommendation is being made that such legislation should be considered. In the meantime, however, policies have been included in this Plan to guide the consideration of applications for permission to carry out development that would affect:

- the character or appearance of historic areas (Built Heritage Conservation Areas);
- the setting of buildings listed as being of special architectural or historic interest;
- the interest and integrity of sites and artefacts of archaeological and/or cultural importance.

Conservation of Cultural Heritage Assets

1. The conservation of heritage assets of historical, cultural and/or architectural interest, value and significance (including listed buildings and structures, historic areas and sites and archaeological remains) will be supported.

Protected Buildings and Structures

2. Total or partial demolition of any building or structure included in a list of buildings of special architectural or historic interest, approved under Section 24 of the Town and Country Planning Act 1992, will not be permitted unless such demolition is unavoidable to achieve an exceptional and overriding public benefit.
3. Additions, extensions, changes of use, or other alterations that will affect the external appearance of any building, or structure included in a list of buildings of special archaeological or historic interest approved under Section 24 of the Town and Country Planning Act 1992, will only be permitted where the proposed changes will not detract from the historic or architectural character, appearance or significance of the building or structure and they respect its scale, design and materials.
4. Developments affecting the setting of a building or structure included in a list of buildings of special architectural or historic interest, approved under Section 24 of the Town and Country Planning Act 1992, will be allowed only if they are sited, designed and constructed so that the setting of that building or structure is preserved or enhanced.
5. Development proposal that improve resiliency of the heritage site against extreme events or that mitigate risk for heritage sites locate with multi-

hazard areas, as identified on Map 1 Multi-hazard Map of Mainland St. Vincent, and based on information contained in any other more recent Hazard Risk Assessment, will be supported provided that due consideration has been given to preserving and enhancing the architectural features and character of the heritage site.

Built Heritage Conservation Areas

6. Development within or adjacent to any area identified in this Plan or any approved Local Plan as a Built Heritage Conservation Area will be expected to preserve or enhance the character and appearance of that Area. Developments which do not meet that requirement will not normally be permitted.
7. The following areas are identified as Built Heritage Conservation Areas for the purposes of this policy:
 - a) the historic city centre of Kingstown;
 - b) the historic centre of Georgetown.

Archaeology

8. Where a proposed development would affect a known or potential site of archaeological interest, as defined by the Town Planner in consultation with the National Trust for St. Vincent and the Grenadines, an archaeological evaluation will be required.
9. When archaeological evaluation is required, it must be undertaken by a

suitably qualified professional, to appropriate, internationally recognised standards, and the reasonable costs of the evaluation must be borne by the developer/applicant.

10. The purpose of the initial evaluation will be to determine if archaeological potential exists, and if so, to provide recommendations for further field investigations to be completed at the expense of the developer/applicant.
11. Development which would destroy, remove or otherwise adversely affect archaeological assets will generally not be permitted, as the preference is normally for such assets to be preserved *in situ*. Development may, however, be permitted where the Physical Planning and Development Board, in consultation with the National Trust for St. Vincent and the Grenadines, is satisfied, based on substantial evidence, that the significance or overall benefits of the proposed development outweigh the value of preserving the archaeological asset(s) in situ. In such cases, a planning condition will require adequate provision to be made for archaeological field investigations, documentation/recording and implementation of mitigation measures prior to commencement of development. In addition, efforts to preserve and restore the assets or relocate them will be part of the conditions of approval, to be determined in consultation with the National Trust for St. Vincent and the Grenadines.

Petroglyphs

12. Ancient petroglyphs (rock art) are an especially rare and valuable component of St. Vincent and the Grenadines' cultural heritage, and they will be protected.
13. Development that would involve removal of any ancient petroglyph from its original location and setting will not normally be permitted.
14. In exceptional circumstances, where the Physical Planning and Development Board is satisfied, based on substantial evidence, that there will be an exceptional and overriding public benefit from a development that necessitates removal of an ancient petroglyph from its original location and setting, and that removal of the petroglyph is the only viable option, a planning condition will require adequate provision to be made for expert investigations, documentation/recording and implementation of mitigation and protection measures prior to commencement of development, and for the petroglyph(s) then to be relocated to a suitable place where they will be appropriately preserved,

presented and protected, all to be determined in consultation with the National Trust for St. Vincent and The Grenadines.

Mapping of Built and Cultural Heritage Assets

Mapping of the nation's built and cultural tangible assets will facilitate better understanding of not just their locations, but also their value. This will also allow for stronger protection measures to be taken when changes are proposed. Therefore, a system for developing comprehensive mapping of all known built and cultural tangible assets should be established as resources allow. This should be an accumulating resource, added to and adjusted as further information becomes available, and a GIS-based, online format is, therefore, recommended. The resulting maps should be made publicly available.

Locations of some of the assets are shown on Maps 8- 11 (pages 60 – 63) in this Plan, but these are diagrammatic representations rather than the geospatially precise mapping that is recommended here.

8.5 Coastal Areas



Due to the rugged topography of St. Vincent and the Grenadines, coastal areas are relatively narrow and densely populated. Policies for coastal areas will seek to address the pressures of coastal development, land-based sources of pollution, climate change and natural hazards. This is proposed to be managed mainly through an Integrated Coastal Zone Management (ICZM) approach which will:

- target minimization of the discharge of pollutants to coastal zones;
- facilitate disaster risk reduction by supporting the use of hard and soft engineering defence features;
- designate buffer zones to ensure protection of coastal ecosystems;
- reduce unsustainable resource extraction in coastal areas.

An ICZM approach will include a definition or delineation of a coastal zone or a

coastal management area for the purposes of spatial planning. It is recommended that an integrated coastal zone management plan be prepared to be used in concert with the policies of the NPDP to achieve sustainable outcomes for physical development initiatives in coastal areas.

The purpose of the Coastal Areas land use designation is to:

- locate new development away from areas prone to erosion, flooding and landslides;
- protect new development that is inland of the designated Coastal Areas from extreme hazardous events;
- support design options for new development that seek to mitigate the potential negative impacts of coastal hazards;
- protect sections of the coastline that possess distinctive and attractive natural qualities that are valued by adjacent communities and citizens across the country;
- offer opportunities for recreation and public access to the coastline.

General Policies

For the purposes of this Plan and to maintain consistency with the Coastal Master and Marine Spatial Plan 2021, Coastal Areas or a coastal zone are defined with a landward boundary of 1km inland from the high-water mark and a seaward boundary that begins at the land /sea fringe and extends seaward to where the continental shelf transitions from a

flat and shallow area to a steep and deep continental shelf by the shelf break. This area can extend as far seaward as the established 200m contour or 3 nautical miles, whichever is greater. This definition may be amended (landward or seaward) based on detailed local studies and the definition contained in any future Integrated Coastal Areas/Zone Management Plan or comparable approved document. Case-by-case assessment will be conducted by the Physical Planning Unit in relation to any development proposal.

1. All coastal protection and disaster risk reduction measures in coastal areas should be guided by an integrated coastal zone management plan when this becomes available.
2. All new development and redevelopment in Coastal Areas will include strategies for climate change adaptation and disaster risk management.
3. Designation of coastal development setbacks should take into account the following:
 - a) proximity to turtle nesting areas and areas of importance to migratory birds;
 - b) proximity to critical marine habitats;
 - c) future projections for shoreline changes;
 - d) exposure to climate change impacts and natural disasters e.g. sea level rise, storm surge, flooding.

4. The construction and repair of man-made coastal structures will be managed to ensure adherence to best practices. Man-made coastal structures in St. Vincent and the Grenadines may include marinas, harbours, breakwaters and berthing facilities, jetties and piers, protective structures including seawalls, revetments and gabions.
 - a) Where repair of older structures or new coastal structures are required, these will be subject to an ESIA.
 - 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.
5. Construction of disaster risk reduction mechanisms in coastal areas will be encouraged and may include a combination of hard engineering defences and soft/nature-based engineering mechanisms.
6. There will be strong support for the increasing use of soft engineering methods to reduce the vulnerability of Coastal Areas. Soft engineering approaches would include proposals for beach nourishment, dune regeneration, cliff stabilization. Sustainable Urban Drainage solutions and use of permeable materials and vegetation for all external surfaces (including roofs) will be strongly supported.
7. An Environmental and Social Impact Assessment will be required for any development except single family dwelling (below 3000 sq ft) within 30 metres of the coast.
8. To ensure that tourism in St. Vincent and the Grenadines remains internationally competitive, tourism development and related infrastructure and facilities in coastal areas will be subject to a full ESIA to inform design and construction to the highest international environmental and conservation standards. Among others, considerations for use of beach areas may include an assessment of 'carrying capacity'.
9. All developments which will introduce artificial lighting to upper beach areas will be assessed to ensure appropriate lighting adjustments to reduce the potential negative impacts of artificial lighting on turtle nesting.
10. Newly constructed buildings in coastal areas should be designed in such a way that the impacts of climate change and variability, as well as natural disasters, can be mitigated.
11. Development or redevelopment of waterfront properties will be designed to maintain and enhance views to the sea and unfettered public access to the coastline.
12. New developments and operations which pose significant threats to coastal and marine habitats and/or increase risks of climate change impacts will not be permitted in coastal areas. These include, but are not limited to, large-scale agriculture, quarrying and landfill operations.

- 13.** New sand-mining operations will not be permitted in Coastal Areas
- 14.** The Government will promote its sustainable tourism objectives by

directing new beach-related tourism development proposals into areas designated for Tourism uses.

Consultation Draft

8.6 Protection of Water Resources and Watercourses



Water is a vital resource for our everyday life, our production systems, and for the ecosystems and habitats that make our social and economic life possible. Water availability differs greatly between St Vincent mainland and the Grenadines: while the topography and extension of the Central Forest in St Vincent mainland means ample resources of water, the lack of permanent streams and sustainable groundwater resources in the Grenadines makes water a scarce resource. However, the increasing duration and magnitude of droughts during the dry season (a consequence of climate change) is reducing water availability in St Vincent mainland, with water abstraction approaching overall availability, leaving insufficient surface water flow to support vital ecosystems (environmental flow). Moreover, increased concentration of people and businesses in the Capital Region and coastal tourist centres is leading to a localised demand that the

abstraction and distribution system have problems meeting.

The Grenadines already have a culture of water preservation and good management that should be celebrated, nurtured, and promoted at national level. Therefore, it is necessary to streamline sustainable methods of water use and water management, implement Integrated Water Resource and Integrated Watershed Management principles that promote differentiation of water sources, alternative forms of water supply, water conservation, water infiltration and aquifer recharge, improved technologies and infrastructure for freshwater purification, distribution, monitoring, and wastewater treatment.

General Policies

The following policies will incorporate Integrated Water Resource Management principles within land use and physical development provisions and

requirements, treating the whole water cycle in an integrated way. They, therefore, address water resource protection and water supply (generally in the country, and with specific policies for the Grenadine Islands), water distribution, drainage management and wastewater treatment.



Protection of water resource

1. The Protected Central Forest Zone will be protected and preserved for its water regulation ecosystem services, including, but not limited to, water provision (storage in water bodies and water harvesting); flow regulation; and water purification. Development proposals within the Protected Central Forest Zone, including change of use (e.g. proposal for agro-forestry development) will need to demonstrate that there will be no detrimental impact on ecosystem services related to water provisioning and regulation provided by the forest ecosystem.
2. A Watershed Management Plan should be prepared for each watershed area in mainland St Vincent, following principles and best practices of Integrated Watershed Management and Integrated Water Resource Management to:
 - a) identify potential additional surface and groundwater source points, and determine Source Water Protection Areas around them to prevent sterilisation of water abstraction opportunities and contaminations;
 - b) regulate abstraction rates in existing surface and groundwater source points, ensuring environmental flow (streamflow and baseflow contribution) is maintained during the wet and dry season and avoiding salinification due to excessive pumping;
 - c) record and evaluate the ecosystem services provided by different habitats and land uses in the watershed, particularly in relation to water supply and water regulation;
 - d) promote restoration, protection and management of these habitats and land uses in line with Integrated Water Resource Management and Ecosystem Service Management principles;
 - e) increase forest and ground cover, especially on river banks and steep slope, with particular attention being given to the introduction of drought resistant plants and resist deforestation on slope areas;

- f) define Source Water Protection Areas around existing surface and groundwater source points, considering site-specific factors including but not limited to amount of precipitation, soil porosity, topography, hydraulic, hydrologic, and hydrogeological information, well and dam design; and,
 - g) set provisions and requirements to issue discharge permits, to avoid and regulate land uses that may have a detrimental impact on groundwater and surface water.
- 3.** The Source Water Protection Area (SWPA) of an existing CSWA water abstraction point is differentiated in an inner zone, SWPA (A), and outer zone, SWPA (B). Unless otherwise specified in a Watershed Management Plan, they are defined as a:
- a) SWPA A: 0-50 day Time of Travel or 30m radius for groundwater source, whichever greatest; 30m radius of surface water intake. SWPA A defines a buffer zone immediately surrounding the water source to prevent any direct potential contamination;
 - b) SWPA B: 50-350 day Time of Travel or 2500m radius for groundwater source, whichever greatest; 50 m downstream of the intake point for surface water, and a buffer zone of 50 m either side of the waterbody and extending 1,000 m upstream (including any tributary). SWPA B defines an area for the management and regulation of pathogenic or chemical sources that can pose a threat to water sources.
- 4.** Within the Source Water Protection Area A, only development proposals related to water abstraction, water treatment and water distribution will be supported:
- 5.** Within the Source Water Protection Area B:
- a) development proposals will be assessed to ensure they do not negatively impact the long-term sustainability of the area's water quality or quantity; and,
 - b) on-site wastewater treatment systems for existing and new development proposals will need to demonstrate that there will be no detrimental impact on groundwater and surface water source point. If necessary, they may be required to introduce sewerage system leading wastewater to a treatment plant; and,
 - c) the following land uses and activities will not be supported without specific permission from the Physical Planning and Development Board:
 - i) storage and handling of fuel and fuel products, chemical products, scrap metal, automobile parts and machinery;
 - ii) chemical manufacturing and storage;
 - iii) landfilling and solid waste management;

- iv) agricultural activities that require the use of chemical based fertilizers or pesticides on land;
 - v) deforestation and vegetation clearance;
 - vi) cemeteries or crematoria; and,
 - vii) any other land use that may have a detrimental impact in terms of pathogenic or chemical pollutants and groundwater recharge.
6. Development proposals that promote modern water treatment solutions, including Nature-based Solutions, like phytosanitation, will be supported. Particular attention should be given to water siltation derived from heavy rainfall on bare and dry soil following drought periods.
 7. The exploration and identification of additional groundwater and surface water source points will be supported, including the development of infrastructure for water abstraction and distribution. Water distribution infrastructure should be piped and designed in such a way as to be resilient to extreme events, in particular earthquakes, volcanic eruption (including associated ash fall) and landslide.
 8. The identification and development of groundwater abstraction points in coastal areas, including wells, will be supported where it can be demonstrated that it will not lead to salinization of the water table and saltwater infiltration.
 9. Development proposals that may sterilize the opportunity to exploit additional groundwater and surface water source points will not be permitted. Where there is a possibility that such source points may be found in proximity to or within a potential source point, The Physical Planning Unit in collaboration with the CWSA may require the necessary studies to be conducted to verify presence and feasibility for a water abstraction development.
 10. Development proposals that improve the distribution and availability of water to District Centres, the Capital Region, or tourism development centres will be supported.
 11. Development proposals that promote modern and resource-efficient methods for agricultural irrigation will be supported. Irrigation solutions should be resilient to extreme events such as droughts, maintaining the necessary environmental flow rate in surface streams and groundwater resources. The development of rainwater collection and storage systems that promote the reuse of stormwater or treated wastewater for agriculture use will be supported.

Protection of water resources in the Grenadine Islands

In addition to the above policies, in the Grenadine Islands the following policies will be in force. Each Grenadine Island

should develop an Integrated Water Resource Management Plan, meant to address the provisions of this policy and to plan and implement necessary actions.

- 12.** The development of desalination plants in the Northern and Southern Grenadine Islands will be supported, subject to Environmental and Social Impact Assessment. Where possible, desalination plants should include small scale renewable energy generation solutions to produce the energy required by the desalination process.
- 13.** Development of a piped distribution network reaching all residential communities in the Grenadine Islands will be supported.
- 14.** Development proposals that use large quantities of water during construction or operation shall be assessed to ensure they do not negatively impact the long-term sustainability of the island's water resources.
- 15.** Residential development proposal will need to incorporate domestic scale rainwater harvesting solutions in all units. Water storage will need to be well-designed to avoid a detrimental visual impact on the property and surrounding context. Where possible, underground storage solutions will be preferred.
- 16.** Development proposals for the construction of new or for the expansion of existing hotel, guest houses, rental villas, and other hospitality related establishments will need to demonstrate to be independent from the centralised

water supply system, considering peak occupancy during the dry season, or in alternative that the centralised system has adequate available capacity. Rainwater harvesting, small scale-desalination plants, and water conservation technologies will be supported within these establishments.

- 17.** The development of communal catchments and associated reservoirs will be supported provided they do not have a detrimental environmental impact and do not lead to degradation of productive soil or exacerbate landslide risk. Communal catchments should be properly fenced to avoid external contamination and should present necessary water treatment facilities.



Wastewater treatment

- 18.** Development of a sewerage network system will be supported in all residential areas, prioritizing (in order) clusters of acute water pollution, or new or the expansion of existing systems in the Capital Region, within District Centres, Local Centres and large tourism resorts.

19. The development of wastewater treatment facilities will be supported, prioritizing (in order) the creation of new or the expansion of existing facilities in the Capital Region, within District Centres, Neighbourhood Centres and large tourism resorts. The facility should be designed in such a way to be able to treat the current flow of wastewater as well projected flow derived from development of the centre or increase in the number of properties connected to the sewerage network.

20. Planned residential extension of centres (and related Masterplan) and tourism development proposals will need to include a sewerage network system connected to a wastewater treatment facility, either an existing facility or a purpose-built plant (including a package plant, if suitable). The development of a sewerage infrastructure serving individual properties and small-scale development will be supported.

21. Development meant to reuse treated wastewater for agricultural use will be supported, provided that it can be demonstrated that the treated wastewater is safe for the intended use.

22. Development proposals and change of uses that promote agricultural practices meant to control nutrient application, reduce use of fertilisers and pesticides, reduce run off and retain soil will be supported.



Drainage and Stormwater Management

23. The preparation of Drainage Plans for the Capital Region, District Centres, Neighbourhood Centres, and for any large scale residential and tourism development proposal will be supported. Drainage Plans should contain provisions that, as a minimum:

- a) Regulate the flow of stormwater, allocating specific areas and infrastructure for the collection, transfer and storing of stormwater, considering the impact of 1:100 years extreme events. Such plans should be based on Sustainable Urban Drainage principles and best practices;
- b) Promote permeable and green surfaces wherever possible, to increase infiltration and rainfall retention in the watershed and to reduce run-off;
- c) Promote the separation of stormwater from greywater and wastewater, and instead promote

phytosanitation of stormwater and groundwater recharge in appropriate areas;

- d) Prevent development in buffer zone around streams, gullies, green rivers, swales, ponds, and stormwater retention basins;
- e) Promote the reforestation of steep slopes and river banks with drought resistant plants and sustainably exploitable species, to avoid siltation and landslide during extreme rainy events, in collaboration with the Forestry Department;
- f) Ensure infrastructure, including road network, can support mitigation and adaptation to climate change and are planned and designed taking climate change into account.

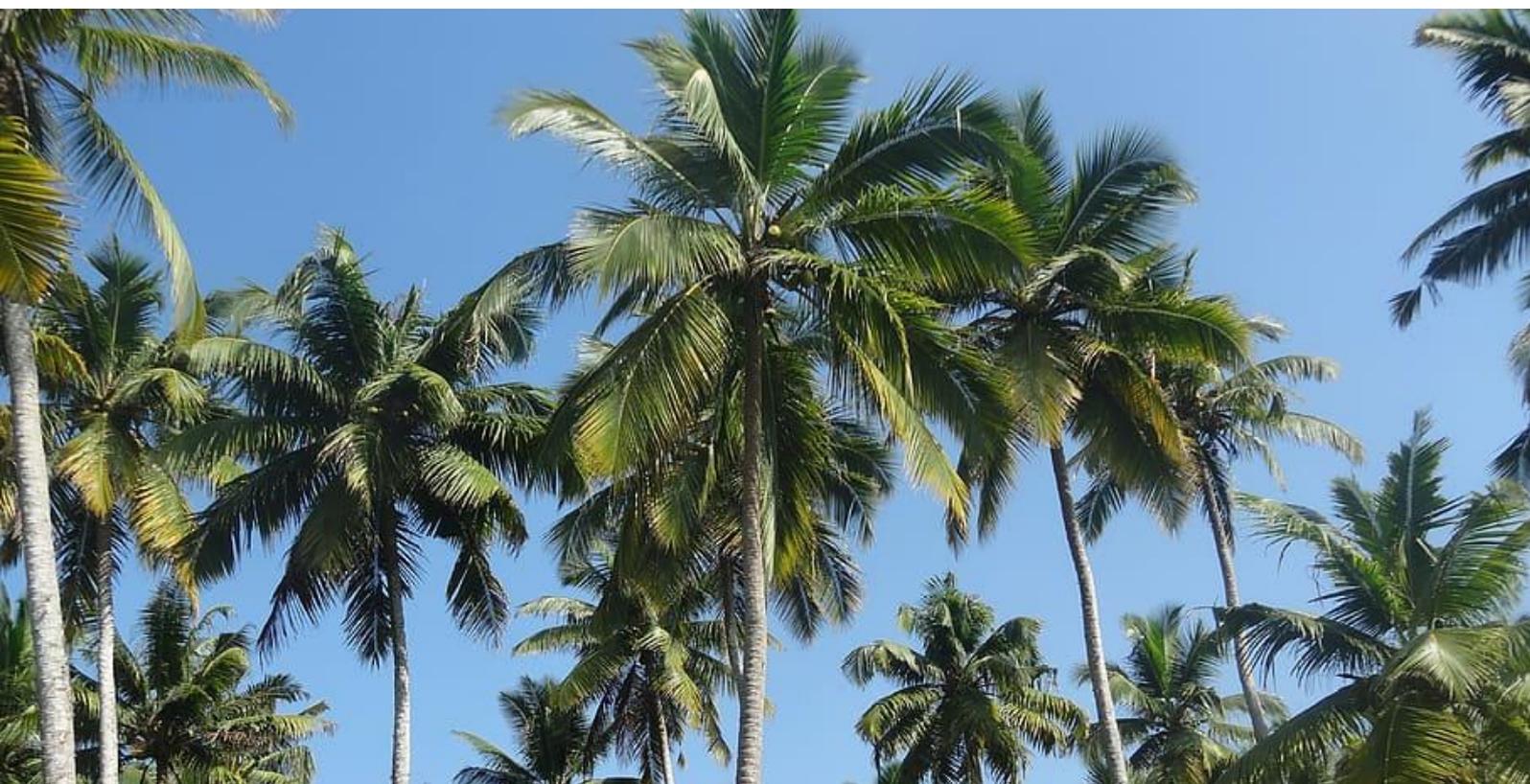
24. Development proposals will need to demonstrate that:

- a) The proposed drainage solutions maintain on-site ground water infiltration and groundwater flow at predevelopment levels, with options to enhance infiltration through Sustainable Urban Drainage Solutions;
- b) The development does not exacerbate flood risk for nearby properties, and contribute to

reduce the speed and volume of stormwater;

- c) The drainage solutions aims to maximise the fraction of stormwater that is managed on-site;
- d) Surface areas for parking, walking, and cycling within the development are covered in permeable material and connected with an adequate Sustainable Urban Drainage management system whenever possible;
- e) Green roofs and other solutions to reduce the run-off from hard roof surfaces have been considered;
- f) The development does not have a detrimental impact in terms of water quality and water quantity for nearby surface and groundwater resources.
- g) The drainage solutions, where possible, connect and complement nearby drainage systems in an integrated fashion. Where possible, drainage solutions will need to be implemented before starting of construction and development. Nature-based drainage solutions and Sustainable Urban Drainage solutions will be supported.

8.7 Food and Agriculture



Even after the collapse of the banana industry, agriculture remains one of the most important economic sectors in St. Vincent and the Grenadines and a source of livelihood for many households and rural communities. Many of these communities are located in the Red and Orange Volcanic Hazard Zones, and their crops, livestock and physical assets have been severely hit by the 2021 La Soufriere Volcanic Eruption.

The promotion, revitalisation, and modernisation of agriculture production is a great opportunity for these rural communities and for the country as a whole. It will ensure food sovereignty, reducing St. Vincent and the Grenadines dependence on imported food, shielding it from fluctuations in the international

price of imported food products, and will improve the resilience of local communities.

The country will also be able to expand the quantity and quality of food products it exports to other countries, and to develop an enogastronomic tourism offer attracting “slow tourism” visitors to rural communities, celebrating the local culture and cuisine, and providing rural households with additional livelihood opportunities.

Agro-forestry and silvo-pasture land uses, where promoted in line with Sustainable Land Management and Land Degradation Neutrality best practices, can combine food production with environmental management, supporting ecosystem

services while providing a source of income to rural communities.



General Policies

As effective and productive agriculture activities are only possible on specific soil located in particular areas, and considering that soil is a non-renewable resource, to ensure current and future generations can produce the food they need is necessary to safeguard fertile lands and ensure agriculture practices do not degrade this fragile resource. The following policies protect the most fertile lands in the country, allocating non-agriculture land uses to other more suitable locations, and promote modern and sustainable agriculture practices that combine efficiency with soil protection.

The policies in this Section also support agro-forestry and silvo-pasture in less productive lands, but that still cover an important role due to the ecosystem service they provide.

Finally, urban farming and the concept of “edible cities” are supported by this Plan, as a solution that achieves several objectives including the need to green our

communities, provide opportunities for social interaction and recreation, protect plant’s biodiversity, achieve food sovereignty, and protect the Vincentian culture of backyard gardening and fruit production.

Farming in Rural Areas

Map 9 presents the different Agricultural Areas Classes mentioned in the policies for mainland St. Vincent: as information for the Grenadine Islands is unavailable, it will be necessary to update these maps with additional studies and information over the duration of this Plan. The Physical Planning Unit will update policy maps as new information become available, and will apply the provisions of these policies on a case-by-case basis in light of site assessment in case information is missing.

1. Within Agricultural Areas Class I, II, III not adjacent or within Settlement Areas, permitted use include:
 - a) Agriculture and animal husbandry;
 - b) Buildings and dwelling houses related to agricultural;
 - c) Forestry, conservation and open space;
 - d) Small scale tourist and recreational uses, or commercial or industrial uses related to agriculture and agro-processing, where they are ancillary to agriculture production and do not negatively affect the primary use of agriculture.
 - e) Uses within these areas should follow the principles and best

practices in terms of Sustainable Land Management and Land Degradation Neutrality.

2. Subdivision or change of use of land in the Agricultural Areas Class I, II, III not adjacent or within Settlement Areas will only be permitted in accordance with the policies set out below:

- a) The subdivision does not result in lots of size inferior to 5 acres. Within Agricultural Areas of Class I, holdings above 100 acres shall not be subdivided. In all cases, the use of the subdivided land will be for agricultural purposes only as set out in this Section.
- b) Subdivisions to create substantially larger plots or as an addition to an existing agricultural holding will generally be permitted.

3. Change of use for Agricultural Areas in Class I, II, III not adjacent or within Settlement Areas to any use other than agriculture will be supported where:

- a) it can be demonstrated that, due to change in the condition of soil, water resources, effect of erosion and desertification, effect of climate change, or other natural hazard, the land is no longer suitable for agriculture use or is of a Class IV or higher.
- b) the proposed alternative use would:
 - i) bring about greater sustainability benefits overall than retaining the land for agricultural use, or

- ii) bring about a greater contribution to food security and food sovereignty than retaining the land for agricultural use (e.g. agriculture industry)

- c) Where necessary substantive evidence may be required, to enable the relative benefits to be assessed, to the satisfaction of the Physical Planning and Development Board. Application for change of use for Agricultural Areas in Class I, II and III should be supported by an assessment of the proposed development's environmental impacts, and rigorous consultation with nearby landowners and appropriate government agencies.

4. Erection of new buildings or conversion, demolition and replacement of existing ones in the Agricultural Areas Class I, II, III not adjacent or within Settlement Areas will only be permitted in accordance with the policies set out below:

- a) The building is ancillary to agriculture activities, and it either supports the continuation of viable agriculture activities or contribute to return idle land into active food and agriculture production. Permitted uses of new building such as residence of workers in the agriculture activity, agro-industry, housing of livestock, equipment storage, warehousing, etc;
- b) The building is ancillary to small-scale tourism, cultural and

recreation activities, agriculture-related education, and agricultural-related commercial activities, provided that the proposed activity will not negatively impact agricultural activities in proximity or cause serious visual intrusion or generate any unacceptable traffic, excessive noise or other disturbance to nearby properties;

- c) One dwelling house per lot only will be permitted in lots below 5 acres, unless it can be demonstrated that additional dwelling houses have a marginal impact or contribute to improve agricultural production. The number of dwelling houses in plots larger than 5 acres will need to be justified by the staff required to carry out agricultural activities.;
 - d) Where possible, new buildings should be located on non-arable or least productive land within the plot or nearby plots, in case more than one plot is part of the same holding;
 - e) In case of conversion and demolition and replacement of existing buildings, the scale and footprint of the existing buildings on the site should be generally respected. The original character of the building should be retained where appropriate.
5. Any development, including subdivision and change of use, necessary to the development of irrigation systems and drainage solutions will be supported, provided



that it contributes to food security and food sovereignty, water conservation and sustainable management of water resources and take appropriate measures to minimise impact on soil productivity and impact on sensitive/fragile ecological systems (especially in riverine and coastal areas).

6. Any development, including subdivision and change of use, necessary to the improvement of the feeder road infrastructure system will be supported, provided that it overall contributes to food security and food sovereignty, and takes appropriate measures to minimise impact on soil productivity, drainage and surface water availability, and incorporates measures to reduce and mitigate the impact caused by natural hazards such as landslides and other forms of mass movement, flooding, and hurricanes.
7. Any development, including subdivision and change of use, necessary to prevent erosion and ruination of the soil will be supported,

provided that it takes appropriate measures to minimise impact on soil productivity, drainage and surface water availability, and incorporates measures to reduce and mitigate the impact caused by natural hazards such as landslides and other forms of mass movement, flooding, and hurricanes. The Chief Agricultural Officer and any active Agriculture Area Committee should be consulted on the proposed development to provide comments and recommendations.

Agro-forestry and silvo-pasture

8. Within Agricultural Areas Class IV, V, and VI and outside or bordering the Protected Central Forest Zone or any other Forest Reserve, Conservation Areas, or National Parks, the following uses will be supported:

a) Forest plantation or utilization of natural forest for sustainable harvesting of timber and non-timber forest product;

- b) Orchard agriculture and silviculture;
- c) Grazing and animal husbandry;
- d) Conservation Agriculture and conservation forestry.

9. Provided that:

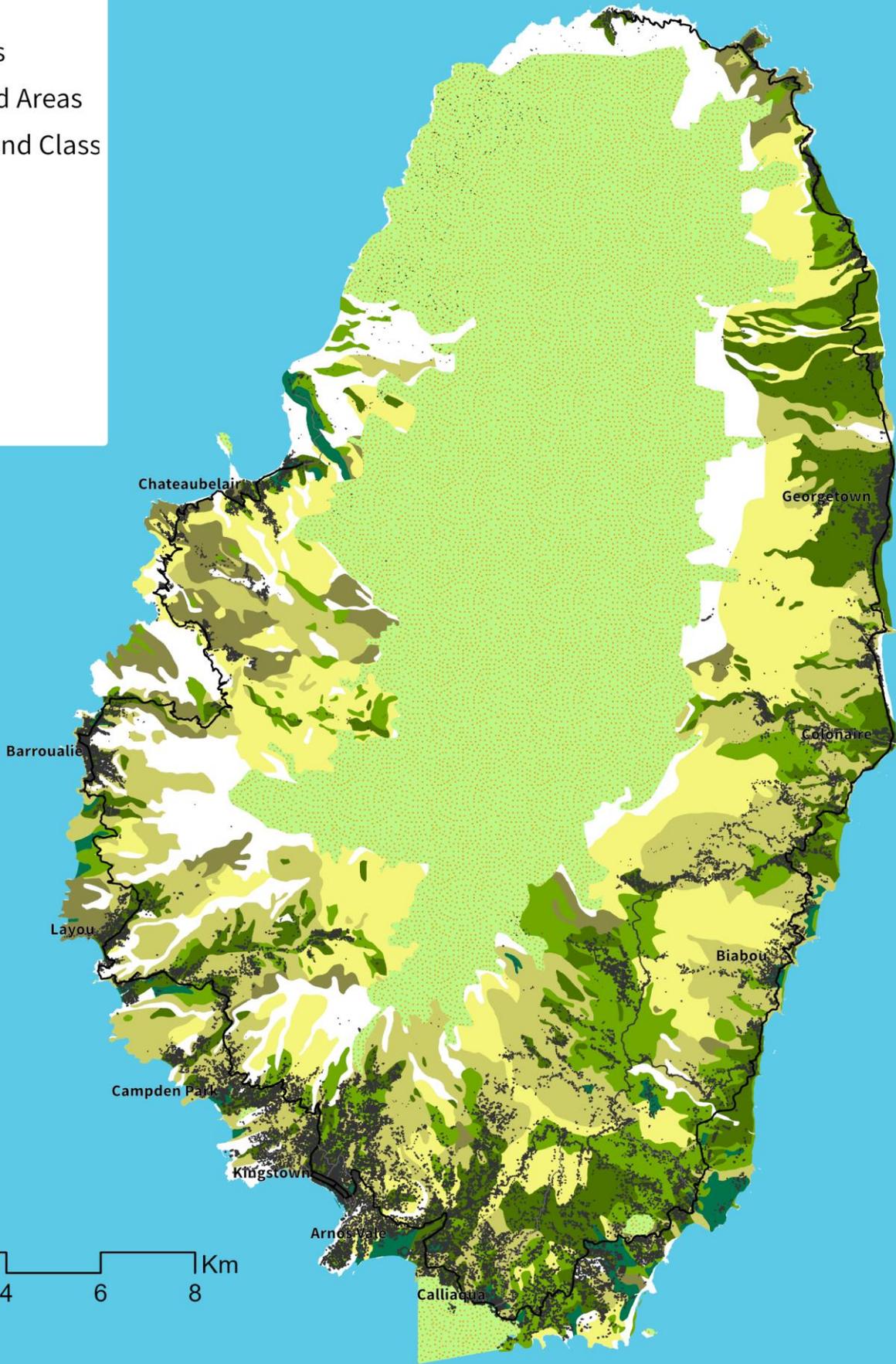
- a) they contribute to the creation of sustainable livelihood for local communities, to food security and food sovereignty;
- b) do not have a detrimental impact on biodiversity, drainage and surface water availability, and instead prevent soil erosion and ruination, promote sustainable land management, biodiversity conservation and integrated water resource management;
- c) incorporates measures to reduce and mitigate the impact caused by natural hazards such as landslides and other forms of mass movement, flooding, and hurricanes.

Legend

- Buildings
- Protected Areas

Agriculture Land Class

- I
- II
- III
- IV
- V
- VI



0 1 2 4 6 8 Km
 Scale: 1:125,000



Map 9 Agricultural Land Classification

8.8 Employment Areas



The Government will support the principles of sustainable and resilient development being incorporated in all new development for commerce and retail activities in Employment Areas. Taking the lead from the OECS, it is anticipated that there will be emerging business and employment initiatives to take advantage of new green and blue economic opportunities particularly those associated with the renewable

energy, fisheries and tourism service sectors.

The policies are applicable to the siting and design of:

- General and light industrial uses
- Offices
- Ancillary retail facilities such as show rooms
- Facilities for knowledge-based uses such as telecommunications,

informatics, research and development

- Restaurants as ancillary use to an main industrial or office use
- Institutional uses such as government offices, civic services, tertiary and other post -secondary education facilities
- Parks and open spaces to support and complete Employment Areas
- Fish landing sites and services



General Policies

1. Proposals in Employment Areas for new private offices (i.e., not general public access offices such as banks or post offices) or retail developments, or extensions or change of use to existing offices or retail developments will be permitted within the Employment Areas of settlement Centres designated for Growth and Renewal, provided that the proposed development:

- a) will enhance and not detract from the historic character and amenity of the settlement;
- b) will enhance and not detract from an historic site or site of local interest,
- c) will not lead to problems of unacceptable traffic generation or safety,
- d) is appropriate in scale, form, massing, density and design for the site and its context,
- e) will contribute to the creation of a vibrant centre, well-designed according to place-making principles,
- f) will not be located within areas of high risk due to extreme events, based on Map 1 Multi-hazard Map of Mainland St. Vincent, and the information contained in any other more recent risk assessment, unless it can be demonstrated through a Hazard Risk Assessment that the risk is substantially mitigated by appropriate design solutions.

2. Proposals for commercial, retail, evening economy, private office development in Employment Areas will be supported as part of integrated, well serviced settlement areas.
3. The use or storage of hazardous and/or noxious materials in potentially dangerous quantities will be prohibited in all Employment Areas.
4. Special Industrial uses will only be permitted in Employment Areas

subject to an Environmental and Social Impact Assessment.

5. New subdivisions or extensions to existing subdivisions in Employment Areas should be designed to ensure that, wherever possible:

- a) vehicles can access the Employment Area without penetrating residential areas;
- b) the proposed subdivision will not lead to problems of unacceptable traffic generation or compromise public safety;
- 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. New developments within Employment Areas will be encouraged to incorporate the following design approaches:

- a) use rear or side yards for outdoor storage and loading areas;
- b) screening of outdoor storage areas from public view by using landscaping or solid fencing
- c) screening of parking areas that front onto a public street using landscaping features;
- d) design of exterior lighting and signs in a manner to reduce the direct light into adjacent residential areas.
- e) solutions that improve resiliency to extreme events and mitigate and reduce flood risk (riverine and coastal), landslide risk, volcanic risk, earthquake risk, etc.

8.9 Commercial, Retail and Service



Commercial retail and service uses may occur in the mixture of uses that make up designated “Mixed-use Areas” and “Employment Areas” that will be accommodated as clustered development or linear development along connecting transport corridors in relation to the Capital Region and designated District and Local Centres. The types of developments permitted as commercial retail and service uses include:

- Shops and retail stores of all kinds other than the sale of pet animals and birds;
- Personal services of all kinds such as barbershops, hair and nail salons, massage parlours;
- laundromats, drycleaners, banks, post offices;
- Offices for professional services, sale of tickets travel agents;

- Restaurants, cafes, snackettes, and caterers; food and groceries, bars and rum shops
- Car dealerships and automotive repair; automobile parts and accessories;
- Furniture and hardware

General Policies

1. Retail and service uses may be clustered together (i) to create plazas, malls, or main Streets with mixed-uses, or (ii) in the case of Kingston, be organised to support the downtown area.
2. Commercial retail development of a form and scale appropriate to a Local Centre, District Centre or the Capital Region will be promoted in close proximity to residential development so that residents can enjoy access to these services. Commercial development however will be sited so they have no adverse negative impacts on nearby residential uses. This includes avoiding excessive noise and minimising where possible an increase in traffic.
3. The Physical Planning and Development Board may require a Traffic Impact Assessment for retail and service developments on existing road infrastructure to determine whether any improvements are necessary to accommodate the commercial development.
4. The Planning and Development Board may require an assessment on the suitability of water, sewerage, and drainage prepared by a registered professional to demonstrate that the commercial development has access to water and waste disposal.
5. Commercial retail and service development should be directed to areas where there is already existing commercial development.
6. Commercial retail and service development will be located along main roads and be accessible to all users.
7. Commercial retail and service uses should, where possible, promote sustainable and resilient designs.
8. Commercial retail and service uses are not permitted to cause effluent or hazardous substance releases to the environment, including, but not limited to, public streets or roads.
9. Where commercial and retail development is proposed within a designated coastal area or within areas designated as high risk for flooding, landslides, volcanic eruption or other potentially hazardous events, it should be demonstrated, through the use of an ESIA that there will not be a detrimental impact on the vulnerability of the wider environment and recommend mitigative measures, as appropriate.
10. As part of an ESIA, the applicant for new commercial retail development and services may be required to prepare and submit a Hazard Risk Assessment that explicitly identifies the potential risks and mitigation measures acceptable to the Physical Planning and Development Board.
11. Commercial retail and service development will be supported in the

vicinity of ecologically sensitive areas, provided that:

- a) The construction and operation of the development will not, either by itself or cumulatively, taking account of other developments that have been permitted within the same locality, have a detrimental impact on the integrity and functionality of the ecosystem,
- b) Noise, light, and any other disturbance and pollution originating from the development or resulting from activities related to the development, either alone or cumulatively, will not have a detrimental impact on any protected species or their habitats;
- c) The development will not have a detrimental impact on the water quality of the springs, watercourse and groundwater, providing package plants for onsite wastewater treatment or be connected to the sewerage system, instead of septic tanks or leach fields;
- d) The development will not have a detrimental impact on groundwater resources due to pumping or extraction of groundwater;
- e) Clearance of vegetation will be minimal, preserving the integrity and connectivity of the ecosystem and, where appropriate, contributing to the restoration of

the coastal wetland ecosystem and the replanting of native species;

- f) The development will not harm any historic and cultural heritage assets or their settings and, where appropriate, will support their restoration and interpretation.

12. Applications for development of shopping area or new Shopping Centre will be required to provide the following:

- a) An appropriate market impact study to demonstrate that the proposed development can be justified without detriment to the role, function or economic viability of shopping facilities in Kingstown and other urban areas. Subject to the conclusions of the market study, the Planning and Development Board 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 Kingstown, or the other urban areas.
 - b) An appropriate planning study to demonstrate:
 - i) That the proposed development will be generally compatible with adjacent land uses;
 - ii) That the proposed centre will be adequately designed to minimize 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 minimize impacts of lighting on surrounding uses; and,
 - iii) That the proposed centre 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.
- 13.A** Traffic Impact Analysis to demonstrate:
- a) That the capacity of roads and intersections are adequate to accommodate the traffic generated by the proposed centre;
 - b) That adequate parking, loading and circulation will be available to accommodate the traffic generated by the proposed centre.

8.10 Office Uses



Office use, primarily, comprises establishments providing financial and professional services to visiting members of the public. Office development will be accommodated in designated “Mixed Use Areas” and “Employment Areas” as a component of clustered development or linear development along connecting transport corridors in relation to the Capital Region and designated District Centres. Types of permitted office uses include:

- Knowledge-based uses such as telecommunications, informatics, research and development;
- Government, business, professional and financial, insurance and real estate offices (e.g. banks and credit unions)
- Broadcasting and publishing services (e.g. radio and television stations)
- Ancillary offices to retail or service uses located on the main floor of an office building.
- Professional services other than health or medical services

- Other services which it is appropriate to provide in a shopping or Mixed Use areas
- Offices suitable to be accommodated in Predominantly Residential Areas

General Policies

1. Office development is encouraged to be clustered together to form central office areas.
2. New office areas, including office area subdivisions, will be designed to ensure that:
 - a) Vehicles can access the office area without penetrating areas of high residential uses;
 - b) Roads and public utilities will be able to accommodate any proposed office area subdivision without reducing service levels elsewhere or overloading capacities
 - c) Where office uses are adjacent to residential uses, screening in the form of landscape materials or solid fencing or additional setbacks is provided to screen loading and outdoor storage areas;
 - d) A pedestrian-supportive environment is provided for an office area;
 - e) Where possible, outdoor storage and loading areas should be located in rear or side yards;
 - f) Parking areas should be screened by landscaping where they front onto a public street;
3. Business centres and office complexes should occur in the Capital Region and District Centres.
4. Activities involving the use or storage of hazardous and/or noxious materials in potentially dangerous quantities will be prohibited in all office buildings. Office design should be compliant with all national health and safety regulations.
5. Where office development is proposed within a designated coastal area or within areas designated as high risk for flooding, landslides, volcanic eruption or other potentially hazardous event, it should be demonstrated, through the use of an ESIA that there will not be a detrimental impact on the vulnerability of the wider environment and recommend mitigative measures, as appropriate.
6. As part of an ESIA, the applicant for new office development may be required to prepare and submit a Hazard Risk Assessment that explicitly identifies the potential risks and mitigation measures acceptable to the Physical Planning and Development Board.
- g) Offices should have adequate parking available to avoid spillover parking on main roads. Where possible, parking areas should be located to the rear or side of the building; and,
- h) Exterior lighting is oriented to avoid light pollution of adjacent residential areas.

7. The Physical Planning and Development Board may require a Suitability of Water, Sewerage and Drainage Report prepared by a registered professional to demonstrate that the development has access to water and waste disposal.
8. Business and office development should be easily accessible through all means of transport.
9. Office uses should, where possible, promote sustainable methods in their design.

Consultation Draft

8.11 Industrial, Storage and Distribution Uses



Industrial uses of different characterisations may occur, for the most part, in the mixture of uses that make up designated “Employment Areas” that will be accommodated as clustered development or linear development along connecting transport corridors. Light industrial uses may be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and impediments to traffic. General industrial uses involve industrial process that potentially may result in public nuisance and harm due to atmospheric emissions. Special industrial

uses involve processes that are obnoxious or dangerous to health and amenity by virtue of excessive smell, fumes, smoke, dust, grit, ash, noise or vibration. The distinction between the various types of industrial uses are outlined in Annex IV. The range of developments described as industrial, storage and distribution uses include:

- Automobile repair and other repair shops;
- Garages and storage of any kind;
- Warehousing of any kind;
- Manufacturing of any kind;
- Cargo ports

- Processing of any kind;
- Solid waste management depot or site;
- Quarries;
- Commercial delivery depot;
- Freight handling facility;
- Landscape supply;
- Wholesale supply;
- Dry cleaning establishments.

General Policies

1. Industrial (except light industrial), storage and distribution uses should be (i) located away from residential areas, or (ii) be separated from residential uses by other land uses, or (iii) be separated from residential uses by appropriate landscaped buffers, berms and/or fencing.
2. Industrial, storage and distribution development will be assessed on a case-by-case basis by the Physical Planning and Development Board to ensure that the uses are compatible with surrounding land uses and do not create any negative impacts on adjacent or nearby areas.
3. Any industrial use that creates excessive noise, pollution, vibration, dust or odours will not be permitted adjacent to a residential use or a population centre. Industrial uses should be located on a main road and have suitable access for emergency vehicles.
4. General industrial development should be directed to areas where there is already existing industrial development.
5. All new industrial uses with outdoor storage of goods and materials shall ensure that these are located within privacy-fenced areas to avoid looking unsightly to adjacent non-industrial land uses.
6. New industrial, storage and distribution uses needing to have numerous trucks parked on-site will situate the truck parking to avoid looking unsightly to adjacent non-industrial land uses; furthermore, consideration should be given to privacy fencing of the truck parking.
7. The exterior lighting of an industrial, storage and distribution use will be designed to ensure that there is no spillover illumination cast onto nearby residential uses.
8. New industrial development in existing industrial areas on the coast will need to demonstrate they are capable of withstanding the impacts of climate change and adverse weather events, and result in no negative impacts to the surrounding natural environment.
9. Industrial development should, where possible, promote sustainable methods in their design.
10. Any industrial use which results in the creation of hazardous material or waste shall provide appropriate facilities for the safe storage of such materials. Hazardous materials should be stored and disposed of in a way which results in no negative impact on the natural environment.
11. Where industrial, storage and distribution development is proposed

within a designated coastal area or within areas designated as high risk for flooding, landslides, volcanic eruption or other potentially hazardous event, it should be demonstrated, through the use of an ESIA, that there will not be a detrimental impact on the vulnerability of the wider environment and recommend mitigative measures, as appropriate.

12. As part of an ESIA, the applicant for new industrial, storage and distribution development may be required to prepare and submit a Hazard Risk Assessment that explicitly identifies the potential risks and mitigation measures acceptable to the Physical Planning and Development Board.

13. All applications for new Special Industrial developments, or significant expansions of the industrial component of existing facilities, will be subject to an Environmental and Social Impact Assessment.

14. 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.

c) Potential conversion to open space or renaturalization;

d) Landscaping and vegetated buffer around the site.

15. An application will only be considered for approval if the Environmental and Social Impact Assessment demonstrates that the proposal will have minimum impacts on the growth and renewal 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.

16. 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, as appropriate.

8.12 Hotels, Resorts, and Tourism Facilities



St. Vincent and the Grenadines has remained a prime tourism destination largely due to its favourable weather conditions and picturesque scenery of the Grenadines and the Tobago Cays. As such, the marine-based tourism sector has been a key sector for the generation of income and employment. It is anticipated that the majority of tourism activity will remain centered in areas of hotel development, particularly on the south coast of mainland St. Vincent and along the beaches of the Grenadine Islands. The

land use designation for hotels, resorts and tourism facilities is intended to guide tourism development with sustainable principles.

In general, land use policies will seek to ensure that the construction and operation of these facilities do not compromise the quality of coastal resources and the livelihoods of coastal resource users. Additionally, such facilities must be designed and constructed with consideration of disaster management, if the wellbeing of

the users of such facilities is to be ensured. Policy directives for tourism facilities will reflect the principles of sustainable tourism and disaster risk management. An integrated approach to tourism through, for example, initiatives such as community-based tourism and public-private sector collaboration for the development of the tourism industry, will be supported.

The policies are applicable to the siting and design of:

- Hotels and Resorts
- Eco lodges
- Guest houses
- Apartment hotels
- Gift shops
- Restaurants and bars
- Entertainment facilities
- Retail shops
- Tourism services
- Cultural facilities



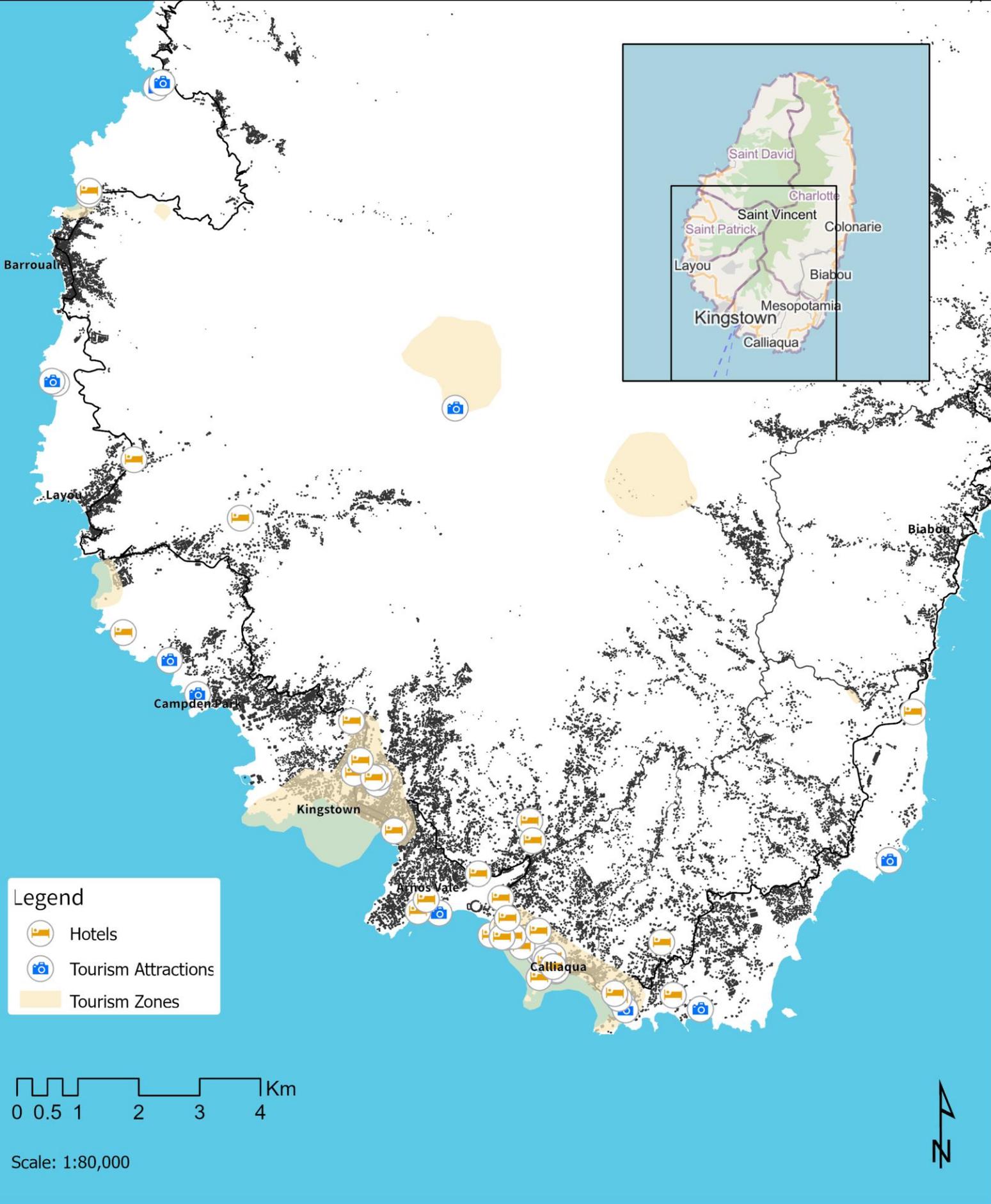
General Policies

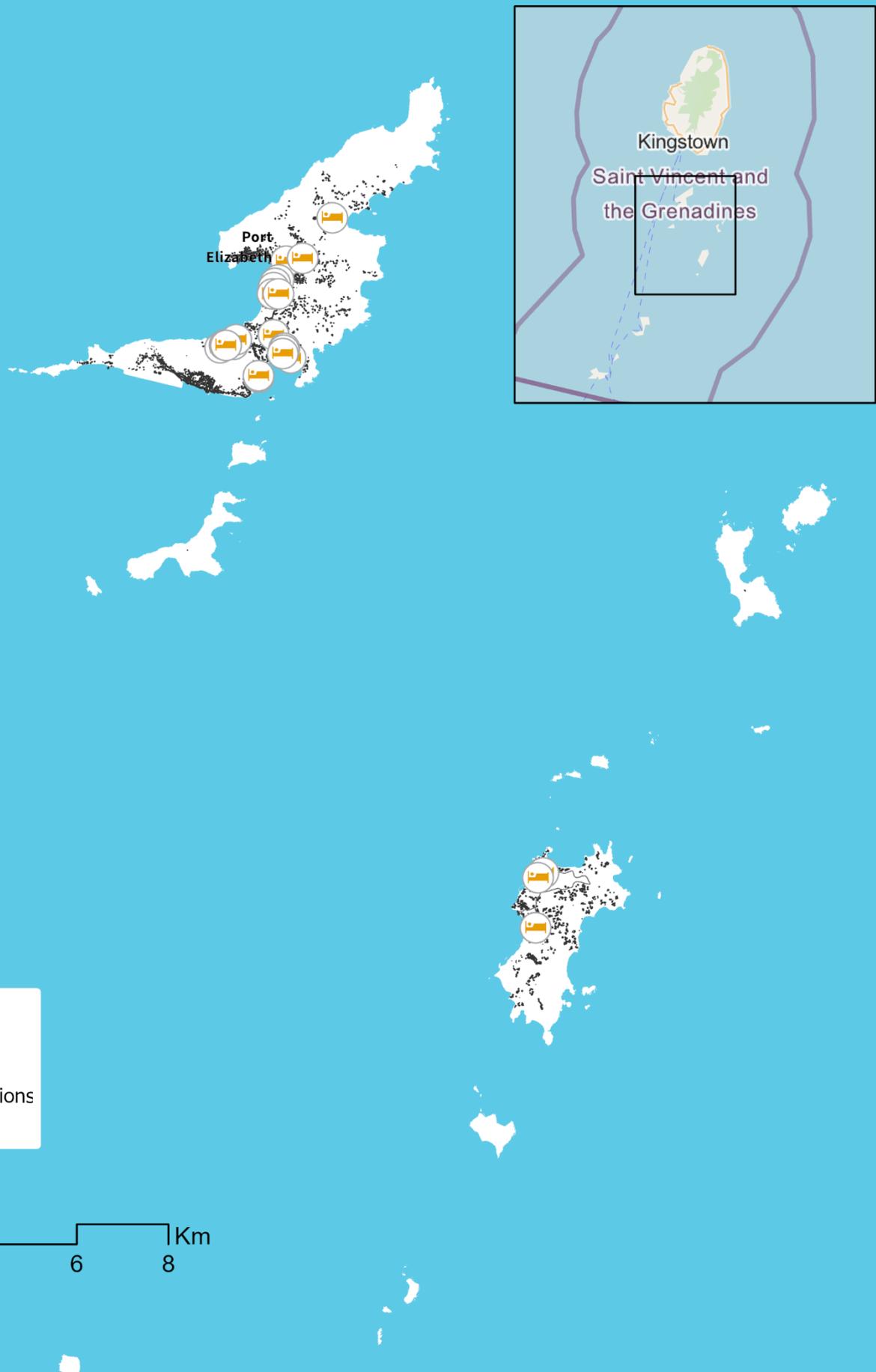
1. The Government will promote sustainable tourism by supporting expansion, improvement and

redevelopment of tourist accommodation facilities in proximity to prime attractions such as popular swimming beaches, cultural heritage assets and cultural heritage landscapes.

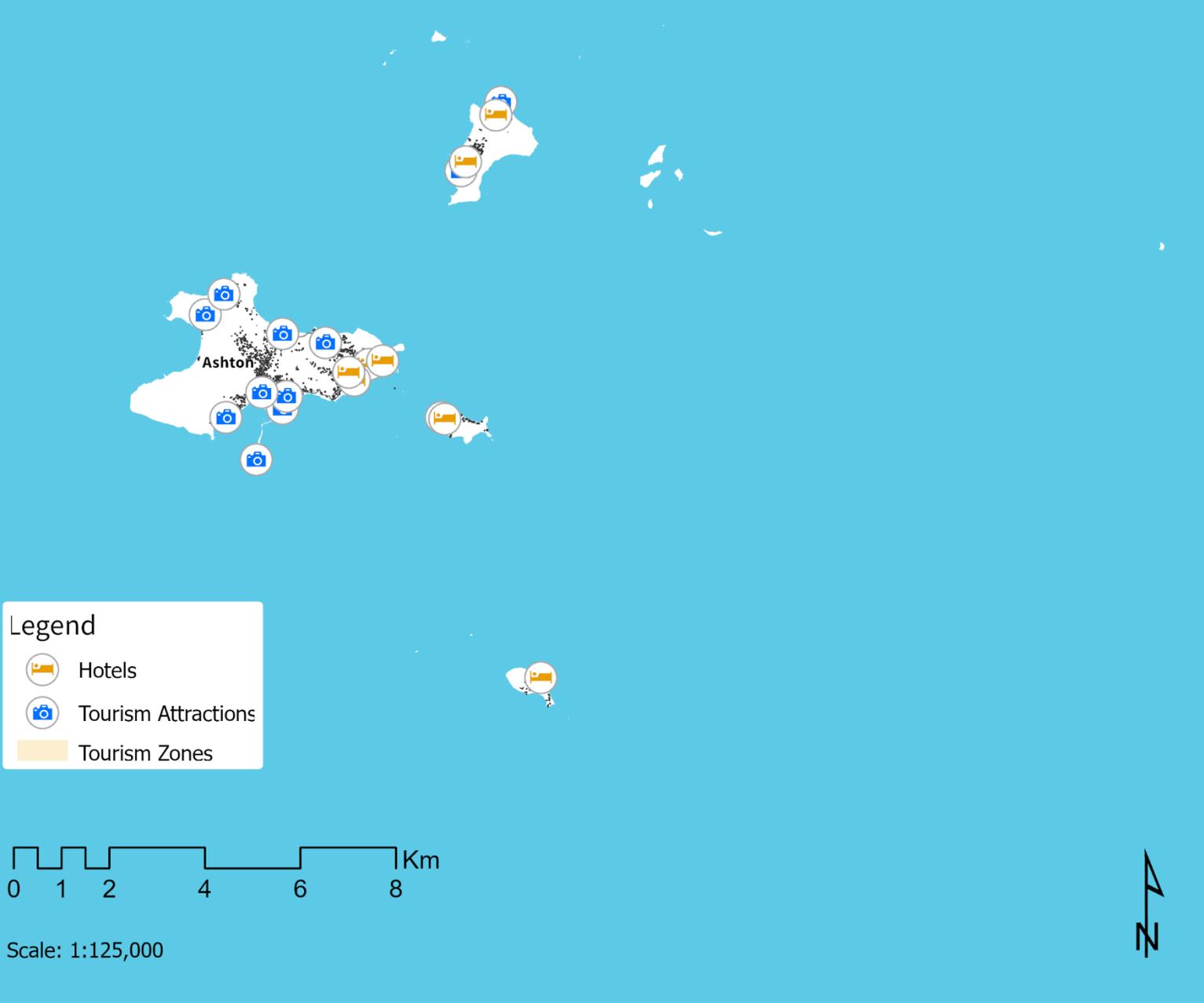
2. New tourism facilities should be sited, where possible, in the areas designated for Tourism and settlement centers designated for Growth and Conservation.
3. The siting of tourism facilities as well as design specifications for such facilities should reflect all relevant guidelines outlined in an updated Tourism Master Plan.
4. An Environmental and Social Impact Assessment (ESIA) should be required for any development which involves the construction of hotels and resorts.
5. A Traffic Impact Assessments will be required to address the impact of proposed tourism facilities on the existing road system and to identify a set of alternative measures or mitigation actions for likely negative impacts.
6. The construction of eco-lodges will be permitted adjacent to Natural Heritage/Conservation areas, provided that:
 - a) An Environmental and Social Impact Assessment (ESIA) and an Hazard Risk Assessment is undertaken prior to any construction of such facilities
 - b) The ESIA determines an adequate buffer zone between the eco-lodge and the adjacent natural heritage area.

- c) The design of the proposed structure complements / blends with the surrounding landscape and natural heritage features.
7. Newly constructed tourism facilities should be constructed in accordance with the design specifications outlined in the national building code.
 8. New tourist facilities should be designed and constructed in a way that they do not obstruct existing views of:
 - a) the sea,
 - b) cultural heritage structures or
 - c) natural heritage features.
 9. Newly constructed tourism facilities should be constructed in a way that public access to beaches is maintained.
 10. Design considerations for construction of new tourist facilities in coastal areas will reflect adaptation to impacts of climate change and natural disasters such as sea level rise, storm surge, flooding, high winds and drought.
 11. Environmental and social sustainability and climate change resiliency will be primary considerations in the development of tourism attractions and hotel accommodations.





Map 11 Location of Hotels, Tourism Attractions and Key Tourism Zone Northern Grenadines



Map 12 Location of Hotels, Tourism Attractions and Key Tourism Zone Southern Grenadines

8.13 Marina and Harbour



Mainland St. Vincent and in particular the Grenadines are renowned tourism destinations for yachting, a niche yet very high-value industry. Development of marina and harbours for yachts to dock is therefore an important aspect to plan for and merit a specific policy additional to other, more general forms of coastal development addressed in the Coastal Areas Policies.

Types of permitted harbour and marina uses include:

- Docks/jetties;
- Harbour or marina office;
- Charter provisioning;

- Boat sheds Boat storage;
- Boat yards and dry docks;
- Boat repair;
- Personal services such as showers and laundromat;
- Restaurants; and,
- Marine petrol filling station

General Policies

This policies add to the Coastal Areas Policies with specific reference to Marinas and Harbours, and should be used in synergy:

1. Development proposals for the construction of new Marinas and Harbours will not be permitted within Natural Heritage and Protected Areas unless the development enhances the wellbeing of nearby communities, in line with the Natural Heritage Policy.
2. Development proposal for the construction of new Marinas and Harbours or the expansion of existing ones will be subject to Environmental and Social Impact Assessment. The ESIA should consider, but not be limited, to the following aspects:
 - a) The impact on coastal and benthic ecosystems and related ecosystem service, considering habitats in close proximity to the proposed Marina or Harbour as well as any other habitat that could be affected by any change in sea currents caused by the development.
 - b) The impact on sea currents and water circulation, including phenomena of coastal erosion and coastal deposition.
 - c) The presence of other Marinas and Harbours in close proximity, and the cumulative impact the new development will have in combination with existing solutions.
3. Development proposal for the construction of new Marina and Harbours will need to demonstrate to have included disaster reduction measures and solutions to promote coastal protection and resilience to climate change.
4. Development proposal for the upgrade and improvement of existing Marinas and Harbours to include waste management facilities, including facilities for the reception and treatment of sewage and other related hazardous substances, will be supported.
5. New Marinas and Harbours will need to include adequate waste management facilities, including facilities for the reception and treatment of sewage and other related hazardous substances.

8.14 Land Reclamation



With rapid economic development and increasing population in coastal areas, reclamation has been regarded as an effective measure to resolve the land shortage as cities and industries expand. Reclamation is therefore one potential solution for the increasing demand of new land for living and development. In the past, many coastal countries, such as the Netherlands, UK, Japan, South Korea, and Singapore, had exploited extensively sea enclosing and reclamation for coastal city expansion, for land space for industrial and agricultural development along the coast, as well as for defence against storm surges.

However, such reclamation development often resulted in many serious environmental problems, including loss

of biodiversity, deterioration of coastal water quality, and depletion of fishery resources, to name just a few. Coastal systems, particularly the coastal wetlands, provide habitats and feeding grounds for a variety of migratory birds and play crucial roles in flood drainage and defence against storm surge intrusion. Large-scale reclamation projects will invariably change the original beach topography and may destroy the coastal wetland system, impairing its ability to regulate runoff and increasing the damage caused by marine disasters.

Therefore, land reclamation projects should only be supported provided that they do not have unacceptable environmental impact, that such impact is mitigated and that lost ecosystem are

supported and nurtured in nearby locations.

Moreover, land reclamation projects will need to be resilient to sea level rise and other extreme events related to climate change, and that the lost flood protection ecosystem service provided by the lost habitats is fully replaced by grey and green solutions.

General Policy

1. Land Reclamation plans and programmes on the leeward coast at a maximum of 5 meters seaward from the existing coastline will be supported provided that:

- a) The development proposal promotes sustainable development of the country and the local areas, responding to an impending and demonstrable need for land.
- b) The development proposal cannot be located in any different inland location without resulting in social and environmental impact more detrimental than the land reclamation alternative.
- c) The development does not have a unacceptable detrimental direct and indirect impact to coastal and benthic habitats. In case acceptable impact is considered, the development proposal should present solutions to avoid, mitigate, and offset said impact.
- d) In considering direct and indirect impact to coastal and benthic habitats, the development

proposal shall use an Ecosystem Service Valuation approach. In particular, the contribution habitats have in reducing flood risk and other climate-change related impact should be considered. Mitigation solutions should be implemented before commencement of the land reclamation project.

- e) The development proposal increases resiliency to extreme events for existing nearby coastal developments and for the future developments located on the reclaimed land. The development proposal shall use a combination of green and grey climate change adaptation solutions, where possible restoring habits lost during construction.
 - f) Development proposal shall demonstrate to be in a position to complete the development and mitigation solutions in a timely manner, by presenting a sound financial and a phased implementation plan. The Physical Planning Unit and other relevant public agencies should be consulted on the mitigation solutions and the phased implementation plan.
2. All Land Reclamation plans and projects will be subject to ESIA, addressing the provision of Section 1 of this policy. If necessary, the Physical Planning and Development Board may require additional studies and analysis to be conducted.

8.15 Transport Accessibility



Accessibility is generally quantified as an aggregate measure of the land-use activity and closeness of land-use activity opportunities of a given type to a particular location. Accessibility cannot only be improved through interventions in the transportation system, but also through interventions in the land use system as well as in the way services are provided.

An accessibility focus for transport policy therefore implies a balancing between

how people and goods move, the efficiency of that movement, macro- and micro-level connectivity (e.g. district-wide and neighbourhood level), and the direct and indirect costs (e.g. is it affordable, does it mitigate social, environmental, and economic externalities?). Accessibility is necessarily focused on the range of transport options, not just a few priority modes, as well as minimising travel costs and distances, and even reducing the actual need for

travel (e.g. considering mobility substitutes such as urban density and mixed-use but also telecommunication). For urban conditions, advancing accessibility usually requires transport policy to accept that car-based journeys are the least optimal.

At its best, transport policy focuses on increasing urban accessibility in conjunction with spatial planning and social policy. This approach recognises that the provision of equitable and efficient access to people, goods, and services is a primary function of cities, even though many urban areas are struggling with this fundamental requirement. In the medium and long term, a shift towards accessibility planning and the facilitation of compact and connected urban growth will necessitate governance reforms and enhanced capacities for policy integration. In the short term, the accessibility paradigm will have to provide key pointers for existing transport policy frameworks and instruments around which these can be recalibrated

A Zonal Destination Accessibility Study was conducted considering 11 zones for the existing road network in mainland St. Vincent. It reveals that the zones that are most accessible are Sandy Bay, Georgetown, Colonaire, Bridgetown and Marriaqua. Alternatively, the zones that are least accessible Chateaubelair, Barrouallie and the Suburbs of Kingstown. This means that it is easier to get to areas on the eastern side of the mainland than it is to access the western side. Therefore, measures have to be determined to

particularly improve accessibility to areas on the western side of the mainland.

General Policies

1. Road Infrastructure improvement to increase accessibility between the Capital Region and District and Neighbourhood Centres on the leeward coast, in particular toward Chateaubelair, Barrouallie, and Layou will be supported.
2. Development proposal for a bypass road in the Capital Region, diverting traffic from the CBD of Kingstown, and that would increase the accessibility of the Suburbs of Kingstown will be supported.

Walkability and Bikeability

Walkability generally refers to various features of a community or neighbourhood that create a place that is easily able to be travelled without the use of an automobile. By reducing dependence on automobiles and automobile trips, residents are able to make the healthy decision to walk to destinations within the community instead of driving. They are also able to have more interactions with community members by choosing to walk. Through the implementation of sidewalks, crosswalks, and street buffers, pedestrians feel more comfortable traveling within the community.

Walking and cycling provide affordable, basic transport. Physically, economically and socially disadvantaged people often

rely on walking and cycling, so improving nonmotorized transport can help achieve social equity and economic opportunity objectives.

3. Urban regeneration and renewal schemes for District and Neighbourhood Centre will support pedestrianisation, where possible, and will promote walkability and bikeability in general. A Traffic Impact Assessment will be required to demonstrate that different network and road design options have been considered, to achieve this goal. Particular attention should be given to the design of sidewalks, crosswalks, street buffers, plant and landscape solutions, and bike parking.
4. New large scale development proposal for residential, hospitality, and commercial purpose will need to demonstrate to contribute to improve walkability and bikeability within the development and from the development to other nearby key destinations.

Parking and Park and Ride

Land is valuable in all urban areas.; parking places occupy large portions of such land. This fact should be recognized in determining the principles for allocation of parking space, also considering that uncontrolled parking supply encourages car dependency.

The strategy should be to minimize and avoid serving each building with its own parking. It is more judicious to build parking for the neighbourhood. If the policy can be reoriented to provide

parking for each development area instead of each building, then the parking requirement will also be modest, as the contributions could be by all the developers.

Over the Plan period and beyond, the objective would be to persuade people to use public transport to reach urban and district centres. Preference should be in the allocation of parking space for public transport vehicles and non-motorized mode as well as easier access of work places to and from such spaces. Parking lots along the public transport corridors (near the transit stops or stations) should be built to encourage park-and-ride system and also enhance the ridership of public transport.

Bus-based Park-and-Ride (P&R) refers to the provision of a dedicated regular bus service running to and from a city centre and a number of car park sites in areas outside the area along radial routes. These sites are positioned to intercept motorists coming into the town from further afield rather than go all the way into town.

5. The development of Park and Ride solutions within the Capital Region and in close proximity to District and Neighbourhood Centres will be supported.
6. Park and Ride areas should be located along public transport corridors (and, if possible, near existing transit stops and stations) and outside the Central Business District of the settlement. Existing land currently in parking use will be prioritised for Park and Ride development.

7. Where possible, Park and Ride areas should be located in areas of low risk from extreme events, based on Map 1 Multi-hazard Map of Mainland St. Vincent, and the information contained in any other more recent Hazard Risk Assessment, taking a multi-hazard approach considering flood risk (riverine and coastal), landslide risk, volcanic risk, earthquake risk, etc.
8. Park and Ride areas should be served by land-based transit linking the parking area to the centre in a time efficient way
9. The pedestrianisation of settlements' Central Business District (intended as the denser and commercial core of the settlement) of District and Neighbourhood Centres will be supported. Public transport terminals and non-motorised vehicles parking facilities will be supported within the settlements 'centres
10. Residential development schemes should promote communal parking areas, instead of parking for each unit within the unit's plot.

Electric Mobility

Electric mobility is defined as the systems, services, and equipment that support the movement of passengers and freight by electric-powered means of transport. Electric means of transport include all types of transport powered directly by electricity from, for example, electric scooters and pedal assisted e-bikes, and fully powered 2- and 3-wheeled vehicles such as e-rickshaws and electric cargo bikes, and also very light 4-wheelers, cars

and vans to trucks, buses, trolley buses, trams, trains, aircraft and ferries.

E-Mobility offers two general advantages over fossil fuel powered vehicles. Firstly, by moving from conventional fossil fuels such as petrol and diesel to electricity, it is possible to move the source of pollution away from exhaust pipes and to centralise it at power plants. Secondly, with the increase of renewable energy generation capacity, it is possible to decarbonise transport to a great extent.

10. The development of recharge points for electric vehicles in private (residential properties as well as restaurant, recreational facilities, hotels, etc.) or public location (e.g. designated parking spots with recharging facilities) will be supported. Recharge point will be encouraged within Park and Ride locations, along highways, close to key destination points and nearby public transport locations.
11. Development proposals that support electric mobility or hydrogen-powered electric mobility, in the form of fuelling infrastructure, hydrogen distribution system, as well as manufacturing of fuel cell or other components, will be supported.
12. The development of parking facilities, including parking spots, specifically allocated to electric vehicles will be supported. The creation of no-traffic zone and dedicated lane accessible to electric vehicle will be supported.

Coastal Water Taxi

Marine transport is a concept that has been in action around the world for decades; marine vessels are used to transport, people, goods, and vehicles over water masses that connect islands, countries, villages, and cities.

It provides an alternate means of communication that helps alleviate the strain felt by the other forms of transportation, reducing the congestion and overloading of these said transportation systems.

It also represent a precious emergency transportation assistance in case of national emergency, as the 2021 Soufriere Volcanic Eruption.

To be attractive and financially sustainable, water taxi system should provide alternative transportation between destinations in a time that competes or beats the existing modes of transportation. This does not only means that they should be fast, but that they should also be frequent. Moreover, the location of water taxi terminal should be in close proximity to the final destination of the majority of users, be that the workplace, shopping areas, recreational facilities, etc.

Efficient plans aims to achieve two major objectives:

- The provision of reliable quality ferry service – including consistent sailings, acceptable facilities, vessels that are outfitted for a comfortable ride, reasonable sailing frequencies at sufficient boats speeds.

- Integration of ferry service with on-land public transportation - this makes the service more assessable to commuters from a wider catchment area, while making the service a more feasible option to riders whose destinations are located further away from the waterfronts of these cities.

Additional solution to cross-subsidize the service lay in rental of retail facilities at the terminal. Similar to a Marina (where land at waterfront facilities is used for revenue generation) Water Taxi Terminal should be developed as social and commercial hubs, including restaurants, retail outlets, pubs and bars, gift shops, etc.

Parking and drop off/pick up areas within the facility is often very critical to reduce the amount of vicinal congestive activity around the terminal site. ; the location must have the potential to provide adequate parking and smooth internal traffic motion in accordance with expected service demands.

The development of water taxi services improving the connection between Kingstown and the Grenadine Islands and between Kingstown and the leeward and windward side of the island (reaching District Centre such as Georgetown and Chateaubelair) should be encouraged as a solutions to traffic congestion toward the capital and alternative transport solutions.

- 11.** Development of a Water Taxi service connecting Kingstown with coastal District Centres in the Grenadine Islands and the leeward and windward side of the island will be

supported, subject to a positive feasibility study and action plan.

12. Within Kingstown and coastal district centres the development of Water Taxi Terminal on the waterfront will be supported, provided that:

- a) The development proposal does not have an unacceptable environmental detrimental impact, as verified through an ESIA; and,
- b) The development proposal provides adequate parking and smooth internal traffic motion in accordance with the expected service demands (considering short term and long term projections). This should include park and ride facilities and parking for non-motorised vehicles. If cannot be accommodated in close proximity to the terminal, parking facilities may be located elsewhere: in that case, park and ride solution with land-based transit linking the parking area to the terminal in a time efficient way should be developed; and,

c) The road system connecting the terminal with the land road network can accommodate the expected traffic structure and intensity.

d) The terminal does not have a detrimental impact on the efficiency of major road within centers of towns and does not lead to an unwanted increase in traffic congestion in proximity to the terminal and,

e) The terminal in close proximity or is accessible to main travel destinations and settlement centres. If necessary, land-based transit service linking main travel destination and settlement centres to the terminal will need to be implemented.

13. Development proposals for recreational uses, hospitality, food and beverage, and retail shop in the terminal will be supported.

14. The terminal should be designed and landscaped in such a way to be an attractive and walkable area, applying place-making principles.

8.16 Renewable Energy and Electricity Distribution

Future development will require considerable amount of energy, in particular electric energy: as the country moves toward electric and hydrogen vehicles, and the Grenadines develop new desalination plants to provide residents and visitors with freshwater, energy sovereignty and autonomous production of renewable energy becomes a key objective.

These policies promote the development of large, medium and small/micro-scale renewable energy plants and facilities, employing all key renewable natural resources available in abundance in mainland St. Vincent and in the Grenadines (i.e. solar energy, wind energy, hydraulic energy, geothermal energy). It aims to promote resiliency and energy sovereignty at national level as well as domestic scale, improving the resilience of remote communities even in the event of a natural disaster.

The policies also promote innovative energy transmission and distribution system, able to fully support and maximise the benefit of the renewable energy transition.

Energy Generation

1. Large scale development proposals for the exploration and exploitation of renewable energy resource, and related research and feasibility studies, will be supported in the

following forms and locations outside the Protected Central Forest Zone:

- a) Geothermal energy in the Soufriere Natural Resource Area, as well as Windward and Leeward Orange and Red Policy Zone;
- b) Hydropower energy along the Wallilabou and Bucament rivers
- c) Photovoltaic energy in the form of solar farms on the Grenadine Islands;
- d) Wind energy in the form of off-shore wind farms on the windward side of St. Vincent and the Grenadine Islands
- e) Provided that it can be demonstrated, through an Environmental and Social Impact Assessment, that:
 - i) the sustainability benefit derived from the proposal outweigh any environmental negative impact;
 - ii) that it does not have unacceptable impact on ecosystem services and biodiversity, either during construction or operation; and,
 - iii) that all necessary measures to avoid, reduce, and mitigate such impact have been incorporated in the development proposal
 - iv) that the present and projected impact of climate change

related extreme events and other human and natural disasters have been considered and all necessary and adequate measures to promote adaptation and resilience have been incorporated to reduce vulnerability within acceptable standards: this include hazard such as flooding, hurricane, landslide and soil movement, volcanic eruption, earthquake, and tsunami;

2. In the vicinity of an Heritage Site, Conservation Area, National Park, or Forest Reserve, development proposals may be required to provide a Visual Impact Assessment demonstrating how the renewable energy infrastructure does not have an unacceptable impact on the character and visual of the area, and what landscaping and design solutions have included to reduce such impact.
3. Development proposal for any use other than exploration and exploitation of renewable energy resources in the above-mentioned locations will need to demonstrate not to have a detrimental or hindering impact on any existing or future exploration and exploitation uses, and to be compatible for such existing or future uses, unless it can be demonstrated through feasibility studies that such exploration and exploitation is unviable.
4. Solar photovoltaic farms (large-scale operations) will not be permitted

within Agricultural Areas Class I, II, and III in mainland St Vincent, unless it can demonstrate that it does not have detrimental impact on agricultural productivity or contribute to improve it. Other forms of renewable energy facilities to be combined with agriculture activities will be supported, provided that the Renewable Energy use is considered a secondary use ancillary to agriculture.

5. Development proposal related to the installation for renewable energy microgeneration, including photovoltaic solar panels, micro-scale wind turbines, energy storage apparatus, etc. will be supported provided that they do not have a detrimental impact on the character of the surrounding area.
6. In the vicinity of an Heritage Site, Conservation Area, National Park, or Forest Reserve, development proposal may be required to provide a Visual Impact Assessment demonstrating how the renewable energy microgeneration infrastructure does not have a detrimental impact on the character and visual amenity of the area.



Energy Transmission and Distribution

7. Any development proposal for the upgrading of the electricity transmission and distribution grid meant to create an integrated power grid able to support distributed energy generation (e.g. microgrid) will be supported. New medium and large scale urban development should, where feasible, implement such microgrid system.
8. New and existing electricity power distribution lines should be included in a programme of undergrounding, to reduce visual impact and improve resilience to extreme events, starting with locations within the Capital Region and subsequently District Centres and Neighbourhood Centres. In the vicinity of an Heritage Sites, Conservation Area, National Park, or Forest Reserve, electricity power distribution lines that cannot be fitted underground may be required to perform a Visual Impact Assessment demonstrating how the infrastructure does not have a detrimental impact on the character and visual of the area.
9. The routing of electricity power transmission lines and infrastructure should take into account the visual effects of tree clearance, as well potential impacts on watersheds. Routing and design of electricity power transmission line should promote redundancy of the system and resilience to extreme events, being located away from areas of risk and capable of withstanding extreme events.
10. Where it would be difficult to connect new or converted or replaced existing buildings to the national distribution grid, microgeneration and microgrid solutions will be required as part of the planning conditions unless it can be demonstrated that it is not economically viable to implement such solutions.
11. New buildings will need to comply with the requirements of the Energy Code in terms of energy efficiency. Development proposals related to the retrofitting and improvement of the energy efficiency capacity of existing buildings will be supported. Installation of electric vehicle charging stations are encouraged in parking lots on public and private land across the island.
12. Development proposal for the expansion or improvement of existing industrial estate or development of new ones will need to incorporate district heat systems and co-generation facilities, where technically feasible and economically viable.
13. Where possible, development proposal for the improvement of existing road should contribute to the placement of power supply lines underground, to increase resilience and reduce visual impact.
14. Development proposal for the storage of energy resources, including gas and oil, will be supported in close proximity to industrial seaports, airports and energy generation plants,

provided that it can be demonstrated that the storage of energy is safe and secure and does not have a

detrimental environmental and visual impact.

Consultation Draft

8.17 Telecommunication Infrastructure

The COVID-19 pandemic and associated lockdown measures have demonstrated how important digital connectivity is in order to promote resiliency and ensure services are provided to remote communities even in the absence of travel.

This is particularly important for Grenadines residents or Vincentians living in the northern, less accessible part of the mainland, who often need to travel to Kingstown to access services that could be easily provided online.

The Plan aims to support technological and infrastructure advancements that would promote fast and reliable access to broadband, facilitating living and working in areas that are currently more remote and disconnected.

General Policies

1. Development proposals for the installation of new state-of-the-art cable and wireless broadband telecommunication systems, such as 4G/LTE, 5G, and optic-fibre cable will be supported, provided that:

- a) the siting and design will not unreasonably affect the character and amenity of an area, and screening or other design solutions to reduce the visual impact of the facility have been explored. Within the Protected Central Forest Zone and in proximity to and within Heritage Sites, Conservation Area, National Park, and Forest Reserve, a Visual

Impact Assessment will be required; and,

- b) In case of antennas and other wireless facilities, opportunity for sharing mast or tower facilities have been fully explored. Location of such facilities will need to maximise coverage of users, promote redundancy in the network, while complying with national standards and best practice in terms of electromagnetic pollution and impact on people and ecosystems;
- c) In case of cables, new and existing communication lines should be included in programme of undergrounding, to reduce visual impact and improve resilience to extreme events.

2. Development proposals for the improvement of broadband connection in the Grenadines, including laying of underwater cable, that reduce the need for travel and relocation and that facilitate communication during emergencies will be supported.

3. New residential and commercial development proposals, or proposals for new community facilities, will need to demonstrate how they plan to promote provision of state-of-the art telecommunication technologies, ensuring where possible that the development is served by underground broadband cable and that 4G LTE and 5G can be installed.

8.18 Solid Waste Facilities

As a small island state, the Government recognises sustainable solid waste management as a key objective. It therefore aims to reduce the amount of waste produced; promote a circular economy that reuses waste into the production cycle; recycle waste to give them a new life, minimising the amount that need to be landfilled; and expand sanitary landfills or to develop new sustainable waste disposal facilities

At the same time, the Plan aims to improve the waste collection service, making it easier for resident to sort and dispose of their waste in a clean and effective way.

Finally, the Plan considers different options for the management of hazardous waste, and set provisions for both a centralised and diffuse approach to sterilisation.

General Policies

1. Development proposals for new or improvement of existing solid waste sorting, reuse and recycling facilities will be supported, provided that they do not have an unacceptable detrimental impact on other nearby land uses in terms of traffic, noise, smell, water and gas emission, and visual impact. In particular, the development of centres specialised in the reuse, recycling and disposal of special waste, such as electronic waste and POPs, will be supported.
2. Any development proposal for the expansion of sanitary landfills or the

development of new waste disposal facilities will be supported, provided that:

- a) They comply with the requirements and best practices in terms the development of waste disposal facilities.
- b) It can be demonstrated, through appropriate studies and projections, that there is a need for such development.
- c) Opportunities for the development of solid waste sorting, reuse and recycling facilities, and other forms of waste disposal alternative to landfilling (e.g. composting, production of biogas, etc.) have been explored and incorporated in the proposal, to reduce the volume of waste to be landfilled annually.
- d) An Environmental and Social Impact Assessment demonstrates that the proposal will have acceptable impacts and the existing impacts can be adequately mitigated. Mitigation measure should be included in an Implementation Plan detailing phasing, costing and financial strategies. Where possible, mitigation measures will need to be implemented before starting of construction and development.
- e) A Visual Impact Assessment demonstrate that the proposal will have an acceptable impact and existing impact can be mitigated

through landscaping and screening solutions.

3. Development proposal for the creation of new waste disposal facilities especially in the Grenadine Islands, will be accepted provided that they comply with the provision of Section 2 of this Policy, and also:

- a) They are not located in close proximity to residential areas;
- b) Are not located within the Protected Central Forest Zone or any Conservation Area, National Park, Forest Reserve, or other areas of cultural and environmental value;
- c) Are not located in areas of high flood risk, areas subject to land erosion and landslide, and in the Windward or Leeward Orange or Red Zone. In other areas, all necessary and adequate measures to promote adaptation and resilience must be considered and incorporated to reduce vulnerability within acceptable standards;
- d) Demonstrate through appropriate studies how the expansion of an existing sanitary landfill is not a sustainable and economically, socially and environmentally suitable alternative to the development of a new site;
- e) It will have satisfactory access from the highway and that the level of traffic to be generated would not cause safety or local movement problems;

f) There is an agreed programme of site management for the duration of the life of the facility.

g) In the case of a new landfill development, a Restoration Plan has been prepared, providing as a minimum information on:

- i) Future intended use of the site, where possible reinstating the previous use to the same standard of quality;
- ii) Planting and rehabilitation measures to be implemented;
- iii) A workplan of activities that will be taken during the lifetime of the operation and after closure to ensure rehabilitation;
- iv) An Implementation plan for rehabilitation, including phasing, costing and financing options.
- v) Any additional information and studies that may be required by the Physical Planning and Development Board.

4. The development of a centralised biomedical and quarantine waste treatment facility will be supported, provided that the proposal complies with the provision of Section 3 of this Policy.

5. The development and installation of equipment for the quarantine, sterilisations, and treatment of biomedical and other hazard waste before final disposal within the site producing such waste will be

supported where in keeping with the waste management regulation. Proposals for this kind of development should be reviewed in collaboration with the Solid Waste Management Unit.

6. The development of communal areas for solid waste collection in urban areas serving residential areas, commercial areas, etc. will be supported in existing urban areas and proposed development schemes, provided that they

- a) Are designed and located in such a way to minimise detrimental impact on other nearby land use in terms of traffic, noise, and smell.

- b) Are developed in such a way to facilitate waste collection, and allow for the collection of differentiated waste.

7. Development proposal adjacent or nearby a new waste disposal facility will need to demonstrate that they will not have a detrimental impact on projected expansion of the site to accommodate for population and economic growth, and that no unacceptable adverse impacts from the waste disposal site will affect the proposed development.

8.19 Resource Extraction



To support the social and economic development of St. Vincent and the Grenadines, natural resources will be necessary, including in the form of construction material for the creation of new buildings and infrastructure.

However, acquisition of necessary resource cannot be detrimental to those ecosystems and habitats that provide us with the very services at the base of our economy and society. This policy aims to ensure the country secure (nationally and internationally) the resources it needs at a fair cost without negatively affecting the natural environment and the ecosystem services it provides.

The policy also protects natural resources for future generation and promote sustainable use and extraction, ensuring they have an adequate access to these assets in the future.

General Policies

1. New development proposal for mining and quarrying will only be permitted where:
 - a) The development proposal refers to those resources for which there are no economically viable alternative sources of supply, or promotes the use of the resource in the national interest, for instance reducing construction costs for housing or manufacturing costs of necessary good and services. Appropriate studies demonstrating the sustainability benefit of the proposal will be required as part of the development application process; and,

- b) it can be demonstrated, through an Environmental and Social Impact Assessment, that:
- i) the road infrastructure serving the site is adequate, or that improvements will be implemented before commencing of mining and quarrying operation. An Implementation Plan will be required, including information on phasing, costing and financing;
 - ii) that it does not have an unacceptable impact on adjacent land uses, in terms of noise, traffic, vibration, dust and fumes;
 - iii) that it does not have an unacceptable impact on ecosystem services and biodiversity; and,
 - iv) that it does not have an unacceptable impact on surface and groundwater resources, including issues connected to siltation and water pollution, using Integrated Water Resources Management and Integrated Watershed Management principles and conceptual models for the analysis;
 - v) that it does not have an unacceptable detrimental impact on soil erosion and does lead to increased risk of soil movement and landslide, using Sustainable Land Management and Land Degradation Neutrality principles and conceptual models for the analysis;
 - vi) that all necessary and adequate measures to avoid, reduce, and mitigate any impact mentioned above have been incorporated in the development proposal and will be implemented before commencing of mining and quarrying operation or at the earliest possible time: an Implementation Plan will be required, including information on phasing, costing and financing ;
 - vii) that the present and projected impact of climate change related extreme events have been considered and all necessary and adequate measures to promote adaptation and resilience have been incorporated to reduce vulnerability within acceptable standards. These measures should be implemented before commencing of mining and quarrying operation or at the earliest possible time: an Implementation Plan will be required, including information on phasing, costing and financing.
- c) It is not located on sandy beaches or other coastal ecosystems.
2. Development proposals for the expansion of existing or creation of new mining and quarrying operations within the Protected Central Forest Zone will not be permitted.

3. Development proposals for the expansion of existing or creation of new mining and quarrying operations in the proximity of Heritage Sites, Conservation Area, National Park, or Forest Reserve will only be permitted where no alternatives have been identified outside or in appropriate distance to these sites. This type of proposal will be subject to Visual Impact Assessments and Environmental and Social Impact Assessment; development proposals will need to demonstrate how appropriate landscaping and screening solutions have been incorporated in the design.
4. Development proposal for the expansion of the Rabacca sand mine, including development of necessary infrastructure, will generally be supported, provided that they comply with paragraph 1) of this policy.
5. Proposals for new Resource Extraction operations will need to be accompanied by “Management and Rehabilitation Plans”, which should include but not be limited to an assessment of risks and provide detailed information on the measures that will be taken to address the following aspects:
 - a) Expected lifetime of the operation and likely future development;
 - b) Extraction and processing methods;
 - c) Hours of operation and truck traffic;
 - d) Removal and storage of topsoil;
 - e) Drainage and runoff or wastewater treatment;
 - f) Groundwater and surface water quality;
 - g) Erosion control and soil stability;
 - h) Waste management;
 - i) Cutting of existing trees and plants;
 - j) Planting and landscaping;
 - k) Detailed Rehabilitation Plan of the quarry or mine site after the operations have ceased. The Rehabilitation Plan will provide information on:
 - i) Future intended use of the site, where possible reinstating the previous use to the same standard of quality;
 - ii) Planting and rehabilitation measures to be implemented;
 - iii) A workplan of activities that will be taken during the lifetime of the operation and after closure to ensure rehabilitation;
 - iv) An Implementation plan for rehabilitation, including phasing, costing and financing options.
 - v) Any additional information and studies that may be required by the Physical Planning and Development Board.
6. Proposals for new Resource Extraction operations will need to be accompanied by an Environmental and Social Impact Assessment. A development proposal will only be

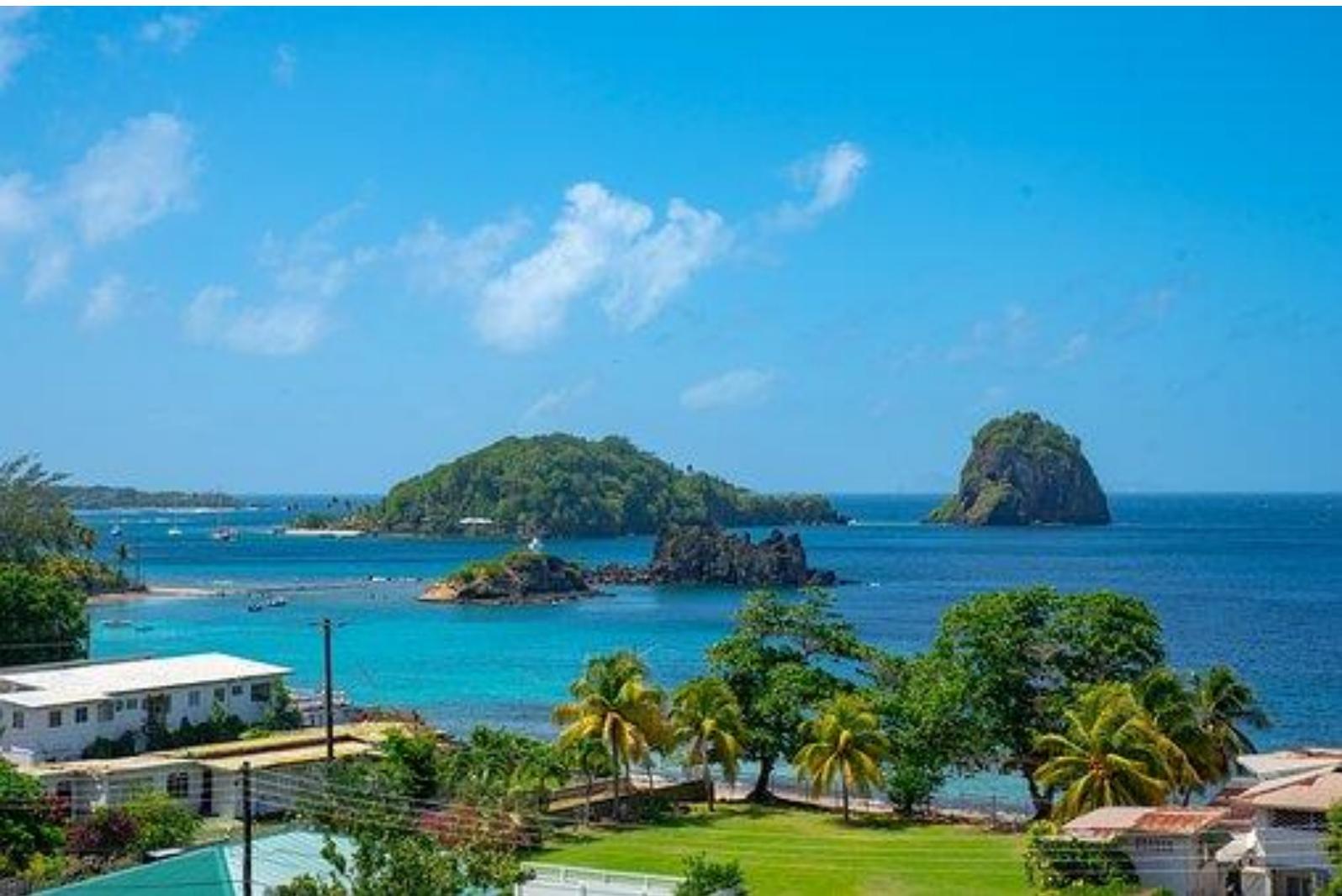
considered for approval if the Environmental and Social Impact Assessment and the Management and Rehabilitation Plans demonstrates that the proposal will have acceptable impacts or if impacts can be adequately mitigated.

7. Any development proposal for any use other than quarrying or mining within

or 500m from any identified extraction site (active or closed) or area of quarrying and mining industry will not be supported, unless it can be demonstrated that it will not have a detrimental or hindering impact on current or future mineral and quarrying extraction.

Consultation Draft

9 IMPLEMENTATION, MONITORING AND REVIEW



This Section is intended to provide direction in the implementation of the policies of the National Physical Development Plan. How the policies of the NPDP are implemented is a continuous process of collaboration among a range of agencies and institutions. The updated National Physical Development Plan (NPDP) articulates a vision for the orderly, progressive and sustainable development

of GOSVG's spatial resources (land, sea and air), guiding development through to 2035. Moreover, the NPDP offers a strong pathway for the mitigation of the country's vulnerabilities to natural disaster risk and future impacts from climate change. The NPDP provides a comprehensive suite of strategies and policies for settlement development and the management of land and development activities The Plan provides

a comprehensive national framework for public and private investment in communities, employment areas, tourism uses and infrastructure across the multi-island state.

The Role of the Plan

When approved the National Physical Development Plan will have the following functions:

1. Provide criteria and standards for the assessment and approval of all planning applications.
2. Provide guidance on locations and priorities for private and public sector investment.
3. Provide guidance and direction to private sector and landowners through the elaboration of land use policies and the designation of appropriate areas for growth, renewal and conservation.
4. Provide alignment with and direction to associated Government policies and strategies for the cross-cutting issues of climate change and disaster risk reduction.
5. Increase collaboration between agencies and institutions (public, quasi-public, private, non-governmental, academia) by coordinating economic, environmental, physical and social elements of policy making and development.
6. Strengthen the coordination of policies, decisions and actions

that help to achieve integrated resiliency and sustainability.

7. Serve as a framework for investment and development decision making that is available to citizens, property owners, investors and Government officials.
8. Present an Action Plan as a phased approach to implementing priority projects that operationalise the NPDP's vision and policies.

Regional and Local Planning

As a national framework for integrated national development with resiliency and sustainability at its core, the NPDP presents national policies and maps to set a strategic direction for decisions relating to the distribution of land uses and the location and form of development generally. However, implementation of this national spatial strategy will also require more place-specific policies and guidance at regional and local levels.

Preparation of Regional Plans will present a medium through which social, economic and physical interdependencies and connectivities within sub-national regions (for example, the North and South Grenadines; the Leeward and Windward coastal regions of St. Vincent) can be explored and analysed, and supported through integrated regional policies. This Plan includes outline strategies for the Capital Region and The Grenadines, but these will need to be developed further and strategies for

other regions of St. Vincent will also need to be prepared.

Local Plans involve a process of place making and delivery at the level of the community. The Local Plan seeks to steer the future of places in response to local circumstances, challenges and opportunities, and is based on evidence, a sense of local distinctiveness and community derived objectives, within the overall framework of national and regional policy. As an example of the relationship between the national and local levels of planning, the map boundaries in the NPDP are indicative only and do not necessarily represent a true and accurate boundary interpretation. Local Plans or community plans will, therefore, provide more site-specific interpretation and details for designated land use areas. They will also allow for development of more community-led policies, consistent with the strategic direction provided by the national and regional plans.

St. Vincent and the Grenadines has a number of Local Plans that need to be aligned and delivered with the revised NPDP framework.

Local Plans have been completed for:

1. Arnos Vale
2. Georgetown
3. Union Island.

It is envisaged that a full programme of Local Plan preparation will be prepared and pursued once this National Physical Development Plan has been approved.

Monitoring and Review Procedures

Under the implementation process, monitoring, evaluation and review systems are necessary for transparency and accountability in decision-making. Achieving the SVG's vision for flourishing, harmonious and resilient growth and development will rely on a system of continuous monitoring and review of the implementation of the NPDP since the objectives, strategies and policies of the Plan are based on situations and assumptions that are subject to change over time. It is recommended that a mechanism for on-going measuring and monitoring of change be established to:

- recognise emerging trends and associated issues;
- assess the effectiveness of the Plan and its policies;
- accommodate changes and updates as required.

It is further recommended that a NPDP Monitoring Report be prepared by the Physical Planning Unit inclusive of targets and indicators for sustainability and resiliency objectives. The report should comprise *inter alia*:

- Key demographic changes and economic considerations
- Trends in in development activity by the Capital Region, districts and local areas
- Impacts of climate change and other risk factors for spatial development as well as climate change adaptation measures

- Assessment of conformity of new development with the policies of the NPDP and implications for the national settlement structure.

As required by law, the NPDP should be reviewed extensively every five years, taking into account the conclusions of the NPDP Monitoring Report. A template for the NPDP Monitoring Report will be provided in an Action Plan which will be an attendant document to the Draft NPDP. The public will be encouraged to participate in the planning process at all levels. Therefore, the public should be informed and consulted on proposed amendments to the NPDP. Public participation is key for promoting and instituting a duty of care for the country's core assets including conservation areas, built and natural heritage, coastal and marine ecosystems, coastal land and agricultural land. Through on-going public engagement programmes, the Government can encourage and empower citizens to recognise their responsibilities in disaster risk reduction and climate change adaptation in a movement towards flourishing harmonious, resilient lifestyles and livelihoods.

Further Work

It is recommended that Supplementary Planning Guidance (SPG) documents be prepared to support the effective implementation of the NPDP. SPG documents would cover in more detail topics that require further explanation, new areas of planning, or topics that are subject to frequent change. SPG documents should also be subject to the

public review process. Potentially applicable documents could include:

- Review and update of the Physical Planning and Development Board Guidelines to ensure that current design standards remain in step with national spatial planning objectives and strategies;
- SPG and/or ESIA Regulations to further elaborate on the ESIA process framework;
- Regulations to give clear definition to the classes/categories of land use that may be considered for development under the Town and Country Planning Act, 1992 (amended in 2002 and 2005);
- SPG to provide guidance on the preparation of a national Housing Need Assessment;
- SPG to provide a National Transportation Strategy;
- SPG to provide Integrated Watershed Management Plans for define watersheds across the islands;
- SPG to provide further guidance to policies in defined Integrated Coastal Zone Management Areas based on emerging scientific and socio-cultural data;
- A comprehensive list with locations of sites or structures of special historic or cultural value, to be based on a clear set of criteria.

In addition, updates to policies and maps will need to be shared with the various department and agencies working collaboratively with the Physical Planning Unit.

Consultation Draft

ANNEX I: ASSESSMENT NEEDED AS PART OF THE PLAN-MAKING PROCESS

Sustainability Appraisal

A Sustainability Appraisal (SA) process is a way of ensuring that plans and programmes relating to the development and use of land are compatible with the goals of sustainable development and improve human and natural resilient to natural hazards and extreme events.

While similar to a Strategic Environmental Assessment, it is broader in scope, adopting a Sustainability lens and therefore consider social and economic positive and negative impact in addition to environmental one.

SAs should be used to test national and local physical development plans, policies, and programmes against a number of identified Sustainability Objectives, agreed at national level based on strategic view and international best practices.

The methodology is organised into different stages:

1. Identification of Sustainability Objectives and method of assessment: A number of Sustainability Objectives are identified in collaboration with different stakeholders and based on national strategic direction and international best practice. Objectives should be SMART and be accompanied by a methodology allowing to score Plan's component against them, using for instance a

traffic light system or a qualitative Likert scale;

- 2. Assessment of Spatial Plan's Objectives against the Sustainability Objectives:** Each Objective contained in the Plan should be assessed against each Sustainability Objective, generation an Appraisal Matrix. Plan's Objectives performing poorly should be highlighted for further review.
- 3. Assessment of alternative Spatial Strategy Alternatives, in relation to the Sustainability Objectives:** All proposed Spatial Strategy Alternative should be assessed individually against the Sustainability Objective. Additional Alternatives could be generated from the combination of initial options, based on their respective strong points in relation to the Sustainability Objectives, in an iterative way. The Selected Alternative should be further assessed.
- 4. Assessment of Plan's Spatial Policies (or interventions) against the Sustainability Objectives;** Each Policy in the Plan should be assessed against each the Sustainability Objectives, developing an Appraisal Matrix. Policies or interventions performing poorly should be highlighted for further review.
- 5. Assessment of the Secondary, Cumulative, and synergistic effect of all Policy and intervention:**

Secondary (or indirect) effects are effects that are not a direct result of a policy, but occur away from the original effect or as a result of a complex pathway. Cumulative effects occur where two or more insignificant impacts sum to form a significant impact. Synergistic effects occur as the result of interactions between individual effects producing a total effect greater than the sum of each of the individual effects. Secondary, cumulative or synergistic effects of Policies may be either positive or

negative, and should be described and analysed in light of the Sustainability Appraisal following the individual review of Policies and Intervention.

6. **Amendments and review of the Plan:** Based on the result of the Sustainability Appraisal, the Plan should be amended in those parts that performed poorly, to ensure it helps achieve all Sustainability Objectives.

Consultation Draft

ANNEX II: ASSESSMENTS NEEDED AS PART OF THE PLANNING APPLICATION PROCESS

Environmental and Social Impact Assessment (ESIA)

The Assessment is an enhanced version of an Environmental Impact Assessment, with the difference that it considers the social risk and social effects of the proposed development alongside the environmental risk and effect.

An ESIA should be requested for any project that are normally subject to ESIA, and for any other situation listed in the Physical Development Plan

In addition to the requirement of the Environmental Impact Assessment, the new assessment should ask developers to:

1. provide a description of the project and of the practical alternatives;
2. scope the ecosystem and socio-economic services the project would have an impact on, determine the relationship and identify if the impact will be positive or negative;
3. determine the carrying capacity of surrounding ecosystems and the ecosystem service they provide;
4. assess the potential direct, indirect, cumulative, short, medium, and long term impacts of the proposed undertaking and the alternatives on the environmental, social, cultural, economic context, and preparedness against climate change and extreme events. Impacts include, but are not limited to, loss or increased pressure on services (health, education, policing) due to urbanisation, loss of open spaces or recreational spaces or increase pressure on them (above a certain ideal standard set by the government), increased pressure on utility services (freshwater supply, internet provision etc.), damage to ecosystems and related ecosystem services, exposure to risks from natural hazards or exacerbation of risks elsewhere as a result of development, etc.;
5. Identification and description of proposed measures to mitigate impacts of the proposed undertaking and alternatives along with an assessment of those mitigating measures;
6. an indication of the gaps or absences in knowledge and uncertainties which may be encountered in compiling the required information;
7. an indication of whether the social, cultural, economic context, and preparedness against climate change and extreme events of any community or areas beyond the impact area, as determined initially, is likely to be affected by the proposal or its alternative;
8. where the development results in the loss of a private business and establishment that provides a social

and cultural service valued by the local community, the assessment should demonstrate that the business is no longer needed or there is no demand to continue the current operation. A marketing exercise could be required and documented in the Assessment to demonstrate lack of demand;

9. the most desirable course of action based on the findings and the exploration and weighing of alternatives;
10. an executive summary of the findings, and recommendations of the environmental and social impact assessment; and,
11. a compilation of references along with base data, studies, and ancillary materials that informed the environmental impact assessment's process, findings, and recommendations.

The ESIA should be conducted using the most up-to-date approaches and methodology in terms of Ecosystem Service Valuation, to assess the social, economic, cultural and environmental role of ecosystems (and hence the impacts in case of changes to such ecosystems), together with other methods of assessments.

Although Ecosystem Service Valuation is an evolving science and new methodologies and tools are constantly developed, approaches⁴ that should be considered include

- use and manipulation of market prices (e.g. direct market price methods, productivity methods, hedonic pricing method, and travel cost method);
- willingness to pay estimation, estimating the cost or how much people are willing to pay to replace or substitute the ecosystem service (Damage Cost Avoided Method, Replacement Cost Method, Substitute Cost Method); and,

Expressed willingness to pay, surveying population to get direct information on how much are willing to pay to preserve ecosystem and letting them make tradeoffs among different alternatives (e.g. Contingent Valuation Method, Contingent Choice Method).

The conceptual model supporting the ESIA should demonstrate to have taken into consideration principles and methodologies derived from Integrated Coastal Zone Management, Sustainable Land Management/Land Degradation Neutrality, and Integrated Water Resource Management theories.

⁴Ecosystem Valuation (NA) Overview of Methods to Estimate Dollar Values. Available at <https://www.ecosystemvaluation.org/1-03.htm>

ESIA should include appropriate engagement of local residents as part of the data collection stage, and be subject to public inspection for a period of at least 4 weeks.

Hazard Risk Assessment

The assessment should aim to demonstrate that the proposed development will implement adequate solutions to mitigate the risk from multi-hazard sources, and that the development does not exacerbate risk within the site or elsewhere.

The requirements of this assessment could be met through within the framework of an Environmental and Social Impact Assessment. The developer should be asked to :

1. provide a description of the project and practical alternatives;
2. assess risk in the specific sites and surrounding areas taking a multi-hazard approach, considering among others landslide risk; volcanic risk; earthquake risk; riverine, coastal and flash flooding risk; hurricane and other meteorological extremes; drought and heat wave. The assessment should provide an indication of the return period of various event, and demonstrate that they have not simply consider them in isolation but that it has analysed the *domino* or *cascading* interaction between these hazard. The proponent will need to prepare fragility and vulnerability curves for all element at risk included in the proposed development, or provide similar information using comparable methodologies;
3. In assessing risk, the developer should demonstrate consideration of the current impact as well as the future impact, making use of the most up-to-date and reliable projection models, estimations, and climate change scenarios;
4. demonstrate that the development does not exacerbate risk from or impact of natural hazards and climate change-related events elsewhere in the region. In particular, the assessment should consider impact on downstream properties and assets and take a cumulative approach, considering the impact of the proposal together with the pressure currently exercise by existing development;
5. describe mitigation measures to ensure the development is highly resilient to natural hazard and climate and safe for its user, and describe how they impact the fragility and vulnerability curve under different hazard scenarios. Mitigation measure should provide evidence demonstrating that the design and solution are capable of considerably reducing multi-hazard risk, considering the worst case scenario. Mitigation measures could include, but are not limited to, alternative development proposals and siting, design guidelines, innovative construction techniques and materials, technological innovation, grey and green infrastructure, etc.;

6. provide an indication of the gaps or absences in knowledge and uncertainties which may be encountered in compiling the required information;
7. provide an executive summary of the findings, and recommendations of the hazard risk assessment; and,
8. provide a compilation of references along with base data, studies, and ancillary materials that informed the environmental impact assessment's process, findings, and recommendations.

The Physical Planning Unit will review Risk and Resilience Assessment in consultation with the National Emergency Management Organisation (NEMO).

Heritage Impact Assessment

The assessment aims to protect buildings of special architectural or historic interest, approved under Section 24 of the Town and Country Planning Act 1992, as well as any other important historical or archaeological area and site. It should be required for development occurring within or in close buildings of special architectural or historic interest, or within an Built Heritage Conservation Areas, as defined in the Built Heritage and Conservation Area Policy. It is meant to demonstrate that the development will not harm the character of the heritage assets or its setting, and on the contrary will promote interpretation and restoration of the historic asset and area.

As part of the assessment, developers should be asked to:

1. describe the significance and attributes of cultural heritage resource(s) based on research and analysis;
2. describe the physical condition of the cultural heritage resource(s);
3. provide a description of the project and practical alternatives;
4. provide a detailed rationale explaining why the project is necessary for the conservation of the asset and/or has broader societal benefit, for instance it improves resiliency of the heritage site against extreme events or facilitate the reuse or restoration of derelict buildings;
5. provide an analysis of any impacts of the proposed intervention on the significance of the cultural heritage resource(s) or historic area; impacts could include, but are not limited to, destruction, relocation, incompatible alterations, shadows, obstruction of views, disruption of the setting (including clearance of vegetation important to the character and setting of the heritage resource or area) and land disturbance;
6. evaluate different options, considering environmental, societal and conservation criteria alongside economic criteria;
7. describe mitigation measures to offset any negative impacts on the cultural heritage resource(s); mitigation measures could include, but are not limited to, alternative development proposals, design guidelines, limits to

height and density, and reversible alterations;

8. provide identification and description of proposed measures to mitigate impacts of the proposed undertaking and alternatives along with an assessment of those mitigation measures;
9. provide an indication of the gaps or absences in knowledge and uncertainties which may be encountered in compiling the required information;
10. provide the most desirable course of action and conservation strategy based on the findings and the exploration and weighing of alternatives; and,
11. provide an executive summary of the findings, and recommendations of the heritage impact assessment; and,
12. provide a compilation of references along with base data, studies, and ancillary materials that informed the environmental impact assessment's process, findings, and recommendations.

If archaeological and petroglyphic resources are identified as part of the works connected with the development, the Heritage Impact Assessment should include:

13. details of the presence and importance of the archaeological remains;
14. details as to how the development will affect the archaeological remains;
15. appropriate remedial and mitigation actions required to maintain the

integrity of the archaeological resources, such as:

- a) site designs which avoid the archaeological remains;
- b) burial of the archaeological remains by covering the features with a geotextile layer and mounding prior to development.
 - iii. excavation, recovery, and conservation of the archaeological remains prior to development;
- c) archaeological surveys and mitigation, funded as part of the project;

Oversight and/or review of the Heritage Impact Assessment will be carried out by professional archaeologist and/or qualified heritage conservation professionals.

Where the Physical Planning Unit and the Physical Planning and Development Board have reasons to believe that the development site may harbour archaeological remains, they may require the developer to perform a scoping Impact Heritage Assessment and supervised preliminary excavations.

Agricultural Need Assessment

The assessment aims to protect productive agriculture land to promote food security and avoid continuous loss of fertile lands in favour of residential and other types of development in Agricultural Areas Class I, II, III. In these areas, developers could be asked to:

1. provide a description of the project and practical alternatives;

2. determine the Agricultural Class and productivity of the land where the development will be sited, in case the Agricultural Policy Map in the Physical Development Plan is deemed outdated;
3. provide a description of the existing food production operations on site and adjacent to the site in the surrounding area. Food production operations includes, but are not limited to, agriculture, animal husbandry, agro-processing, agroforestry, silvopasture, apiculture;
4. demonstrate how the development is necessary to ensure the viability and improve the productivity of food production operation. Development proposals that could contribute to this goal includes, but are not limited to, residential development for rural workers, processing plants, warehouses to store products, sheds to store tools and machineries, etc.;
5. determine potential adverse impacts on agricultural lands and active food production operations on-site and adjacent to the site in the surrounding area;
6. take due account of predicted impacts of climate change of the viability of particular crops and agricultural methods, and the need for appropriate adaptation;
7. if the development will result in potential adverse impacts, evaluate alternative and explain why the selected option is the most appropriate one;
8. describe mitigation measures to buffer, mitigate and minimise potential land use conflicts and adverse impacts;
9. provide an indication of the gaps or absences in knowledge and uncertainties which may be encountered in compiling the required information;
10. provide the most desirable course of action and conservation strategy based on the findings and the exploration and weighing of alternatives;
11. provide an executive summary of the findings, and recommendations of the hazard risk assessment;
12. provide a compilation of references along with base data, studies, and ancillary materials that informed the environmental impact assessment's process, findings, and recommendations.

The conceptual model supporting the Agriculture need assessment should demonstrate to have taken into consideration principles and methodologies derived from Sustainable Land Management and Land Degradation Neutrality theories.

Traffic Impact Assessment

The assessment aims to ensure the development proposal considers the additional traffic the development will generate, either due to trip originating or directed toward the new development, and provide solutions to mitigate any

potential traffic impact. In certain situation, developers may be required to:

1. provide a description of the project and practical alternatives, in particular in term of access design, internal vehicular circulation, potential on-site parking, etc.
2. research baseline traffic data in the nearby areas, including transport infrastructure, pedestrian and cycling movement, nearby facilities, and available public transportation routes;
3. provide a description and a functional classification of the transport network in the vicinity of the site, determining traffic flow, peak periods, available capacity, critical road links and intersections;
4. identify parking facilities available nearby the site and their capacity;
5. determine the person-trip generation of the proposed development and distribution of trips across mode; and a qualitative and quantitative description of the travel characteristics, including pedestrian and cyclist facilities/movements, in the vicinity of the site;
6. detail design solutions and improvements to site that promote sustainable modes of travel, within and nearby the site, demonstrating what solutions to reduce the need to travel by car the development is proposing;
7. assess the impact the project will have on vehicular traffic, including parking, after having considered the impact of design solution that promote sustainable modes of travel;

8. assess the transport impact during construction and development of the site;
9. design mitigation measure, either on-site or off-site, that would reduce the traffic impact of the site. Where appropriate, the developer could propose to enter in a Planning Agreement with the Physical Planning and Development Board to implement the identified measures.

Visual Impact Statement

Within Protected Areas, Built Heritage Conservation Areas, in close proximity to protect buildings of special architectural or historic interest, and in other circumstances detailed in the Physical Development Plan, including the installation of external equipment such as rainwater harvesting solutions or micro-scale renewable energy generation equipment, developers could be asked to produce Visual Impact Statements demonstrating:

1. provide a description of the project and practical alternatives, including extensive design specification in terms of siting, massing, material, surfacing, landscaping and boundary treatment ;
2. identify importance viewsheds, panoramas, and vistas over important natural, historical, and cultural assets that the project could negatively impact and that are important for local communities and at international level;
3. explain how the future development is in keeping with the character of the surrounding area and does not have a

detrimental impact on identified assets or viewshed, incorporating appropriate design solutions. Developers may be asked to produce drawing, photomontages and 3D renders of the proposed developments to demonstrate compliance with the requirements;

4. Where mitigation solutions may require development offsite, the

developer may propose to enter into a Planning Agreement with the PDB to implement the solution; and,

5. provide adequate screening and landscaping solutions to mask features that are not in keeping with the character of the surrounding area and may have a detrimental impact on identified assets or viewshed and therefore mitigate their impact.

Consultation Draft

ANNEX III: PLANNING OBLIGATIONS AND PLANNING GAINS

Planning permission is required for the development of land in St. Vincent and the Grenadines. Applications for such permission are made to the Physical Planning and Development Board (PDB). The following hierarchy should always be applied when considering mitigation of any adverse environmental, social or economic impacts that may be associated with a proposed development:

1. avoid,
2. minimise,
3. restore
4. offset.

Only when a mitigation solution that is higher in the hierarchy is not achievable or adequate should a solution lower in the hierarchy be considered.

Planning Obligations may be used as a mechanism to mitigate the impact of exceptional development and to create social linkages with existing neighbouring communities. Where, as a direct consequence of a proposed development (an exceptional development), additional infrastructure, recreational or amenity open space, subsidised low-income housing or community facilities are required, the developer may be invited to enter into a Planning Agreement with the PDB for such provision to be made on or off site, or for making a contribution to off-site requirement(s), whichever of those options may be appropriate.

The Crown on the advice of the PDB, with the consent of the Minister, would enter into an agreement with the developer in relation to planning obligations, as the PDB sees fit. Planning obligations may:

- cover matters in respect of which conditions may not be imposed on a planning permission;
- be imposed indefinitely or for a specified period, unconditionally or subject to conditions;
- provide for the making of a contribution (whether of works, money or land) by the applicant towards the provision of services, facilities (including their future maintenance) and amenities in the area in which the proposed development is to be carried out;
- or provide for a performance bond or other financial security for ensuring due compliance with the agreement by the applicant.

In all cases, a Planning Obligation should be sought only where it is:

- necessary to make the development acceptable in planning terms;
- directly related to the development proposed;
- fairly and reasonably related in scale and kind to the proposed development;

and the infrastructure and/or other provisions which it seeks to secure are consistent with the objectives, strategies

and policies of any approved Physical Development Plans (national, regional and local) or sector plan that apply to the type of development proposed and the location in which it is proposed that the development should be carried out.

An agreement made under this Section of the Act shall be entered into by way of an instrument executed as a deed. This Agreement will be entered into before permission is granted, or a specific

condition imposed by the PDB will stipulate that development may not commence until a legally binding agreement to secure such infrastructure or other provision has been concluded. Planning permission will normally be refused if provision for the delivery of such requirements cannot be satisfactorily negotiated with the proponent of the development prior to the finalisation of a planning decision.

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ANNEX IV: PROPOSED USE CLASSES

Definitions

“apartment” means one or more rooms occupied as a home or residence for an individual or a family or a household. The existence of, or the installation of sink accommodations or cooking facilities within a room or suite of rooms shall be deemed sufficient to classify such room or suite of rooms as an apartment;

“apartment building” means a building which is used or intended to be used for human habitation as a residence for two or more families living in separate quarters;

“beach” means that portion of the foreshore which consists of unconsolidated material, typically sand and gravel publicly owned and lying between the low mark of the sea and extending landward to the vegetation line found thereon or in the absence of vegetation, the high water mark;

“building” includes any erection, structure or any part of a building erected on or made on or in or under any lands, and where the context so permits, includes the land on, in or under which the building is situated but does not include plant or machinery contained in a building. Where a building is separated into two or more parts by fire division walls each part may be deemed a separate building for the purpose of these Regulations;

“development” means the carrying out of building, demolition, rebuilding, engineering, mining or other operations

in, on, over or under land, the making of any material change in the use of any building or other land, the subdivision of land and the display of any advertisement; the construction of garden huts (other than garages) gates, fences and walls not exceeding 3 feet in height does not constitute development;

“duplex building” means a building providing two separate apartments with or without common entrance or exit facilities;

“dwelling” means a building occupied exclusively for residential purposes, for the purposes of these Regulations, “dwelling” also includes any veranda or porch attached permanently to the building;

“Ecosystem Service Valuation” Ecosystem valuation is an economic process which assigns a value (either monetary, biophysical, or other) to an ecosystem and/or its ecosystem services, considering regulating, provisioning, cultural and supporting services

“evening economy” economic activities taking place in the evening after many people finish daytime employment or formal education, such as eating and drinking, entertainment, and nightlife, normally within urban centres.

“hazardous operation” means an operation which is liable to give rise to fire and burning with extreme rapidity or from which poisonous fumes or explosions are likely in the event of fire or leakage;

“hotel” means any building or group of buildings (including all structures

appurtenant thereto or within the curtilage thereof) used or intended to be used for the accommodation of guests for gain or reward;

“land” includes land covered by water, incorporeal hereditaments of every tenure or description, and any interest therein and any undivided share in land;

“minerals” includes oil and all minerals and substances in or under land or water of a kind ordinarily worked for removal by underground or surface working;

“mining” includes—

(i) quarrying or winning of any kind, or the preparation of a site for development whether by levelling, filling or excavating;

(ii) search or bores for minerals;

“multiple family”, as in a building, means more than two families or households living independently of each other and cooking within their living quarters and includes apartments, tenements and flats;

“slow tourism” form of tourism associated with travelling for a prolonged period of time or vacationing in a single place for a prolonged time, allowing the tourist a deep and authentic culture entering in contact with the culture and custom of the place. It is normally associated with sustainable practices.

“structure” shall include anything floating on water or submerged under water or partly floating and partly submerged;

“subdivision” means the division of any building or piece of land into two or more

parts for the purpose of sale, transfer, gift, lease, the creation of a trust, or any other transaction whether or not similar to the foregoing;

“Sustainable Urban Drainage systems” are a collection of water management practices that aim to align modern drainage systems with natural water processes, making it more compatible with components of the natural water cycle such as storm surge overflows, soil percolation, and bio-filtration

“Zonal Destination Accessibility Study” is a methodology to measure the relative ease of getting to a zone from all other zones, where the zone are large sections of a country, for instance census areas.

Schedule of Use Classes

1. Nothing in this categorisation has the effect of dispensing with the need to obtain planning permission for a change of use of any building or land if such a change involves an intensification of use which amounts to a material change of use.
2. In the case of a building used for a purpose within Class 6 (d) in the Schedule, the use as a separate dwelling house of any part of the building or of any land occupied with and used for the same purposes as the building is not, by virtue of this categorisation, to be taken as not amounting to development.
3. No class specified in the Schedule includes any use for a purpose which involves the manufacture, processing, storage, sale or use of hazardous substances being subject to

regulatory control under any law without the requisite authorisation under that law.

4. No class specified in the Schedule includes use:

- a) as a nightclub;
- b) entertainment zones;
- c) as an amusement arcade or centre, casino or funfair;
- d) for the sale of fossil fuel for motor vehicles;
- e) for the sale or display of motor vehicles;

- f) for a taxi business or business for the hire of motor vehicles;
- g) as a scrapyard for the storage or distribution of minerals or the breaking of motor vehicles;
- h) as a waste disposal or recycling centre;
- i) for intensive livestock production; or
- j) for the commercial or utility scale generation and /or storage of energy;
- k) a burial ground, cemetery, columbarium, or crematorium

Schedule

USE CLASS	USE
1.COMMERCIAL/ RETAIL	
1 (a) Shop	<p>Where the sale, display or service is to visiting members of the public</p> <ul style="list-style-type: none"> • Retail sale of goods other than hot food or the sale of pet animals or birds • Groceries, supermarket, mini market, variety shop • Post offices • Sale of tickets • Travel agents • Sale of cold food for consumption off site • Hairdressers • Display of goods, showrooms, stores • Hire shops • Reception of goods to be laundered/repaired
1(b) Retail Warehouse	<p>Retail Warehouse selling to the public</p> <ul style="list-style-type: none"> • Food and Groceries • Hardware • Automobile parts and accessories • Furniture
1 (c) Food and Drink	<p>Sale of food and drink for consumption on the premises</p> <ul style="list-style-type: none"> • Restaurants • Cafes

	<ul style="list-style-type: none"> • The sale of hot food for consumption off the premises
1 (d) Drinking Establishments	<ul style="list-style-type: none"> • Bars • Rum shops
2. OFFICES	
2 (a) Financial and Professional Services	<p>Where services are provided principally to visiting members of the public</p> <ul style="list-style-type: none"> • Banks • Credit Unions • Financial services • Professional services other than health or medical services included in 7(b) • Radio stations • Television stations • Other services which it is appropriate to provide in a shopping or mixed-use area
2 (b) Offices	<ul style="list-style-type: none"> • Offices not included in 2 (a) (financial and professional services) or 7 (b) (health care services) but which are not suitable to be accommodated in residential areas because of their scale, traffic generation and impact on the amenity of the areas.
2 (c) Small Offices	<ul style="list-style-type: none"> • Offices suitable to be accommodated in residential areas
3. INDUSTRIAL	
3 (a) Light Industrial	<p>Uses which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and impediments to traffic.</p> <ul style="list-style-type: none"> • Research and development of products or processes • Any light industrial process
3 (b) General Industrial	<p>Use for the carrying out of an industrial process other than one falling within classes 3 (a)</p> <ul style="list-style-type: none"> • Factories • Processing plants • Power stations • Telephone exchanges

<p>3 (c) Special Industrial</p>	<p>Use for special industrial purposes where the processes are obnoxious or dangerous to health and amenity by virtue of excessive smell, fumes, smoke, dust, grit, ash, noise or vibration and in particular for the purpose of</p> <ul style="list-style-type: none"> • processing by chemical means • the burning of lime or bricks • the screening or crushing of stone • the manufacture of chemicals (other than pharmaceutical drugs) • the smelting of metals • the distilling refining or blending of oils • the storing or processing of animal or vegetable waste for any purpose.
4. STORAGE AND DISTRIBUTION	
<p>4 (a) Wholesale warehouse or storage and distribution centre</p>	<p>Use for the storage of non- hazardous materials</p> <ul style="list-style-type: none"> • Wholesale warehouse • Distribution centre • Cold storage • Freight depot
<p>4 (b) Parking Facilities</p>	<ul style="list-style-type: none"> • Parking garages • Aeroplane hangers (in association with airport facilities)
5. HOTELS/ TOURISM ACCOMMODATION	
<p>5. Hotels</p>	<ul style="list-style-type: none"> • Hotels • Apartment hotels • Guest houses • Motels • Eco-lodges • Bed and breakfast accommodation
6. RESIDENTIAL	
<p>6(a) Dwelling Houses</p>	<ul style="list-style-type: none"> • Use as a dwelling house by people regarded as forming a single household • Use of a dwelling house as a multifamily building • Individual dwellings which form part of an independent or assisted living complex • Duplexes
<p>6(b) Apartments</p>	<ul style="list-style-type: none"> • Condominiums • Apartments/ Apartment building • Apartments that form part of an independent living or assisted living complex

	<ul style="list-style-type: none"> • Terrace houses • Tenement buildings
6(c) Residential Institutions	<ul style="list-style-type: none"> • Residential accommodation where care is provided • Hostels • Hospitals and nursing homes • Dormitories/ halls of residence for residential schools, colleges or training centre.
6(d) Secure residential institutions	<ul style="list-style-type: none"> • Prisons • Young offenders' institutions • Secure hospitals
7. INSTITUTIONAL	
7 (a) Public Worship	<ul style="list-style-type: none"> • Public worship or religious instruction • Social or recreational activities of the religious body using the building
7 (b) Health Care	<ul style="list-style-type: none"> • Use for the provision of any medical or health services including a dispensary or use of consulting rooms or surgery, except the use of premises attached to the residence of the consultant or practitioner • All types of hospitals and medical clinics
7 (c) Day Care	<ul style="list-style-type: none"> • Day nursery • Day Centre
7 (d) Education	<ul style="list-style-type: none"> • Schools • Colleges • Universities • Community-based resource learning centres • Lecture halls • Other places of teaching and learning
7 (e) Museums, Libraries and Art Galleries	<ul style="list-style-type: none"> • Museums • Art galleries and permanent exhibition buildings (i.e. other than for the sale or hire of art) • Public libraries and reading rooms
7 (f) Civic Administration	<ul style="list-style-type: none"> • Court houses/buildings • Public administration buildings
7 (g) Public Market	<ul style="list-style-type: none"> • Public market facilities

7 (h) Transport	<ul style="list-style-type: none"> • Roads • Transport terminals • Passenger assemble buildings
8. ENTERTAINMENT AND RECREATION	
	<ul style="list-style-type: none"> • Theatres • Cinemas • Concert halls • Dance halls • Clubs (not associated with residential accommodation) • City and town halls • Assembly halls • Social centre and community halls • Swimming pool (public access) • Gymnasia/ gymnasiums • Auditoria/ auditoriums • Areas for indoor and outdoor sport • Entertainment zone,
9. SUI GENERIS (uses that do not fall within the use classes)	
	<p>Certain activities which do not fall within the Use Classes. These include but are not restricted to</p> <ul style="list-style-type: none"> • Petrol stations • Shops selling and/or displaying motor vehicles • Scrap yards • Recycling centres • Taxi or vehicle hire business • Amusement arcade or centres • Casinos • Funfairs • Waste disposal installations • Intensive livestock production • Commercial and industrial scale energy generation and / or storage • Burial ground, cemetery, columbarium or crematorium • Public baths

ANNEX V: A SUGGESTED ROAD CLASSIFICATION SYSTEM

A road hierarchy should be defined according to the functions the roads will serve. The main basis for classification is whether the road is to be used primarily for movement or for access. It is important to ensure that roads are assigned to the appropriate level in the hierarchy on the basis of their proposed (or desired) functions rather than their existing functions which may or may not be the same as those required for safe, efficient and economic operations.

Arterial Roads

These are the main transport routes within the road hierarchy. The main elements to consider when planning arterial roads include:

- No frontage access.
- Development set well back from the arterial road.
- All access to premises provided via collector road.
- Number of intersections to be minimised.
- Suitable at-grade channelised intersections for minor flows.
- Pedestrian and slow-moving vehicles clearly segregated wherever possible.
- Parking on the road should not be permitted or necessary.

- Where necessary, parking/stopping to be provided clear of main carriageway(s).
- Bus stops and other loading areas (only permitted in exceptional circumstances) should be in separate well-designed laybys.
- Grade separated intersections for extremely high flows (when there is no at-grade intersection these are known as freeways; when there are limited at-grade intersections these are called expressways).
- Suitable for all heavy goods vehicle (HGV) movements especially through-trips.

Collector Roads

These roads form the next level below arterial roads in a road hierarchy. The needs of moving traffic still predominate but they also contribute to access requirements. They serve to feed traffic onto and off the main road network at the beginning and end of journeys. The main elements to consider when planning collectors include:

- Frontage access may be allowed but individual vehicle accesses should be avoided from adjacent buildings, except where large traffic generators exist.
- These roads will be within or close to residential areas and motorists need

to be aware of pedestrians, especially young children; adjacent areas alongside such roads can become play areas unless careful consideration is given to ensure that open areas between routes do not develop in that way.

- The road is only for local traffic; through-traffic is more adequately accommodated on an alternative, more direct road.
- Where possible, an industrial traffic route should not pass through a residential area.
- Vehicle speeds should be kept low, so long straight roads should be avoided.
- Parking may be allowed, but alternative off-road provision should be made, if possible.
- Non-motorised traffic is of equal importance to motor traffic and separate routes should be provided, if possible.
- Dependent upon the traffic flows the road width can be varied to provide for parking or to give emphasis to crossing points.
- Bus stops can be located on the carriageway but should be near well-defined crossings.
- Through-movements should be made awkward and inconvenient to discourage them.
- Minimum HGV through-trips.

Local Roads

These roads are for access only. The main elements to consider when planning locals include:

- Vehicle flows to be kept to a minimum.
- All unnecessary traffic eliminated.
- Vehicle speeds to be kept low by careful and deliberate inclusion of obstructions to create meandering alignments.
- Access roads kept short where possible.
- Cul-de-sac and loop roads to be used wherever possible to deter through-traffic.
- Intersections to be three rather than four leg and kept compact to aid pedestrian movement.
- Pedestrians and vehicles can share space.
- Carriageway width can be reduced to emphasise pedestrian priority.
- Entrance/exit points of access should be clearly identified by threshold treatments, e.g., changes in geometric layout, landscaping, building or even gateways and signing.
- Parking and stopping within the street is permitted although, adequate provision should be provided within individual properties or separate garage areas.
- HGV activity: only related activity permitted in residential areas; delivery of goods and services permitted in other areas.

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