



October 2023



# Barbados Physical Development Plan Amendment

Toward a Green, Prosperous, Healthy & Resilient Nation

**PART B** COMMUNITY PLANS



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**PART B** COMMUNITY PLANS

**6**

**BRIDGETOWN**

**7**

**SPEIGHTSTOWN**

**8**

**HOLETOWN**

**9**

**OISTINS**

**10**

**SIX CROSS ROADS**

**11**

**WARRENS**

**12**

**WILDEY**

**13**

**BELLEPLAINE**

**14**

**BATHSHEBA**



# 6 Bridgetown Community Plan

This Community Plan provides additional policy direction for the Bridgetown community core and is designed to be read in conjunction with the national Physical Development Plan Amended (2023) policies. It provides a framework for continued investment and development in Bridgetown as Barbados' National Centre.

## 6.1

# Introduction to the Community Plan

As the National Centre of Barbados, Bridgetown hosts an unparalleled cluster of government, institutional, retail and commercial activities within a remarkable heritage core that has been internationally recognised by UNESCO as a designated World Heritage Site. The Bridgetown Community Plan builds upon previous planning policy for the central area of Bridgetown and provides strategic policies and urban design and public realm directions, in particular related to four Urban Design and Public Realm Areas. The Community Plan aims to address longstanding and new challenges in Bridgetown and enhance the community's sustainability and resiliency.

The Bridgetown Community Plan boundary is tighter than the boundary in the Physical Development Plan (PDP), Amended (2003), in order to align with the defined World Heritage Site and to respond to the core area most distinct to Barbados' National Centre. The Community Plan updates policies for Bridgetown related to sustainable development, cultural heritage, natural heritage, the green and blue economy, mobility and infrastructure, and considers the impacts of the climate crisis. Policies in this Community Plan are to be read in conjunction with the national policies.

This Community Plan includes the following sections:

- 6.1** Introduction to the Community Plan
- 6.2** History of Bridgetown
- 6.3** Bridgetown Today: Context and Challenges
- 6.4** Vision, Goals and Objectives
- 6.5** Strategic Policies
- 6.6** Urban Design and Public Realm Directions
  - Historic Core of Bridgetown
  - The Landscape of the Constitution River
  - Bay Street and the Shoreline and Beaches of Bridgetown
  - The Historic Landscape and Streetscape of the Garrison
- 6.7** Land Use and Built Form Policies
- 6.8** Open Space System

The following maps support the policies:

- Map 6A** Community Plan Boundary
- Map 6B** Existing Conditions
- Map 6C** Cultural Heritage
- Map 6D** Natural Hazards
- Map 6E** Mobility
- Map 6F** Urban Design Areas
- Map 6G** Land Use
- Map 6H** Mixed Use Corridors



Historic Core of Bridgetown

The Landscape of the Constitution River

Bay Street and the Shoreline and Beaches of Bridgetown

The Historic Landscape and Streetscape of The Garrison

MAP 6A: Community Plan Boundary

- Urban Design and Public Realm Direction Areas**
- Historic Core of Bridgetown
  - The Landscape of the Constitution River
  - Bay Street and the Shoreline and Beaches of Bridgetown
  - The Historic Landscape and Streetscape of The Garrison

- Boundaries**
- Community Plan Boundary
  - UNESCO World Heritage Site Boundary
  - Mixed Use Corridors
  - Green Spaces

## 6.2

# History of Bridgetown

The history of Bridgetown, from pre-historic Amerindian settlement through British colonisation, emancipation, independence and up to present times, is a microcosm of the significant economic, social, and political transformation of Barbados through the centuries.

## Pre-European

Archaeological findings at Port St. Charles indicate Amerindian settlement in Barbados reaching back to 1623 BCE. Detailed knowledge of pre-historic settlement in Bridgetown is not known, though excavations have found evidence of occupation within an area bounded by Fontabelle, Spring Garden (West), Suttle Street (North), the Careenage (South), and Graves End (East). All sites are recognised as having direct access to potable spring water. In fact, Bridgetown's central core was originally a swamp that was drained and later filled. Archaeological studies also confirm that the four major Amerindian ceramic cultures were present in Bridgetown.

Amerindians on the island were subsistence farmers and fishers. They used techniques including slash and burn farming known as conuco, which created a landscape of small clearings surrounded by virgin forest, often close to the water's edge. Numbering tens of thousands over the centuries, prior to the arrival of Europeans, Amerindians were gone by the year 1550, decimated by slave raids from Spanish colonisers. Although specific details of the community at modern-day Bridgetown are not known, a bridge spanning the Constitution River was later found by English colonists, eventually becoming the namesake for the city.

## British colonisation

The period of British colonisation comprised four centuries of maritime development which turned Bridgetown into a critical node of the Empire's commercial and military administration. Following the Spanish and Portuguese vessels, which in the sixteenth century frequently made brief stops at Barbados for water, English ships landed on Barbados in 1624 and claimed it for the State. Bridgetown was settled four years later. From this point, Bridgetown followed the 17th century trajectory of other seaports like Kingston, Boston and New York in terms of population and importance. Society was initially structured around small scale cultivation of Caribbean staples of cotton and tobacco, with English landowners importing enslaved Amerindians and indentured Europeans. Sugarcane was introduced to the island in 1640 by planters such as James Drax, keen to make the transition from a dying tobacco industry, and assisted by Sephardic Jews expelled from Portuguese Brazil. The introduction of sugarcane initiated a transformation of Barbadian economic and social systems that Bridgetown was well positioned to capitalise on. Historical vestiges are seen in Bridgetown, including the Nidhe Israel Synagogue, one of the oldest in the western hemisphere, which was rebuilt after the great hurricane of 1831 destroyed its roof.

Bridgetown had a safe natural harbour in the Careenage, wide enough for anchoring the vessels of the day and hosting dock facilities for shipbuilding and maintenance. Large-scale plantations soon became basic structural entities in Barbados, with a radial road network developed to transport goods to and from the natural port at Bridgetown for shipment to Europe. Shifting production needs also created a high demand for the labour of enslaved Africans, and Bridgetown became a key hub for their movement and sale. Reflecting this, the demographics of Barbados transitioned from an island in 1644 that had 800 people of African descent out of 30,000 total, to an island in 1700 with 60,000 enslaved persons out of 80,000 total. By the late 17th century, Bridgetown was the nexus of international trade in the British Americas, and one of the three largest cities: 60% of English exports to the Caribbean were processed through the Bridgetown port. The growth of this trade-based economy paralleled the increased military presence in Bridgetown as a platform for the projection

of British power in the Americas. Needham's Fort (later renamed Charles Fort) was the earliest military structure built in 1650, followed by St. Ann's Castle and finally the Garrison in the late 18th century. Military and trade strength were intertwined, with military protection providing safety for the expansion of trade.

The original street layout in Bridgetown replicated the style of a medieval English market town, with tightly winding narrow streets and alleys spawned by spontaneous and unplanned development as the population exploded after the introduction of sugar cane. There was limited sanitation, and blocked roads, disease, and fires were prevalent. In 1657, the government enacted legislation to clear and maintain streets as public highways. The boundaries of Bridgetown were first formalised in 1660 – not to be redefined until 1820 – and extended from the Constitution River to St. Mary's Churchyard to the sea. The pattern of growth radiated from the centre of town near the port and stretched along the coast. Unlike most cities of the Americas, there was no clear distinction between areas of work and residence. Cheapside was the neighbourhood of the colonial elite, the major commercial centre with storehouses and warehouses of the major plantations and the Customs House. Poor whites and free black persons lived on the fringes of Bridgetown, with

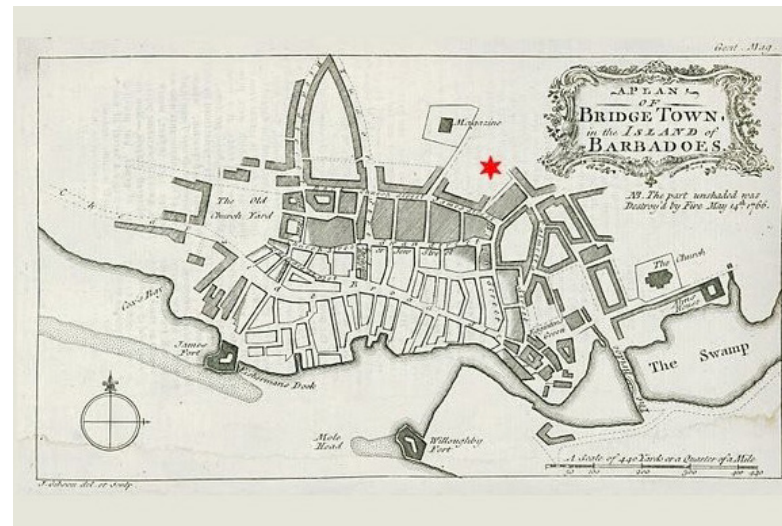
high land values excluding their presence from the central area. The Sephardic Jewish community centred itself on Swan Street (and Synagogue Lane), creating its own self-sustaining social system to mitigate against the reduced civil rights afforded to the Jewish community in comparison to the white population.

The fire of 1766 damaged most of the town, leading to the 1767 Rebuilding Act. The Act regulated building placement and materials to mitigate against future fires, including the appointment of commissioners to enforce building rules. Subsequent fires each brought new attempts to rationalise and improve the layout of the town. At the time, Bridgetown was a leading locale for development of a new architectural style called Caribbean Georgian, creolising traditional English Georgian architecture with local materials and building techniques, as well as elements to address the tropical climate. Although the designs were European, the vital influence of enslaved African artisans who constructed the buildings and embellished the edifices cannot be overlooked.

Emancipation did little to change the social and economic structure of Bridgetown, with the material conditions of the working poor improving little.



> Main Guard, Garrison



> A Plan of Bridgetown, 1756

From 1800 until 1885, Bridgetown was the seat of government of the former British colonies of the Windward Islands. Population in Bridgetown expanded after emancipation in 1834 and even more so after fluctuations in the sugar cane industry drove workers to coastal areas. In 1881, the Barbados Railway was completed from Bridgetown to Carrington. Soon thereafter, the presence of the tramway became a pre-condition for development. Black Rock, Eagle Hall, Fontabelle, Roebuck and Belleville were small centres that grew out of tram connections to the Bridgetown core, and have since been subsumed into the city.

After removal of British troops from colonies by 1905, a quarter of the land around the Savannah was acquired by private landowners, including the Main Guard (until Government re-assumed ownership in 1989). Today, there is still very little residential property in the Savannah, with most residential uses coming from the conversion of military buildings.



> Government Headquarters



> Garrison Savannah





> Nidhe Israel Synagogue

## Post-colonisation and independence

Still the most important centre in the eastern Caribbean, societal transformations altered Bridgetown in the middle of the 20th century. The arrival of the motor vehicle created and has continued to create a serious challenge for the narrow streets of Bridgetown. In 1962, a few years prior to independence in 1966, the Constitution River, Careenage and the remaining edges of swamp were filled and replaced with a channelised canal. This followed the construction of the Bridgetown Harbour and Deep Water Port in 1961, drawing the nexus of trade and communications away from the Careenage, and along with it the associated businesses. Vacant warehouses were eventually converted into offices, shops, and carparks as the central business district expanded.

Diversification of Barbados' economy from the 1950s into the 1970s along with a general trend of urbanisation brought greater settlement to Bridgetown. The Greater Bridgetown Area experienced an average annual growth rate of over 14% of its land area between 1920 and 1960, despite a much lower annual population growth rate of just under 5%. By the 1970s the urban boundary began to stabilise. By 1980, the population of Bridgetown was 106,500, representing

43% of the country's total. Social development and poverty alleviation policies soon followed, beginning in the urban parish of Saint Michael, then later spreading to the rest of the island. Continued subdivision of tenancies began to generate a crisis of poor street access, awkward shaped and tiny lots, and a lack of communal spaces. Whether privately or publicly led, sites were developed without an integrated planning approach.

Most recently, several significant initiatives have celebrated and elevated the importance of the remarkable history and heritage assets of Bridgetown. In 2011, Historic Bridgetown and its Garrison was recognised as a UNESCO World Heritage Site. This recognition is a critical input into the current PDP Amended (2023) process and has shaped the boundary of this Community Plan. New public spaces were formed with the creation of Jubilee Gardens, Independence Square and Church Village Green. The recent Constitution River upgrade has restored the river channel and connections along the corridor. The restoration of the Nidhe Israel Synagogue and its mikvah in the early 2000s and more recently the completion of the first phase of the Synagogue Block restoration are acting as a demonstration of, and potential catalyst for, reinvestment in cultural heritage in the Bridgetown core.

## ➔ 6.3

# Bridgetown Today: Context and Challenges

## 6.3.1 Bridgetown Today

Bridgetown is the most urban, diverse, dense and culturally rich centre in Barbados. Its role as the National Centre is supported by a combination of corporate head offices and nationally significant civic institutions, the House of Government, major retail facilities, and residential communities. It also houses some of the oldest buildings, parks and civic institutions amidst built form which emanates from the colonial heritage of the island. The effects of suburbanisation have resulted in the city experiencing a net resident population loss and the relocation of key commercial and retail facilities to the periphery of the city and the suburbs. Traffic congestion and the lack of available parking are signs of the increased dominance of the car, which plague the urban core and its key access routes. The physical ramifications of a city in decline are evident in vacant lots and dilapidated structures, poorly maintained commercial and residential areas, vacancy in retail stores in the downtown core and a lack of activity past office hours.

This Community Plan seeks to distinguish Bridgetown as Barbados' only truly urban place. The Plan proposes to do this by building on the plethora of studies and recommendations on the future of Bridgetown and establishing a strategic policy framework which promotes a distinctive physical urban environment - one which supports residents interested in an urban lifestyle, visitors interested in entertainment, businesses with central place needs and tourists interested in the "Bajan" urban experience.

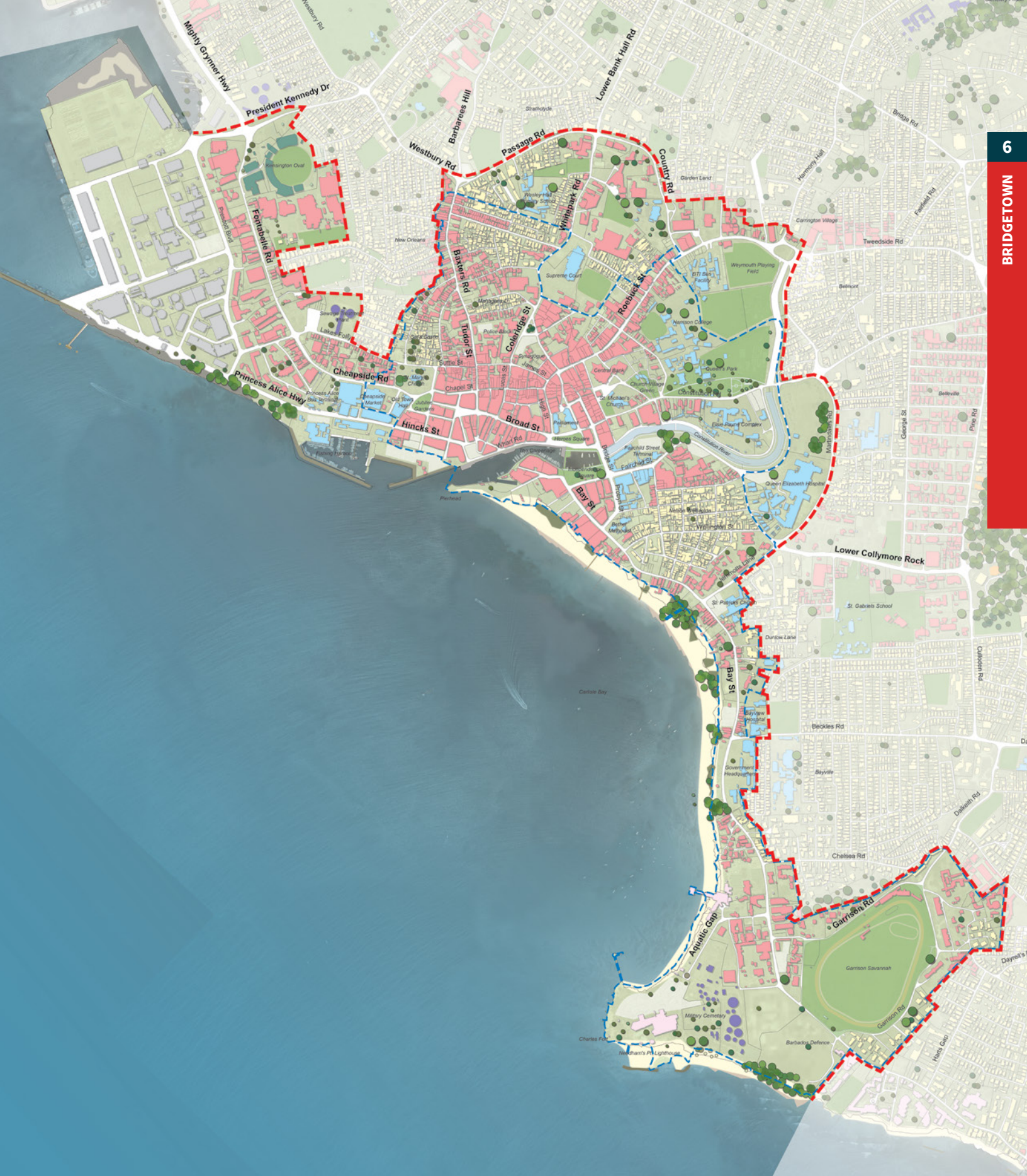
Yet, the intensity and diversity of activity does not translate into a vibrant, clean and high functioning core today. In addition to traffic congestion, pedestrian conditions are somewhat precarious. Efforts to reinvest in and revitalise the Bridgetown core should seek improvements to the physical environment with a particular focus around adaptive reuse of heritage structures and sites in a manner which respects and promotes an active, vibrant place for residents, workers and tourists alike.



➤ Swan Street



➤ Careenage, Chamberlain Bridge and Parliament



- Current Building Use**
- Commercial
  - Institutional
  - Industrial
  - Ports Area
  - Residential
  - Tourism

- Terrain**
- Trees
  - Parking
  - Beach
  - Open Space
  - Water

- Boundaries**
- - - Community Plan Area
  - Tax Parcel (Source: PDD, 2016)
  - - - UNESCO World Heritage Site of Historic Bridgetown and its Garrison

**MAP 6B:**  
**Existing Conditions**

## 6.3.2 Current Conditions

Bridgetown remains the most densely populated part of Barbados, although the population has been in decline for several decades. The Greater Bridgetown population has declined from a high of 108,000 in 1983 to 99,000 in 2011, a number close to the population of the city in 1960.

Although many parts of Bridgetown remain active and vibrant today, high levels of vacant buildings and lots throughout the core contribute to a sense of decline in some areas. The level of degraded and abandoned dwellings has increased steadily: the occupancy rate in St. Michael was 93% in 2000 and 89% in 2010.

Recent attempts to stem the tide of disrepair include public realm improvements, which have contributed to an emerging network of public spaces, building on the historic urban parks in the core. Recent public realm improvements include:

- Redesign and revitalization of Golden Square Freedom Park
- Rehabilitation of the lower portion of Constitution River, including the creation of pedestrian promenades along the river banks.
- Completion of the Lewis-Wickham Boardwalk lining the Careenage.
- Linking of National Heroes Square with Independence Square across the Careenage through pedestrianisation of the Chamberlain Bridge.
- Restoration of Jubilee Gardens as an urban green space anchoring Broad Street.
- Completion of Church Village Green, a new public park between the Central Bank building and the historic Queen's Park.
- Restoration and reuse of the historic Nidhe Israel Synagogue Block, including restoration of the Synagogue and cemetery, the cobblers' workshops along James Street, and the old Fire Hall. The restoration also includes landscaping of the entire block and the creation of new open spaces along Coleridge Street.

Bridgetown remains a focus for retail for many residents of Bridgetown and the wider area. Broad Street continues to be a destination for duty-free and department store shopping catering to locals and tourists. The market streets



> Church Village Green

within the core, including Swan Street, Palmetto Street, Roebuck Street, High Street and James Street, focus on affordable and experiential shopping. Yet, the introduction and expansion of retail offerings at shopping centres outside of Bridgetown has created significant competition resulting in the decline of retail in Bridgetown. Although active during the day and particularly on weekends, the core of Bridgetown is not active in the evening.

The island's public transport system is centered on Bridgetown. The two main Transport Terminals, Fairchild and Cheapside, are located within the core and provide interchange between routes and between the public and private transport systems. Traffic congestion and a lack of off-street public parking contribute to the narrow streets of Bridgetown being overtaken by vehicles.

The Cheapside Public Market and the Princess Alice Fish Market are busy destinations for fresh, local food, and create a food and market focused precinct in the Cheapside area. Several other public markets and informal vending also contribute to the availability of fresh and local food in the core, including the Palmetto, Marhill and Eagle Hall Public Markets.

Currently, the cruise terminal is a primary generator of tourism activity in the core of Bridgetown. Passengers can walk along the Princess Alice Highway and into the core, but generally the gateway experience into Barbados is in need of improvement. There is a significant opportunity to expand the tourism offering in Bridgetown, leveraging the rich cultural heritage and emerging public realm network to enhance Bridgetown as a destination for locals and tourists to experience Barbadian urban life.

### 6.3.3 Policy Context

As the National Centre of Barbados, Bridgetown has received considerable attention from planners and policymakers over the past several decades. This policy direction has been shaped by successive Physical Development Plans, some comprehensive planning frameworks and others focused on particular thematic or geographic areas. This PDP Amended (2023) reflects and advances the research and policy directions contained within these documents, working towards a vision of Bridgetown as an anchor for the country and a model for cities throughout the Caribbean.

The Central Bridgetown Physical Development Plan (1988) encompassed a geographic area extending from Paradise to Worthing along the coast and reaching as far out as the ABC Highway. Appended to the document are a series of local level plans that provided more detailed policy direction for key areas, including:

- The Proposed Central Bridgetown Physical Development Plan;
- The Nelson and Wellington Streets Proposed Physical Development Plan;
- The Belleville Proposed Physical Development Plan;
- The Roebuck and Crumpton Streets Proposed Conservation Area Development Plan; and
- The Careenage Proposed Conservation Area Development Plan.

In addition to local area policy plans, a number of studies have been undertaken for the wider Bridgetown Area, including:

- The Urban Renewal Programme undertaken by the Ministry of Housing, Lands and Maintenance;
- The Carlisle Bay Redevelopment Plan;
- The Bridgetown Strategy for Future Development;
- Pre-feasibility and feasibility studies for the Urban Rehabilitation of Bridgetown undertaken for the Ministry of Tourism and International Transport;
- The Bridgetown Traffic Management Project;
- Emerging and Sustainable Cities Initiative (2015) studies, exploring climate mitigation, natural risk and vulnerability, and urban growth;

- The New Urban Agenda (2016) – evolving from the Habitat III Conference – creating a unified, action-oriented mandate for sustainable development in cities around the world;
- Nominating documents (2010) and the Management Plan (2011) for the UNESCO World Heritage Site status for Historic Bridgetown and its Garrison; and
- The Port of Bridgetown Master Plan.

The Bridgetown Community Plan is informed by and builds on the direction of these documents, where appropriate.

### 6.3.4 Bridgetown Community Plan Boundary

Previous policy documents and studies have regarded Bridgetown at various scales. Greater Bridgetown, notably referenced by the Emerging and Sustainable Cities Initiative (2015), represents an area roughly defined by the Ring Road Bypass (or more commonly known as the ABC Highway) and crosses the St. Michael parish boundaries into Christ Church



> Suttle Street

and St. James. The former Bridgetown Community Plan area, as referenced by the PDP, Amended (2003), extends from the University of the West Indies in the north, along Cave Hill Road, along the Zone 1 Groundwater Protection Area just past the Belle Tenantry, down the Two Mile Hill Road, along Pine Road and to the east side of the Garrison and Charles Fort. Central Bridgetown – considered the National Centre in the PDP, Amended (2003) –has a much tighter boundary, comprising the area from the Kensington Oval to Harrison College and the Queen Elizabeth Hospital.

The boundary of this Bridgetown Community Plan traces the Bridgetown Core. Surrounding the Careenage, the Bridgetown Community Plan area stretches along the waterfront from the Bridgetown Harbour and the Kensington Oval in the north to Needham’s Point and the Garrison in the south. The Community Plan boundary reflects the application of national policies regarding community cores, including fine grained streets, focal points of institutional, commercial, and transport infrastructure, and concentrated cultural heritage. Bridgetown’s community core also generally follows the boundary of the World Heritage Site designation for Bridgetown and its Garrison. Although not within the Community Plan area, policies related to areas within Greater Bridgetown are addressed in the Island Settlement Structure, found within the National Policies (Section 2.1).

The Bridgetown Community Plan area encompasses the National Legislature, the physical hub of the island’s transportation network, the financial district, the central business district, Barbados’ largest fish landing site and fish market, three public markets, significant retail – in particular duty-free shopping – a concentration of cultural heritage assets, and important natural heritage assets including Carlisle Bay and the Constitution River.



> Carlisle Bay



> Cats Castle

## 6.4

# Vision, Goals and Objectives

### 6.4.1 Vision

Bridgetown’s development will be in keeping with the UN’s Sustainable Development Goal #11, to “make cities inclusive, safe, resilient and sustainable.” It will be a clean, attractive and vibrant urban core, supporting a variety of activity both night and day for local residents, businesses, nationals and tourists. The historical setting and unique cultural offering distinguish the Bridgetown experience as more than somewhere to work or shop - it is an authentic place to live, gather, share and celebrate Barbadian community and culture. The urban landscape is embraced and defined by the beauty and healthy ecosystems within Carlisle Bay and the Constitution River corridor. The community core of Bridgetown is constituted as a series of places and experiences recognised in the Community Plan through four urban design areas each with its own character, scale and defining function. Bridgetown is intentionally planned as a place with greater density in built form, diversity in housing, accessibility to transportation choice and resiliency in addressing disaster risk reduction.

### 6.4.2 Goals and Objectives

**Strengthen the vitality of the National Centre and its unique role as the nation’s primary hub of retail, culture, activities and nationally significant institutions.**

- Ensure that major institutional buildings such as the Parliament Buildings, Town Hall, Synagogue, St. Michael’s Cathedral and St. Mary’s Church are recognised as distinct assets and kept in excellent repair, including related cultural heritage landscapes.
- Ensure that nationally significant government functions remain located in the core.
- Protect important but vacant institutional buildings from further decline, including the Carnegie Library and Law Courts (Old Town Hall) complex.

**Celebrate historic Bridgetown and its Garrison as an internationally recognised World Heritage Site**

- Recognise and protect the heritage assets within the UNESCO World Heritage Site.
- Operationalise and implement the Management Plan for Historic Bridgetown and its Garrison (2011).
- Review and update the cultural heritage assets within Bridgetown and document these through the proposed Barbados Register of Historic Places.
- Increase awareness and stewardship of Bridgetown’s cultural heritage through partnerships with civic society groups.

**Embed coastal resiliency and disaster risk reduction in all aspects of growth and investment.**

- Ensure climate resiliency in the design of all new development.
- Invest in infrastructure to protect the Carlisle Bay coastline and the Constitution River from the impact of severe weather events and sea level rise.
- Integrate comprehensive disaster management into all planning decisions.

**Promote the distinct tourism experiences offered in Bridgetown.**

- Distinguish and promote the diverse places, history and experiences within Bridgetown’s core precincts, ranging from culture, food, arts, faith and heritage.
- Promote redevelopment of key sites for tourism investment including hotels, restaurants, attractions and coastal open spaces including the Pierhead, Needham’s Point and the Hincks Street lot.
- Encourage reinvestment along Bay Street to improve the visual appearance of this corridor as a gateway into the National Centre.
- Enhance the pedestrian experience from the port gateway to the central commercial district along Princess Alice Highway.
- Improve the central commercial district’s aesthetic quality, cleanliness and safety.
- Promote tourism attractions such as specialised retail, entertainment and cultural events.

**Revitalise commercial activity within Bridgetown.**

- Promote a highly walkable, small-scale, mixed use and boutique shopping experience along high streets and market streets in the Bridgetown core.
- Encourage reinvestment through infill and development of vacant, derelict and underutilised parcels.
- Create opportunities for revival and expansion of existing business enterprises, especially for small businesses.
- Enhance the food and market district centred around the Fish Market and Cheapside Market.
- Implement parking management strategies to optimise existing parking facilities and support local business and employees.
- Encourage adaptive reuse of heritage assets and all older buildings.



> The Carenage



> James Street



### **Enhance the network of urban open spaces and gathering places.**

- Enhance Carlisle Bay as a remarkable coastal landscape, marine ecosystem and an epicentre for waterfront recreation.
- Improve major open space, land and water linkages including the Constitution River, the central commercial district to the Port, and the Careenage.
- Recognise and link the network of public and open spaces within the community core.
- Increase pedestrian routes, trails and active recreational opportunities.

### **Promote increased residential population and the livability of the Bridgetown core.**

- Promote redevelopment, improvements and upgrading within downtown residential neighbourhoods.
- Explore opportunities to introduce new housing options for families, seniors and young people in a variety of forms including mixed use, higher density housing with mixed tenures and affordability considerations.
- Improve provision of community services and amenities.
- Encourage high quality public spaces to support the quality of life of residents.



> Church Village Green

### **Advance mobility and increase transportation choice.**

- Introduce measures to encourage a modal shift from cars to walking, cycling and public transport.
- Improve the walking environment by implementing streetscape and sidewalk improvements in key areas and along key corridors.
- Better integrate shared transportation systems and public transport networks.
- Explore the potential for water transport.
- Introduce transportation management strategies to optimise existing transportation corridors.
- Implement parking management strategies.
- Enhance the environment and amenities around transport terminals to improve the user experience.



> Eagle Hall

## 6.5

# Strategic Policies

The strategic policies build on the direction provided by the national strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for the Bridgetown community core.

### 6.5.1 Promoting Sustainable Development

Bridgetown offers a significant opportunity to promote sustainable development through reinvestment in what is already the island's most urban and complete community. Infill, redevelopment of vacant and underutilised land and adaptive reuse of older buildings would optimise existing infrastructure and shore up derelict communities while at the same time protecting stable residential neighbourhoods.

1. Bridgetown's role as Barbados' National Centre will be reinforced. To this end, the Government will promote development that:
  - a) Supports Bridgetown's unique role in terms of the commercial, service, parliamentary and tourism functions it provides that can be found nowhere else on the island;
  - b) Supports the needs of the existing residential population of Bridgetown and improves conditions in existing residential neighbourhoods;
  - c) Brings additional residential population to Bridgetown and/or provides additional housing choice, where appropriate, in terms of the types and tenures of housing that are available;
  - d) Enhances the dense, urban character of the community;
  - e) Capitalises on the tourism potential offered by the architectural heritage, nationally significant institutions and distinct urban character of Bridgetown;
  - f) Improves the gender and age inclusiveness of the core in terms of accessibility, housing choice, and availability of social and community facilities;
  - g) Restores and rehabilitates existing buildings, infrastructure and open spaces;
2. The Bridgetown Community Plan area is comprised of four urban design areas of distinct character, challenges and opportunities: the Historic Core of Bridgetown, the Landscape of the Constitution River, Bay Street and the Shoreline and Beaches of Bridgetown and the Historic Landscape and Streetscape of the Garrison. Reinvestment, infrastructure investment and new development will respect the urban design and public realm directions set out in Section 6.6 of the Community Plan for each urban design area and its constituent precincts.
3. Vacant and underutilised parcels in Bridgetown will be prioritised for infill and reinvestment. The Government will, where appropriate, acquire and facilitate redevelopment of underutilised or vacant lots or structures.
4. New residential development that serves a range of incomes, tenures, life stages and household types will be encouraged, including:
  - a) Sensitive infill in existing residential neighbourhoods;
  - b) Inclusion of medium and higher density housing as part of mixed-use development;
  - c) New affordable housing, including National Housing Corporation housing;
  - d) Seniors' housing, including accessible units, assisted-living facilities and nursing homes; and
  - e) Consideration of a housing component within major redevelopment areas including the Pierhead, Needham's Point and Hincks Street Opportunity Sites (outlined in Section 6.6).
- h) Improves existing conditions for pedestrian and vehicular traffic; and
- i) Improves the physical aesthetic of Bridgetown including enhancing landscaping and the urban tree canopy.

5. All new development within the Bridgetown Community Plan area will seek to implement design excellence and sustainable, resilient design that responds to the context of the site and surroundings as well as the larger objectives for the precinct. To this end, all major development, at the discretion of the Director of Planning and Development, may be subject to a Design Review process.
6. Major development of residential units in the Bridgetown Community Plan area will achieve a density of 30 or more units per net hectare.
7. New development and renovation/restorations in Bridgetown community core will be sensitive to the fact that much of the area is within the 100-year Floodline and will be designed to be resilient to the effects of the climate crisis, including severe weather events. This may include requiring:
  - a) Strengthened structure components to withstand specified categories of impact;
  - b) Non-residential first floor occupation of buildings; and
  - c) Setbacks from the coast for sensitive land uses such as residential, tourism and community facilities.
8. Development and investment will enhance Bridgetown as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' housing in locations with good access to transportation and services;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Promoting local food; and
  - e) Advancing multimodal transportation options.
9. The Government will support the upgrading of older residential neighbourhoods including portions of the communities of Nelson/Wellington Streets, Mahogany Lane, Cats Castle and New Orleans. Improvements may be achieved through the policies established in Section 2.1, particularly relating to: improved access to home ownership; redevelopment opportunities on vacant and underutilised sites; urban renewal programs; and improvements to public services and infrastructure.
10. The Government will support small shops and commercial businesses along Lower Broad Street, Swan Street, Suttle Street, Prince William Henry Street, Coleridge Street, Milk Market/Tudor Streets, High Street, Hincks Street and Bay Street, by:
  - a) Implementing streetscaping improvements, funding the upgrading of buildings and managing parking with strategies that encourage short term stays; and
  - b) Encouraging the retention of shop uses at grade with residential or office uses occurring above, where redevelopment is proposed.
11. The government will ensure that major institutional buildings such as the Parliament Buildings, Carnegie Library, Town Hall, Synagogue and St. Mary's Church are kept in excellent repair and the surrounding grounds provide a landscaped amenity for public enjoyment.
12. In addition to architecture and built form, the nature, character and location of open spaces within the National Centre will be of the highest quality. Programmes to remove litter and man-made artifacts from vacant and underutilised lots and open spaces and ensure ongoing clean up in these areas will be established. Such programmes would ideally be community-based.

## 6.5.2 Protecting Core Assets Cultural Heritage

Historic Bridgetown and its Garrison occupy most of the Community Plan area and have, through the UNESCO World Heritage Site inscription, been recognised internationally as a collection of remarkable cultural heritage assets. In addition, the rich and varied stories of Bridgetown as a place to live, work, shop, pray, govern, gather and celebrate are key parts of the distinct character and role that Bridgetown plays in Barbados.

1. The Government will operationalise and implement the Management Plan for Historic Bridgetown and its Garrison (2011).
2. The Government will prepare a statement of significance for the World Heritage Site of Historic Bridgetown and its Garrison Cultural Heritage Conservation Areas to explain their heritage values and character-defining elements.
3. The Government will prepare statements of significance for the Suttle Street, Cheapside, Fort Willoughby, Charles Fort, St. Ann's Fort and Pierhead archaeological areas.
4. The gazetted heritage buildings in Bridgetown, listed in Appendix C, will be listed and described in the proposed Barbados Register of Historic Place.
5. The Government will review and expand the list of heritage properties to be included in the proposed Barbados Register of Historic Places including consideration of cultural heritage landscapes and intangible assets, such as the Government Headquarters campus and the Garrison Savannah landscape.
6. The Government will encourage the protection, conservation and restoration of existing cultural heritage assets including:
  - a) Restoration of gazetted heritage buildings and sites to the high standards achieved with the conservation of the Synagogue Block and the Carlisle Bond and Spirit Bond;
  - b) Improvement and upgrading of older buildings with heritage value that have not yet been gazetted;
  - c) Adaptive reuse of heritage buildings;
  - d) Restoration and investment in cultural landscapes and intangible history;
  - e) Increased community awareness and participation in identifying, presenting and protecting heritage; and
  - f) Incorporation of strategies to promote climate resilience in cultural heritage assets.
7. A climate risk analysis of cultural heritage assets will be conducted to characterise the multi-hazard vulnerabilities (levels of exposure and susceptibility) and attributes of natural hazard/climate crisis risks for individual cultural heritage assets and attributes.
8. Location and asset specific climate crisis adaptation measures will be developed to respond to potential natural hazard and climate crisis impacts.
9. The Government and civic society partners will collaborate to create additional "discovery walks" which tell the stories of Bridgetown.
10. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Bridgetown in accordance with Section 2.2.5 and Section 5.3.



> Barbados Museum and Historical Society



- Cultural Heritage Conservation Area: World Heritage Site of Historic Bridgetown and its Garrison (Source: PDD 2015)
- Cultural Heritage Conservation Area: World Heritage Site of Historic Bridgetown and its Garrison Buffer (Source: PDD 2015)
- Cultural Heritage Conservation Areas (Source: PDD 2015)

- # Listed Buildings (Source: PDD 2016)
- # Archaeological Areas and Monuments (Source: PDD 2016) (Listed Buildings and Archaeological Areas and Monuments listed by number in Part A - Appendix C)
- Tax Parcels with Listed Buildings
- Historic Urban Parks

**MAP 6C:**  
**Cultural Heritage**

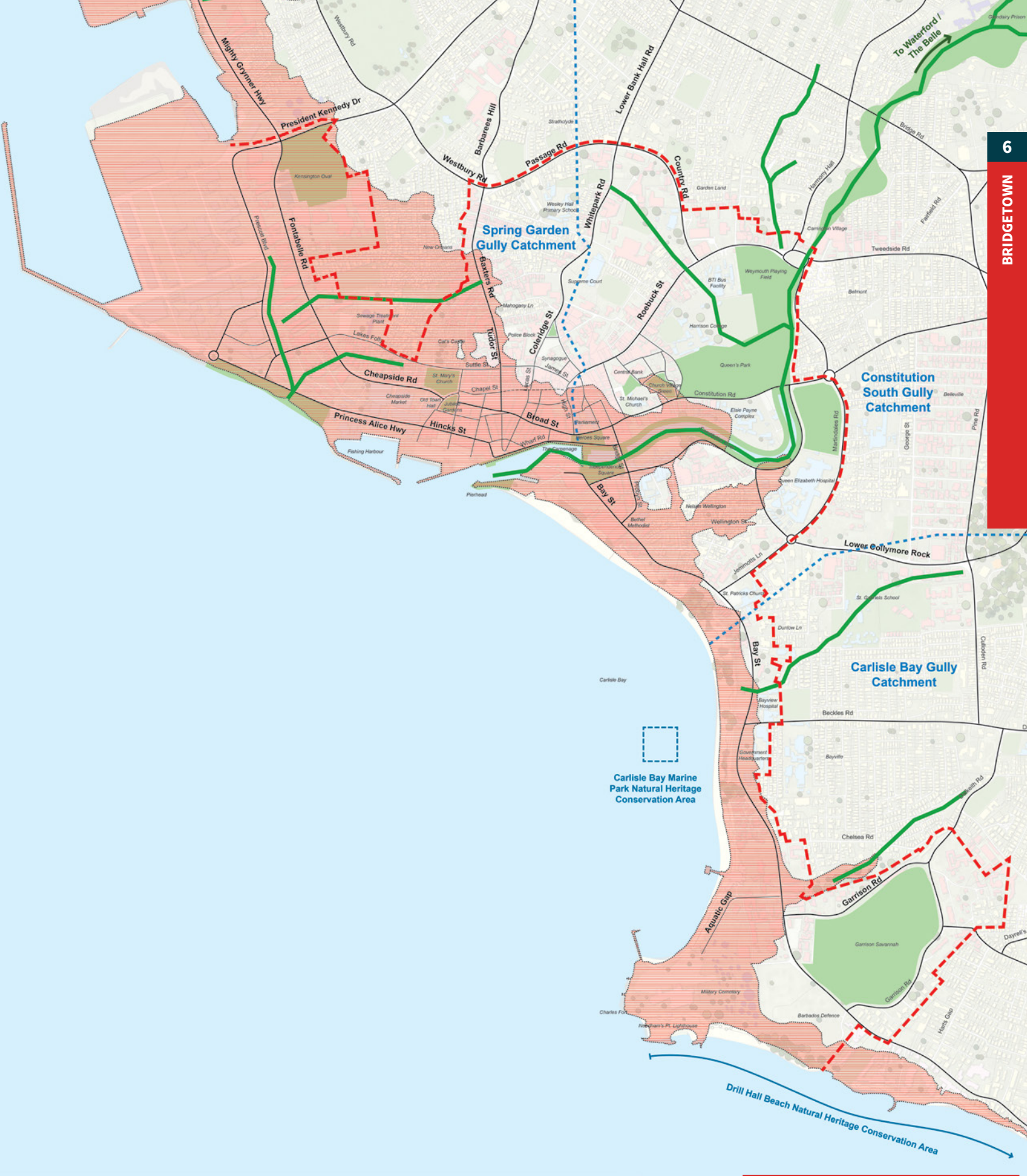
Cultural Heritage Assets are listed in Appendix C

## Protecting Core Assets

### Natural Heritage

Bridgetown was settled within a remarkable landscape on the coast of Carlisle Bay and along the banks of the Constitution River corridor, both significant components of the natural heritage system, with important terrestrial and aquatic environments. The majority of the Community Plan area is within the 100 year floodline, making the area particularly vulnerable to the effects of the climate crisis. Restoration and management of natural heritage assets is essential to improving resiliency to the effects of the climate crisis in coastal communities.

- 11.** Development in Bridgetown will protect and enhance natural heritage assets and improve its resiliency as a coastal community.
- 12.** Much of the Bridgetown community plan area is within the 100 year Floodline and will be subject to the policies of Section 2.2.2 regarding Flood Susceptible Areas.
- 13.** The Government will improve the resiliency of the community to the climate crisis. This will include:
  - a) Continuing the Carlisle Bay coastal and aquatic restoration initiatives;
  - b) Completing the Constitution River Rehabilitation Project, including providing adequate stormwater retention; and
  - c) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge, such as implementing coastal protection and coastal erosion mitigation measures including using hard and soft coastal protection and land reclamation. The Government will use the results of the Coastal Risk Assessment and Management Plan to inform additional coastal protective measures.
- 14.** The Constitution South Gully Catchment area, in and beyond the Bridgetown community core will be conserved and enhanced for natural functions including conserving biodiversity and providing stormwater management and water quality.
- 15.** The Constitution River gully between Queen's Park and Waterford/The Belle will be enhanced as a landscape corridor providing natural functions as well as recreational opportunities. This will include:
  - a) Integrating the rehabilitation of the river into a new edge for Queen's Park (described in section 6.6);
  - b) Relating the corridor to adjacent neighbourhoods and addressing existing informal uses of the gully;
  - c) Providing strong linkages to any potential redevelopment of the old Glendairy Prison site;
  - d) Ensuring the corridor leverages Government held sites in Waterford and The Belle to provide connections to other recreational uses in the area and beyond.
- 16.** The Carlisle Bay Natural Heritage Conservation Area – Marine will be conserved and restored and potentially expanded in scope to promote the health of the marine ecosystem.
- 17.** A new Natural Heritage Conservation Area – Land has been identified between Needham's Point and the Richard Haynes (South Coast) Boardwalk at Hastings. This Natural Heritage Conservation area recognises the regional importance of this stretch of beach to the nesting of endangered Hawksbill turtles. Any development or activity within this area will be subject to the policies of Section 4.3 and 6.8.1.
- 18.** The Government will encourage increased urban canopy through a programme of urban forestry and street tree plantings, in particular within new coastal parks, Historic Urban Parks, and along the Constitution River corridor.



- Hazards**
- - - 100 Year Floodline (Source: CZMU, 1995)
  - Status 1 Gully (GEMS 2005)
  - - - Gully Catchment Areas (GEMS, 2005)

- Boundaries**
- - - Community Plan Area
  - Green Spaces

**MAP 6D:  
Natural Heritage and Hazards**

## Protecting Core Assets

### Food and Agriculture

Bridgetown is a national hub for food distribution, warehousing and retailing. The Cheapside, Fairchild and Palmetto/Marhill markets, the Bridgetown Fishery Complex and many shopping streets with formal and informal vendors offer the greatest concentration of food-related markets across the island. The culture of market days and bustle of informal food vendors on pedestrian shopping streets and around transport stations provides a distinctly Barbadian experience. The Port of Barbados is the major port of entry for shipment food to the island. Finally, the role of intensive urban agriculture can be greatly expanded to provide localised access to healthy food choices.

- 19.** The public markets in the Bridgetown core are vital elements of the retail sector, provide access to an array of food and shall be maintained and improved, as necessary. In particular, every effort will be made to implement the following improvements:
- a) Maintenance and repair of market buildings;
  - b) Improvement to staff facilities;
  - c) Upgrading of sanitary and environmental conditions;
  - d) Repair to furniture and equipment;
  - e) Improved security; and
  - f) Improved ventilation and lighting conditions within the Palmetto Vendors Market.



> Cheapside Market





> Brighton Beach and Bridgetown Port

- 20.** Improvements will be encouraged to the physical environment surrounding Cheapside and Fairchild Markets including but not limited to:
- a) Removal of garbage;
  - b) Landscaping;
  - c) Introduction of street furniture; and
  - d) Enhancing the pedestrian realm.
- 21.** The Government will support the fishing industry through improvements to the Bridgetown Fishery Complex and docks, mooring and boat repair.
- 22.** In addition to the existing markets, consideration should be given to encouraging weekly farmers' markets on existing surface parking lots or in public spaces.
- 23.** In Local Centres and within neighbourhoods, community gardens will be encouraged, including on vacant lots with the express permission of the owner.
- 24.** School campuses will be considered as ideal sites for community gardens and urban agriculture initiatives. Applied academic programming and urban agriculture are complementary objectives.
- 25.** The Government, in partnership with the Barbados Water Authority, will promote water conservation strategies in particular in larger and new development sites within Bridgetown.
- 26.** The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Bridgetown and its watershed (gully catchment areas). This will include:
- a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the Coastal Risk Assessment and Management Programme (CRMP) should be used for this purpose;
  - b) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Bridgetown; and
  - c) Implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into the Constitution River.

## Protecting Core Assets Water

In the country's most urban centre, water conservation, stormwater management and access to clean water are all critical. Many of the National Policies regarding water conservation and stormwater management must be achieved through local implementation. Opportunities for conservation, optimisation of existing infrastructure and low impact development practices should be promoted throughout Bridgetown.

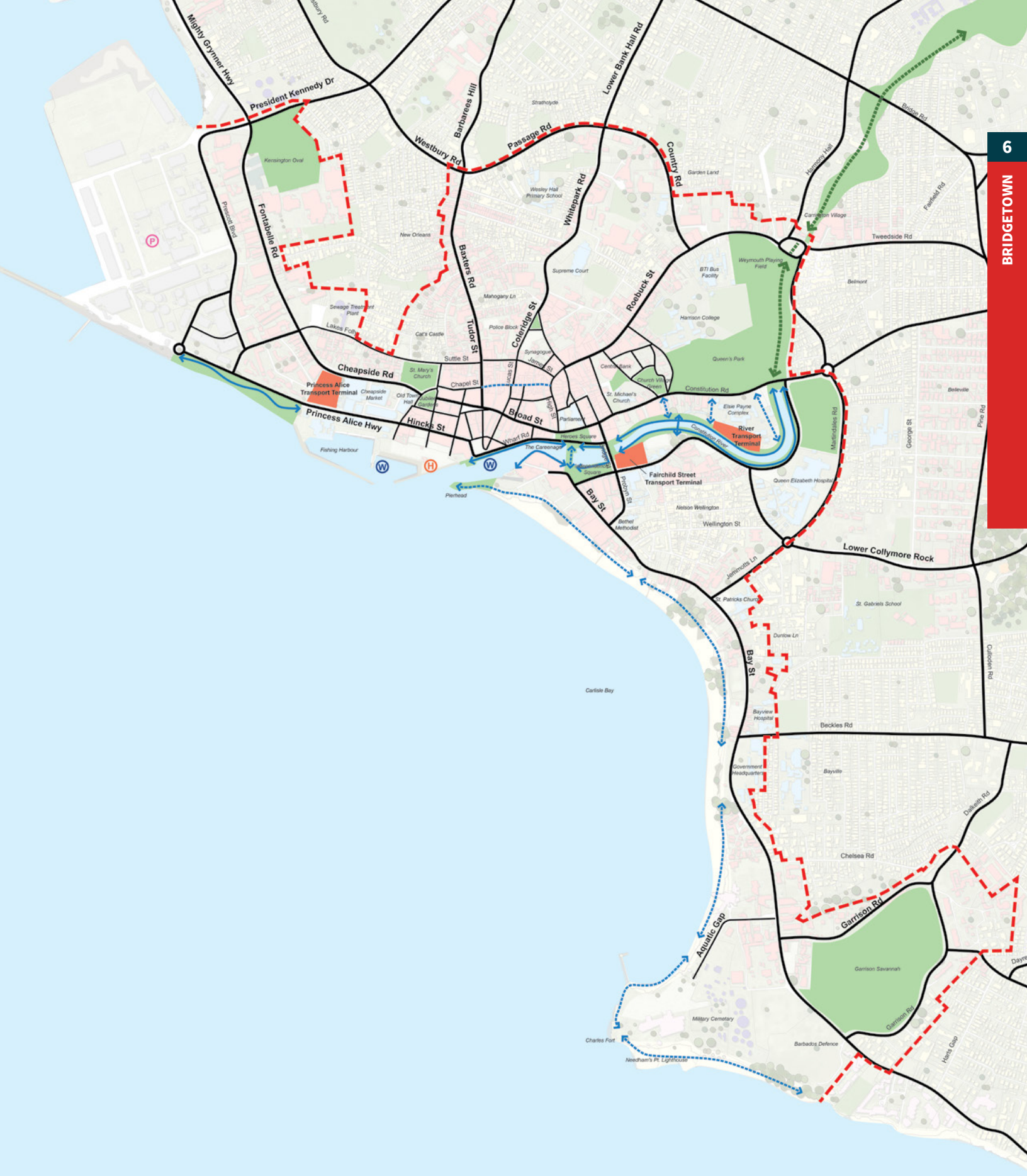
### 6.5.3 Advancing Mobility and Accessibility

Today, the Bridgetown community core is a point of origin for the island-wide public and shared transportation network and a point of arrival for water taxi. At the same time, Bridgetown's medieval street pattern provides one of the most walkable areas of the island. With the rapid increase in car ownership and single occupancy vehicles, congestion has been increasing during peak commuting times. Bridgetown is at a critical juncture, one in which creating the conditions to encourage a modal shift away from auto dominance to pedestrian, cycling and transit first approaches will be critical to the success of revitalising the core and improving the resident and tourist experience. The PDP Amended (2023) introduces a national mobility network. The Bridgetown Community Plan sets out an urban mobility network to further emphasise Bridgetown's role as the primary multimodal walkable centre in Barbados.

1. The Bridgetown community core will be supported by a mobility network that considers the full range of modes of travel while at the same time prioritising walking, cycling, public transport and transit and water transport to move people. Congestion relief and parking management will also be key. The mobility network will:
  - a) Create a safe, convenient and enjoyable environment for pedestrians and cyclists;
  - b) Encourage a fine grained network of streets and blocks that support urban redevelopment;
  - c) Manage peak flow on urban connectors coming into the core;
  - d) Integrate the bus and minibus/ZR terminals as key destinations with high volumes of people and improve these as multimodal transfer points;
  - e) Encourage the development of a water transport system with Bridgetown as the national hub and connections to the Regional Centres of Speightstown, Holetown and Oistins; and
  - f) Reduce the amount of land consumed by, and provision of, parking over time as other modes increase.
2. The Government will plan to improve traffic management and circulation patterns within

the National Centre by reviewing and revising the Bridgetown Traffic Management Project and implementing the resultant proposals. Particular attention will be paid to creating a better balance between automobile, truck, public and shared transport, bicycle and pedestrian traffic flows.

3. Improvements to the pedestrian environment will be implemented over time. In particular:
  - a) Full or partial pedestrianisation along key streets such as Broad Street, the western end of Parry Lane, Shepherd Street, Hincks, Middle Street, Bolton Lane, and Lukes Alley;
  - b) A continuous pedestrian route along Carlisle Bay that links Needham's Point to The Careenage;
  - c) Improvements to key corridors such as Bay Street, Tudor, Roebuck to create generous, clear and continuous sidewalks at least on one side of the street;
  - d) Ongoing improvements to Princess Alice Highway to promote walking into town from the Cruise Boat Terminal; and
  - e) Implementation of a multi-use trail between Queen's Park and Waterford/The Belle along the Constitution River gully.
4. The Cheapside Transport Terminal will be planned and designed as an integrated facility, considering the function of Barbados Transport Board buses, minibus and ZR taxi service and creating a highly walkable, safe and age-friendly environment in the immediate surrounding. More detail on this policy can be found in section 6.6.1.
5. The Fairchild Transport Terminal will be planned and designed to integrate the public and private transit facilities and enhanced pedestrian connections with the River Street Transport Terminal. More detail on this policy can be found in section 6.6.2
6. The Bridgetown Port will be protected as nationally significant infrastructure and a major economic asset, international gateway node, and place of employment. It is subject to the policies of Section 2.5.



- Roads**
- Primary Road
- Secondary Road
- Pedestrian**
- Existing Pedestrian Routes
- Proposed Pedestrian Routes
- Constitution River Trail Corridor
- Community Plan Area
- Mobility Nodes**
- Transport Terminal
- International Gateway (Port)
- Bridgetown Helipad
- Potential Water Transportation Dock

**MAP 6E:**  
**Mobility**

7. The Government will explore the potential for water transport infrastructure, potentially at the Bridgetown Fishing Harbour dock, that would facilitate ferry or water taxi service between Bridgetown and the Regional Centres of Speightstown, Holetown and Oistins. To promote multimodal transfers, seamless connections from the dock to other forms of transportation including walking, cycling, public transport, taxis and driving will be facilitated.
8. All new major development will be required to provide on-site parking. Parking is to be provided in underground, integrated or structured facilities wherever possible.
9. The Government will seek to achieve the relocation and redevelopment of surface parking lots adjacent to the Carenage including the Hincks Street Opportunity Site (discussed in Section 6.6.2).

10. The Government will plan and manage an adequate supply of parking in the community core by:
  - a) Seeking to develop, on its own, or in partnership with the private sector, parking structures in appropriate locations. Parking structures may be located on publicly owned land on sites which include, but are not limited to: the Princess Alice Car Park and the Coleridge Street Car Park;
  - b) Seeking to preserve and increase the number and efficiency of on-street parking facilities through parking management. Implementation and enforcement of stricter controls through parking meters will be considered to assist in ensuring that there is a continuous turnover of parking spots for shop patrons in the Bridgetown Community Core;
  - c) Pursuing strategies to increase the supply of short term parking spaces to support retailers; and
  - d) Providing wayfinding signage to direct drivers to parking facilities.



> Eagle Hall

## 6.5.4 Planning for National Infrastructure

The Bridgetown Port is a key piece of national infrastructure in the Community Plan area. The Barbados Port Inc. has recently completed a master plan for the port to optimise the land base and rationalise its on-site operations. Reducing Barbados' reliance on imported energy and improving waste diversion rates are two additional national infrastructure priorities.

1. The Government will work with the Barbados Port Inc. to implement the provisions of the Barbados Port Master Plan (2011). In doing so, the opportunity to implement sustainable and resilient solutions will be a key consideration.
2. The Government will promote the use of renewable energy in Bridgetown by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Providing electric vehicle charging stations in car parks.
3. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities; and
  - b) Considering the introduction of waste education centres in association with other community facilities, such as schools, community centres, and civic buildings.

## 6.5.5 The Green and Blue Economy

Bridgetown as the National Centre has an important role to play in demonstrating the shift toward more sustainable development outlined in the Green Economy Scoping Study (GESS, 2012). Reinvestment in urban infrastructure, restoration of cultural heritage sites such as the Synagogue block, natural heritage conservation measures such as the Constitution River Improvement Project, and developing experiential tourism are all strategies that play a role in greening the economy.

1. The Government will promote the distinct tourism experiences offered in Bridgetown. More specifically, primary tourism areas in Central Bridgetown shall include: Broad Street, the Pierhead, Hincks Street, Princess Alice Highway, the Wharf, Cavans Lane, Bay Street and Fairchild Street. In these areas, the Government shall endeavour to facilitate new tourism-related development, including restaurants, shops and entertainment uses.
2. Landscaping improvements will be undertaken to improve pedestrian amenity from the Bridgetown Port to the core of Bridgetown to create a "gateway" commensurate with the national importance of Bridgetown.
3. Hincks Street and Broad Street will be refurbished and upgraded to support specialty shops tailored to tourists and visitors.
4. A Welcome and Interpretive Centre, proposed as the Flying Fish Centre, will be established to showcase Barbadian artists and performers and welcome visitors to Bridgetown.
5. Efforts will be made to encourage additional tourism-related development along the reclaimed waterfront area including Needham's Point, the Pierhead and the Hincks Street site. Further detail on these sites is provided in Section 6.6.1 and 6.6.4.

## 6.6

# Urban Design Areas and Public Realm Directions

As Barbados' most complex and urban community, the success of reinvestment and revitalisation within Bridgetown relies on careful consideration and quality of the urban design and public realm. Recognising the varied and diverse character of areas within the Community Plan, a series of design strategies and proposed improvements have been tailored to each of these precincts. More specifically, four Urban Design Areas, shown on map 6F, have been identified within the Bridgetown Community Plan, each of which contains a number of precincts.

The intention is that all new development and infrastructure investment will take into consideration how to contribute to the Urban Design and Public Realm Directions outlined in this section of the Community Plan.

In some instances, these directions will require more detailed master planning or design to fully outline the opportunity. However, these directions provide a robust framework and set of design strategies to guide reinvestment in the Bridgetown community core.

### **6.6.1 The Historic Core of Bridgetown**

- Cheapside Precinct
- Suttle Street Precinct
- Institutional Precinct
- Market Precinct
- Broad Street Precinct
- Careenage Precinct

### **6.6.2 The Landscape of the Constitution River**

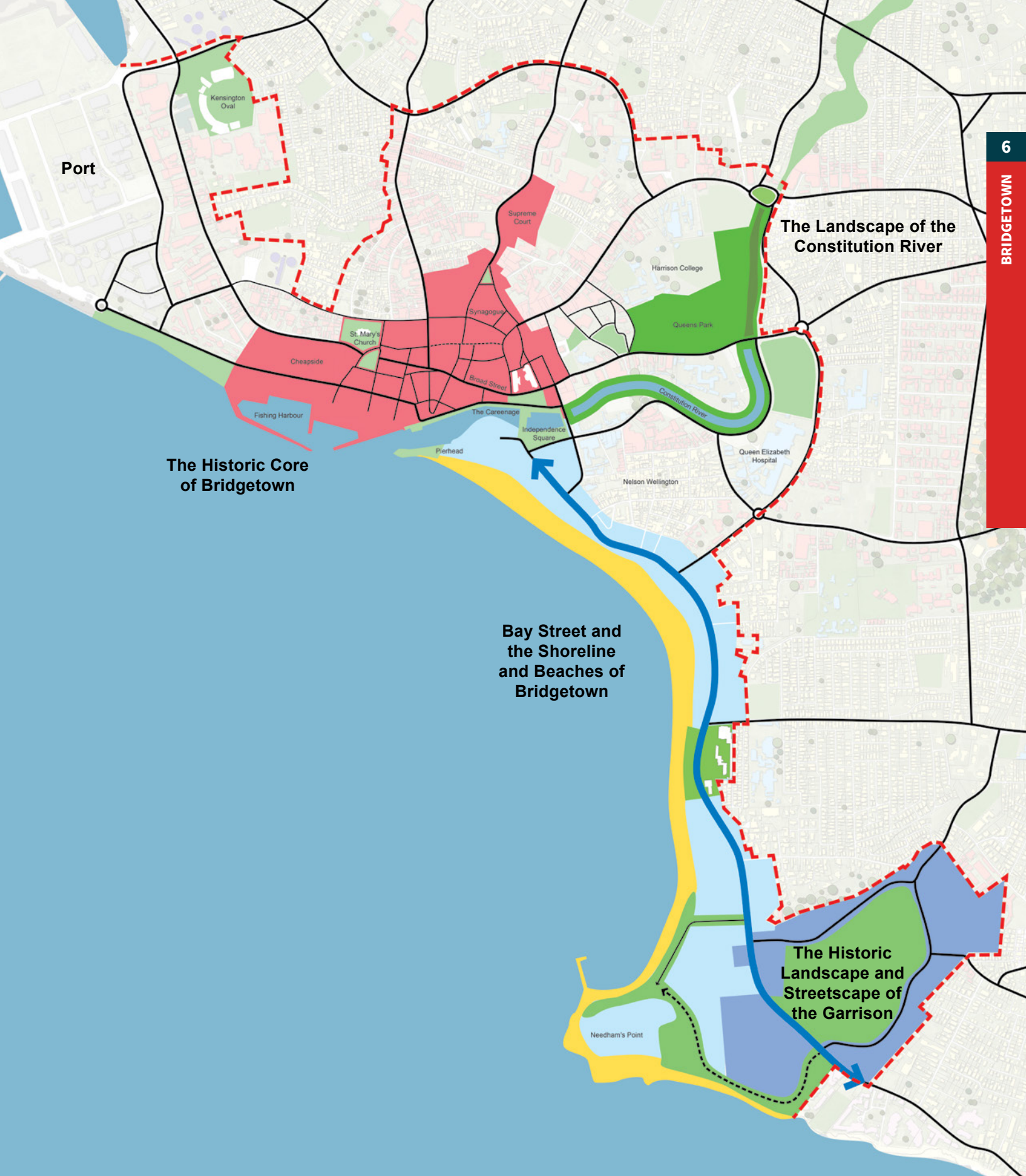
- Lower Constitution Precinct
- Queen's Park Precinct

### **6.6.3 Bay Street and the Shoreline and Beaches of Bridgetown**

- Carlisle Bay Beach Precinct
- Pierhead Precinct
- Needham's Point Precinct
- Bay Street Precinct
- Government Headquarters Precinct

### **6.6.4 The Historic Landscape and Streetscape of the Garrison**

- Garrison Precinct



**MAP 6F:**  
**Urban Design Areas**

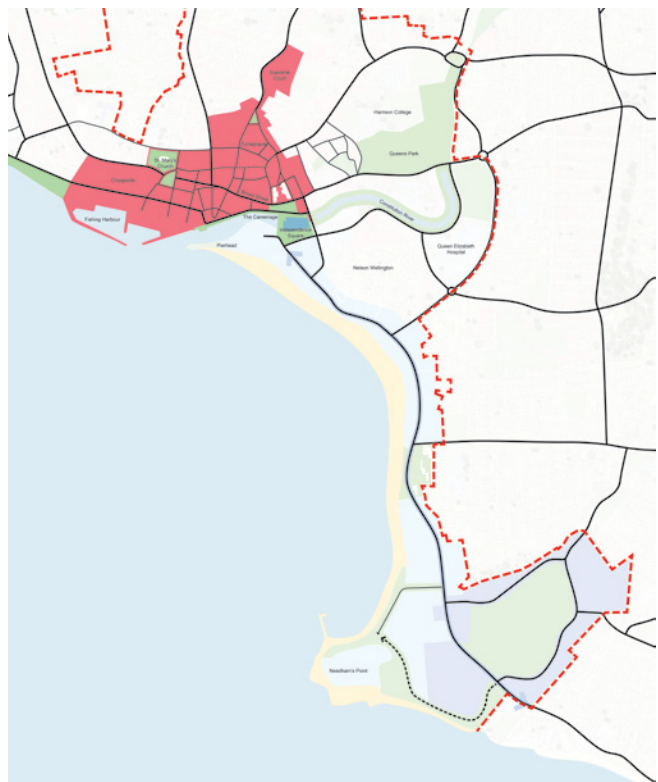


> Precincts of the Historic Core of Bridgetown

## 6.6.1 The Historic Core of Bridgetown

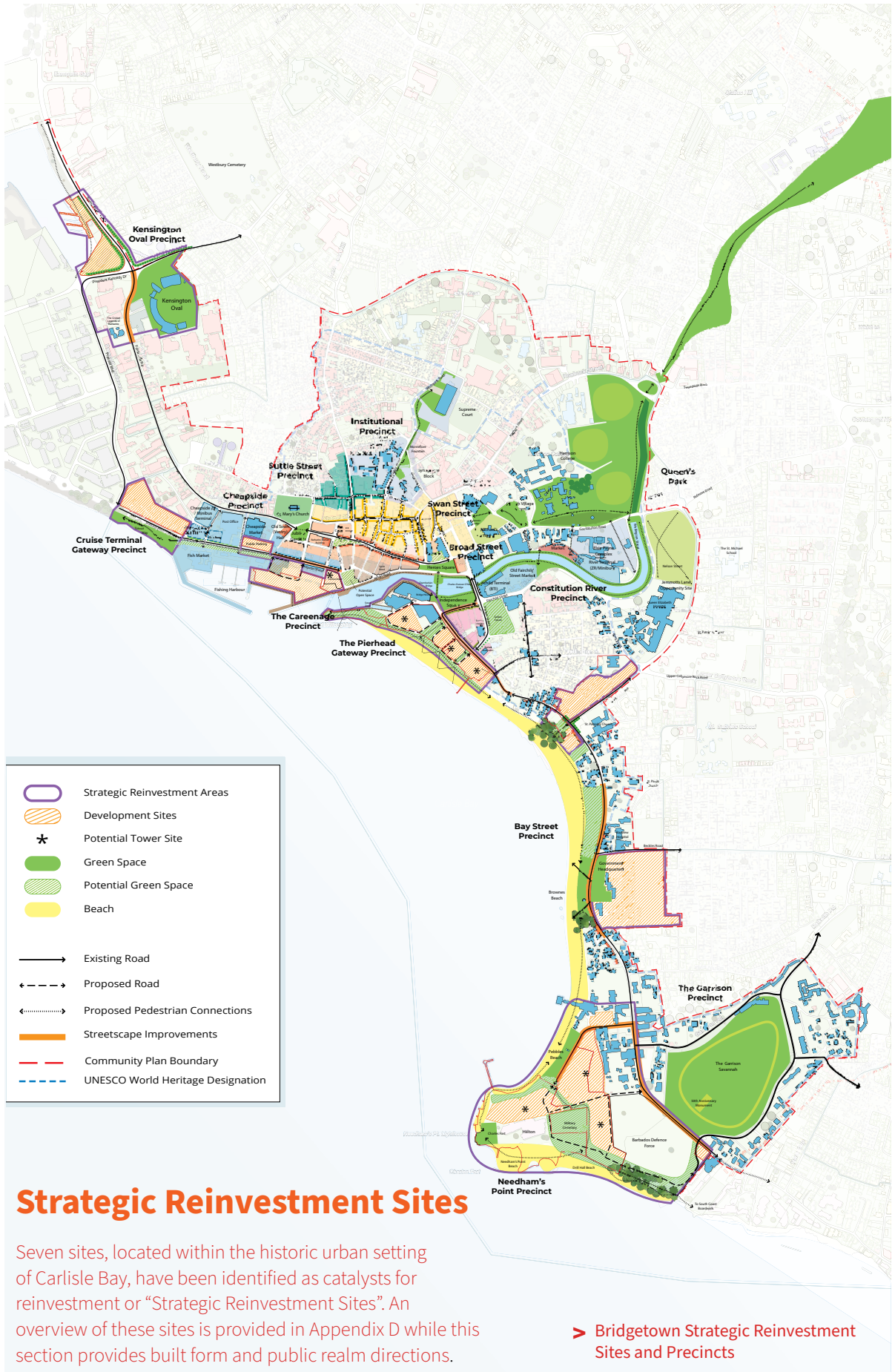
The Historic Core Area has the highest concentration of commercial, cultural and institutional uses on the island. It contains significant assets including three transport terminals, the main fishing harbour, significant public spaces and heritage assets (buildings and landscapes).

Within the Historic Core Area there is an opportunity to highlight heritage assets as a tourism resource, recognising the UNESCO World Heritage Site designation. The Historic Core has retained its serpentine street network and is one of the most walkable areas on the island. The dense network of streets supports a wide range of pedestrian-oriented shops, services and institutions, which can be further supported by increasing pedestrianised areas and better managing vehicular traffic. Developed over hundreds of years, the configuration of buildings and streets constitutes a unique network of streetscapes, which was laid out well before the advent of the automobile.



> Key map, Historic Core of Bridgetown





## Strategic Reinvestment Sites

Seven sites, located within the historic urban setting of Carlisle Bay, have been identified as catalysts for reinvestment or “Strategic Reinvestment Sites”. An overview of these sites is provided in Appendix D while this section provides built form and public realm directions.

➤ Bridgetown Strategic Reinvestment Sites and Precincts

## The Precincts

The precincts of the Historic Core demonstrate the most complex urban design in Barbados. The recent Synagogue Block restoration is an excellent demonstration of good urban design that deals collectively with building restoration, site landscape, lighting and streetscape and public realm improvements implemented on a larger urban site area. The ability to expand this comprehensive type of public realm and urban design improvement to the areas around the Synagogue Block including Montefiore Fountain, the Police Block and the Carnegie Library would dramatically change the Civic Precinct into a recognisable place in the Historic Core. It would increase the overall amenity of Bridgetown for both residents and visitors.

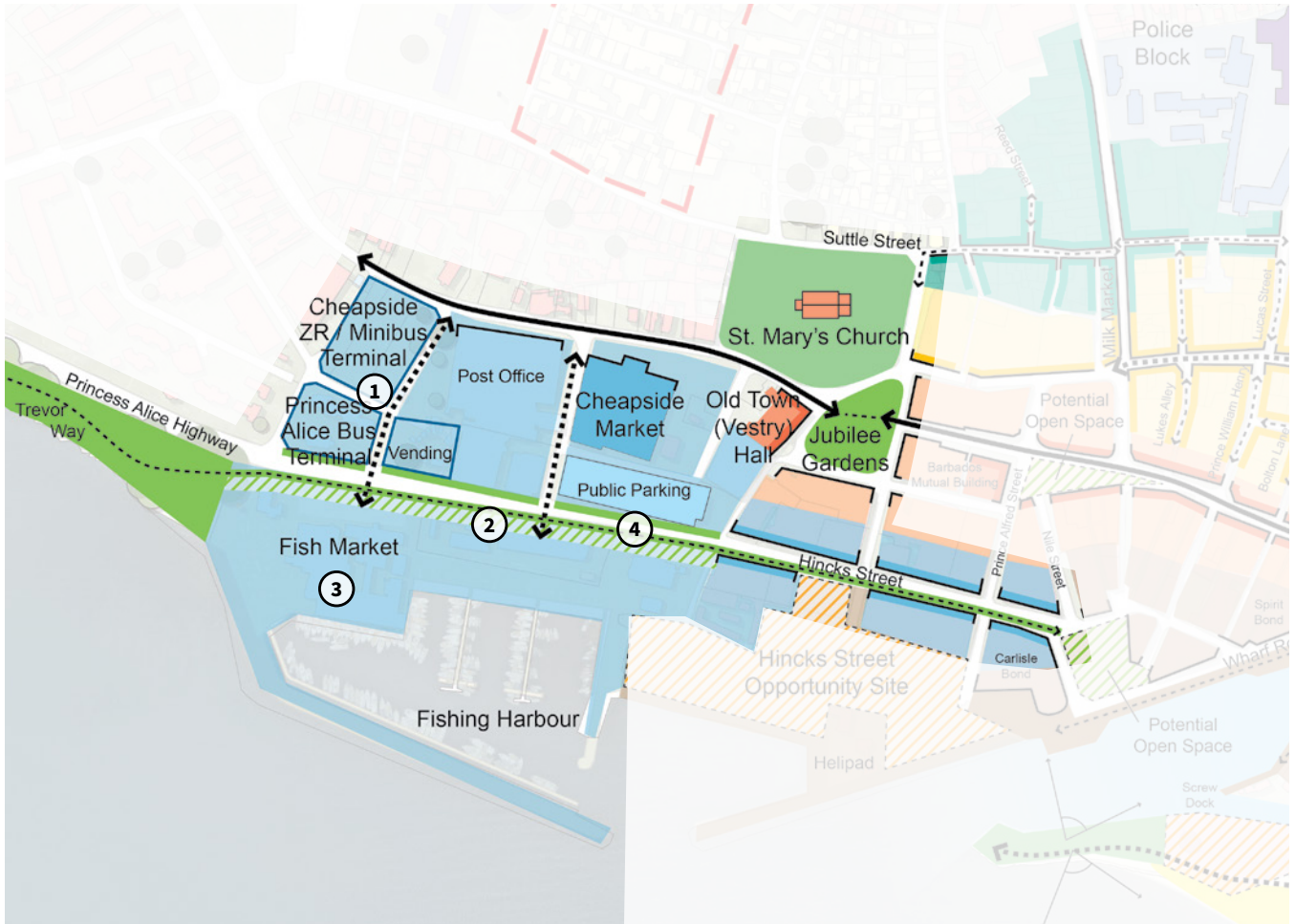
### The Historic Core Area includes:

- **Cheapside Precinct**
- **Suttle Street Precinct**
- **Civic Precinct**
- **Swan Street Precinct**
- **Broad Street Precinct**
- **Careenage Precinct**

## Overarching Urban Design Directions

New development and investment in the Historic Core of Bridgetown will consider the following urban design directions.

- A.** The creation of new small-scale urban parks, plazas, walkways, and meeting spaces associated with the street will be encouraged, with an emphasis on converting surface parking lots to green spaces.
- B.** The Government will pursue strategies to reduce the level of vacancy and dereliction across the Historic Core.
- C.** New development will respect the established scale of the street.
- D.** The adaptive reuse of historic buildings will be encouraged and incentivised. Reuse should recognise the historic urban design relationship between the street facing facade of the building and the public realm of the street in terms of scale and use.
- E.** The historic use of streets as markets and shopping areas will be protected.
- F.** Continuous ground floor occupation with active uses is a key historic pattern in the Historic Core of Bridgetown and all effort will be made to protect and increase these uses.
- G.** Where appropriate, mid-block and alley pedestrian improvements will be considered in new development.



> Urban design directions for the Cheapside Precinct

## Cruise Terminal Gateway Precinct

Encompassing the primary corridor leading to and from the Barbados Cruise Terminal, this precinct forms the gateway to Barbados for many visitors to the island. Recent improvements to the pedestrian environment along the Princess Alice Highway waterfront through Trevor's Way have added significant pedestrian amenity to the area, providing a comfortable pedestrian experience between the Cruise Terminal and commercial areas. However, the area remains under-utilised from a development perspective given the opportunity provided by the thousands of tourists who walk through it. There are several large parcels in the precinct that have potential for reinvestment to take advantage of the strategic location.

### 1. Trevor's Way Strategic Reinvestment Area: Intensify and animate the area with new development.

On the other side of Princess Alice Highway from Trevor's Way, the Pelican Village Craft Centre struggles from the fact that tourists tend to use the waterside route to walk into Bridgetown from the cruise terminal and there is a lack of safe and convenient crossings. Intensifying uses on the land side of the highway and improving pedestrian crossings will help to animate this portion of the gateway into Bridgetown.

- a) Opportunities to add mixed-use development along the land side of Princess Alice Highway will be considered, including hotel and residential accommodation and retail at grade.
- a) Additional crosswalk locations will be introduced to cross Princess Alice Highway to improve the linkage between Trevor's Way and land side development.

## Cheapside Precinct

The Cheapside Precinct is focused around the Cheapside Market. It has evolved into a cluster of food related markets including the Fishing Harbour and Ministry of Agriculture, Food and Nutritional Security Fish Market. The relocation of buses from Jubilee Gardens has increased the importance of walkability and pedestrian priority in the area. The Princess Alice Bus Terminal, run by the Barbados Transport Board (BTB), is separate from the less formalised adjacent private minibus and taxi terminal on Cheapside Road. While the investments in Trevor's Way closer to the Cruise Terminal have added significant pedestrian amenity to the area, the portion of Princess Alice/Hincks Street along the Fishing Harbour remains inhospitable to pedestrians.

The Cheapside Precinct is a central node for local food derived from local fishery and agriculture activity. It is envisioned that the precinct will continue to evolve into a showcase of authentic Barbadian food to leverage the recent improvements to Cheapside Road and the Cheapside Market to create a network of pedestrian routes linking the markets.

### **2. Princess Alice Bus Terminal: Create a truly integrated Mobility Node.**

The current bus terminal accommodates Barbados Transport Board buses from the west coast of the island. It is adjacent to a lot used for minibus and ZR taxi service. The proximity of the facilities provides the opportunity to create a truly integrated facility that makes it easy for passengers to transfer between public and private transport.

- b) The Government will undertake the integration of the public and private terminals to facilitate interchange between transport services.
- c) Multimodal movement will be encouraged through the provision of walking routes in the precinct, cycling facilities at the new integrated transport terminal, and pick-up and drop-off facilities.
- d) The transport terminal should be clearly signed and visible from both Cheapside Rd. and Princess Alice Highway.
- e) Informal vending stalls adjacent to the terminal will be provided with services including garbage collection and water.

### **3. Princess Alice Highway/Hincks Street: Create a highly walkable and welcoming network of pedestrian routes and encourage a continuation of the historic pattern of buildings along the street.**

Princess Alice Highway and Hincks Street form the main connector for cruise passengers entering Bridgetown on foot and should provide a comfortable, interesting experience.

- a) A network of clear pedestrian routes will connect Hincks Street to Cheapside Road to better link the Fish Market and Cheapside Market.
- b) Additional crosswalk locations will be introduced to cross Princess Alice Highway to better link the Cheapside Market to the Fish Market.
- c) Development along Hincks Street should respond to the larger scale of the street and the more significant historic warehouses and blocks that line the street. New development may exceed four storeys, provided heights at the street respond to the adjacent historical building form and taller buildings are set back further from the street. New development should seek to provide an expanded sidewalk and space to plant shade trees.

### **4. Fishing Harbour and Market: Highlight the importance of fishing in Barbados by creating a prominent node for local food.**

The Fishing Harbour is the main fish landing site in Barbados. It has a harbour with facilities for docking, mooring and offloading and repair of boats. Catch and effort data, fish prices, fish tolls and stall rental fees are collected.

- a) The street edge along Princess Alice Highway will be landscaped with shade trees and wider sidewalks to create a more walkable environment.
- b) The public Fish Market will be maintained as an important local food destination.
- c) The old abattoir site will be considered for redevelopment into an attraction that complements the fishing harbor such as a European-style food hall celebrating local food or an aquarium profiling the marine ecosystem of the Caribbean.

## Suttle Street Precinct

Historic Suttle Street (the seventeenth century Back Church Street), James Street and Tudor Street contain some of the oldest buildings in Bridgetown, as the area was protected from the devastating 1760 fire. The area is also a well-documented Amerindian site. More recently, the street is a focus of wholesalers and local shopping. Despite the area's rich history, it is not identified in any way and many buildings are in poor condition.

Two of the oldest listed buildings in Bridgetown are located at the corner of James Street and Coleridge Street (Mr. Waithe's House and Aswad Manshop).

The Suttle Street Precinct should be linked to the major investments at Jubilee Gardens and the Town Hall to the west, and the Synagogue Block to the north east.



> Urban design directions for the Suttle Street Precinct



> Suttle Street



> Suttle Street

**5. Suttle Street/James Street Area: Highlight the historical legacy of the area, linking reinvestment in the wider area**

- a) Reinvestment, restoration and adaptive reuse of historic buildings will be encouraged.
- b) Signage and plaques will be utilised to identify important buildings, monuments, landscapes and points in the precinct.
- c) The historic warehousing and retail character of the area will be protected, including the informal occupation of the sidewalks for vending and as public space.
- d) The scale of historic buildings on Suttle Street and James Street will be protected and respected through any new development. Generally, two and three storey buildings along the street edge are appropriate. Taller building elements may be appropriate further from the Suttle Street frontage.
- e) New buildings on Suttle and James Streets will respect the historic pattern of buildings set close to the sidewalk. New buildings will match the setback of adjacent buildings.
- f) Clear vehicle parking areas will be identified to limit where vehicles may park on Suttle Street. A more hospitable and clear pedestrian environment will be established by demarcating pedestrian areas (or creating sidewalks) where possible.



➤ Urban design directions for the Civic Precinct

## Civic Precinct

The Civic Precinct is bounded by Tudor Street, James Street and Magazine Lane, and is bisected by Coleridge Street. It includes the Police Block and the Synagogue Block, and the new Supreme Court Building on White Park Road, opened in 2009. Within the Police Block, the Carnegie Free Library is an important historic asset, but is currently vacant.

This significant clustering of institutional and historic buildings creates a unique relationship of public spaces and opportunities for adaptive reuse. The revitalisation of the Synagogue Block, including the restoration of the key buildings and related landscapes, in particular the cemetery, is a significant achievement that should be leveraged and extended throughout the area.



➤ Carnegie Library, Coleridge Street



> Nidhe Israel Synagogue Museum



> New Supreme Court, Whitepark Road

**6. Synagogue Block: Leverage the unique history of the area to establish a cultural heritage destination.**

- a) The significant public realm enhancements and the restoration of heritage assets will be regarded as an important demonstration project for cultural heritage restoration in Bridgetown.
- b) Investment in buildings and facades along the east side of Magazine Lane will be encouraged to complement the civic character of the Synagogue District with a mix of active, pedestrian-focused uses.
- c) New buildings on Magazine Lane, Synagogue Lane and James Street will respect the historic pattern of buildings set close to the sidewalk. New buildings will match the setback of adjacent buildings.
- d) A signage and wayfinding programme, compatible with the historic nature of the block, will be implemented to highlight the history of the area and connections to other points within the UNESCO World Heritage Site.

**7. Montefiore Fountain: Link the historic monument and open space to adjacent open spaces along Coleridge Street.**

The Montefiore Fountain is located directly to the north of the new open spaces associated with the Synagogue Block restoration. It has been recently rehabilitated and new plantings added, but it remains isolated from the adjacent sidewalks as a traffic island.

- a) The Montefiore Fountain open space will be maintained as a small open space for pedestrians and should be linked to the historic streetscape of Coleridge Street and Magazine Lane.

- b) The Government will consider closing the extension of Pinfold Street to connect the Fountain to the new open spaces within the Synagogue Block.

**8. Police Block/Carnegie Library: Rehabilitate and commemorate these heritage assets.**

The Police Block includes several Listed Buildings: The Central Police Station, the Carnegie Library and the Law Courts (Old Town Hall).

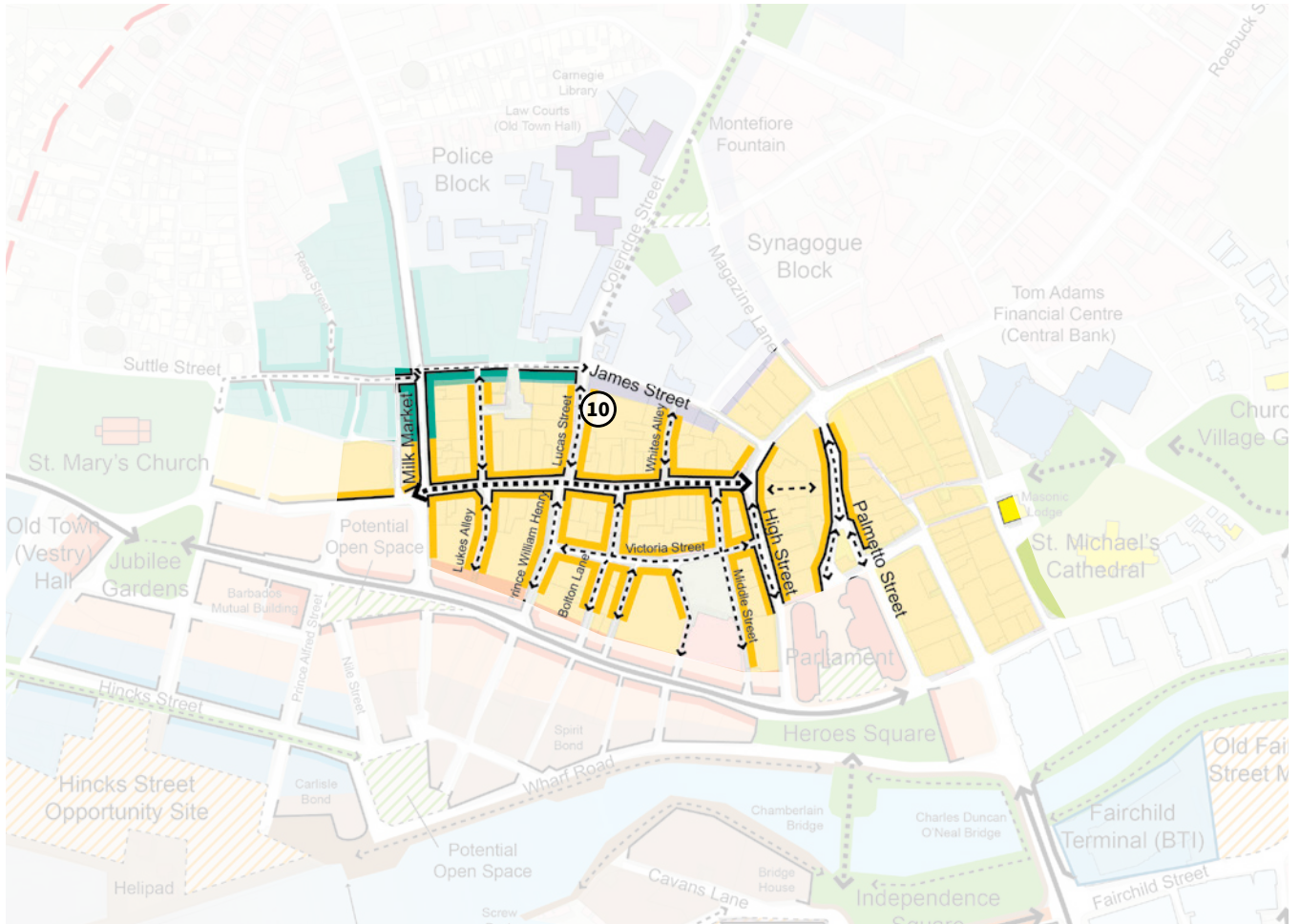
- a) The repair and reuse of the Carnegie Library and Law Courts (Old Town Hall) is a key priority for the area. The open spaces created through the renewal of the Synagogue block will inform new open space adjacent to the Carnegie Library and possibly elsewhere in the Police Block.

**9. Coleridge Street: Improve the public realm connection linking key destinations.**

White Park Road/Coleridge Street is a gateway to Central Bridgetown and acts as a local link between the Synagogue and Police Blocks and the Supreme Court.

- a) Coleridge Street between Montefiore Fountain and the Supreme Court Building and gardens will be enhanced to link the large gardens at the new Supreme Court Building with the smaller historic spaces around the Synagogue. Continuous sidewalks and plantings should be provided.





> Urban design directions for the Swan Street Precinct

## Swan Street Precinct

The Swan Street Precinct includes the vibrant pedestrianised Swan Street and the mixed traffic streets nearby including High Street, Milk Market and Palmetto Street. Retail uses also extend onto the pattern of small streets and lanes that branch off of Swan Street, north of Broad Street (Lucas Street, James Street, Chapel Street, Whites Alley, Bolton Lane). This part of the city has been an active market area for over 200 years. Today, the precinct is active throughout the day with shops and street vendors and is a significant draw for visitors to Bridgetown. There are also several smaller enclosed malls which were intended to provide a climate-controlled shopping experience, but most appear to be vacant with vendors opting to set up on the pavements outside the malls.



> Swan Street

It is envisioned that the active uses of Swan Street throughout the day can be extended into the evening through improved lighting and a greater mix of uses in the area. Vacant and derelict buildings throughout the precinct represent key sites for reinvestment and revitalisation and are opportunities to bring a wider range of shops and services to the area, including restaurants, that would broaden the appeal of Bridgetown as a destination.

**10. Swan Street: Reinforce the small scale and varied nature of the main streets and small side alleys.**

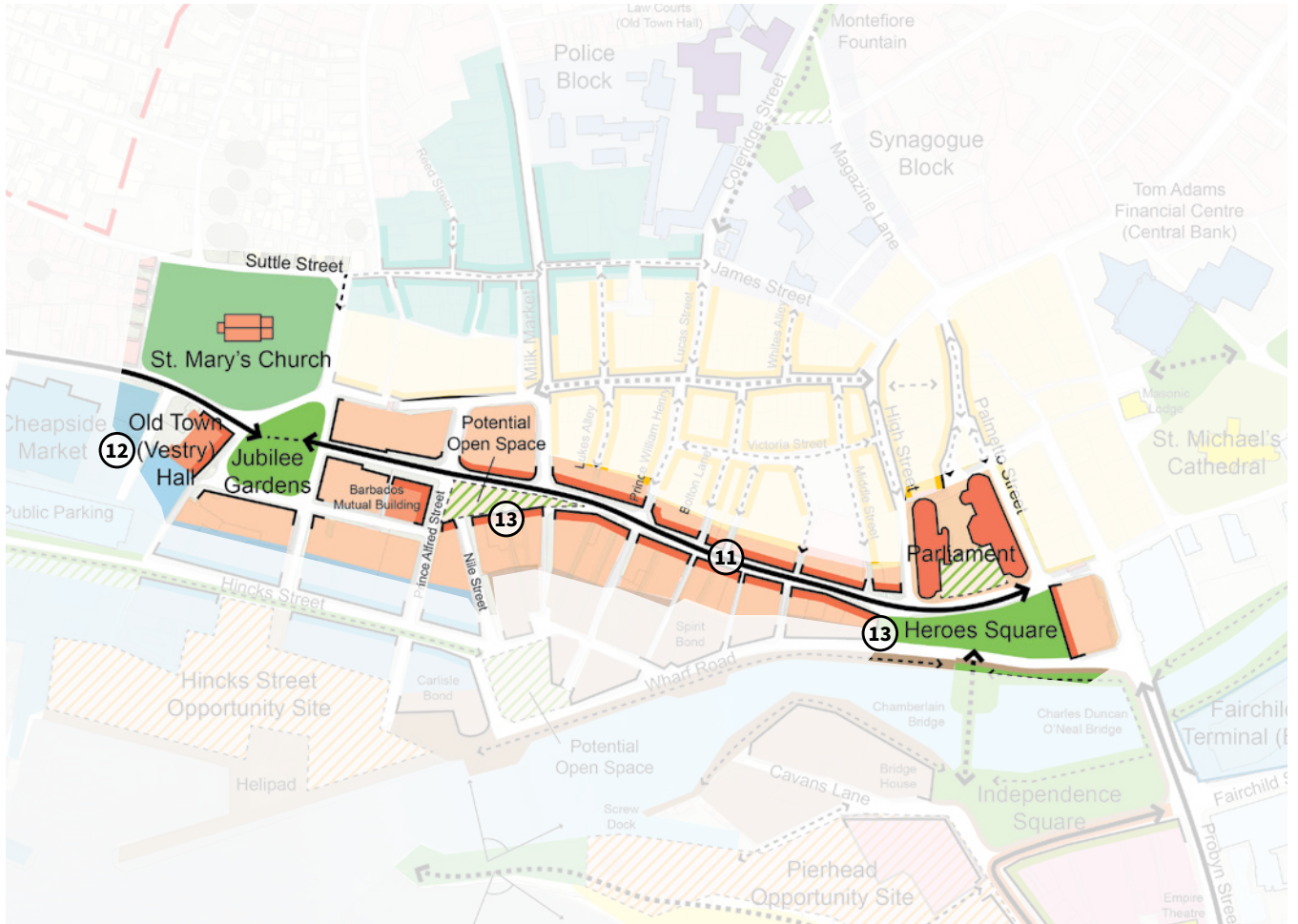
- a) The Government will consider expanding the Swan Street pedestrianised area, for example on Lucas Street, James Street, or Bolton Lane.
- b) Buildings with access from and address on both a front street and a rear alley will be encouraged to create activity on the laneway network.
- c) Wayfinding will be enhanced, and a discovery walk approach established for visitors to explore the area, including highlighting the rich heritage of the area.
- d) Continuous sidewalks will be provided where possible. Where sidewalks exist, the Government will consider expanding the sidewalk and removing a parking or travel lane where feasible.
- e) The street lighting programme undertaken by the Barbados Chamber of Commerce will be extended to promote safety and activity in Bridgetown in the evening.
- f) Vacant lots will be considered for conversion to open space, even on a temporary basis, in order to provide shaded areas to sit and rest, which are lacking in the area.
- g) New buildings in the Swan Street Precinct will respect the historic pattern of buildings set close to the sidewalk. New buildings will match the setback of adjacent buildings.



> Palmetto Street



> Swan Street



> Urban design directions for the Broad Street Precinct

## Broad Street Precinct

Broad Street is the focus for duty-free and department store shopping in Bridgetown. It has retained its high street character with a mix of smaller and larger stores. Broad Street links two significant clusters of public buildings and open spaces – one around the Parliament buildings (including National Heroes Square, Chamberlain Bridge and the Boardwalks) and one around Jubilee Gardens (St. Mary's Church, Old Town Hall). A number of nationally significant listed buildings are also located along Broad Street including the Parliament Buildings, the Barbados Mutual Life Assurance Building, Old Town Hall and St. Mary's Church and churchyard. The busy sidewalks along Broad Street are an important component of the public realm of Bridgetown. Beyond these anchors on Broad Street, a strong link exists from the Cheapside Market (discussed above) in the west to St. Michael's Cathedral, Church Village Green and Queen's Park further east (discussed in the Constitution Precinct).



> Broad Street

Despite its importance as the high street of Barbados, Broad Street is congested with vehicles, and contains the main taxi standing areas within the Historic Core. The reallocation of right-of-way space is necessary to re-balance the public realm towards pedestrians.

Broad Street will continue to be the focus for department store shopping, strengthening its role as the anchor to the pedestrian experience of Bridgetown. Public realm enhancements to Broad Street will create clear linkages to other important destinations.

**11. Broad Street: Reinforce the historic fabric of Broad Street as a destination shopping experience.**

- a) Appropriate adaptive reuse of historic buildings will be encouraged, in particular ensuring retail uses are maintained at the street.
- b) Active retail along Broad Street, including a mix of smaller and larger stores will be maintained and enhanced.
- c) New buildings on Broad Street will respect the historic pattern of buildings set close to the sidewalk. New buildings will match the setback of adjacent buildings.

**12. Old Town Hall: Reuse the recently restored Old Town (Vestry) Hall to promote the UNESCO World Heritage Site.**

- a) The Old Town (Vestry) Hall will be considered for the site of a Welcome and Interpretive Centre, proposed as the Flying Fish Centre, which will welcome visitors to Bridgetown, educate visitors about the UNESCO World Heritage Site and showcase Barbadian culture.
- b) Jubilee Gardens has been recently improved as a public plaza following the relocation of the bus facilities. The Government should ensure the new plaza is well maintained as a public space on an ongoing basis, linked to the potential Welcome and Interpretive Centre in the Old Town Hall.



> Sequence of significant heritage and public space assets along Broad Street: Old Town (Vestry) Hall and Jubilee Gardens (top); The Barbados Mutual Life Assurance Building (middle); and the fountain in National Heroes Square (bottom)

### 13. Taxi standing areas on Broad Street: Consolidate taxi standing areas away from Broad Street.

Taxi standing occurs within the right-of-way at Prince Alfred and Lower Broad Street (near the Barbados Mutual Life Assurance Building) and within National Heroes Square.

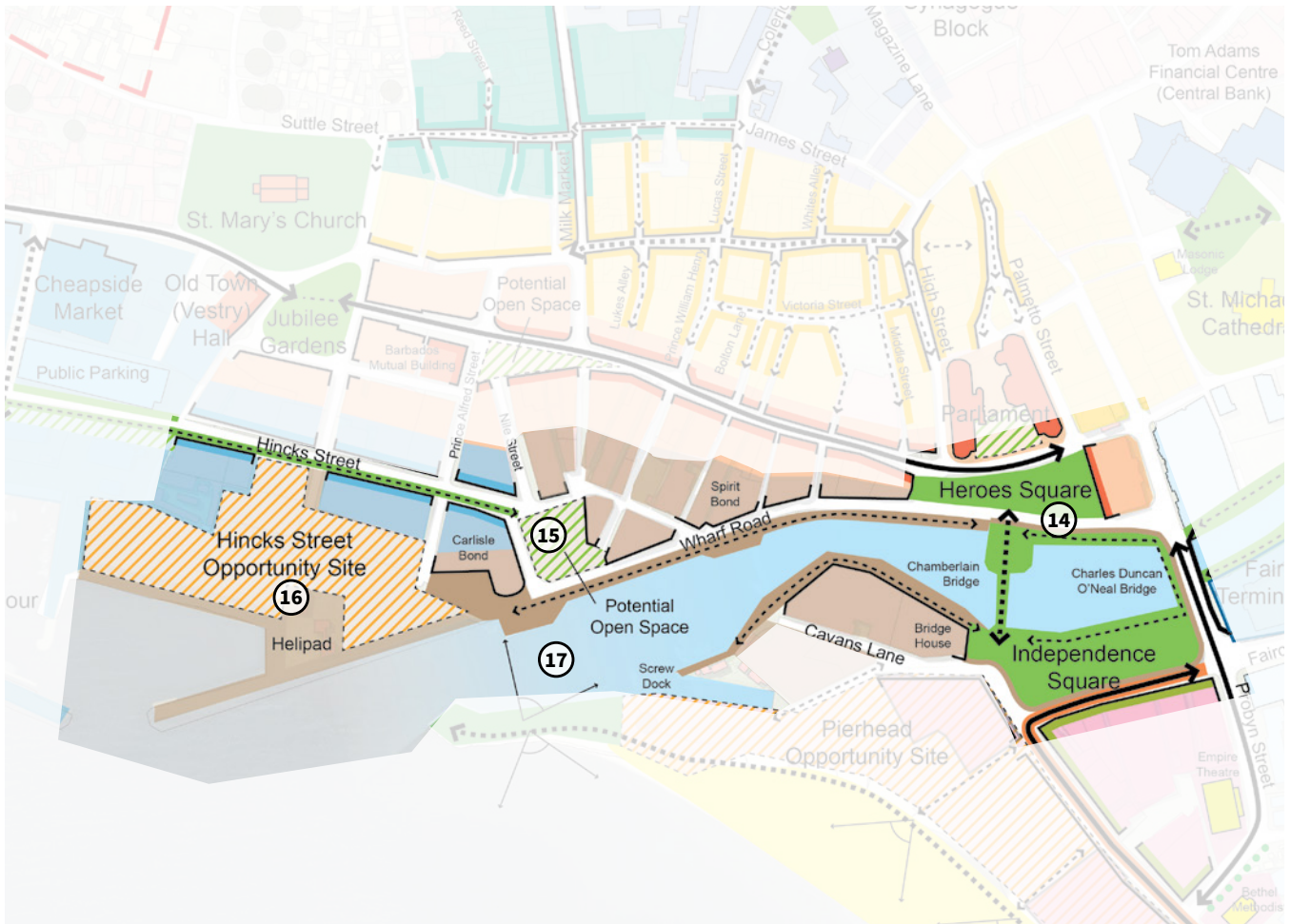
- a) The Government will consider relocating taxi standing areas from their current locations. Taxi standing may be considered in locations including: dispersed along Broad Street in designated parallel parking areas, Hincks Street, Nile Street, and High Street.
- b) Both of the current taxi standing areas should become important civic gathering spaces fully dedicated to pedestrians, strengthening the sequence of public spaces between Cheapside Market and Queen's Park.
- c) Following the relocation of taxi standing from Broad Street at Prince Alfred Street, the space dedicated to car parking within the right of way will be used to create a triangular plaza along the southern side of Lower Broad Street. An interim condition could be created immediately with planters, seating and painting to designate a pedestrian area.
- d) Following the relocation of taxi standing from within National Heroes Square, a continuous open space should be created linking the monuments in the square (Nelson's Column, War Memorial and the fountain). Clear connections to the Parliament buildings across Broad Street (including crosswalks) and the Lewis-Wickham Boardwalk along the Carenage to the south should be important considerations.



> Taxi standing in National Heroes Square



> Taxi standing on Broad Street at Prince Alfred Street



> Urban design directions for the Careenage Precinct

## Careenage Precinct

The Careenage consists of two parts, the inner and outer basins, separated by the Chamberlain Bridge. The Careenage Precinct includes the two basins, the boardwalks, and the warehouse buildings on the north and south sides. Historically, the Careenage was related to the shipping economy of Barbados. It was linked to the warehousing along Wharf Street and the Bay Street/Cavans Lane area to the south and provided important sheltered port facilities. Today the Careenage is utilised primarily for mooring of small private tour boats and yachts. Recent improvements to the pedestrian realm around the Careenage include the completion of the Lewis-Wickham Boardwalk along Wharf Street connecting to the Chamberlain Bridge and Independence Square. A number of listed buildings are also related to the Careenage, including the recently restored Spirit Bond and Carlisle Bond on Wharf Road, and Bridge House and the Screw Dock on the south side of the Careenage which have been repurposed for restaurant uses.



> South side of the Careenage (Bridge House)



➤ The Careenage, outer basin

The substantial investments in the public realm around the Careenage should be leveraged and extended to underutilised and vacant lands in the vicinity. The Careenage provides a historic, beautiful experience for visitors and locals alike, and should be celebrated as a destination rooted in the rich history of the area.

#### **14. National Heroes Square and Independence Square: Integrate the existing separate open spaces into a cohesive public realm.**

- a) National Heroes Square is linked to Independence Square across the Careenage by the pedestrian Chamberlain Bridge, an important pedestrian connection in Bridgetown. Linkages between these spaces will be made safer for pedestrians by providing wider sidewalks, clear crossing points and by removing angled parking on Wharf Road.
- b) The creation of an additional open space between the Parliament buildings in the space currently used for car parking will be considered to further expand this series of open spaces.



➤ Independence Square

### 15. Wharf Road potential open space: Create a new open space along the Boardwalk.

- a) The boardwalks along the north side of the Careenage are well-used and will be enhanced where possible, including creating additional pedestrian crossings across Wharf Road. The vacant site at Wharf Road near the Carlisle Bond should be considered for the creation of a public plaza linked to the boardwalk to the south.

### 16. Hincks Street Strategic Reinvestment Area: Encourage the redevelopment of this major waterfront site to extend the public waterfront route.

This prime waterfront reinvestment area is envisioned to become the blue front door to the Careenage and marine waterfront. The waterfront site, currently underutilised as a surface parking lot, has potential to become a significant mixed use development with residential and hotel units complemented with at-grade retail restaurants and cafes facing along an extended water's edge promenade

- a) Development along the Hincks Street frontage will be sensitive to the scale of buildings along Hincks Street, particularly the restored historic warehouses.
- b) Taller building components, up to 15 storeys, may be appropriate further from the historic buildings along Hincks Street, towards the shore.
  - i) Two towers of 10-15 storeys may be accommodated, providing a separation distance of 25 metres is maintained between the towers.
- c) Buildings will create active frontages along Hincks Street and the extension of the boardwalk along the shore.
- d) Parking and vehicular access to new development blocks will be provided from side streets, to create a continuous sidewalk along Hincks Street.
- e) The extensions of Cumberland Street, Cowell Street, and Prince Alfred Street through this site are important access routes to the shore and will be maintained. The views from the ends of these streets will be open to the sea and Carlisle Bay.
- f) The boardwalk will be extended along the shore through the site as redevelopment occurs to maintain a public frontage along the waterfront. New development will provide additional public open spaces adjacent to the boardwalk.

- g) The historic Carlisle Bond and Marshall Hall will be maintained and restored.
- h) The Immigration Department/Princess Alice Car Park will be considered for conversion into a mixed use development with residential, retail and office.

### 17. Potential water transport system dock.

The potential future water transport system will link Bridgetown to other points along the south and west coasts, as described in Section 2.4.

- a) Docking and other water transport facilities may be considered as an integrated component within the redevelopment of the Hincks Street site, or along the Boardwalk in the Careenage.



> View from foot of Chamberlain Bridge towards Heroes Square



> Waterfront edge of Hincks Street Opportunity Site





> Precincts of the Landscape of the Constitution River

## 6.6.2 The Landscape of the Constitution River

The Constitution River Area contains a grouping of institutional and public uses including Harrison College, the Central Bank building (Tom Adams Financial Centre), Church Village Green, St. Michael's Cathedral, Queen's Park, the Constitution River, Fairchild Bus Terminal, River ZR/Minibus Terminal and the Queen Elizabeth Hospital. Between Harrison College, Queen's Park and the Queen Elizabeth Hospital Field, the area has one of the most significant concentrations of recreational space in Bridgetown and on the island. However, the key places in the area are not well connected to one another for pedestrians.

The recent remediation of the Constitution River between the Charles Duncan O'Neal Bridge and Constitution Road has demonstrated a positive urban design and landscape approach to this important feature. The long pedestrian promenade along the river that was created as part of the remediation links the public spaces around the Carenage to areas further east. Funding from the Caribbean Development Bank has been secured to proceed with the next phase of the remediation, from the Constitution River Bridge to the James A. Tudor Roundabout, with a focus on flood mitigation and climate vulnerability.



> Key map, the Landscape of the Constitution River

The success of the Constitution remediation project should be extended even further to highlight the contiguous natural heritage system linking the Constitution River in Bridgetown through the river valley, past the old Glendairy Prison, to the Belle and the St. George Valley. While under divided ownership, the land adjacent to the Constitution River should be considered a single entity, representing an opportunity for large scale landscape and environmental improvements. If adjacent properties become available to this land base they should be considered for acquisition and inclusion in the landscape.

**The Constitution River Area includes:**

- **Lower Constitution Precinct**
- **Queen’s Park Precinct**

## Overarching Urban Design Directions

New development and investment in the Constitution River Area will consider the following urban design directions.

- A.** Access to the Constitution River should be improved wherever possible, including through large institutional complexes such as the Elsie Payne Complex and Harrison College.
- B.** Given its numerous significant institutional and public uses, this urban design area should be considered for a comprehensive landscape quality assessment and improvement strategy, with associated capital projects, to over time increase the public space and environmental amenity of the area.
- C.** Innovative urban stormwater management design that mitigates flood risk and improves the climate resiliency of Bridgetown should be a consideration in any landscape improvements in the Constitution River Area.



> Phase 1 of the Constitution River restoration



➤ Urban design directions for the Lower Constitution and Queen's Park Precincts

## Lower Constitution Precinct

The Lower Constitution Precinct has benefited from the creation of a much improved river edge through the first phase of the Constitution River restoration. Ensuring that the surrounding properties embrace this edge and extend the landscape quality is one focus of the directions for this area. Better integrating the public and private transport facilities at the Fairchild and River Terminals to facilitate transfers between them is another.

### 18. Fairchild and River Terminals: Integrate the public and private facilities to improve multimodal mobility.

- Walking connections between the Fairchild and River terminals will be improved in terms of signage, lighting and maintenance.
- Lands to the east of Fairchild Street Terminal will be considered for possible expansion to the Transport Terminal to incorporate the minibuses and ZR taxis currently using the River Terminal.

- Market stalls located near the River Terminal will be formalised with vehicle and pedestrian areas clearly identified, and services will be improved, including garbage collection and water.

### 19. Elsie Payne Complex: Consider public access through the complex to improve connections between nearby open spaces.

- The Government will investigate the possibility to provide public connections through the Elsie Payne Complex (a listed building, formerly the site of Queen's College) from Constitution Road to the river, including providing better access to the River Minibus/ZR Terminal.

### 20. Queen Elizabeth Hospital field: Formalise this community recreational asset.

- Flooding in this area will be addressed to ensure its continued use as a multi-purpose public open space, accommodating recreational activities, overflow parking for the Hospital and events in Queen's Park and acting as a marshaling area for the hospital in an emergency.

## Queen's Park Precinct

As a Historic Urban Park, Queen's Park is recognised as a cultural heritage asset within Bridgetown and is well-used for community events such as Agrofest. The treed landscape of the park includes the historic baobab tree, the oldest tree in Barbados. The Constitution River adjacent to the park is planned to be remediated in the next phase of the Constitution River Redevelopment Project, which will create a more positive eastern edge to the park. Continuing the restoration of the river and using it as an opportunity to provide transportation and recreational options in Bridgetown are the next steps in turning the Constitution into a wonderful urban river.

### 21. Queen's Park and Harrison College: Assess and improve these historic landscapes.

- a) An assessment and landscape improvement plan should be undertaken for the buildings and landscape of Queen's Park and Harrison College including the plantings and tree cover of the park.

### 22. The Constitution River above Constitution Road: Prioritise the river for remediation and extension of the trail system.

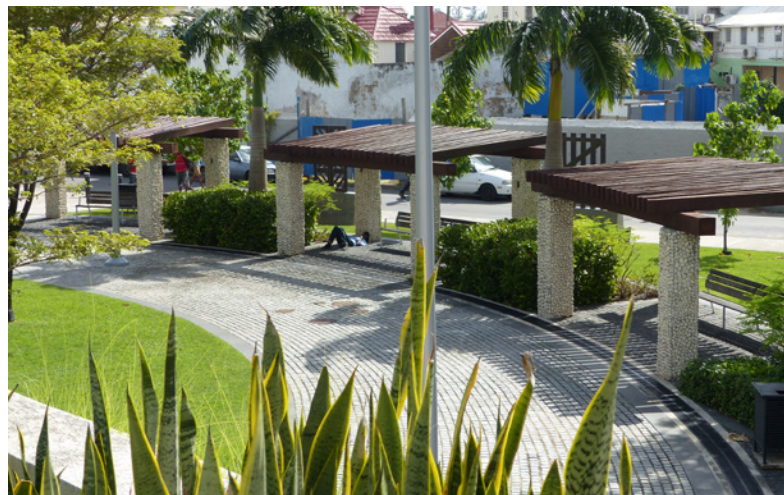
- a) The next phase of the Constitution River Redevelopment Project will ensure that grading, planting and landscaping undertaken for flood mitigation is done in such a way to create an amenity within Queen's Park.
- b) The next phase of the Constitution River Redevelopment Project will consider the relationship of the river valley with Ellis Village, including informal use of the river valley for garbage and sewage.
- c) The Government will prioritise the continuation of the remediation of the Constitution River beyond the James A. Tudor Roundabout. A river naturalisation approach will be considered.
- d) A trail system will be created that links to the rehabilitated portion of the Constitution River south of Queen's Park to portions of the river valley further inland. The trail would connect Queen's Park, Harrison College and the old Glendairy Prison up to, and possibly beyond, Waterford and The Belle.



> Queen's Park



> Constitution River at Queen's Park



> Church Village Green



> Precincts of Bay Street and the Shoreline and Beaches of Bridgetown and the Historic Landscape and Streetscape of the Garrison

### 6.6.3 Bay Street and the Shoreline and Beaches of Bridgetown

The Shoreline and Beaches Area extends from The Pierhead to Needham’s Point and Carlisle Bay and encompasses Bay Street along this stretch. Bay Street historically linked the military Garrison complex to the administration and mercantile activities in downtown Bridgetown. Several listed buildings are located along Bay Street and it is the site of the Government Headquarters (Cabinet and Prime Minister’s offices).

The coast is an important feature to both the amenity and livability of Bridgetown. Several Coastal Beach Parks are popular and active locations along Carlisle Bay. The wide, continuous beach is well used in sections, although some portions have poor connections to Bay Street.

Over the years the uses along the coast have changed considerably, however the basic landscape configuration still retains key characteristics including long views along the shore and openness to the sea. These characteristics give the area its essential character and are important to maintain and enhance as it continues to evolve as a remarkable coastal place.



> Key map, Bay Street and the Shoreline and Beaches of Bridgetown



> Carlisle Bay Beach

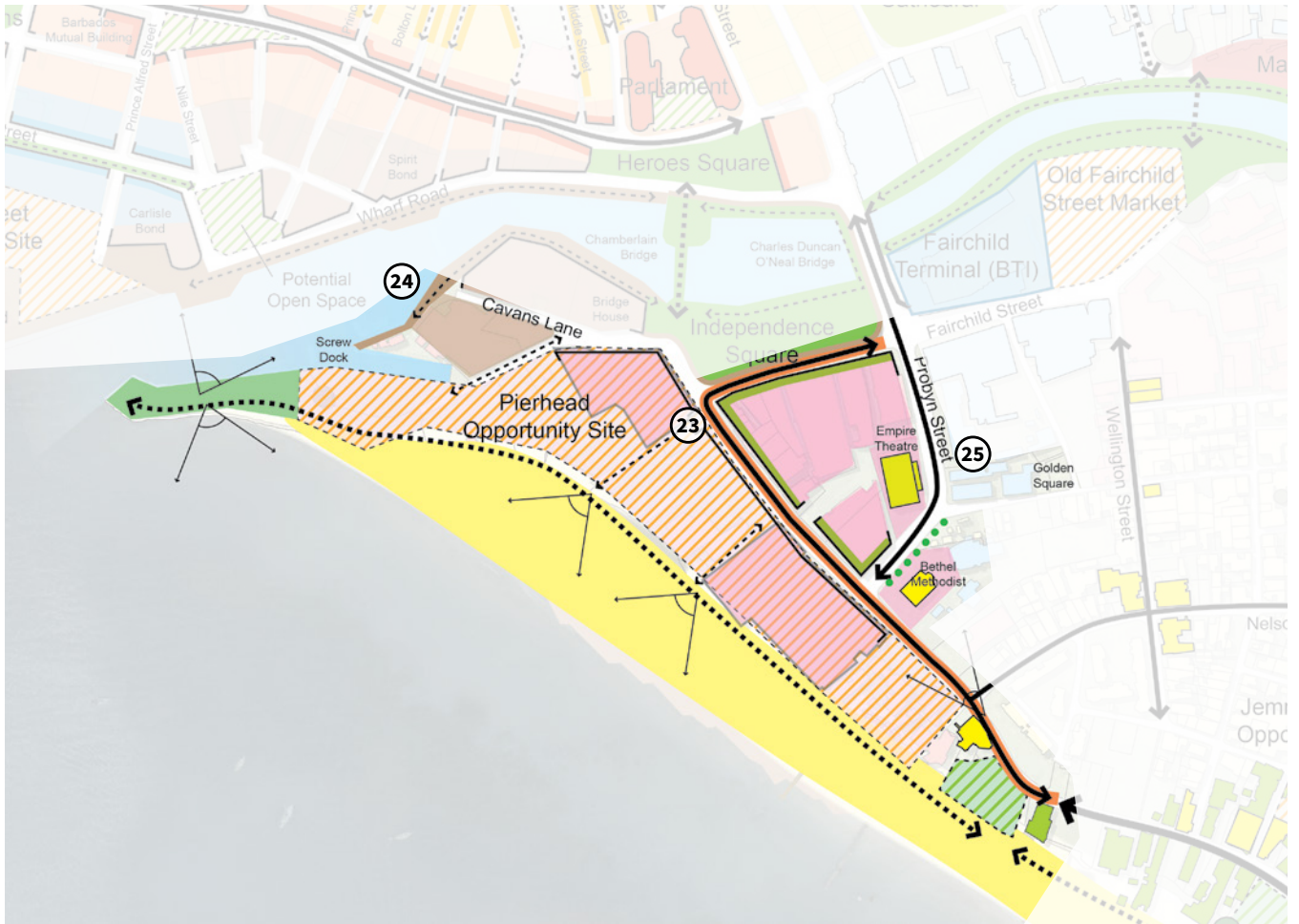
**The Bay Street and the Shoreline and Beaches of Bridgetown Area includes:**

- **The Pierhead Precinct**
- **Needham's Point Precinct**
- **Carlisle Bay Precinct**
- **Bay Street Precinct**
- **Government Headquarters Precinct**

## Overarching Urban Design Directions

New development and investment in the Bay Street and Shoreline and Beaches Area will consider the following urban design directions.

- Every effort will be made as redevelopment occurs and through investment in public lands to link this coastal geography together for pedestrian use and to improve landscape quality, both at the water's edge and at the back of the beach.
- The Government will look for opportunities to increase the size and extent of the coastal open space on parcels between Bay Street and the beach.
- As redevelopment occurs, the Government will maximise the number of pedestrian connections between Bay Street and the shore.
- A unified and legacy-driven landscape design should be created for the back of beach zone that significantly increases tree canopy and shade, lawn areas and pedestrian and cyclist amenities.
- As redevelopment of coastal properties occurs, enhancements to the coastal landscape will be required. In particular, the redevelopment of the Pierhead and Needham's Point opportunity sites should be required to make special contributions to the shoreline landscape system.
- Taller buildings will be permitted only on larger sites capable of accommodating both the building and a generous supporting landscape.
- Site design that maintains maximum visual access to the coast from Bay Street will be required in the redevelopment of all coastal properties.



> Urban design and public realm directions for the Pierhead Precinct

## The Pierhead Precinct

The Pierhead Precinct includes the Pierhead, Cavans Lane, Fairchild Street, Probyn Street and Bay Street, which together act as the gateway to Bridgetown from the south coast. The Pierhead Precinct is also the northern anchor of Bridgetown's spectacular Carlisle Bay waterfront. The Pierhead and the warehouses along Bay Street backing onto the Carlisle Bay beach are significantly underutilised assets, despite several development proposals, including one for a significant new marina facility. The area is characterised by warehouses and commercial buildings related to the historic shipping trade in Carlisle Bay and the Careenage. The area has a number of historic buildings including the Bethel Methodist Church at Probyn and Bay Streets. However, several key historic buildings are in poor repair, including the Empire Theatre, which was identified in the PDP, Amended (2003) as a key site for intervention to preserve this historic building. Since the PDP, Amended (2003), the building has fallen into further disrepair.



> Cavans Lane

Previous archaeological studies at the Pierhead have confirmed the site as a burial ground, potentially associated with the slave trade. The site has two Archaeological Areas identified on Map 6C: Fort Willoughby and Pierhead.

The large vacant parcels south of Cavans Lane are a significant opportunity for redevelopment, linked to the extensive beach along Carlisle Bay and with good access into Bridgetown. Given the Pierhead Precinct's gateway status and the presence of large and deep development sites it is an appropriate location for taller buildings with associated public realm improvements.

### **23. Pierhead Strategic Reinvestment Area: Redevelop the Pierhead as a signature development that anchors the northern end of Carlisle Bay and links the Bay to the city.**

- a) The warehouse buildings near the Pierhead and on Bay Street will be retained, rehabilitated and reused where viable.
- b) As redevelopment occurs, recognition of the area's history as a key shipping and trading link in the colonial British economy will be made through means such as commemorative plaques and signage.
- c) Potential archaeological resources on the site will be addressed in accordance with the cultural heritage policies of this plan.
- d) A public street system will be developed to provide access to deeper sites and maintain public access to the beach.
- e) The three development sites identified with an asterisk are each appropriate for one tower of 15-25 storeys, provided the following conditions are met:
  - i) A separation distance of at least 25 metres must be maintained between the towers. Lower scale development (up to 6 storeys) may be permitted between towers.
  - ii) A development site of sufficient size to accommodate a tower has been assembled.
  - iii) The towers are set further away from Bay Street, with development fronting Bay Street maintaining the existing building heights.
  - iv) Views up and down Bay Street are protected from encroachment.
  - v) Proposals for the towers undergo a design review process to ensure design excellence and iconic design befitting the profile of the sites.
- f) New development will protect existing shore access points and should create additional shore access points.
- g) New development will provide contiguous new public open spaces along the water's edge linking the Careenage waterfront, the Screw Dock, the Pierhead and the Carlisle Bay Beach. This will include a public boardwalk/path.
- h) Two substantial new public open spaces will be developed:
  - i) One encompassing the Pierhead from the Screw Dock and Pierhead Lane to Carlisle Bay Beach
  - i) One connecting Bay Street to Carlisle Bay Beach in the approximate location of Parfitt Alley and Farnell Alley, providing visual and physical access from Independence Square to the water.
- i) A public street and/or open space connection from Bay Street to Carlisle Bay Beach will be made in the area of Probyn Street, providing a continuous public connection from Golden Square to the water
- j) Continuous sidewalks will be provided on all streets, in particular wider sidewalks along Bay Street.

### **24. The Screw Dock: Incorporate this significant heritage feature into a publicly accessible waterfront.**

- a) Public access to the Screw Dock will be maintained and improved through any redevelopment of the Pierhead.

### **25. Probyn Street and Golden Square: Celebrate the historical significance of Golden Square and heritage buildings along Probyn Street, including the Empire Theatre and Bethel Methodist Church.**

- a) The Government will ensure that Golden Square is well maintained and its significance with regard to Clement Payne and the trade union movement are marked for visitors to the site.
- b) The Government will work with the private sector and civic society partners to stabilise the Empire Theatre and halt further degradation of the structure. An appropriate reuse strategy for the Empire Theatre will be developed, potentially identifying it as the centre of an area of entertainment and theatre arts.
- c) The streetscape along Probyn Street will be improved to create a walkable environment and address the historic Bethel Methodist Church.





> Urban design and public realm directions for the Needham's Point Precinct

## Needham's Point Precinct

Needham's Point includes large scale tourism and institutional uses including the Barbados Yacht Club, two major hotels (Radisson and Hilton), the Military Cemetery and the former Mobile Oil site which is currently vacant. The area is rich in heritage associated with the Garrison including Fort Charles (integrated with Hilton redevelopment), Needham's Point Lighthouse and the Military Cemetery. The former Mobile Oil site with frontage on Aquatic Gap and Drill Hall beach is a significant opportunity site.

The stretch of beach between Charles Fort and the Richard Haynes Boardwalk is a regionally significant nesting area for endangered Hawksbill Turtles and has been designated as a Natural Heritage Conservation Area - Land.

### 26. Needham's Point Strategic Reinvestment Area: Enhance Needham's Point as a key tourism and natural heritage site.

- A public street system will be developed to provide access to all development sites and enhance public access to Pebbles Beach and Drill Hall Beach.
- The streetscape of Bay Street will be improved, including wider sidewalks, street plantings, and improved pedestrian crossings at key junctions including Bay Street and Garrison Road/Drill Hall Beach and Bay Street and Bush Hill.
- Pedestrian crossings and streetscaping on Aquatic Gap will be improved to provide a pleasant pedestrian route from Bay Street to Pebbles Beach.
- Public access to Pebbles Beach will be extended in front of the Hilton Hotel.
- A new public open space connection will be made from Drill Hall Beach to Pebbles Beach in the vicinity of the Military Cemetery.

- f) The three development sites identified with an asterisk are each appropriate for one tower of 15-25 storeys, provided the following conditions are met:
  - i) A separation distance of at least 25 metres must be maintained between the towers. Lower scale development (up to 6 storeys) may be permitted between towers.
  - i) Impacts to heritage resources in the Garrison, including impacts to historic views, have been addressed in accordance with the cultural heritage policies of this plan (National Policies section 2.2.5).
  - i) Towers are set back from streets and open spaces, to create a pedestrian scaled public realm.
  - i) Proposals for the towers undergo a design review process to ensure design excellence and iconic design befitting the profile of the sites.
- g) Opportunities for small scale expansion of existing hotels will be encouraged, including the Savannah, Radisson and Island Inn.
- h) Environmental remediation will be required for the site prior to redevelopment.
- i) New development will be integrated in a manner which respects the character and function of other uses including Ann's Fort, Needham's Point Light House, the Barbados Light and Power facilities and the Military Cemetery.
- j) Needham's Point is an appropriate location for taller buildings, provided site access, landscape and open space requirements are met.
  - i) Streets and public open spaces (including beach fronts) should be defined by lower scaled buildings.
  - ii) Taller buildings should be set back from streets and open spaces, to create a pedestrian scaled public realm.
  - iii) Parking and site access should be consolidated and internal to the site to limit the impact on the street.
- k) The relationship to Barbados Defence Force lands at the Garrison will be considered to ensure the Garrison can continue to function as the headquarters of the Barbados Defence Force.

## **27. Drill Hall Beach Natural Heritage Conservation Area: Ensure development and activity protects this important turtle nesting habitat.**

A new Natural Heritage Conservation Area (NHCA) has been designated at Drill Hall Beach for the purpose of protecting critically endangered hawksbill turtles. A description of the NHCA can be found in section 4.3.1 along with general policies for Natural Heritage Conservation Areas - Land. Policies for the management of Drill Hall Beach NHCA can be found in Section 6.8.1. The following directions apply in addition to those policies and build upon them to provide specific guidance for the urban design and public realm of the NHCA.

- a) A pedestrian route through Drill Hall Beach will be located as far back as necessary in order to not interfere with potential turtle nesting areas. The pedestrian route will be designed to minimise impact to habitat.
  - i) Elevated boardwalk designs should be considered to raise the route and limit access to the sandy beach, especially during nesting season.
- b) Signage and interpretation along the pedestrian route will highlight the critical role this area plays in the lifecycle of the Hawksbill turtle.
- c) Lighting will be limited on the pedestrian route and adjacent development, in particular during nesting season when it disorients hatchlings.



➤ Urban design directions for the Carlisle Bay, Bay Street and Government Headquarters Precincts

## Carlisle Bay Precinct

Carlisle Bay is an iconic place in Barbados and a key part of the UNESCO World Heritage inscription. The beaches along Carlisle Bay are some of the island's most well-used, serviced and maintained beaches. Already an important public amenity, enhancing walkability from end to end of the spectacular and historic stretch of coast between the Pierhead and the Garrison would add to its utility and appeal.

### **28. Carlisle Bay: Conserve the beachfront between the Pierhead and Drill Hall Beach as a major public amenity.**

- a) The existing portion of esplanade near Government Headquarters will be expanded to a continuous waterfront route linking the Pierhead to Drill Hall Beach, improving access and walkability along the beach.
- i) Existing beach accesses and services (parking/ changing rooms/showers) at Brown's Beach (across from Government Headquarters) and Pebbles Beach (between the Radisson and the Hilton) will be maintained and expanded as key destinations along the waterfront route.
- ii) Public access from Pebbles Beach to Charles Fort will be preserved as a critical connection between two future waterfront pedestrian routes (along Carlisle Bay and the south coast boardwalk).
- iii) Development of coastal properties will protect for the provision of the waterfront route.
- b) A series of new public parks along the beachfront will be considered, utilising vacant parcels, in particular narrow ones that may not be suitable for redevelopment.



> Carlisle Bay Beach



> Carlisle Bay and Bay Street (Source: abovebarbados.com)

## Bay Street Precinct

Bay Street, from the entrance of the UNESCO World Heritage Site to the entrance of Historic Bridgetown at Independence Square, is the most important street in Barbados. It is critical that the urban design of this street reflect that importance. Through the Garrison, along Carlisle Bay, at the Government Headquarters, and to the Pierhead, Bay Street is a three kilometre stretch of public realm paralleling the landscape of the shoreline of Carlisle Bay which is equal in length. The current, almost total, domination of the urban design of this street by automobiles needs to be reversed to create a grand avenue leading to Bridgetown.

### 29. Bay Street: Link the Garrison to Bridgetown through streetscape improvements.

- a) The Government will develop a public realm street improvement plan for sidewalks, streetscapes, street tree planting, signage and public art that takes into account the character and surrounding context of each segment of Bay Street.
- b) Locations for access to the sea along Bay Street will be identified with signage.
- c) Buildings that are in such a poor state of repair that they are not recoverable for adaptive reuse will be removed so as not to detract from the streetscape of Bay Street.
- d) The existing mix of residential, commercial, entertainment, hotel and institutional uses will be encouraged and expanded to fill in vacant lots and repurpose historic buildings.
- e) Development along Carlisle Bay will consider the historic character of the street and its significance to the UNESCO World Heritage Site, in particular the connection between the Core (mercantile and administration) and the Garrison (military).
  - i) All new development or redevelopment along Bay Street will be required to contribute to the improvement of the street, including creating a continuous sidewalk on both sides of the street with shade trees where space permits. Additional landscaping and setback is encouraged to create a comfortable pedestrian environment along Bay Street.
  - ii) Development should front onto Bay Street, with active frontages provided along the beach as well.

- iii) Views up and down Bay Street will be preserved. Building over Bay Street will not be permitted.
- iv) Existing views to Carlisle Bay from Bay Street will be preserved as development takes place.
- v) Access points to the beach will be preserved. Where development consolidates more than one property, additional access points should be created.
- vi) The scale of buildings along Bay Street on both the water and land side will be compatible with the established scale of buildings, which is generally two to three storeys. Taller building components may be appropriate if set back from Bay Street to preserve views from the street.
- vii) Taller buildings will only be permitted on larger sites capable of accommodating them.
- viii) A greater intensity of development will be located on the land side of Bay Street. Land side development should limit shadowing and overlook impacts and consider the relationship to the established neighbourhoods to the east, including the impact taller buildings will have on breezes to these neighbourhoods.
- ix) Parking will be accommodated in rear or side yards; where it abuts Bay Street, it will be landscaped to provide separation from the public sidewalk.
- x) Only single vehicular site access to properties from Bay Street will be permitted.



> St. Paul's Church

### **30. Jemmotts Lane Opportunity Site Strategic Reinvestment Area: Encourage sensitive infill development.**

- a) The Jemmotts Lane Opportunity Site is currently the location of a UWI building, the Ambulance Service and the Tercentenary School of Nursing (currently vacant). A number of other structures are vacant and there are some large trees on the property. The site is an excellent opportunity for redevelopment and sensitive infill in a prominent location. The following directions will guide development on the site.
  - i) The mature trees and open spaces will be preserved as much as possible.
  - ii) The site may be an appropriate location for taller buildings, above four storeys, provided the interface with adjacent neighbourhoods limits overlook, preserves breeze and provides a sensitive transition in scale.

### **31. The Old Eye Hospital: Conserve the historic structure on the site and leverage publicly held lands for open space.**

- a) Government will work with private sector partners to conserve the Old Eye Hospital Building and determine an appropriate reuse for the building.
- b) Redevelopment of this site should retain the existing shoreline access as an open space linking Bay Street to Carlisle Bay, capitalising on the mature trees to provide a well-shaded public space.

## Government Headquarters Precinct

The Government Headquarters on Bay Street is a unique architectural expression in a campus landscape. The quality of this landscape as a public place along the shore is enhanced by the waterside park across the street at Brown's Beach. The addition of this location to the National Register of Historic Places should be considered, including both the buildings and the landscape. This site would make an excellent location for a design competition to enhance the landscape quality.

### **32. Government Headquarters: Celebrate the national significance of the Government Headquarters and showcase the unique architecture of the building by implementing a very high quality landscape design.**

- a) No obstruction to the open perspective from the Government Headquarters campus to Carlisle Bay will be permitted.
- b) A landscape and building assessment of the complex will be undertaken and a plan developed to maintain and improve it as a nationally significant campus.
  - i) The legacy tree canopy will be increased and the gardens expanded and upgraded.
  - ii) The surface parking will be moved from the front of the buildings and a rationalisation of the movement system undertaken to create a single access from Bay Street.
- c) The site will be considered for a programme of national monumentation and recognition of important national milestones through public art on the grounds.



> Government Headquarters



> The Garrison Savannah (Source: UNESCO Management Plan)

## 6.6.4 The Historic Landscape and Streetscape of The Garrison

The urban design of the Garrison and its surrounding context is unique to the island, recognised internationally through UNESCO. Its sense of place is reliant on the combination of building placement, connective landscapes, the race track and Garrison Savannah and the ancient street trees. There is also a unique relationship between St. Ann's Fort and the sea along Drill Hall Beach. Maintaining and upgrading the historic landscape is key to the UNESCO World Heritage Site.



> Key map, the Historic Landscape and Streetscape of the Garrison





> Urban design directions for the Garrison Precinct



> George Washington House, Garrison Road



> The Garrison Savannah

### **33. Garrison Road: Enhance the landscape quality of this area.**

- a) The Government will prepare a landscape master plan to maintain and upgrade the historic landscape and streetscape of this area.
  - i) Missing sections of the mahogany street trees will be identified and a street tree replacement programme created that both monitors existing trees and replaces those that are lost.
  - ii) The special characteristics of the general streetscape and the adjacent yards and gaps between buildings will be identified and preserved.
  - iii) Specific site plans for the publicly owned buildings on Garrison Road will be reviewed to ensure the highest level of landscape design and maintenance of those sites.
- b) A larger public realm and park plan should be established to reconnect Needham's Point, Pebbles Beach and Drill Hall Beach back to Bay Street and the Garrison Savannah including the integration of the Needham's Point Opportunity Site.

### **34. Bay Street at Garrison Road: Create a gateway to the Garrison Precinct through improved streetscaping.**

- a) Safe crossing opportunities will be created and sidewalks and shade trees provided where possible to foster a positive pedestrian experience on this portion of Bay Street.
- b) A signage programme will be implemented along Bay Street that directs people to Garrison Road and Garrison Savannah and describes the important features of the area within the UNESCO World Heritage Site.



> The Garrison Savannah

### **35. Garrison Savannah: Focus for major recreation and informal active uses.**

- a) The Savannah is the largest urban green space in the urban corridor and is the focus of recreational uses including the Barbados Turf Club (horse racing) and informal use as a track for running and walking. The use of the space as a track for public use will be encouraged, and the area linked to the South Coast Boardwalk through clear connections via sidewalks on Garrison Road and Highway 7, and existing shore access points.





# Urban Design and Public Realm Directions

## Historic Core of Bridgetown

### Queen's Park Precinct

- 21. Constitution River Rehabilitation
- 22. Constitution River Trail System

### Cheapside Precinct

- 1. Princess Alice Bus Terminal
- 2. Hincks Street Pedestrian Routes
- 3. Fishing Harbour and Market
- 4. Princess Alice Car Park

### Bay Street Precinct

### Suttle Street Precinct

5. Suttle/James Street Area

### Institutional Precinct

6. Synagogue Block
7. Montefiore Fountain
8. Police Block/Carnegie Library
9. Coleridge Street to Supreme Court

### Market Precinct

10. Swan Street, High Street, Palmetto Street and Alleys

### Broad Street Precinct

11. Broad Street
12. Old Town (Vestry) Hall
13. Taxi Stands

### Carenage Precinct

14. National Heroes and Independence Square
15. Wharf Road Open Space

16. Hincks Street Opportunity Site

17. Water Transportation Docks

## The Landscape of the Constitution River

### Lower Constitution River Precinct

18. Fairchild and River Street Terminals
19. Elsie Payne Complex
20. Queen Elizabeth Hospital Field

## Bay Street and the Shoreline and Beaches of Bridgetown

### Pierhead Precinct

23. The Pierhead
24. The Screw Dock
25. Probyn Street and Golden Square

### Needham's Point Precinct

26. Needham's Point Opportunity Site
27. Drill Hall Beach

### Carlisle Bay Precinct

28. Carlisle Bay Beach

### Bay Street Precinct

29. Bay Street
30. Jemmotts Lane Opportunity Site
31. The Old Eye Hospital

### Government Headquarters Precinct

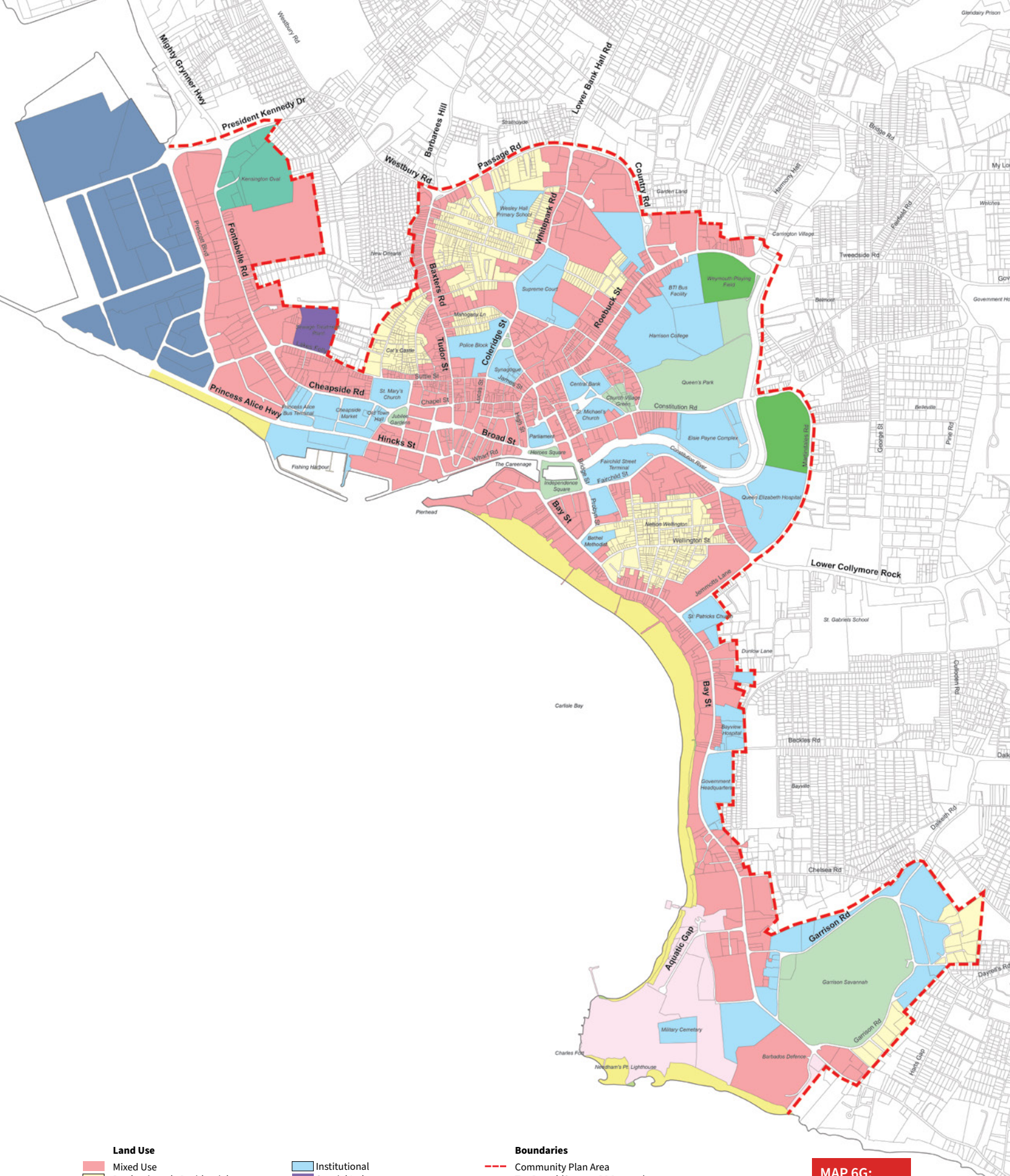
32. Government Headquarters

## The Historic Landscape and Streetscape of The Garrison

### Garrison Precinct

33. Garrison Road Streetscape
34. Garrison Savannah
35. Light and Power Area





**Land Use**

- Mixed Use
- Predominantly Residential
- OS4 - Public Parks and Open Spaces
- Coastal/Beach Park
- Historic Urban Park
- Recreational Park
- Institutional
- Special Industry
- Employment
- Tourism
- Major Recreation

**Boundaries**

- Community Plan Area
- Tax Parcel (Source: PDD, 2016)

**MAP 6G:  
Land Use**

## 6.7

# Land Use Policies

The following land use policies apply within the boundaries of the Bridgetown Community Plan as shown on Map 6G. The policies are intended to guide development in a manner which supports the Strategic Policies and Urban Design and Public Realm Directions and promotes reinvestment and improvements to the public realm, urban fabric and economic vitality of Bridgetown. These policies build on the Land Use and Built Form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use policies are included in this section the policies of Section 3 apply.

### 6.7.1 Predominantly Residential

1. Major development in Predominantly Residential areas will be required to provide new open space for the community in the form of a neighbourhood recreational park.

### 6.7.2 Mixed Use

1. Additional uses beyond those permitted in Section 3.4 may be permitted at the discretion of the Director of Planning and Development in order to encourage adaptive reuse of heritage buildings.
2. Redevelopment of properties on Lower Broad Street, Swan Street, Suttle Street, Prince William Henry Street, Coleridge Street, Milk Market/Tudor Streets, High Street, Hincks Street and Bay Street will generally be required to maintain shop uses at grade.
3. Buildings will be permitted up to a maximum building height of four storeys, unless otherwise specified (in section 6.6 or 6.7.3). Where surrounding buildings are generally less than four storeys, new development will be compatible with the height of surrounding buildings.

### 6.7.3 Mixed Use Corridors

There are six mixed use corridors within the Bridgetown Community Plan.

- Cheapside Road / Fontabelle Road / Mighty Grynner Highway
- Tudor Street / Baxters Road / Barbarees Hill
- Whitepark Road / Lower Bank Hall Road
- Roebuck Street
- Lower Collymore Rock
- Bay Street

In some cases the corridors extend beyond the boundary of the Community Plan. However, the policies that follow apply to the entire corridor.

These corridors play a key role in the urban economy by providing opportunities for shopping, working, playing and living. While each is distinct in character, current condition and concentrations of uses, they all support both their surrounding local neighbourhoods and a larger region.

The purpose of this designation is to promote and support corridors of predominantly commercial character which will:

- Increase the economic offering of Bridgetown as the National Centre of Barbados;
- Create interesting, attractive and viable concentrations of commercial activity;
- Support the surrounding neighbourhoods and communities;
- Encourage a mix of uses in medium to high density built form; and
- Maintain and enhance the high quality architectural character of the existing development along these corridors.



- - - Community Plan Boundary
- - - UNESCO World Heritage Site Boundary
- — — Mixed Use Corridors
- — — Green Spaces

- Urban Design and Public Realm Direction Areas:**
- — — Historic Core of Bridgetown
  - — — The Landscape of the Constitution River
  - — — Shoreline and Beaches of Bridgetown
  - — — Urban Design of Bay Street
  - — — The Historic Landscape of the Garrison

**MAP 6H:**  
**Mixed Use Corridors**



## Fontabelle Road

Bordering the Harbour Industrial Park, the Fontabelle Corridor includes Cheapside Road (from the Cheapside Market), Fontabelle Road, and Spring Garden Highway to Brandons Road. This corridor is an area of transition from predominantly warehouse and residential uses to office and retail development. With its proximity to the Historic Core of Bridgetown, the area has attracted and will continue to attract higher profile office uses, similar to the Collymore Rock Corridor.

## Tudor Street / Baxters Road / Barbarees Hill

Tudor Street, Baxters Road and Barbarees Hill, from Mahogany Lane to Eagle Hall, serves as a key connection between the Historic Core of Bridgetown and the Eagle Hall Local Centre. Tudor Street and Baxters Road was once a vibrant entertainment and restaurant area dominated by two storey buildings exhibiting traditional merchant vernacular. As the main road leading from Central Bridgetown to Eagle Hall, and bordered by dense residential neighbourhoods of New Orleans, Cats Castle and Whitepark Road, the corridor serves an important local commercial function. Currently, a range of retail, institutional, light industrial and residential uses are integrated along this corridor.

## Whitepark Road / Lower Bank Hall Road

Whitepark Road and Lower Bank Hall Road, between Mahogany Lane and Passage Road/Country Road is a main connection in and out of the core. It consists of office, institutional and industrial uses. The New Supreme Court complex, on the site of the old foundry, is an excellent example of reusing abandoned industrial sites to retain significant government services and functions in Bridgetown. Whitepark Road is primarily commercial in character, while Lower Bank Hall Road contains a mix of commercial and residential uses.

## Roebuck Street

Considered a prime example of traditional Barbadian urban vernacular, Roebuck Street is a main commercial corridor radiating from central Bridgetown. The corridor was historically one of the most vibrant retail streets in the city, with retailers running their shops on the ground level and living above. Much of the architectural character is still intact although many of the structures will require adaptive reuse and a cohesive mixture of retail focussed on convenience goods and food, professional office and residential uses.

## Lower Collymore Rock

The Lower Collymore Rock Corridor extends from Fairchild Street to Wildey, along Highway 6. Lower Collymore Rock Road has experienced a high degree of redevelopment over the past 20 years to accommodate head offices and other office and employment uses. The generally high quality of development which has occurred along this corridor sets an important precedent for future development. While much of the corridor has already been developed, several key sites remain vacant or underutilised.

## Bay Street

Bay Street is a historic streetscape which links the core of Bridgetown to the Garrison. The street and the buildings along it are an important component of the UNESCO World Heritage Site inscription. The mix of commercial, residential and institutional uses are intended to be completed through infilling and the implementation of a series of open spaces and improved public realm. This strategy for the Bay Street Mixed Use Corridor is described in further detail in the Urban Design and Public Realm Directions for the Bay Street Precinct, found in section 6.6.3.



> Fontabelle Road



> Baxters Road



> Lower Collymore Rock Road

In addition to the policies of Section 3.4 and 6.7.2, the following policies apply to the Mixed Use Corridors.

1. In addition to the uses permitted in Section 3.4.1, general industrial uses are permitted in the following locations:
  - a) In the Fontabelle Corridor;
  - b) In the Collymore Rock Corridor; and
  - c) On Whitepark Road.
2. The conversion of lands from warehousing, and the infilling of underutilised sites for commercial and employment uses will be encouraged.
3. Assimilation of vacant irregularly shaped lots will be encouraged to promote infilling of vacant and underutilised lots.
4. Where neighbourhoods abut the Mixed Use Corridor, an effective transition in scale and use will be required.
5. The historic character of Tudor Street, Baxters Road and Roebuck Street will be preserved.
  - a) Existing historic buildings will be enhanced and upgraded;
  - b) New buildings will respect the historic pattern of buildings set close to the sidewalk. New buildings will match the setback of adjacent buildings;
  - c) New buildings will reflect the historic building form of two to three storey buildings, with retail at grade and balconies at the second and third storey; and
  - d) Existing balconies that overhang the street will be protected.
6. In general, signage that stands out in such a way as to detract from the character of the area will not be permitted.

## 6.7.4 Tourism

The national policies of Section 3.6 Tourism apply.

## 6.7.5 Institutional

1. Given Bridgetown's prominence as the National Centre of Barbados, both the architecture and landscaping of new institutional development in Bridgetown will be held to the high standard of existing institutional uses including the Government Headquarters, Parliament Buildings, Supreme Court, Town Hall, Harrison College, St. Mary's Church and the Nidhe Israel Synagogue.

## 6.7.6 Major Recreation

The national policies of Section 3.8 Major Recreation apply.

## 6.7.7 Employment Areas

The national policies of Section 3.9 Employment Areas apply.

## 6.7.8 Special Industry

The national policies of Section 3.10 Special Industry apply.

## 6.8

# Open Space System

Bridgetown benefits from a complex open space system that includes the Constitution River, Historic Urban Parks, Recreational Parks and Coastal / Beach Parks. Parks and open spaces are particularly important to healthy communities in Bridgetown, the densest urban centre in Barbados, to provide space for community gathering and passive and active recreation.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section, the policies of this section apply.

### 6.8.1 OS2 Natural Heritage Conservation Areas

Within the Bridgetown Community Plan area, there is the Carlisle Bay Marine Management Area, a potential Rockley to Carlisle Bay Natural Heritage Conservation Area - Marine and the newly designated Drill Hall Beach Natural Heritage Conservation Area - Land.

1. The Coastal Zone Management Unit will study further the potential Rockley to Carlisle Bay Natural Heritage Conservation Area - Marine in order to define its geographic boundary, the management of activities within it and the potential incorporation of the existing Carlisle Bay Marine Management Area.
2. The focus of the Drill Hall Beach Natural Heritage Conservation Area will be the preservation of the turtle nesting habitat. Human activities and development will be controlled, with the goal of limiting any impact to the nesting activities on the beach.
  - a) A Management Plan for the NHCA will be developed to guide permitted development, activity and conservation activities in the area.
  - b) Vehicular traffic will not be permitted within the NHCA.
  - c) The preservation and enhancement of natural vegetation will be a priority.
  - d) All lighting in and adjacent to the NHCA will be required to be “turtle-friendly.”
  - e) The NHCA will be a focus for interpretation and education installations and activities about the hawksbill turtle, its life cycle and its habitat.

## 6.8.2 OS4 Public Parks and Open Spaces

### Historic Urban Parks

All five of the Historic Urban Parks in Barbados are located within the Bridgetown Community Plan: the Garrison Savannah, Queen's Park, Jubilee Gardens, Independence Square and National Heroes Square. The national policies of Section 4.5.2 and the urban design and public realm directions addressing the Historic Urban Parks in Section 6.6 apply.

### Recreational Parks

Weymouth Playing Field and the Queen Elizabeth Hospital Field are Recreational Parks within Bridgetown.

1. Weymouth Playing Field and the Queen Elizabeth Hospital Field will continue to be maintained and improved to serve the recreational needs of residents of Bridgetown and surrounding areas. Improvements may include lighting, seating and additional recreational amenities.
2. The complex of recreational space encompassing Weymouth Playing Field, Harrison College Field, Queen's Park and the Queen Elizabeth Hospital Field will be considered as a whole and amenities provided to serve the complex as a whole.

### Coastal/Beach Parks

Much of the shoreline of the Bridgetown Community Plan is covered by Coastal/Beach Parks. These parks are a remarkable amenity for the health and enjoyment of the people of Bridgetown as well as being a tourism amenity. The national policies of Section 4.5.3 and the urban design and public realm directions addressing the Coastal/Beach Parks in Section 6.6 apply.

## 6.8.3 OS7 Shore Access Points

The many Shore Access Points throughout Bridgetown are essential to its character as a historic coastal city. Maintaining these Shore Access Points and improving shore access as redevelopment occurs on coastal properties is necessary to preserve this character and to ensure that everyone is able to benefit from Barbados' public beaches.

1. Existing Shore Access Points will be maintained and additional ones will be encouraged in Speightstown community core.
  - a) As redevelopment of coastal properties takes place, new Shore Access Points will be designated. In particular, development on the Hincks Street Opportunity Site, Pierhead Opportunity Site and Needham's Point Opportunity Site will take into account views to the sea and will provide Shore Access Points.
  - b) Development adjacent to Shore Access Points will be designed to preserve views to the sea.





# 7 Speightstown Community Plan

This Community Plan provides additional policy direction for Speightstown community core and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for continued investment and development in Speightstown as a Regional Centre serving the northern parishes with unique cultural heritage and tourism potential.

# 7.1

## Introduction to the Community Plan

Speightstown is designated as a Regional Centre, a designation it has held since the Physical Development Plan (PDP), Amended (1970). The Physical Development Plan, Amended (2023) retained the Regional Centre designation for the core area of Speightstown, recognising its service, retail centre, and commercial role within the National structure, especially for the northern parishes. Additionally, it was noted to have great potential for development as a centre of tourism, and accordingly focused its strategic directions on improvements to central Speightstown.

The PDP Amended (2023) provides strategic and land use policies to realise the latent potential of Speightstown. These policies are informed by a series of challenges and opportunities that have emerged since 2003, and a focus on enhancing the community's sustainability and resiliency. The Plan focuses on Speightstown's core, which contains a modern, regionally important bus terminal; a collection of heritage assets along Queen Street and beyond; a vibrant public esplanade; and a significant commercial presence.

The Community Plan updates policies for central Speightstown related to sustainable development, cultural heritage, natural heritage, tourism, mobility and infrastructure and, critically, considers the impacts of climate crisis on the community core. It identifies a unique opportunity to rehabilitate Speightstown's role as a thriving cultural heritage focused tourism centre. Policies in this Community Plan are to be read in conjunction with the National policies.

This Community Plan includes the following sections:

- 7.1 Introduction to the Community Plan
- 7.2 History of Speightstown
- 7.3 Speightstown Today: Context and Challenges
- 7.4 Vision, Goals and Objectives
- 7.5 Strategic Policies
- 7.6 Land Use Policies
- 7.7 Overarching Urban Design Directions
- 7.8 Open Space System
- 7.9 Special Policy Areas



> Speightstown Jetty



> Queen Street looking south including White's Bar (green) and Timothy House (yellow), which both date from the 1700s





## Key Directions

1. **Restore the Mangrove Swamp** and promote its function as a stormwater retention area.
2. **Maintain the playing field** as an important community recreation area.
3. **Integrate multimodal functions** into the bus terminal and improve pedestrian conditions around the site.
4. **Preserve existing access points** to the beach and protect views from key street termini.
5. **Connect Fort Denmark to the Esplanade** through a waterfront route to provide public access to the beach and address coastal erosion.
6. **Address the disrepair of the jetty** and consider its utilisation for water transport services along the west coast.
7. **Link Speightstown to the Whim** through a pedestrian route along Salt Pond, Round the Town and the Whim and extending into the National Park.
8. **Improve walking conditions** and accessibility throughout the core and in particular on **Queen Street and Church Street** to link the Transport Terminal to the waterfront and Queen Street.
9. Create a **cultural heritage interpretation area at Fort Denmark** and address erosion along Alms Gap, improving access to Godings Bay Beach.
10. **Improve Highway 1B as a gateway** to Speightstown.
11. **Preserve and leverage cultural heritage assets**, including historic buildings and landscapes and archaeological areas.

## 7.2

# History of Speightstown

Prior to European settlement, generations of Amerindians established villages in the area of what is today Speightstown, drawn by the area's attractive physical conditions, especially the presence of a permanent source of fresh water. The same physical conditions later provided the stimulus for early settlers to create this northernmost town of Barbados. Built on the lands of William Speight, Speightstown quickly developed as the island's second largest town, providing port and commercial opportunities to the plantations of the north and east as they expanded during the 1630s and 1640s. By the time of the publication of Ford's map in 1679, the Sugar Revolution had greatly expanded Barbados' wealth. Three main northern roads channelled agricultural produce for export into the town which is labelled as Speightstown alias Little Bristol. Indicative of the town's rapid growth was the presence of some fourteen Sephardic merchantile families, sufficient to merit the building of a small synagogue, Semah David.

Speightstown saw military action when on 7th December, 1651, the Roundhead admiral Ayscue, sent by Oliver Cromwell to subdue the island which had declared its independence of the Commonwealth, sent ashore some 500 troops. The main fort was taken and razed to the ground and about a third of the town was burnt with casualties on both sides before the invaders withdrew to their ships.

In 1663, the Corporation of Barbados Adventurers, a group composed mainly of prominent planters from the northern parishes, sent Captain William Hilton to reconnoitre the coast of the Carolinas. Hilton sailed from Speightstown in the ship Adventure on 10 August, 1663. This was the genesis of the link between Barbados and the Carolinas, immortalised in subsequent historiography in the phrase, "the colony of a colony" in which, "the Barbadians endeavour to rule all."

Early colonists then sailed from Speightstown to the Charleston area of South Carolina over the course of the late seventeenth century where they achieved considerable prominence in the politics, culture and socioeconomic activities of the Carolinas. This linkage was recognised in 1997 through the official twinning of those towns.

The first representation of Speightstown is shown in a later version of the Ford map. Visitors to the island occasionally mentioned the town. Robert Poole writing in 1748 describes Speightstown as "considerably larger than Hometown," though he goes on to say that "it is but a mean Country village and has but few handsome houses." Other eighteenth century visitors commented on the development of the fishing industry in Speightstown, to the extent that flying fish were caught in such great quantities that they were known as "Spike's pigeons." By 1825, the town had grown. Sir Henry Fitzherbert on a visit to Barbados to see his inherited sugar plantations visited Speightstown often. From him we learn that there was a ladies' dancing school and



> Queen Street looking north. The Big Wheel building to the left.

that St Peter’s Church was “a very handsome building and has a fine organ played with good taste by a young woman.” The Times newspaper of 6 April, 1867 gives an interesting description of Speightstown by an “Old Correspondent” who stated that he was a lover of “Little Bristol.”

The town was very attractive but “little known to the citizens of the Island and quite unknown to visitors,” even though it was only twelve miles from Bridgetown and could be visited “by Bus or by Boat.” He recommended that invalids should spend a few months in Speightstown. It was cheap compared to Bridgetown. Fish of every sort were available, from the “little winged favourite to the huge leviathan.” This was so because a whaling industry had just been started in Speightstown, with the harpooning and capture of a female (humpback) whale and her calf. There were public Reading Rooms and he agreed that St Peter’s Church “is a very fine church with many claims to architectural merit.” He also considered the Wesleyan Chapel built in 1858 to be a “fine building.”

The town functioned as a port for trade with England and North America and had a fleet of schooners that became the main transportation link with Bridgetown for cargo and passenger travel until the improvement of the road system and the introduction of motor vehicles early in the 20th century.

Speightstown has a unique architectural character which has been described as robust and practicable rather than elegant. During the heyday of its activity as a port, goods were stored or retailed on ground floors and cellars were filled with wine and yards were piled high with timber masts and spars. The merchants lived above the store and a unique character developed. Many good examples remain, some in good condition such as Arlington House, others such as the old Noel Roach Drugstore are in danger of deterioration after being disused for some years. Some, such as the old Worrell House on Church Street have only recently been demolished.



➤ The Old Methodist Church on Goddings Alley (late 1700’s)



➤ Examples of adaptive reuse of historic buildings on Queen Street

## 7.3

# Speightstown Today: Context and Challenges

Speightstown, a Regional Centre for the northern parishes, features an array of cultural heritage and natural heritage assets. The community core, located on the sea side of Highway 1B, is anchored by historic Queen Street, boasting one of the most impressive collections of heritage assets in Barbados. Queen Street, along with Church Street and Goddings Alley, also provides an important retail function for the surrounding community. Fort Denmark, an archaeological site situated at the southern extent of the community, further contributes to the community's cultural heritage importance.

Speightstown community core is also characterised by its significant institutional uses, bookended by the Alexandra School at the south end and a block of institutional and community uses to the north, including the St. Peter Parish Church and a police station. Befitting Speightstown's role as a Mobility Node for the northern parishes, the institutional block also features a large, modern bus terminal.

In addition to its cultural heritage assets and institutional uses, Speightstown benefits from a host of natural heritage resources. Three gully catchment areas are present in the community core - Heywoods, Goding's Bay and Speightstown, which discharges to the sea at Salt Pond. The Heywoods Mangrove Swamp at the northern end of the community is a Natural Heritage Conservation Area, and Fort Denmark at the southern end also features a natural area.

In terms of public spaces, the Speightstown Esplanade is a well-used waterfront space and the beginning of a public boardwalk which extends to the north behind restaurants on Queen Street, also providing coastal protection. South of the Esplanade, the waterfront is quite hidden for much of the Speightstown community core. Two playing fields, the Alexandra School playing field and Speightstown Playing Field provide recreational opportunities to local residents, an important function supporting a healthy community.

Despite Speightstown's impressive collection of assets, it is faced with a number of challenges to realising the objective of a connected and sustainable Regional Centre and tourism destination. The challenges in the Speightstown Community Plan area include:

- Speightstown as a coastal community is threatened by the potential impacts of climate crisis. A case study of vulnerability found approximately 370 structures to be at risk and 65% of critical facilities within the storm surge zone.<sup>1</sup>
- Increased precipitation and the clearing of the mangrove swamp have led to increased flooding events.
- Poor maintenance of stormwater management infrastructure results in build up which prevents discharge from Salt Pond to the sea.
- The community's rich cultural heritage is threatened by a combination of occasional flooding, erosion of the coastline, neglect and inappropriate development.
- The existing bus terminal is underutilised and only accommodates Barbados Transport Board buses, resulting in a disorganised frontage on Bypass Road as a private transport and informal vending conglomerate.
- The bus terminal is not well connected to the centre of activity on Queen Street.
- Pedestrian movement is hampered by narrow and non-continuous sidewalks and poor pedestrian linkages.
- The construction of Highway 1B has had a negative impact on commercial activity along Queen Street.
- The jetty is in very poor repair and is unusable.
- While the fish market building is functional and relatively new, it is underutilised.

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1 DEM Barbados, 2014



- Current Building Use**
- Commercial
  - Institutional
  - Residential
  - Tourism

- Terrain**
- Trees
  - Parking
  - Beach
  - Open Space
  - Water

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: TCDPO, 2016 (Now PDD))
- Contours**
- 5m interval (Source: CZMU, 2015)

**MAP 7A:**  
**Existing Conditions**

## 7.4

# Vision, Goals and Objectives

### 7.4.1 Vision

Speightstown will preserve and capitalise on its strong base of cultural and natural heritage assets to become a unique tourist destination and model of the green and blue economy. The historic community core will be revitalised as a Regional Centre providing amenities, services and transportation options for the northern part of the island. Investment in infrastructure will improve the public realm and waterfront access for the enjoyment of residents and visitors alike and will improve the community's resiliency to the effects of climate crisis.

#### **Enhance Speightstown's resiliency as a coastal community.**

- Restore natural heritage assets to create a healthy natural system that is resilient to the effects of climate crisis.
- Invest in infrastructure to prevent beach erosion and address vulnerability to storm surge and flooding.

#### **Preserve and celebrate Speightstown's remarkable cultural heritage.**

- In addition to the preservation and rehabilitation of individual cultural heritage assets, cohesively implement and promote the Speightstown Cultural Heritage Conservation Area as a whole.
- Raise public awareness of Speightstown's cultural heritage in the community so that community members can become "ambassadors" for heritage.
- Communicate and interpret Speightstown's history for visitors by introducing signage, memorials, plaques and walking tours.

#### **Promote increased residential population and the livability of Speightstown.**

- Promote infill and upgrading within and around the core.
- Explore opportunities to introduce new housing options for families, seniors and young people in a variety of forms including mixed use, higher density housing with mixed tenures and affordability considerations.

#### **Strengthen Queen Street as the main commercial and institutional spine of Speightstown.**

- Invest in the rehabilitation of derelict buildings.
- Prioritise pedestrian movements on Queen Street.

#### **Continue to develop and promote Speightstown's green and blue economy and authentic tourism experience**

- Promote Speightstown as a unique tourist destination based on cultural heritage, as well as the gateway to cultural heritage tourism in the northern parishes.
- Strengthen Speightstown's linkages to the National Park.

#### **Enhance multimodal mobility, recognising Speightstown's role as the northernmost Mobility Node in the island mobility network.**

- Rationalise the use of the bus terminal by allowing for its use by minibuses and ZR vans in addition to Barbados Transport Board buses.
- Reconstruct the jetty and introduce water transport.

#### **Improve the public realm on the Bypass Road corridor as a key entryway to the core**

- Introduce landscaping and streetscaping elements.
- Organise the informal retail at the bus terminal.
- Improve pedestrian crossings.

#### **Improve walkability throughout the community.**

- Improve pedestrian linkages between Queen Street and the bus terminal.
- Introduce a widened and continuous sidewalk on Queen Street from the Alexandra School to Major Walk.

#### **Improve the visibility and accessibility of the waterfront.**

- Ensure that development maintains and enhances views to the sea at key points.
- Preserve access points to the beach south of the Speightstown Esplanade.
- Build upon the success of the existing boardwalk to create a continuous waterfront pedestrian route.

## 7.5

# Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for Speightstown.

### 7.5.1 Promoting Sustainable Development

Speightstown offers a significant opportunity to promote sustainable development by revitalising a historic community core. Though still vibrant, there are numerous vacant and derelict buildings in Speightstown, particularly on Queen Street, that could be adaptively reused to both preserve heritage assets and strengthen Speightstown's role as a Regional Centre providing amenities and services to the surrounding area.

1. Speightstown's role as a Regional Centre serving the northern parishes will be reinforced by directing new community services and amenities to locate in Speightstown.
2. Vacant and underutilised parcels in Speightstown community core will be prioritised for infill and reinvestment.
3. The Government will encourage and invest in the revitalisation and renovation of central Speightstown's heritage buildings and historic commercial streets, including Queen Street, in order to strengthen its role as a Regional Centre and increase its attractiveness as a tourist destination.
4. Development and investment will enhance Speightstown community core as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' housing to locate in Speightstown community core;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Encouraging health facilities and clinics;
  - e) Promoting local food; and
  - f) Developing multimodal transportation options.
5. New development and renovations/restorations in Speightstown community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of climate crisis including severe weather events. This may include:
  - a) Requiring strengthened structural components to withstand specified categories of impact;
  - b) Requiring non-residential first floor occupation of buildings; and
  - c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.



> Plaza and public art adjacent to the restored Arlington House

## 7.5.2 Protecting Core Assets Cultural Heritage

Its rich cultural heritage is one of Speightstown's most significant assets. It is the only community core outside of Bridgetown to have a Cultural Heritage Conservation Area. Neglect and lack of investment has allowed many historical buildings to fall into disrepair, however there are some notable examples of what can be achieved when investment is made in preserving and adaptively reusing cultural heritage assets, such as the Arlington House Museum. Unlocking the cultural heritage potential of Speightstown is key to realising its potential as a tourism destination.

1. The Government will prepare a statement of significance for the Speightstown Cultural Heritage Conservation Area to explain its heritage values and character-defining elements. Further guidance on this special policy area is provided in section 7.9.1.
2. The Government will prepare statements of significance for the Speightstown and Fort Denmark archaeological areas.
3. The gazetted heritage buildings in Speightstown will be listed and described in the Barbados Register of Historic Places, including: Mike's Place, Unique Bar, Alexandra School, the Methodist Church and St. Peter's Cemetery.
4. The Government will review and expand the list of heritage properties to be included in the Barbados Register of Historic Places, including consideration for the chattel housing stock.
5. The cultural heritage of Speightstown will be marked and celebrated through means such as interpretive signage explaining:
  - a) The Amerindian history of the area;
  - b) The history of enslaved peoples in Speightstown; and
  - c) The historical significance of Speightstown as a port city and its relationship with Bristol, England and Charleston, South Carolina.
6. The Government will encourage protection, conservation and restoration of existing cultural heritage assets, including:
  - a) Restoration of gazetted heritage buildings to the high standards achieved with the conservation of Arlington House and the Public Library Building;
  - b) Improvement and upgrading of other heritage buildings that have not yet been gazetted, with



> Historic chattel housing on Goddings Alley

- the intent of protecting a core mass of buildings of heritage interest;
  - c) Adaptive reuse of heritage buildings;
  - d) Community awareness and participation in identifying, presenting and protecting heritage; and
  - e) Incorporation of strategies to promote climate resilience in cultural heritage assets.
7. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Speightstown in accordance with Section 2.2.5, Section 5.3 and Section 7.9.1.
  8. A climate crisis risk analysis of cultural heritage assets will be conducted to characterise the multi-hazard vulnerabilities and attributes of natural hazard/climate crisis risks for individual cultural heritage assets and attributes.
    - a) Location and asset specific climate crisis adaptation measures will be developed to respond to the potential natural hazard and climate crisis impacts.
  9. A "Speightstown Image" policy will be created to guide the design of new buildings and improvements to existing ones to retain and contribute to the overall historic and traditional image of the town as described in the statement of significance for the Speightstown Cultural Heritage Conservation Area.
  10. Consideration will be given to exploring the potential for a UNESCO World Heritage Site application for Speightstown.





**Listed Buildings**

- LB1. Methodist Church
- LB2. Alexandra School
- LB3. Unique Bar
- LB4. Mike's Place

(Source: PDD, 2015)

**Heritage**

- — Cultural Heritage Conservation Area: Speightstown
- Listed Building - Associated Tax Parcel

**Archaeological Areas as identified on Map 9: Cultural Heritage Assets**

- 81. Fort Denmark
- 20. Speightstown

- - - Community Plan Area

**MAP 7B:**  
**Cultural Heritage**



> Salt Pond looking north from Queen Street

## Protecting Core Assets Natural Heritage

Speightstown benefits from significant natural heritage assets in its community core in addition to its significant cultural heritage assets. The majority of the community plan area is within the 100 year floodline, making it particularly vulnerable to the effects of climate crisis. Restoration and management of natural heritage assets is essential to improving resiliency to the effects of climate crisis in coastal communities.

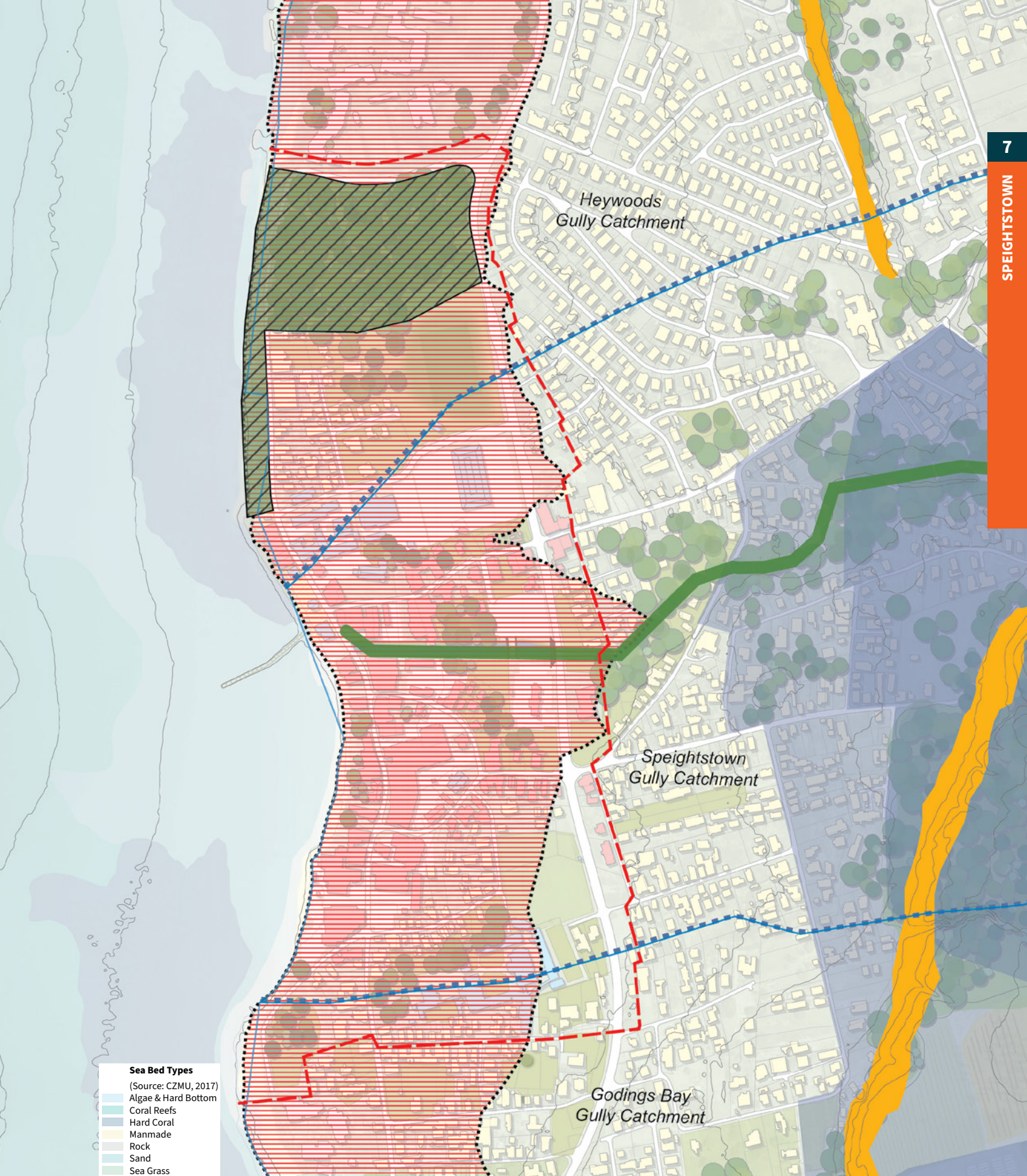
- 11.** Development in Speightstown will protect and enhance natural heritage assets and improve its resiliency as a coastal community.
- 12.** The Government will improve the resiliency of the community to climate crisis. This will include:
  - a) Initiating a pilot project to apply and test disaster risk reduction and climate crisis adaptation policies;
  - b) Restoring the Heywoods Mangrove Swamp in order to improve its natural function, including providing adequate stormwater retention; and
  - c) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge, such as implementing coastal protection and coastal erosion mitigation measures including using hard and soft coastal protection and land reclamation. The Government will use the results of the Coastal Risk Assessment and Management Programme (CRMP) to inform additional coastal protective measures.
- 13.** The gully catchment areas in and beyond Speightstown community core will be conserved and enhanced for their natural functions including conserving biodiversity and providing stormwater management.

- 14.** The regional importance of the Sand Street beach area to the nesting of endangered Hawksbill turtles will be recognised and protected. This area has been designated as a Natural Heritage Conservation Area and any development or activity within this area will be subject to the policies of Sections 4.3.1 and 7.8.1.

## Protecting Core Assets Water

Many of the National level policies regarding stormwater management must be achieved through local implementation projects. Phase I of the Speightstown Flood Mitigation Project was completed in 2005 and included improvements to the Salt Pond drainage channel from Bypass Road to the coast. Planning for Phase II of the project is now underway.

- 15.** The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Speightstown and its watershed (gully catchment areas). This will include:
  - a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the CRMP and Stormwater Management Plan Update (2016) should be used for this purpose;
  - b) Implementing Phase II of the Speightstown Flood Mitigation Project, from the Bypass Road (Highway 1B) to Round the Town, to reduce flooding in Speightstown for up to a 1 in 20-year storm;
  - c) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Speightstown community core; and
  - d) Implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into Speightstown.



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

- Hazards**
- 100 Year Floodline (Source: CZMU, 1995)
  - Escarpment (Source: PDP, 2003)
  - Status 1 Gullies (Source: GEMS, 2005)
  - Gully Catchment Area (Source: GEMS, 2005)
  - Water Zone A (Source: BWA, 2016)
  - Water Zone B (Source: BWA, 2016)

- Boundaries**
- Community Plan Area
- Contours**
- 5m interval (Source: CZMU, 2015)

- Land Use**
- Natural Heritage Conservation Area - Land

**MAP 7C:**  
**Natural Heritage and**  
**Natural Hazards**

## Protecting Core Assets Agriculture

One way of supporting healthy communities is to ensure that residents have access to healthy and affordable local food. The Speightstown fish market is a primary fish landing site, however use of the fish market is limited by the fact that the jetty is dilapidated and cannot be used to support the market. Speightstown community core also has a large grocery store as well as small informal vegetable stands which serve a very important function of connecting people with local produce.

16. Informal local produce vendors will be encouraged on Queen Street as an important means of providing access to local food.
17. Temporary farmers' markets will be encouraged in Speightstown community core to provide access to local food for residents and provide a local food experience for tourists.
  - a) Potential sites for temporary farmers' markets will be identified. Possible locations include Major Walk adjacent to the bus terminal and the vacant lot on Queen Street south of Goddings Alley.
18. The Government will support the fishing industry by rehabilitating the jetty and working to improve utilisation of the fish market. Further guidance on this key opportunity site can be found in Section 7.9.2.

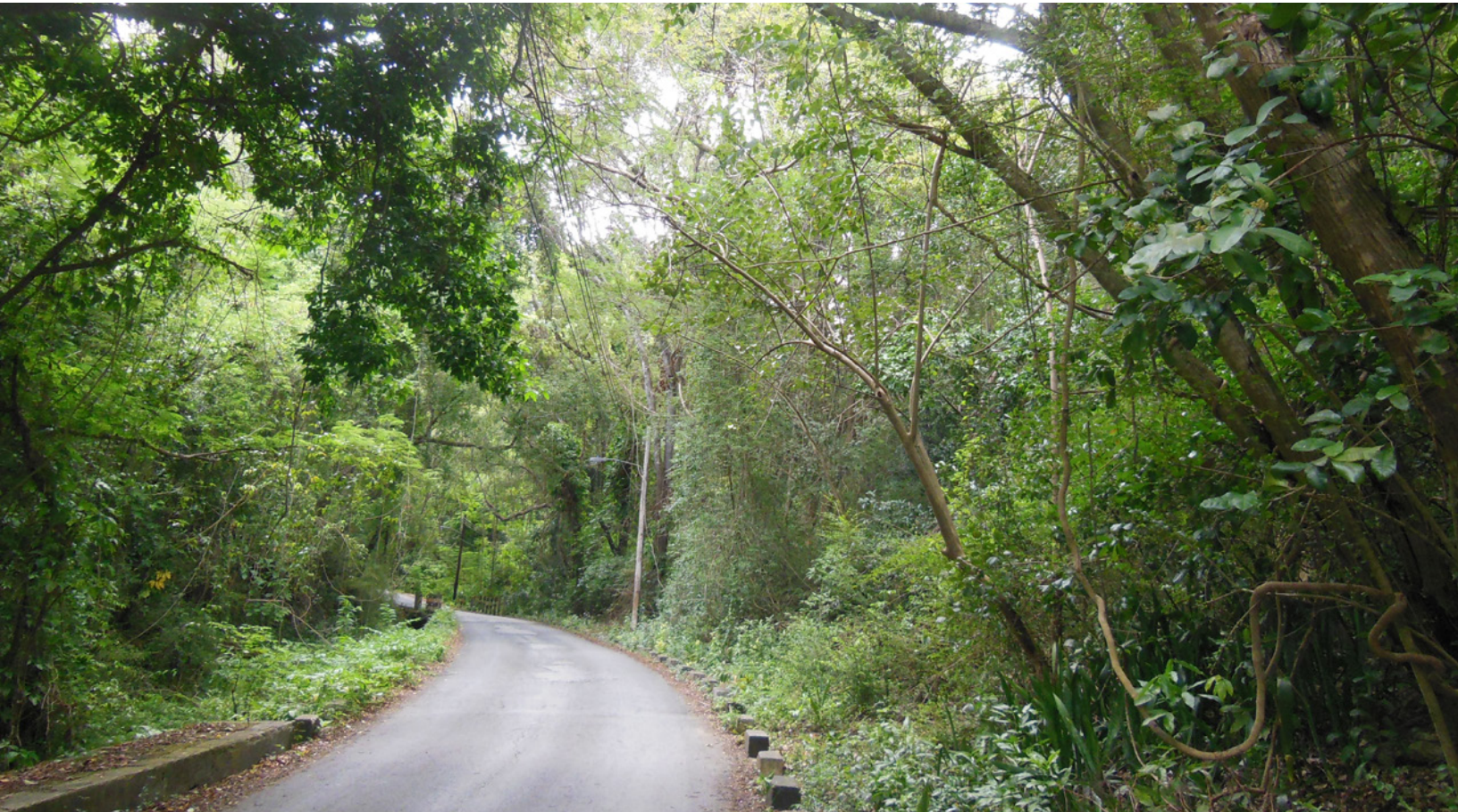


➤ Speightstown Fish Market building on Queen Street

### 7.5.3 The Green and Blue Economy

There is a unique opportunity to advance the green and blue economy in Speightstown. Sustainable tourism is a natural fit for Speightstown, focused around cultural heritage, natural heritage and the community's role as a gateway to the north of the island, including the National Park. Speightstown can play an important role in Barbados' overall transition to the green and blue economy.

1. Building on its strong cultural heritage and nature tourism opportunities, the Government will continue to support the development of the green and blue economy in Speightstown.
2. Speightstown's cultural heritage will be leveraged as a tourism asset through means such as:
  - a) Introducing interpretive signage throughout Speightstown community core;
  - b) Collaboration between the Government and civic society partners on "discovery walks" which tell the stories of Speightstown; and
  - c) Publicising the cultural heritage of Speightstown as a tourism experience.
3. Speightstown's role as a gateway to the National Park will be promoted.
  - a) The existing pedestrian route should be extended from the Whim to the National Park.
  - b) The existing road from Speightstown to the National Park, designated a National Park Route on Map 11, should include wayfinding signage marking the route to the National Park.



➤ Whim Road, a potential connection between Speightstown and the National Park



> The Esplanade waterfront pedestrian route

## 7.5.4 Advancing Mobility and Accessibility

Speightstown is designated as a Mobility Node (Transport Terminal) in the island mobility network, which means its regional role in transportation is recognised and it is targeted for improvements to multimodal transportation infrastructure. It has an existing bus terminal which could be better used as a multimodal transport terminal. It is an obvious stop in a regional water transport system, though this would require repairing the jetty or constructing a new one. Its pedestrian infrastructure is discontinuous and in need of improvement to support active transportation and healthy living, as well as the tourism function of Speightstown.

1. New development and investment in Speightstown community core will support walkability and multimodal transportation choice.
2. Existing stretches of waterfront pedestrian routes will be connected to provide a seamless route along the coast, terminating at the entrance to Heywoods beach to the north, and Fort Denmark to the south.
3. Existing and proposed pedestrian routes have been identified on Map 7D and will be improved or introduced in order to connect key destinations.
  - a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
4. The bridge across Salt Pond will be rehabilitated in order to be safe for pedestrian use.
5. Priority pedestrian linkages with a higher potential for pedestrian flows have been identified on Map 7D and will be earmarked for improvement.
  - a) Contiguous sidewalks should be built on both sides of priority pedestrian linkages where possible, with pedestrian crossings as needed.
  - b) The streetscape should be enhanced with new lighting, furniture, and vegetation where street widths are appropriate.
6. Pedestrian improvement areas have also been identified on Map 7D. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
  - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) Streetscape improvements should be made in pedestrian improvement areas where possible.
7. Safe pedestrian crossings will be provided on the Bypass Road as indicated on Map 7D.
  - a) Pedestrian crossings will be constructed to be accessible to persons with disabilities.
8. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycle parking at key multimodal destinations like the transport terminal.



- Roads**
- Primary Road
  - Secondary Road
  - Existing Crosswalk
  - Improve Crosswalk
  - Vehicle Parking Access Point

- Pedestrian**
- Priority Pedestrian Linkages
  - Pedestrian Improvement Areas
  - Existing Pedestrian Routes
  - Proposed Pedestrian Routes
  - Pedestrian Access Point

- Mobility**
- Transport Terminal
  - Jetty

MAP 7D:  
Mobility

9. The Government will make improvements to the Speightstown Bus Terminal to facilitate its function as a multimodal transport terminal. Further guidance on this key opportunity site can be found in Section 7.9.2.
10. The Government will study the feasibility of reconfiguring Queen Street to one-way traffic only with on-street parking restrictions in order to have the space to implement improvements to the public realm and pedestrian infrastructure.
11. The Government will explore the reconstruction of the existing jetty or construction of a new jetty for water transportation. Further guidance on this key opportunity site can be found in Section 7.9.2.
  - a) To promote multimodal mobility, seamless connections from the jetty to other forms of transportation including walking, cycling, public transport and driving will be facilitated. This may include relocation of bus stops and provision of park and ride spaces in close proximity to the jetty.

12. Parking conditions in Speightstown will be rationalised to create a more efficient parking regime. This will include:
  - a) Providing wayfinding signage to direct drivers to the underutilised BTI car park off Church Street;
  - b) Introducing a new vehicular access point to the BTI car park off Highway 1B; and
  - c) Contemplating shared parking between the institutional uses along Major Walk.



➤ Existing sidewalks are intermittent along Church Street



## 7.5.5 Planning for National Infrastructure

Reducing Barbados' reliance on imported energy and reducing greenhouse gas emissions require the incentivisation of renewable energy use and introduction of infrastructure to support it. National waste management imperatives, such as waste reduction and increasing recycling, can be supported at the community level by providing education and local facilities.

1. The Government will promote the use of renewable energy in Speightstown community core by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Providing electric vehicle charging stations in car parks.
2. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities;
  - b) Considering the introduction of waste education centres in association with other community facilities, such as within the institutional block between Church Street and Major Walk or on the campus of the Alexandra School.

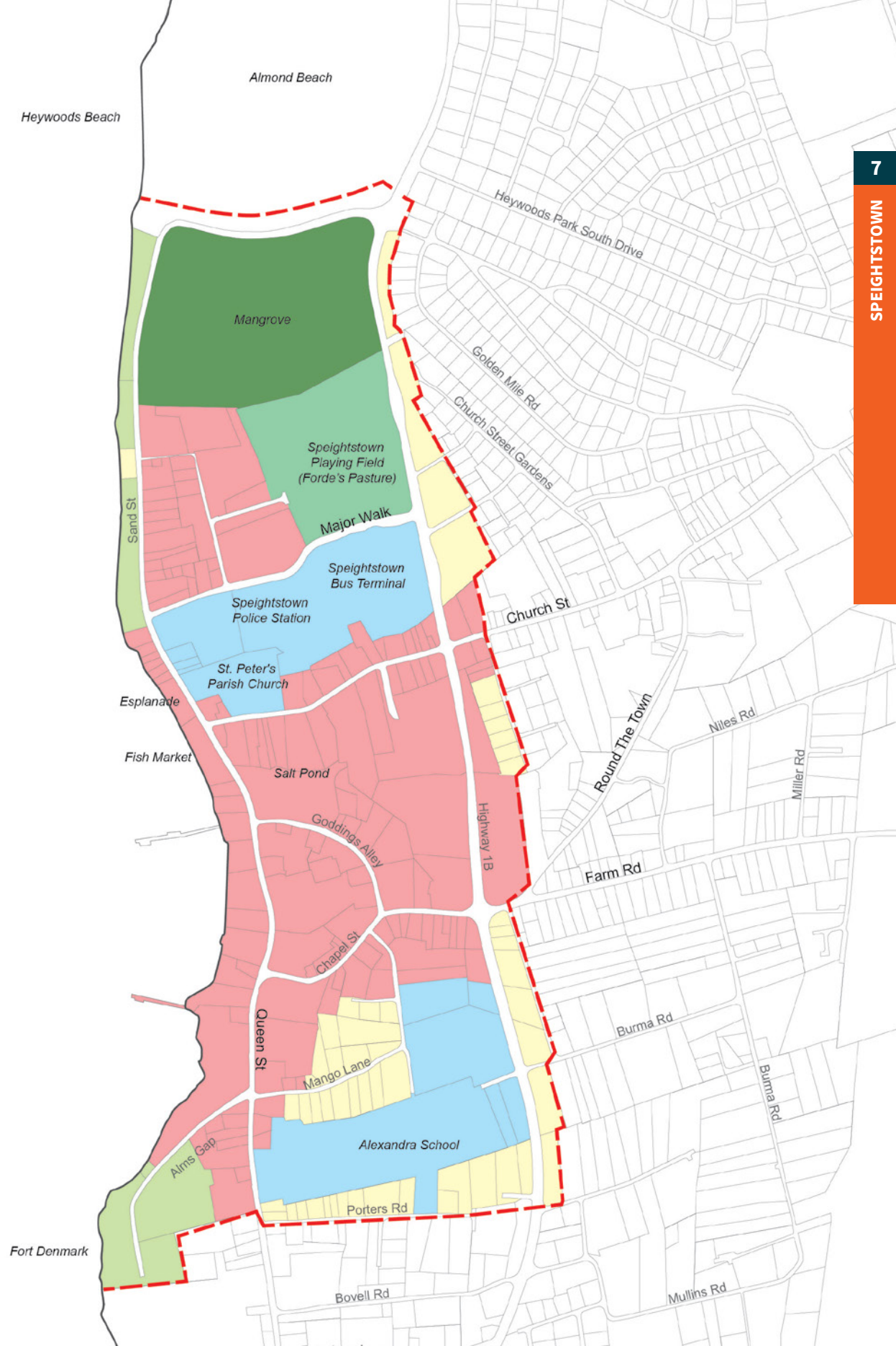


> Electric vehicle parking, Holetown

## 7.6

# Land Use Policies

The following land use policies apply within the boundaries of the Speightstown Community Plan (2023) as shown on Map 7E. They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Speightstown. These policies build on the land use policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use policies are included in this section the policies of Section 3 apply.



- Land Use**
- Mixed Use
  - Institutional
  - Predominantly Residential
  - OS2 - Natural Heritage Conservation Area
  - OS4 - Public Parks and Open Spaces
  - Coastal/Beach Park
  - Recreational Park

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

**MAP 7E:**  
**Land Use**

## 7.7

# Overarching Urban Design Directions

### 7.6.1 Mixed Use

1. Additional uses beyond those permitted in Section 3.1 may be considered in Speightstown community core at the discretion of the Director of Planning and Development in order to encourage adaptive reuse of heritage buildings.
2. The Director of Planning and Development may waive parking and setback requirements for sites along Queen Street, Orange Street, Sand Street, Church Street, Chapel Street and Goddings Alley on the basis of the size and shape of the lot or configuration of the building.
3. Special control will be applied in respect of noise from entertainment and other sources to surrounding residential areas.

### 7.6.2 Predominantly Residential

The National policies of Section 3.3 Predominantly Residential apply.

### 7.6.3 Institutional

1. Efficient and safe access to and circulation within the Alexandra School will be provided.
2. Development and alteration on the institutional block on Major Walk will consider potential for shared facilities such as parking and increased porosity and connections between properties.

The overarching urban design directions for Speightstown community core are intended to ensure compatibility of new development with the existing fabric and promote a high quality public realm that facilitates walking and public transport use.

1. New development will be designed to complement existing development and to be in accordance with the cultural heritage policies of Section 2.2.5 and the Speightstown Cultural Heritage Conservation Area policies in Section 7.9.1 below.

- a) Building facades will be appropriate to the character of Speightstown community core in terms of their materials and architectural elements.
2. New development will provide a setback similar to adjacent properties, to reinforce the historic pattern of buildings set close to the street. Where additional setbacks are required to create a sidewalk, they may be required as set out in Section 2.5.
3. New development adjacent to shore access points identified on Map 7F will provide generous setbacks to ensure these spaces remain publicly accessible
4. On Queen Street, the reuse of heritage buildings and sensitive infill of the streetscape will be the primary objectives.
  - a) New buildings will be similar in scale to existing buildings, two to three storeys. Taller building components may be appropriate on larger parcels, and set further from the street edge, to maintain a small-scale streetscape.
  - b) Redevelopment of properties on the sea side of Queen Street will conserve any existing shore access points. Additional access points will be encouraged.



- > Infilling on Church Street will focus on improving the street as a pedestrian route and providing new commercial uses compatible with the existing historic character

- c) The historic pattern of small lots, in particular on the sea side of Queen Street, will be preserved through any redevelopment. The combining of sea side lots to create larger lots is discouraged.
  - d) New buildings are encouraged to reflect the existing building forms, with retail at grade and balconies overhanging the street.
- 5.** On Church Street, improving the street as a convenient pedestrian route providing small-scale retail and commercial uses will be the primary objectives:
- a) New development will maintain the active retail and commercial character of Church Street by providing ground floor retail and other commercial uses on floors above.
  - b) Parking and loading areas will be provided at the rear or side of buildings and screened from the street.
  - c) Redevelopment of parcels that back onto Salt Pond will provide appropriate site landscaping to increase natural cover and limit stormwater impacts to Salt Pond.
  - d) New access points from Church Street to Salt Pond will be provided where feasible to increase off street pedestrian routes through the core of Speightstown.
- 6.** On Goddings Alley and Chapel Street, maintaining the mixed use character of the street and completing the streetscape with infill will be the primary objectives.
- a) The mixed residential and commercial character of these streets will be maintained in new development. Residential or retail uses are appropriate at grade.
  - b) Taller buildings, above four storeys, may be appropriate, in particular closer to Highway 1B (Bypass Road).
  - c) The existing pedestrian route between Goddings Alley and the public parking lot on Bypass Road (connecting through the Chefette parking lot and over Salt Pond) should be improved through signage, lighting, and improving the path to a minimum width to improve accessibility.
- 7.** On Bypass Road, improving the public realm and accommodating new development will be the primary objectives.
- a) New buildings along Bypass Road will be positioned close to the street, with setbacks as specified in Section 2.5, to create a continuous sidewalk along the road. Front setbacks should be landscaped with trees to create shade along the street edge.



**>** The existing pedestrian route from Goddings Alley to the public parking lot on Bypass Road should be improved to increase ease of use and accessibility

- b) Taller buildings, above four storeys, may be appropriate along Bypass Road, provided the transition to adjacent neighbourhoods is consistent with the policies of Section 3.4.4.
  - c) A mix of commercial and residential uses will be encouraged on Bypass Road, in particular seniors' and affordable housing.
  - d) New development is encouraged in proximity to the Transport Terminal. New development in this area will be subject to the guidelines found in Section 7.9.2 for this key opportunity site.
  - e) The public realm on Bypass Road will be improved from the bus terminal to Chapel Road with landscaping and wayfinding signage to mark the gateway to Speightstown community core.
- 8.** Soft landscaping and the tree canopy will be enhanced throughout Speightstown community core.
- a) Landscape treatment will be encouraged along all watercourses, especially the Salt Pond to the Whim linkage.
  - b) Landscape improvements will be required in any proposed development, alteration, extension or change of use.

## 7.8

# Open Space System

The aim of this section is to establish a hierarchy of open space within Speightstown for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 of the National Policies and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section the policies of this section apply.

### 7.8.1 OS2 Natural Heritage Conservation Areas

The Heywoods Mangrove Swamp and Sand Street Beach is a Natural Heritage Conservation Area – Land.

1. The Government, through the Natural Heritage Department, will create a management plan for the Sand Street Beach with the aim of protecting this critical habitat for nesting Hawksbill Sea Turtles.
2. A management plan for the area will consider the impact of vehicles, travelling on Sand Street, on nesting sea turtles and hatchlings and propose mitigation strategies.
3. Public access to and use of the Sand Street Beach will be a focus of the management plan, with the goal of creating a wider range of recreational opportunities within the core of Speightstown for residents and visitors.
4. Development adjacent to the Natural Heritage Conservation Area will be subject to the policies of Section 4.3.1.
5. The Government will conserve and restore the Heywoods Mangrove Swamp to improve its natural function, including stormwater management retention and preserving biodiversity.

## 7.8.2 OS4 Public Parks and Open Spaces

### Recreational Park

Speightstown Playing Field (Forde's Pasture) is a large Recreational Park in the north part of the community plan area.

1. Speightstown Playing Field will continue to be maintained and improved to serve the recreational needs of residents of Speightstown and surrounding areas.
  - a) Improvements may include lighting, seating and additional recreational amenities.
2. An appropriate interface between Heywoods Mangrove Swamp, which serves a primarily natural function, and Speightstown Playing Field, which serves a primarily recreational function, will be maintained as the mangrove swamp is restored and/or improvements are made to the playing field.

### Coastal/Beach Park

Speightstown benefits from Coastal/Beach Parks along much of the surrounding coast, however these public open spaces are at risk from climate crisis and erosion.

3. The Government, through the Coastal Zone Management Unit and the National Conservation Commission, will protect Coastal/Beach Parks from erosion and the effects of climate crisis by implementing erosion mitigation measures such as hard and soft coastal protection.
4. Connections between Coastal/Beach Parks and Queen Street will be strengthened by reinforcing Shore Access Points and views to the sea.

## 7.8.3 OS7 Shore Access Points

Shore Access Points are essential to supporting healthy communities and facilitating public usage of beaches. Access to the beach in the central part of Speightstown is quite limited and requires passing through private spaces such as restaurant patios. In addition to providing access to the sea, ensuring that development maintains views to the sea at the same points will strengthen the relationship of the community to the water.

1. Existing Shore Access Points will be maintained and additional ones will be encouraged in Speightstown community core.
  - a) Shore Access Points and views to the sea will be encouraged at street terminus points.
  - b) Development adjacent to new Shore Access Points will be designed to preserve views to the sea.



Movement	Directions	Key Opportunity Sites
Proposed Pedestrian Route	Key Opportunity Site	A. Transport Terminal
Existing Crosswalk	Greenspace Improvements	B. Jetty
Improve Crosswalk	Views to the Sea	C. Fort Denmark
Community Plan Area	Highway 1B Streetscape	OS2: Natural Heritage Conservation Area
	Potential Local Waste Management and Education Centre	

**MAP 7F:**  
**Public Realm**



## 7.9

# Special Policy Areas

Two types of special policy areas apply within Speightstown community core, a Cultural Heritage Conservation Area that covers nearly the entire Community Plan area (see Map 7B) and three key opportunity sites (see Map 7F) for which additional direction is provided.

### 7.9.1 Cultural Heritage Conservation Area

The Speightstown Cultural Heritage Conservation Area (CHCA) recognises the community's unique stock of surviving cultural heritage assets. It puts additional requirements on development in the area to ensure that the integrity of the cultural heritage landscape is maintained. While there are many fine cultural heritage assets remaining in Speightstown, few have been formally listed and many are under threat, from demolition, neglect and climate crisis. The following policies are to be read in addition to the National policies for Cultural Heritage Conservation Areas found in Section 4.3.

1. The Government will prepare a statement of significance for the Speightstown Cultural Heritage Conservation Area to explain its heritage values and character-defining elements. This statement of significance will include buildings, landscapes, cultural spaces, archaeological resources, important views, and other contributing elements and will be made available for public access.
2. The Government will implement targeted community programmes to raise public awareness of the Speightstown Cultural Heritage Conservation Area, and to encourage the involvement of Speightstown residents in its protection, conservation, restoration and promotion.
3. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in the Speightstown Cultural Heritage Conservation Area in accordance with Section 2.2.5 and Section 5.



> Old Pharmacy Building, Queen Street

## 7.9.2 Key Opportunity Sites

Policies in this section provide additional guidance for three key opportunity sites that have been identified in Speightstown community core.

### Speightstown Transport Terminal

The Speightstown Bus Terminal is the northernmost Mobility Node in the National mobility network. It facilitates trips on Barbados Transport Board buses across the island. As part of the move to a more multimodal transportation network, the bus terminal must start functioning as a multimodal transport terminal, a point that is easily accessible by foot, by bicycle or by car where people can transfer onto various kinds of public and privately run transit.

1. The Government will consider permitting use of the transport terminal by minibuses and ZR vans in addition to the existing Barbados Transport Board buses.
2. Additional pedestrian access points to the transport terminal will be provided on Bypass Road and from Church Street to facilitate key pedestrian connections.
3. Existing pedestrian routes and priority pedestrian linkages leading to the bus terminal will be improved.
4. The market and street vending area adjacent to the bus terminal will be integrated into a more organised and better serviced market area, managed by vendors but potentially serviced (i.e. garbage collection) by Government.
5. Park-and-ride spaces will be provided in close proximity to the transport terminal to facilitate a modal shift onto shared transport. Government will study whether space within the site of the transport terminal can be designated for this purpose and will undertake a Transportation Impact Assessment regarding use of some spaces within the BTI car park.
6. Improvements to the transport terminal will be made to facilitate accessibility for persons with disabilities.
7. Secure bicycle parking will be provided at the transport terminal to facilitate transfers between bicycles and shared transport.

8. Streetscape and landscaping improvements will be made around the transport terminal.
9. Development will be encouraged near the transport terminal, in particular along Bypass Road. In particular, seniors' and affordable housing will be encouraged to take advantage of the proximity to transport infrastructure.



> Existing vending area on Church Street near the transport terminal



> ZR Taxi and minibus waiting area on Highway 1B outside of the transport terminal

## Esplanade/Jetty/Fish Market

The Speightstown Esplanade is one of the most important public open spaces in Speightstown. It is well maintained and well used and connects to both the existing boardwalk and Queen Street. Adjacent to the Esplanade, the jetty has fallen into disrepair and is currently unusable. This impacts the Fish Market, which though relatively new is extremely underutilised despite the fact that it is a primary fish landing site. It also impacts the potential to introduce a regional water transport system servicing Speightstown. This complex represents an incredible opportunity for strengthening the green and blue economy in Speightstown, including tourism, fishing and multimodal transportation.

10. The Government will rehabilitate the jetty, recognising that it is key infrastructure supporting the fish landing site (fish market).
11. The Government will explore the use of the rehabilitated jetty or construction of a new jetty for water transport.
12. Multimodal transportation will be facilitated at the water transport stop by:
  - a) Providing secure bicycle parking;
  - b) Improving pedestrian routes and priority pedestrian linkages leading to the water transport stop, especially those connecting the Transport Terminal and BTI car park to the water transport stop; and
  - c) Rationalising bus routes to ensure that buses stop as close as possible to the water transport stop.
13. Recognising the importance of infrastructure for the fisheries sector and of supporting local food, the Government will maintain and improve the fish market and explore opportunities for increasing its use as a source of local food for the community, for example by permitting the sale of local produce in addition to local fish.
14. The Esplanade will be recognised as a key public open space for both residents and tourists, which will gain increased usage as a waiting area should water transportation be added at the jetty. It will continue to be maintained and elements such as interpretive signage explaining the history of Speightstown and improved lighting will be added.



> Speightstown Jetty, Photo credit: Barbados Port Inc.



> Speightstown Esplanade

## Fort Denmark

Fort Denmark is one of three forts originally built in Speightstown. It is located at the end of Alms Gap, which is extremely eroded. The fort is an identified archaeological area and features several small ruins, consisting of some wall structures which are partly submerged by the ocean due to coastal encroachment and erosion. The fort also features a canon on top of a crumbling wall. Inland there is an open natural area which currently experiences a build up of litter. Though the site has a lot of potential as a public space because of its natural heritage and cultural heritage value, it is currently underutilised and crumbling.

## Policies

15. As part of the implementation of the proposed waterfront pedestrian route along Alms Gap to Fort Denmark, coastal protection measures will be constructed to prevent further erosion.
16. Access from Fort Denmark to the beach to the south will be improved, potentially with the construction of stairs.
17. To encourage public use of Fort Denmark for recreation, the following facilities will be provided:
  - a) Seating such as benches or picnic benches;
  - b) Lighting;
  - c) Waste disposal receptacles; and
  - d) A few parking spaces.
18. The cultural heritage of the site will be celebrated with interpretive signage relating to the Fort Denmark archaeological area.
19. As an identified archaeological area within a Cultural Heritage Conservation Area, a scoped Heritage Impact Statement and/or a Heritage Impact Assessment may be required for any new development, including the creation of a public open space, as identified in Section 2.2.5.
20. The Government will rehabilitate the natural area to ensure that it functions as a stormwater catchment and has functioning drainage to the sea.



> Fort Denmark



# 8 Holetown Community Plan

This Community Plan provides additional policy direction for Holetown community core and is designed to read in conjunction with the national Physical Development Plan Amended (2023) policies. It provides a framework for Holetown's continued development as a Regional Centre that supports tourism through its service, entertainment and retail facilities.

# ➔ 8.1

## Introduction to the Community Plan

Holetown is designated as a Regional Centre, a designation it has held since the Physical Development Plan (PDP), Amended (2003). Prior to this, the town was designated as a local level and tourism-oriented service centre. The PDP, Amended (2003) recognised the town’s expanded role in the National structure, particularly its importance for international tourism. Holetown was regarded as “built out”, with little opportunity for growth and expansion, and consequently the Plan focused on enhancement of the existing environment and minor intensification.

The PDP Amended (2023) builds upon previous planning policy for Holetown while seeking to respond to challenges and identify opportunities to improve the quality of place, level of amenity and distinctive tourism function of the community. The Community Plan is focused on the core area of Holetown where there is the greatest existing level of activity and opportunity for reinvestment and intervention. The community core contains the historic First and Second Streets mixed use area; a thriving commercial district anchored by the Lime Grove Shopping Centre; high-end tourist accommodation along the beachfront; a significant public centre; and Folkestone Marine Reserve, protecting a nationally significant coastal ecosystem.

This Community Plan updates policies for central Holetown relating to sustainable development, cultural heritage, natural heritage, the green and blue economy, mobility and infrastructure and, critically, considers the impacts of the climate crisis on the community core. It identifies opportunities to strengthen the town’s resilience and ensure continued growth as a service centre. Policies in this Community Plan are to be read in conjunction with the National policies.

This Community Plan includes the following sections:

- 8.1** Introduction to the Community Plan
- 8.2** History of Holetown
- 8.3** Holetown Today: Context and Challenges
- 8.4** Vision, Goals and Objectives
- 8.5** Strategic Policies
- 8.6** Land Use Policies
- 8.7** Overarching Urban Design Directions
- 8.8** Open Space System
- 8.9** Special Policy Areas



➤ St. James Parish Church



➤ Boardwalk adjacent to Folkestone Marine Reserve



## Key Directions

1. **Complete a waterfront route** to link the two segments of boardwalk by ensuring that a clear path is maintained across the beach. The complete waterfront route will consist of the existing sections of boardwalk, and a walkable path along the beach where a boardwalk is not desired.
2. **Upgrade the Bus Transfer Point** at Highway 1 and Highway C to include sheltered waiting areas and formalised vending areas.
3. **Address flooding in the area** by considering the existing culverts and the relationship of the outflows to the upstream catchment areas.
4. Maintain **Folkestone Park as a key community asset** and enhance the relationship between the marine and land components of the park.
5. Address the public realm stormwater issues within the Civic Centre by implementing **improvements to the drainage outlet creating a small open space**, and improve the Shore Access Point.
6. **Enhance historic First and Second Streets** as pedestrian-focused, mixed-use areas.
7. **Extend the Highway 1 landscaped boulevard** and tree planting south of Cemetery Lane, including a pedestrian route.
8. **Designate Pedestrian Priority Areas between key destinations** along Highway 1 to coordinate continuous sidewalks and pedestrian crossings at busy intersections.
9. **Protect the existing Shore Access Points** and create additional connections through any new development.

## 8.2

# History of Holetown

Holetown has been the location of a number of prehistoric and historic archaeological studies. Those studies attest to the presence of extensive archaeological resources in Holetown. In addition to its archaeological resources, Holetown has played an important role in the post-European settlement history of Barbados. Holetown is the site at which the island was first claimed for **the State** in 1625 and was also the point at which the first settlement was made in 1627. The town boasts an obelisk monument and cannons dedicated to the settlement. Calling the area Jamestown in honour of the then king of England, the name was subsequently changed to Holetown because of the “hole” or inlet which was capable of accommodating shallow draft ocean going vessels.

The settlement has always been considered one of the “towns” of Barbados, along with Bridgetown, Speightstown and Oistins. Initially, it was no more than the size of a village with a few warehouses to hold the produce of nearby plantations while awaiting shipping. In the second half of the nineteenth century, there was some minor commercial activity connected to whaling.

Holetown has developed over the years into a tourist-oriented centre with a large proportion of tourist accommodation in the area. Development and expansion of high-end tourist accommodations has led to the region encompassing Holetown being referred to as the Gold Coast. However, it is much more than a tourist centre. Various housing developments for Barbadians have sprung up and with the associated population growth providing the catalyst for economic development, Holetown has retained its role as an important service and entertainment centre and provides substantial retail facilities.



> Reused historical building, Highway 1



> Second Street mixed use area



## 8.3

# Holetown Today: Context and Challenges

Holetown is defined by its intimate relationship with the tourism industry, an influence that affects the majority of the land use in the core. The central commercial area of Holetown includes Lime Grove Shopping Centre, a high end retail complex, and the Chattel Village Market, a collection of small scale tourism-oriented vendors. Historically, the business core was located in the First and Second Street area. Recently, many shops and houses have been transformed into restaurants, creating a mixed use district.

Much of the coastal strip along Highway 1 is occupied by tourism-related uses – resorts, hotels, apartments, and restaurants – creating a large private presence along the waterfront and limiting public access to the beach. Recently, three sections of boardwalk have been installed, providing a valuable amenity for residents and tourists alike. The Holetown Public Centre breaks up the tourism corridor south of First and Second Streets, before tourism uses pick up again and continue to the south. At the northern end of the Community Plan area lies Folkestone Park with its associated Marine Reserve. There is also a major sporting and recreation amenity, Trens Playing Field, on the inland side of Highway 1.

Holetown is the terminus of several local gully catchments (Folkestone Branch, Portvale, Seaview, and Molyneux) carrying water from the escarpments east of the town. There is an important gully outlet north of the Public Centre and another at Holetown Lagoon. Consequently, severe weather events are a significant concern in Holetown, particularly those that involve heavy precipitation.

Today Holetown faces a number of challenges resulting from its rapid growth as a tourist destination and mismanagement of the natural heritage system and its function in controlling stormwater. The challenges in the Holetown Community Plan area include:

- With an economy dependent on tourism, critical infrastructure in close proximity to the waterfront, and sensitive marine ecosystems, there is a heightened vulnerability to the climate crisis.

- Following significant rainfall, stormwater runoff overwhelms the drainage system and causes flooding throughout Holetown.
- As a built-up community, natural heritage is continuously under threat from development pressures and must be actively protected.
- Highway 1, the main high street corridor, serves neither vehicular traffic nor pedestrians well, creating congestion for the former and danger for the latter.
- The waterfront is fragmented and public access is limited.
- There is little celebration and promotion of Holetown's rich cultural heritage beyond the monument and cannons.
- Compared to other communities of similar size, Holetown has little in the way of public transport infrastructure.



> Trens neighbourhood



- Current Building Use**
- Commercial
  - Institutional
  - Residential
  - Tourism

- Terrain**
- Trees
  - Parking
  - Beach
  - Open Space

- Water**
- Rock
  - Water
  - Shore Access

- Boundaries**
- Community Plan Area
  - Tax Parcel
- (Source: PDD, 2016)

**MAP 8A:**  
**Existing Conditions**

## 8.4

# Goals and Objectives

### 8.4.1 Vision

Holetown will become a sustainable Regional Centre that is a model of resiliency in the face of extreme weather and a changing climate. It will strengthen its tourism offering while ensuring the continued development of amenities serving the local population. Holetown will provide a high quality of life for residents and visitors, enhancing walkability, community facilities and open spaces. Investment in infrastructure and private development will demonstrate sustainable and resilient design solutions.

### 8.4.2 Goals and Objectives

#### **Embed coastal resiliency and disaster risk reduction in all aspects of growth.**

- Ensure climate resiliency in the design of all new development.
- Invest in infrastructure to protect the coastline from the impact of severe weather events and sea level rise.
- Integrate emergency preparedness into all planning decisions.

#### **Improve stormwater management and alleviate flooding.**

- Implement drainage infrastructure improvements within Holetown community core and upstream.
- Enforce strict development controls to ensure that new development does not impede infiltration and conveyance of stormwater.

#### **Embrace the waterfront as a public space.**

- Knit together the boardwalk segments and protect and improve Shore Access Points from Highway 1.
- Improve the interface between the Public Centre and the beach.
- Promote Folkestone Park and associated museum and Marine Reserve as a waterfront focal point.

#### **Celebrate cultural heritage as central to the identity of Holetown.**

- Reinforce the rich history of the town – from Amerindian communities to British settlement to contemporary vibrancy – as a significant feature of Holetown.

#### **Continue to build up and diversify the tourism industry.**

- Support additional well-designed tourist accommodation on key sites.
- Encourage the development of tourism-supporting businesses including shops and restaurants.
- Promote cultural heritage and natural heritage assets as a focus of tourism.

#### **Improve walkability throughout the community.**

- Improve the walking environment on Highway 1, including by making sidewalk improvements and expanding pedestrian routes in linear open spaces.

#### **Enhance multimodal mobility, both for locals and visitors to Holetown.**

- Create a formalised location for transfers between bus routes.
- Explore the introduction of water transport.

## ➔ 8.5

# Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localized policy direction to achieve the vision, goals and objectives for Holetown.

### 8.5.1 Promoting Sustainable Development

Holetown is a key tourism centre on the island, with a land use pattern and commercial mix that reflect the important role of the industry. At the same time, Holetown also hosts a significant cluster of community facilities and recreational amenities to support the local population. These strengths form a strong basis on which Holetown can continue to develop as a complete and healthy community.

1. Holetown's role as a tourism-focused Regional Centre within the island settlement structure will be reinforced by continuing to accommodate tourism-related facilities such as hotels, retail and restaurants and improving accessibility of Holetown to the surrounding region.
2. Vacant and underutilised parcels in the community core will be prioritized for infill and reinvestment.
3. Continued development of the mixed-use retail pattern along Highway 1 will be supported.
4. Continued development and upgrading of First and Second Streets as a unique commercial/entertainment area will be encouraged.
5. Development and investment will enhance Holetown community core as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' housing to locate in Holetown community core;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Encouraging health facilities and clinics;
  - e) Promoting local food; and
  - f) Developing multimodal transportation options.
6. New development and renovations/restorations in Holetown community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of climate crisis including severe weather events. This may include:
  - a) Requiring strengthened structural components to withstand specified categories of impact;
  - b) Requiring non-residential first floor occupation of buildings; and
  - c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.
7. Holetown Public Centre will be recognised for its important civic function and improvements will be made to its walkability, accessibility, aesthetic quality, sustainability and resiliency. See Section 8.9 for specific guidance on this key opportunity site.



➤ Culvert leading to the outlet at the Public Centre

## 8.5.2 Protecting Core Assets Agriculture

Food is an important component of community health and well-being, and local food should be actively promoted in Holetown. Promoting local food provides the additional benefits of supporting local farmers and fisherfolk and supporting the tourism industry, which increasingly relies on being able to give tourists an “authentic” experience.

1. Informal local produce vendors will be encouraged as an important means of providing access to local food.
  - a) Independent food vendors, already set up on vacant plots along busy roads, will be supported with signage, waste facilities, seating and other assistance as needed.
2. Temporary farmers’ markets will be encouraged in Holetown community core to provide access to local food for residents and provide a local food experience for tourists.

## Protecting Core Assets Cultural Heritage

As the landing site of the first British settlers, Holetown holds a great deal of importance in the evolution of Barbados. Social and economic benefits can be derived from a stronger focus on cultural heritage, complementing the existing tourist offering in the area. New initiatives must be undertaken to develop Holetown’s cultural heritage assets in a way that strengthens their relevance for both locals and tourists.

1. The Government will prepare statements of significance for the Holetown and James Fort (The Hole Fort) archaeological areas.
2. The gazetted heritage buildings in Holetown will be listed and described in the Barbados Register of Historic Places, including Holetown Police Station and St. James Church.



> Boardwalk at Folkestone

3. The Government will review and expand the list of heritage properties in Hometown to be included in the Barbados Register of Historic Places.
4. The Government will encourage protection, conservation and restoration of existing cultural heritage assets, including:
  - a) Restoration of gazetted heritage buildings to high standards;
  - b) Restoration of the heritage stock on First and Second Streets;
  - c) Adaptive reuse of heritage buildings;
  - d) Community awareness and participation in identifying, presenting and protecting heritage; and
  - e) Incorporation of strategies to promote climate resiliency in cultural heritage assets.
5. The heritage of Hometown will be highlighted through:
  - a) The development of a cohesive cultural heritage programme to knit together existing permanent features, such as the Hometown Monument, and occasional events, such as the Hometown Festival and weekly farmers' markets; and
  - b) The coordination of physical planning and design efforts with the upcoming Hometown Quadri-Centennial Event in 2025, marking the 400th anniversary of the British settlement in Barbados.
6. The Government will explore the feasibility of an archaeological/heritage museum to serve as an anchor for the preservation and celebration of Hometown's historical and archaeological resources and become a focal point of Quadri-Centennial activities.
  - a) The adaptive reuse of space within existing heritage buildings such as the Hometown Police Station will be considered for the museum.
7. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Hometown in accordance with Section 2.2.5 and Section 5.3.



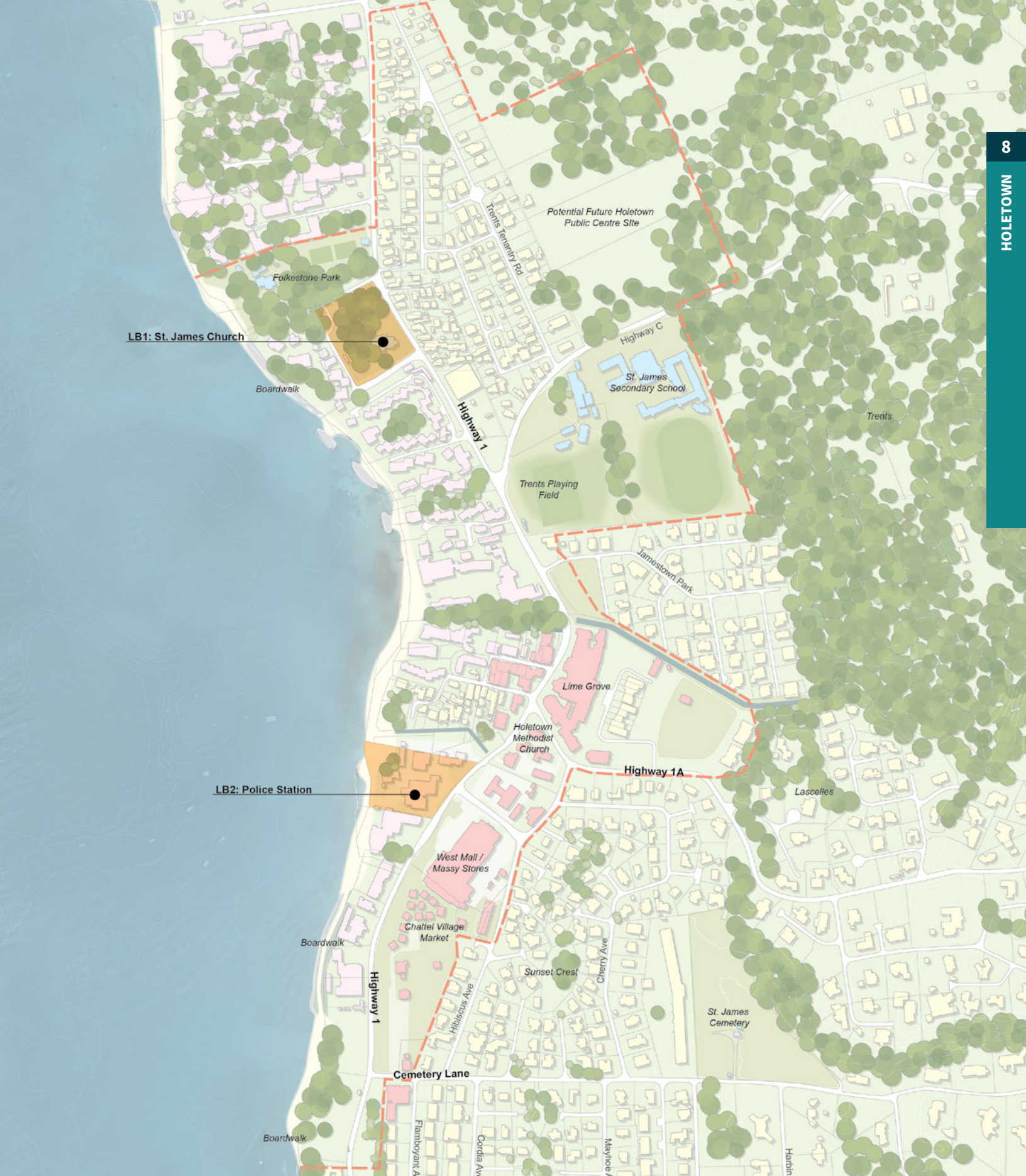
> Hometown Methodist Church

8. A climate crisis risk analysis of cultural heritage assets will be conducted to characterise the multi-hazard vulnerabilities and attributes of natural hazard/climate crisis risks for individual cultural heritage assets and attributes.
  - a) Location and asset specific climate crisis adaptation measures will be developed to respond to the potential natural hazard and the climate crisis impacts.

## Protecting Core Assets Natural Heritage

Hometown features a variety of natural heritage assets anchored by Folkestone Park and Marine Reserve. The natural heritage system's ecological function should be considered a critical factor in the community's climate crisis adaptation strategies. Protection of these natural assets is therefore a matter of continued, long-term prosperity in Hometown.

9. Development in Hometown will protect and enhance natural heritage assets and improve its resilience as a coastal community.
  - a) Folkestone Park and Marine Reserve will be conserved and promoted as the focal point of Hometown's Natural Heritage System.



**Listed Buildings**

- LB1. St. James Church
- LB2. Police Station

**Heritage**

- Listed Building - Associated Tax Parcel

**Boundaries**

- Community Plan Area
  - Tax Parcel
- (Source: PDD, 2016)

**MAP 8B:**  
**Cultural Heritage**



> Holetown boardwalk south of the Public Centre

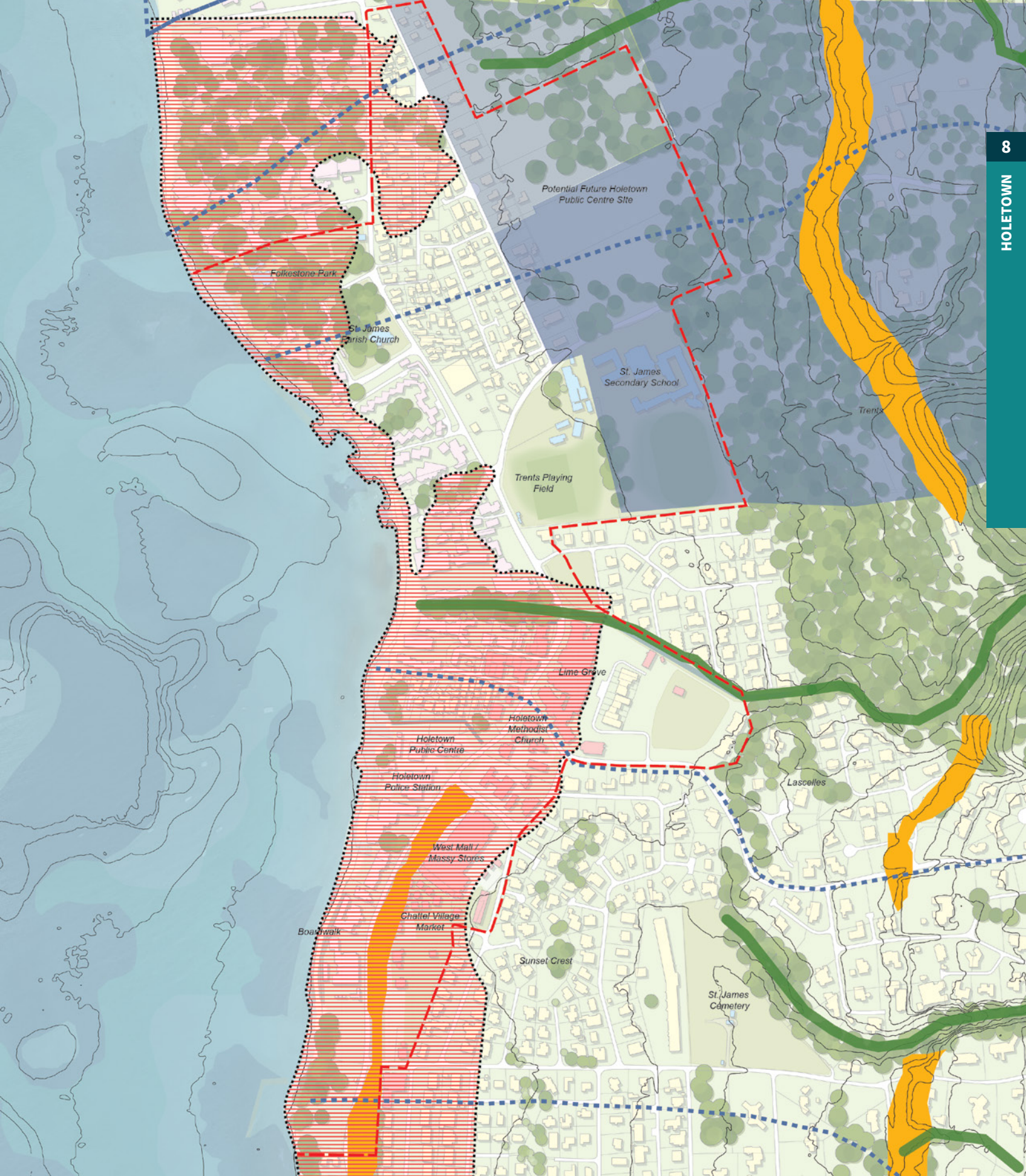
- 10.** The Government will improve the resiliency of the community to the climate crisis. This will include:
- a) Initiating a pilot project to apply and test disaster risk reduction and climate crisis adaptation policies; and
  - b) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge. Options include implementing coastal protection and coastal erosion mitigation measures such as using hard and soft coastal protection and land reclamation (as in the Holetown Waterfront Improvement Project). The Government will use the results of the Coastal Risk Assessment and Management Programme (CRMP) to inform additional coastal protective measures.
- 11.** The gully catchment areas in and beyond Holetown community core will be conserved and enhanced for their natural functions including conserving biodiversity and providing stormwater management.

## Protecting Core Assets Water

Holetown has experienced significant flooding in recent years that has caused extensive property damage. The flooding is a result of inappropriate development within flood susceptible areas and inadequate stormwater management infrastructure in gully catchment areas and outlets to the sea. A study called Flood Alleviation in Holetown and Trents has recently been completed as a part of the Stormwater Management Plan Update and implementation of its recommendations will be essential to improving flooding in Holetown community core.

- 12.** The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Holetown and its watershed (gully catchment areas). This will include:
- a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the CRMP, Stormwater Management Update (2016) and Flood Alleviation in Holetown and Trents (2016) should be used for this purpose;
  - b) Implementing the recommendations of the Flood Alleviation in Holetown and Trents study, particularly regarding the W25 Seaview gully catchment, which was identified as the highest priority for flood alleviation measures, and the W26 Portvale gully catchment that discharges at Holetown Lagoon, for which measures were identified to reduce debris and sediment loading;
  - c) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Holetown community core;
  - d) Implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into Holetown; and
  - e) Flood and storm surge assessments should be evaluated by developers and architects to determine the flood/storm surge risk over the design period of new or restored buildings. Development will be required to demonstrate that there will be no overall increase in proximate/downstream flood risk or inland storm surge risk.
- 13.** New development on the sea side of Highway 1 will be required to demonstrate that it will not negatively impact the water quality of surface runoff into the sea.





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

- Boundaries**
- Community Plan Area
- Contours**
- 5m interval (Source: CZMU, 2015)

**MAP 8C:**  
**Natural Heritage and Natural Hazards**

### 8.5.3 The Green and Blue Economy

Holetown's tourism-focused economic base, predominantly clustered along the coast, is at particular risk from the climate crisis and related severe weather events. Developing the green and blue economy in Holetown will help to mitigate the potential impact of the climate crisis on the local economy.

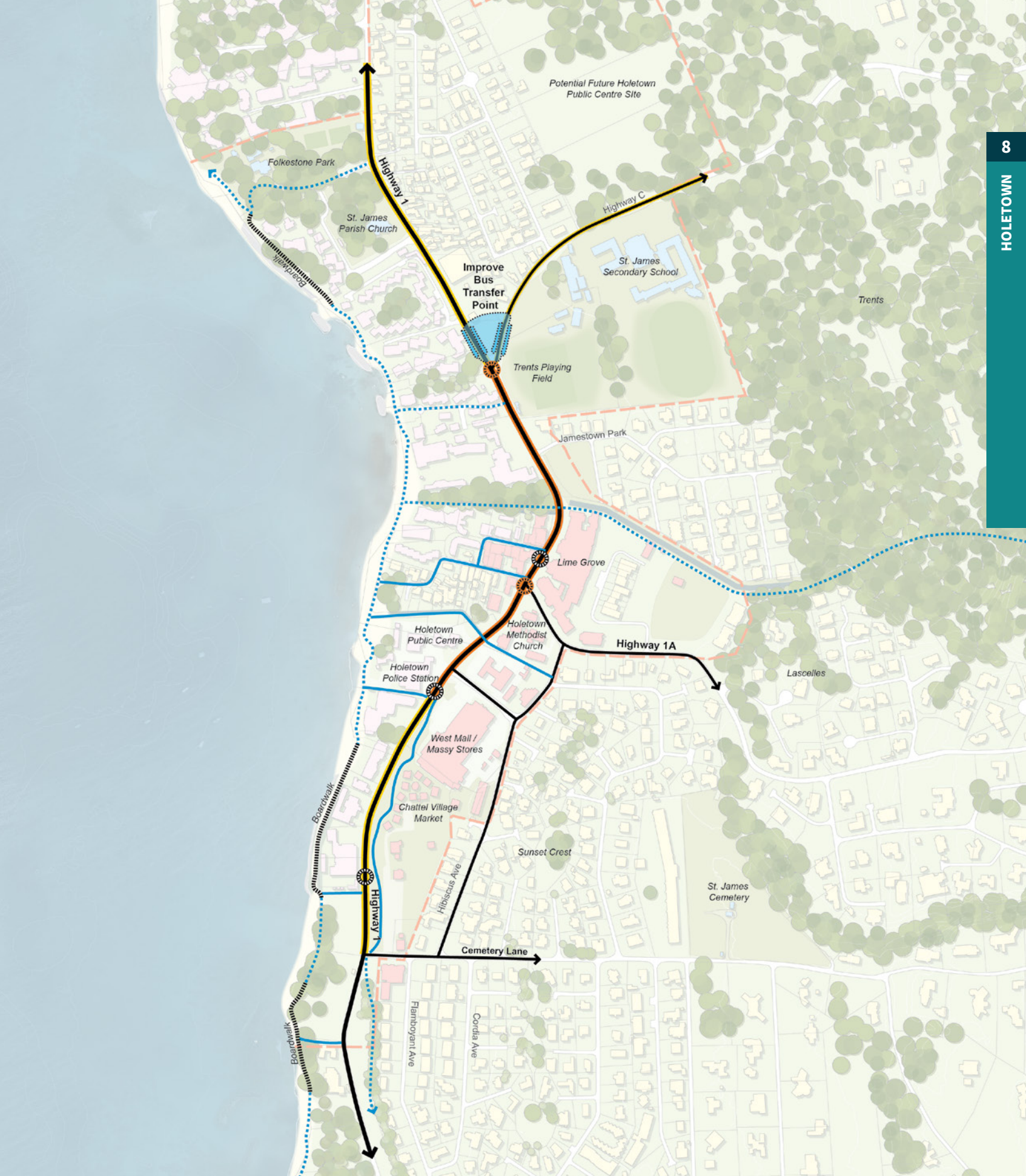
1. The Government will support the diversification of Holetown's economy, encouraging the development of sectors such as nature tourism and culture and heritage.
2. Folkestone Park and Marine Reserve will be promoted as a major attraction in Holetown.
3. Consideration will be given to the expansion of the Folkestone Museum (Visitor Centre) to include a more comprehensive set of programming focusing on natural heritage and environmental sustainability.
4. Events such as the Holetown Festival and weekly farmers' markets will be promoted as part of Holetown's tourism strategy.

### 8.5.4 Mobility and Accessibility

Holetown is identified as a Mobility Node within the Island Settlement Structure, however it has little in the way of formal public transport infrastructure. An opportunity has been identified to create a Bus Transfer Point including formalised vending on a vacant parcel in Holetown community core.

1. New development in Holetown community core will support walkability and multimodal transportation choice.
2. The three existing boardwalk sections will be connected to create a continuous and complete waterfront pedestrian route that serves as an amenity for the community and an attraction for tourists.
  - a) Boardwalks may be designed to protect the coast from erosion and storm surge, where appropriate.
3. Existing and proposed pedestrian routes have been identified on Map 8D and will be improved or introduced in order to provide alternative routes in Holetown community core.

- a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
4. Highway 1 between the Holetown Public Centre and the Bus Transfer Point has been identified as a priority pedestrian linkage, as shown on Map 8D.
  - a) Contiguous sidewalks should be built on both sides of the street where possible, with pedestrian crossings added or improved as needed.
  - b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate.
  - c) Traffic calming measures should be introduced to reduce vehicular speeds and alleviate the dangers of pedestrian crossings.
5. Pedestrian improvement areas have also been identified on Map 8D. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
  - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) Streetscape improvements should be made in pedestrian improvement areas where possible.
  - c) Pedestrian crossings will be improved as shown on Map 8D.
6. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycle parking.
7. A Bus Transfer Point will be established to serve Holetown and its surroundings, facilitating transfer between bus routes across the island. Further guidance on this key opportunity site is provided in Section 8.9.
8. Laybys should be introduced at bus stops throughout Holetown community core.
9. The Government will explore the potential to locate a jetty for water transport in or near Holetown community core.
  - a) Consideration will be giving to locating the jetty at the Holetown Public Centre.
  - b) To promote multimodal mobility, site selection for the jetty will give consideration to providing seamless connections to other forms of transportation including walking, cycling, public transport and driving.



- Roads**
- Primary Road
  - Secondary Road
  - Existing Crosswalk
  - Improve Crosswalk

- Pedestrian**
- Priority Pedestrian Linkages
  - Pedestrian Improvement Areas
  - Existing Pedestrian Routes
  - Proposed Pedestrian Routes
  - Boardwalk

- Boundaries**
- Community Plan Area
- Mobility**
- Bus Transfer Point

MAP 8D: Mobility

- 10. Congestion at priority intersections will be addressed.
  - a) Transportation Impact Assessments should be undertaken at Highway 1 and Highway C, and Highway 1 and Highway 1A.
- 11. Parking conditions in Holetown community core will be rationalised, with consideration given to joint use of existing parking facilities.

### 8.5.5 Planning for National Infrastructure

Holetown already features some important renewable energy technology - the Lime Grove car park includes electric vehicle charging stations. As it continues to develop Holetown must incorporate more of this type of innovative renewable energy infrastructure.

- 1. The Government will promote the use of renewable energy in Holetown community core by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Expanding the provision of electric vehicle charging stations in car parks.
- 2. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities; and
  - b) Considering the introduction of waste education centres in association with other community facilities, such as within the Holetown Public Centre or on the campus of the St. James Secondary School.

## 8.6.

### Land Use Policies

The following land use policies apply within the boundaries of the Holetown Community Plan as shown on Map 8E: Land Use. They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Holetown. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use policies are included in this section the policies of Section 3 apply.

#### 8.6.1 Mixed Use

- 1. Development within the First and Second Street area may, at the discretion of the **Director of Planning and Development**, provide parking at a convenient off-site location if required.
- 2. Light industrial uses will not be permitted.

#### 8.6.2 Predominantly Residential

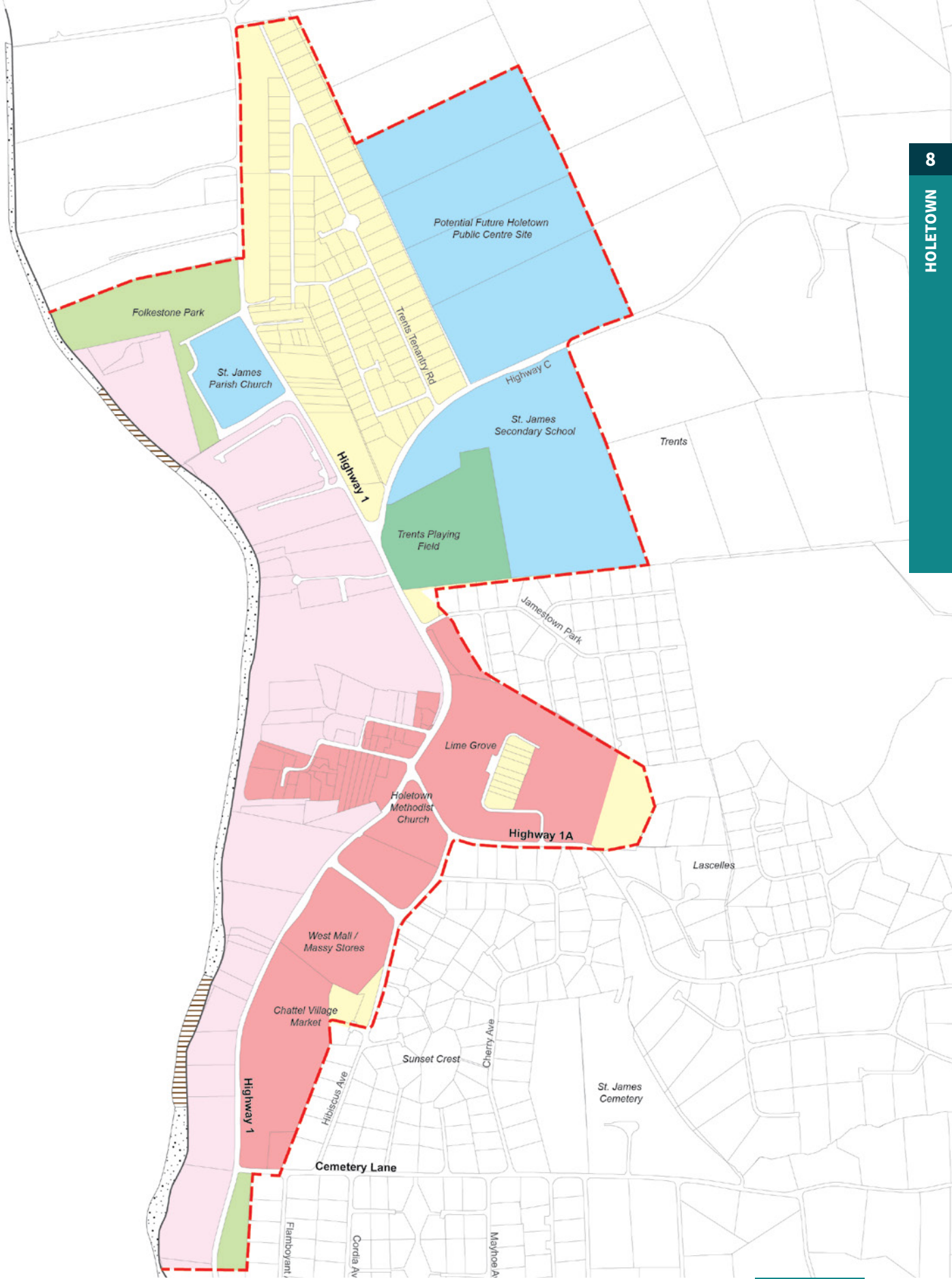
The National policies of Section 3.3 Predominantly Residential apply.

#### 8.6.3 Tourism

The National policies of Section 3.6 Tourism apply.

#### 8.6.4 Institutional

The National policies of Section 3.7 Institutional apply.



- Land Use**
- Mixed Use
  - Institutional
  - Predominantly Residential
  - Tourism

- OS4 - Public Parks and Open Spaces
- Coastal/Beach Park
- Recreational Park

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)
  - Boundary of Tax Parcels

- Waterfront Types**
- Beach
  - Boardwalk

**MAP 8E:  
Land Use**

## 8.7.

# Overarching Urban Design Directions

The overarching urban design directions for Holetown community core are intended to ensure compatibility of new development with existing fabric and promote a high quality public realm that facilitates walking and public transport use.

1. New development will be designed to complement existing development and to be in accordance with the cultural heritage policies of Section 2.2.5. In particular, any alteration to First and Second Street will be compatible with the historic character of the area.
2. New development on Highway 1 will be designed with buildings set close to the sidewalk to provide a consistent street wall and ease of access for pedestrians.
3. Along Highway 1, the historic pattern of smaller buildings along the street will be preserved. Generally 2-4 storey buildings are appropriate along the street edge. Taller buildings set further back from the street may be appropriate on deeper lots, in particular on sea side properties north of Holetown Lagoon. However, respecting views to and from the historic landscape of St. James Church will be a primary consideration.
4. As development occurs, landscape and pedestrian treatment along Highway 1 will be implemented in a consistent fashion, including sidewalk improvements and trees planted along the property line.
5. The linear greenspace on the inland side of Highway 1 south of the Massy Supermarket will be improved as a public open space and pedestrian route. This treatment will continue south of Cemetery Lane.
  - a) Amenities such as street lighting and seating will be provided.
  - b) The integration of historical interpretation elements will be considered.
6. New development adjacent to Shore Access Points will provide generous setbacks to ensure these spaces remain publicly accessible.
7. Development of all waterfront properties with frontage on Highway 1 will consider its interface with the public realm on both the street and sea.
  - a) New Shore Access Points will be created, as set out in Section 4.8, through any amalgamation of waterfront properties.
  - b) Development will be designed to have a positive frontage both on Highway 1 and on the beach.
8. Massing and articulation of facades will be used to visually break up any buildings over 20 metres in length.
9. The transition between higher intensity uses and residential uses inland will be sensitive to preserving sea breezes for residential areas, and to limiting overlook of neighbourhoods.

## ➔ 8.8.

# Open Space System

The aim of this section is to establish a hierarchy of open space within Holetown for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section the policies of this section apply.

## 8.8.1 OS2 – Natural Heritage Conservation Areas

### Natural Heritage Conservation Areas – Marine

Folkestone Marine Reserve is designated as a Natural Heritage Conservation Area – Marine.

1. The Government will conserve and protect Folkestone Marine Reserve as a natural heritage asset and prime marine habitat.
2. Consideration will be given to extending the Natural Heritage Conservation Area north to Weston and south to Fitts Village.
3. The educational and recreational functions of the Natural Heritage Conservation Area will be promoted as part of the tourist offering of Holetown.



➤ Landscape and pedestrian treatments along Highway 1 should include a continuous sidewalk and tree planting

## 8.8.2 OS4 – Public Parks and Open Spaces

### Recreational Park

Trents Playing Field contains a community centre and playing field and provides an important amenity for the community.

4. Trents Playing Field will continue to be maintained and improved to serve the recreational needs of residents of Holetown and surrounding areas.
  - a) Improvements may include lighting, seating and additional recreational amenities.

### Coastal/Beach Park

Folkestone Park is a Coastal/Beach Park and a well-used public open space.

National policies for Coastal/Beach Parks in Section 4.5 apply. Further guidance on this key opportunity site is provided in section 8.8.

## 8.8.3 OS7 – Shore Access Points

There are a number of Shore Access Points in Holetown. Two of these, Folkestone Park and First Street, have vehicle access, though the latter is not well marked or delineated. In a community where much of the shoreline feels very private due to extensive hotel development, these Shore Access Points are an extremely valuable feature to preserve public access and the public function of the waterfront.

1. Existing Shore Access Points will be maintained and additional ones will be encouraged in Holetown community core.
2. Development adjacent to Shore Access Points will be designed to provide views to the sea where possible.



> Holetown Boardwalk



A: Folkestone Park

B: Bus Transfer Point

C: First and Second Street

- Movement**
- Proposed Pedestrian Route
  - Existing Pedestrian Route
  - Existing Crosswalk
  - Improve Crosswalk

- Boundaries**
- Community Plan Area

- Directions**
- Key Opportunity Site
  - Green Space Improvements
  - Views to the Sea
  - Potential Local Waste Management and Education Centre

**Key Opportunity Sites**

- A. Folkestone Park
- B. Bus Transfer Point
- C. First and Second Street

MAP 8F:  
Public Realm

## ➤ 8.9.

# Special Policy Areas

### 8.9.1 Key Opportunity Sites

Policies in this section provide additional guidance for four key opportunity sites that have been identified in Holetown community core.

#### Folkestone Park

Folkestone Park is located at the northern boundary of the Holetown Community Plan. It is a Coastal/Beach Park and provides a significant public open space on the coast for residents and tourists alike. Despite its close proximity to the extensive tourist accommodations in Holetown, its tourism potential has not been maximised. The Folkestone Museum (interpretive centre) is little known, partially because it is not promoted or signposted as much as it could be. More could be made of the open space, tourism, cultural and educational potential of this key opportunity site.

1. The Government will consider options to protect the coast from the impacts of sea level rise, erosion and severe weather events.
2. Any new development on the site will preserve and protect the existing mature trees.
3. Additional uses within the Visitors Centre and interpretive signage about the natural history of the area will be considered.
4. The interface of the park with Highway 1 will be improved.
  - a) The fence should be removed to make the park more accessible from Highway 1.
  - b) The parking lot should be landscaped and screened from surrounding areas.
5. The tennis courts and basketball courts will be upgraded as necessary.



➤ Tennis courts at Folkestone Park



➤ Folkestone Park and Marine Reserve

## Bus Transfer Point

Community cores are meant to be the most accessible places on the island by a variety of forms of transportation, including public transport. Holetown currently has only bus stops, but there is an opportunity to create a more formalised bus transfer point, befitting Holetown's designation as a Mobility Node within the island-wide mobility network. The vacant parcel identified for the bus transfer point is currently used for informal commercial activity, including local food vendors, which could be incorporated into the design of the site, providing convenient amenities for passengers transferring from one bus route to another.

14. Bus laybys will be established in each direction of travel to facilitate transfers between routes.
15. A waiting area with shade, seating and waste facilities will be provided.
16. An improved pedestrian crossing will be provided to facilitate crossings of Highway 1 and Highway C.
17. Pedestrian linkages on Highway 1 and Highway C will be improved to provide a safe walking environment leading to the bus transfer point.
18. Bike parking will be incorporated in the site design to encourage active transportation.
19. Commercial activity that is already existing on the site will be formalised as part of the site design.
20. Local food vendors will be encouraged on the site.



➤ Highway 1 and 1C intersection



> Shore Access Point at First Street

## First and Second Street

First and Second Streets are historic, small-scale streets lined with houses. In some cases, these buildings have been converted to bars and restaurants that support tourist activity and local nightlife in the community, while others have retained their residential uses. The small scale of these streets make parking and vehicular traffic problematic, interfering with pedestrian movements. With that said, the area is generally well-served by pedestrian crossings. First and Second Streets have significant potential to continue to develop as a cultural heritage and entertainment district.

The Seaview Drain is located between First Street and the Hometown Public Centre, and ends at the beach in a small pond on the north side of the drain. The pond provides important filtration of runoff before it enters the sea, and also provides habitat for fish (including tilapia). The area around the outlet of the drain is utilised by watersports operators and is a pedestrian access point to the sea from First and Second Streets. This portion of the Hometown beach is heavily used. Currently garbage and waste is piled in the area, and in periods of heavy rain, is washed along the beach.

21. Improvements to the First and Second Street mixed use district may include:
  - a) Providing parking to serve commercial uses and exploring the creation of a communal parking lot;
  - b) Improving sidewalks, including investigating whether the original cobblestones remain under current surfacing;
  - c) Delineating space for different uses, such as café patios;
  - d) Pedestrianising streets or limiting vehicular access;
  - e) Enhancing the historic character of the neighbourhood through the reclamation and installation of amenities such as historic lighting;
  - f) Exploring opportunities for a local food market; and
  - g) Improving the streetscape on the small street connecting First and Second Street.

22. The outlet of the Seaview Drain, between the Holetown Public Centre and First Street, will be considered for improvements to the stormwater function of the wetland area and the development of a small recreational open space.
- The Government, with the involvement of civil society groups, such as the Holetown Watersheds Group, will undertake the planning and design of the open space and wetland, considering the site's function for local watersports operations and as a public space.
  - Garbage on the site will be managed appropriately to ensure it does not affect the beach.
  - Development of an enhanced wetland area will limit the impact of the pond on the police compound to the south (which is currently undercut by the pond).
  - Public access to the beach will be preserved and enhanced through signage indicating the importance of coastal wetlands for the filtration of stormwater.
  - The provision of seating will be considered.



> First Street





# 9

## Oistins

# Community Plan

This Community Plan provides additional policy direction for Oistins community core and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for Oistins' continued development as a Regional Centre that provides amenities and services to the surrounding area and has a strong tourism focus.

# ➔ 9.1

## Introduction to the Community Plan

Oistins is designated as a Regional Centre, a designation it has held since the Physical Development Plan, Amended (1986). The PDP, Amended (1986) promoted growth and urbanisation in the area, preserved non-residential land for central place activities and addressed constrained traffic. The Physical Development Plan, Amended (2003) retained the Regional Centre designation for the core area of Oistins, recognising the strategic location of the community. It is situated within a growing residential area between the Grantley Adams International Airport and Bridgetown and has a significant commercial and institutional role as the centre for Christ Church.

The PDP Amended (2023) builds upon previous planning policy for Oistins while seeking to respond to challenges and identify opportunities to improve the quality of place, level of amenity and distinctive tourism function of the community. The Community Plan is focused on the core area of Oistins where there is the greatest existing level of activity and opportunity for reinvestment and intervention. The community core contains the Oistins Fish Market, an important fish landing site; Oistins Bay Garden (site of the Fish Fry), one of the most iconic tourist destinations in Barbados; a significant agglomeration of public facilities at the Oistins Civic Centre; a busy bus terminal in need of relocation and formalisation; and a second institutional cluster above the escarpment including the Christ Church Foundation School and Christ Church Parish Church.

This Community Plan updates policies for Oistins community core related to sustainable development, cultural heritage, natural heritage, mobility and infrastructure and, critically, considers the impacts of the climate crisis on the community core. It identifies a unique opportunity to create a remarkable waterfront unlike any other in Barbados due to the public ownership and existing uses in Oistins. Policies in this Community Plan are to be read in conjunction with the National policies.



➤ Oistins Bay Gardens along Oistins Main Road

This community plan includes the following sections:

- 9.1** Introduction to the Community Plan
- 9.2** History of Oistins
- 9.3** Oistins Today: Context and Challenges
- 9.4** Vision, Goals and Objectives
- 9.5** Strategic Policies
- 9.6** Land Use Policies
- 9.7** Overarching Urban Design Directions
- 9.8** Open Space System
- 9.9** Special Policy Areas





## Key Directions

1. Create a **continuous waterfront pedestrian route** between Enterprise Beach and Welches Beach.
2. Create a Transport Terminal with multimodal options by **relocating the existing bus terminal** to the land side of Oistins Main Road.
3. **Create a tourism-focused development** on the current bus terminal site which retains public shore access and creates new public spaces.
4. **Improve the pedestrian realm** along Oistins Main Road, Oistins Hill Road and Maxwell Hill Road, in particular at main intersections to increase pedestrian safety.
5. Consider using the existing **jetty for water transportation** linking Oistins to Bridgetown and other locations on the south and west coasts.
6. **Optimise the institutional campus** on Church Hill, including the Foundation School and the Parish Church as key community spaces.
7. Enhance the existing **connections up the escarpment**, improving safety and connections to other pedestrian routes.

## 9.2

# History of Oistins

Prehistoric and historic archaeological resources have been recovered and noted in Oistins, proving that the area has been inhabited for hundreds if not thousands of years.

Little is known about Amerindian settlement in the area as extensive archaeological studies have not been carried out, but Oistins has a storied post-settlement history and played an important role in the development of modern Barbados. Thought to be named after an early landowner, the village witnessed a spillover from the English Civil War in the battle between the Royalists and Parliamentarians. This resulted in the writing of the Charter of Barbados (“Articles of Agreement”) on January 11th, 1652, at the Mermaid Tavern, leading the way to Barbados’ independence. It was also the primary port from which exports of cotton wool, molasses, and sugar were exported throughout the 1600s.

Oistins has grown from a local fishing village, taking advantage of the protected shores of the Maxwell Coast, to a regionally significant centre. The urban form of Oistins has been influenced by significant physical considerations including frontage onto the shores of the Maxwell Coast and two steep escarpment ledges. In recent decades the outward residential growth of Oistins and surrounding areas in Christ Church has been significant, leading to an increased population who depend on Oistins for amenities and services. Despite this, its historical role as the primary fishing centre in Barbados has been retained through the continued prominence of Oistins Bay and the redevelopment of the Oistins Fish Market in the 1980s. The tourism industry soon followed, the primary drivers being the establishment of the Oistins Fish Fry and the annual Oistins Fish Festival.



> Oistins Bay looking towards the jetty



> Fishing boats at Oistins Beach



➤ Christ Church Parish Church

## ➔ 9.3

# Oistins Today: Context and Challenges

Unlike many communities in Barbados, Oistins is a fairly complete community, offering residential, employment uses (Newtown Industrial Estate), institutions and other community uses, commercial areas and recreation.

The central area of Oistins consists of a retail oriented high street (Highway 7, which takes on a local character in the area as Oistins Main Road) that supports commercial amenities on the land side such as a large supermarket, bank, gas station and restaurants. While retail is the predominant use, retail premises are spread thinly along the corridor, interspersed with vacant lots and underutilised buildings. The sea side of Oistins Main Road contains a series of important public and recreational uses. Within the Community Plan area these are bounded by Welches Beach on the west and the well-used Miami Beach on the east, with the boat yard, jetties, fish market and fish fry complex, bus terminal and Oistins Civic Centre stretching in between. This remarkable series of public and publicly accessible spaces on Oistins' central waterfront is unique to Barbados and a significant and currently underutilised asset. The Oistins Civic Centre is a critical piece of community infrastructure, including a post office, police station, magistrates' court and library.

The majority of the development between Oistins Main Road and the first escarpment is residential, however there is a considerable amount of underutilised public land within the Community Plan area between Oistins Hill Road and the Scarborough neighbourhood. This area is currently occupied by some disused fuel storage tanks, a public car park and some informal commercial activity. Significant institutional uses including the Christ Church Anglican Parish Church and the Foundation School are sited on the first escarpment ridge, creating an additional institutional cluster. Small scale tourist accommodation is found along Enterprise Beach Road and facing Miami Beach.



➤ Enterprise Beach



➤ Berinda Cox Fish Market



- Current Building Use**
- Commercial
  - Institutional
  - Residential
  - Tourism
  - Special Industry

- Terrain**
- Trees
  - Parking
  - Beach
  - Open Space
  - Rock
  - Water

- Boundaries**
- - - Community Plan Area
  - Tax Parcel (Source: PDD, 2016)
- Contours**
- ~ 5m interval (Source: CZMU, 2015)

**MAP 9A:  
Existing Conditions**

Two gully catchment areas are present in Oistins – Hillbury area and Oistins. The shoreline of the community comprises natural rocky headland, sandy beaches and engineered structural and coastal protection features. Some beach sections are classified as eroding, and there are future risks from sea level rise and the potential for loss of sediment and coastal flooding from storm events. Turtles are a frequent feature in the nearshore area and add to the attraction for residents and visitors. There are documented concerns over the condition of the marine environment, including the general condition and reproductive health of corals due to nutrient-related water quality issues.

Today Oistins faces a number of challenges resulting from rapid growth, changing conditions and neglect. To a certain extent Oistins is a victim of its own success; its significance as a tourist destination and a regional centre serving a large surrounding area merits greater investment in physical infrastructure and the public realm to support its important role in the green and blue economy and many Barbadians' daily lives. The challenges in the Oistins Community Plan area include:

- Coastal adjacency has created vulnerability in the face of heightened climate related risks.
- The health of the coastal marine environment is a significant concern.
- The resounding success of the Oistins Fish Fry has overwhelmed the capacity of local road and parking infrastructure.
- The public realm in the core, in particular along the waterfront and along Oistins Main Road, has been neglected.
- Limited pedestrian infrastructure in the core impedes walkability.
- The layered escarpments, so fundamental to the urban form of Oistins, pose a physical and psychological barrier.
- Despite a rich past, Oistins' cultural heritage - and in particular the role of the fishing industry through the years - is uncelebrated.
- As a growing centre, with amenities attracting visitors from throughout Barbados, the current intercity public transport infrastructure is not sufficient.



> View from Maxwell Hill Road



> Welches Beach Park

## 9.4

# Vision, Goals and Objectives

### 9.4.1 Vision

Oistins will become an enhanced Regional Centre with a revitalised core, a diversified economic base, and a vibrant public realm. Central Oistins will be shaped by a focus on its cultural heritage, historic and contemporary role in the fishing industry, and the community and commercial amenities it provides to residents throughout the region. New development in Oistins will focus on improving its role in the green and blue economy and resiliency as a coastal community.

### 9.4.2 Goals and Objectives

#### **Create a remarkable and resilient working waterfront.**

- Take advantage of public land holdings on the waterfront to create a cohesive and connected series of public and publicly accessible spaces from Welches Beach to Enterprise Beach.
- Integrate the waterfront and improve climate resiliency with a waterside promenade.

#### **Embed coastal resiliency and disaster risk reduction in all aspects of growth.**

- Ensure climate resiliency in the design of all new development.
- Invest in infrastructure to protect the coastline from the impact of severe weather events and sea level rise.
- Integrate disaster risk reduction into all planning decisions.

#### **Strengthen Oistins Main Road as the central spine of the community.**

- Promote revitalisation, infill and expansion of high street development by encouraging additional retail, office and tourism related uses.

#### **Reinforce Oistins' current and historic role as fishing hub.**

- Maintain and upgrade the boat yard and fish market.
- Continue to support the fish fry as a major tourist attraction while managing impacts such as traffic congestion and parking.
- Introduce interpretive elements to inform visitors about the history of fishing in Oistins from Amerindian times to the present.
- Promote opportunities for value added production related to fish.

#### **Enhance multimodal mobility, recognising Oistins' role in the island mobility network.**

- Relocate the bus terminal and create an integrated facility which brings together public buses, private minibuses and park and ride spaces.
- Introduce water transport, potentially at the Oistins jetty.

#### **Improve walkability throughout the community.**

- Improve pedestrian infrastructure on Oistins Main Road and particularly between key destinations such as the public car park and Oistins Civic Centre.
- Improve pedestrian connections over the first escarpment, particularly those connecting to the community and institutional uses.

#### **Celebrate Oistins' cultural heritage.**

- Communicate Oistins' remarkable post-settlement history through means such as memorials and plaques.
- Encourage continued exploration of archaeological resources in Oistins to better understand Amerindian settlements in the area.

## ➔ 9.5

# Strategic Policies

### 9.5.1 Promoting Sustainable Development

As a Regional Centre, and in particular given its location between Bridgetown and south coast residential areas in Christ Church and St. Philip, Oistins plays an important role in the island settlement structure. It provides services and amenities to a large surrounding area, much of which consists of low density residential development with few opportunities for larger scale community or commercial uses. The Oistins Community Plan reinforces this strategic role and supports Oistins' continued development as a regional centre and complete community.



➤ Pathway connecting Scarborough to Church Hill



➤ Oistins Bay Gardens

1. Oistins' role as a Regional Centre will be reinforced by directing major new commercial, institutional and community uses to locate there.
2. Vacant and underutilised parcels in Oistins community core will be prioritised for infill and reinvestment.
3. Development and investment will enhance Oistins' community core as a complete, healthy, and age-friendly community. This will include:
  - a) Improving walkability.
  - b) Encouraging seniors' housing to locate in Oistins' community core.
  - c) Improving accessibility to community facilities and businesses for persons with disabilities.
  - d) Encouraging health facilities and clinics.
  - e) Promoting local food.
  - f) Developing multimodal transportation options including a new park and ride facility.
4. New development in Oistins community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of the climate crisis including severe weather events. This may include:
  - a) Requiring strengthened structural components to withstand specified categories of impact.
  - b) Requiring non-residential first floor occupation of buildings.
  - c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.
5. Upgrading of properties and infilling of appropriate scale will be encouraged in residential areas within the Oistins community core, including Welches, Scarborough and Ashby.
6. The important community function of the institutional cluster on the escarpment will be promoted by:
  - a) Ensuring safe pedestrian access, including lighting, particularly over the escarpment.



- b) Promoting community use of facilities and open spaces.
- c) Planning for the climate resiliency of the facilities.
- 7.** The important civic function of Oistins Civic Centre will be promoted by:
  - a) Potential relocation of civic facilities inland to be integrated with the mobility node and transit terminal;
  - b) Better integrating it with the rest of Oistins community core; and
  - c) Making investments to improve its walkability, accessibility, aesthetic quality, sustainability and resiliency. See Section 9.9 for specific guidance on this key opportunity site.
- 8.** Site planning will recognise the Oistins Civic Centre as a key site for comprehensive disaster management due to the fact that the majority of the site is not within the 100 year floodline.

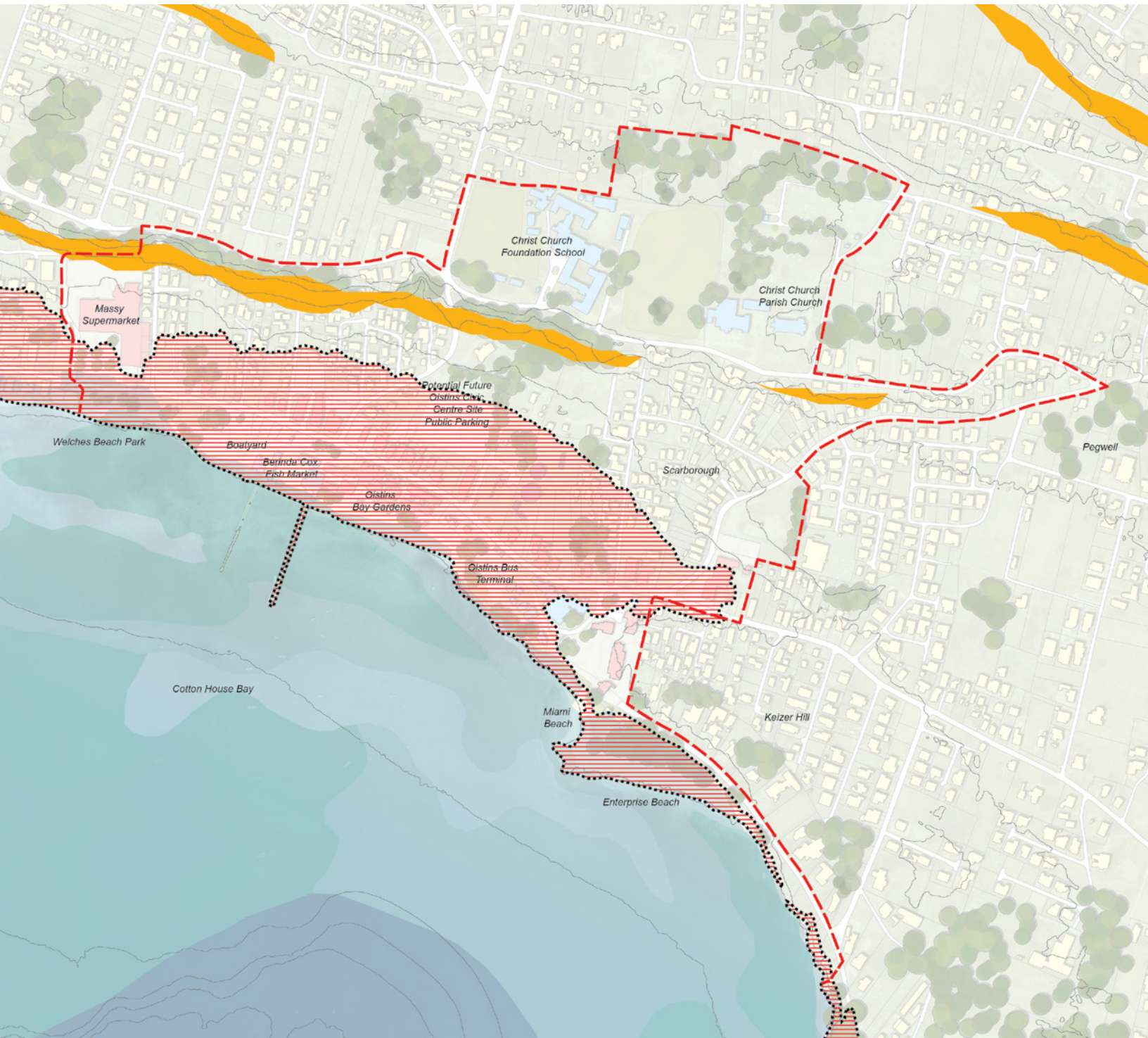
## 9.5.2 Protecting Core Assets Cultural Heritage



Oistins has a robust history that extends back to the founding of Barbados and beyond to Amerindian times. Corresponding sites of interest include an archaeological site, the signing of the document that led to Barbados' independence, and the heart of the fishing heritage of the island. This history can be an important component of the tourist offering and experience in Oistins.



- 1.** The Government will prepare a statement of significance for the archaeological area in Oistins.
- 2.** The Government will review and consider heritage properties to be included in the Barbados Register of Historic Places, including consideration of the Parish Church.
- 3.** Celebration and interpretation of cultural heritage will be a major theme in the redevelopment of sites along the Oistins waterfront. Specific opportunities include:
  - a) Interpretive signage explaining the Amerindian history of the area.
  - b) Interpretive signage at Oistins Bay Garden (the fish fry) or the Berinda Cox Fish Market explaining the history and cultural significance of fishing in Oistins.
  - c) A monument or plaque to mark the signing of the Articles of Agreement at the Mermaid Tavern in 1652.
  - d) A café or restaurant called the "New Mermaid Tavern"
- 4.** A museum or cultural interpretive centre should be developed on the Oistins waterfront. Interpretation should focus on the history associated with the Mermaid Tavern of the 1600s and marine exploitation, shipbuilding, and the evolution of Oistins as a fishing hub.
- 5.** A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Oistins in accordance with Section 2.2.5 and Section 5.3.










➤ Oistins Boatyard



**Hazards**  
 100 Year Floodline (Source: CZMU, 1995)  
 Escarpment (Source: PDP, 2003)

**Boundaries**  
 Community Plan Area  
**Contours**  
 5m interval (Source: CZMU, 2015)

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

**MAP 9B:**  
**Natural Heritage and**  
**Natural Hazards**

## Protecting Core Assets Natural Heritage

With an identity as an historic and on going fishing community, protection of coastal assets is fundamental for the prosperity of Oistins. The Oistins waterfront, though uniquely untouched by private development, has important community and commercial buildings that are at risk from storm surge and sea level rise.

6. Development in Oistins will protect and enhance natural heritage assets and improve its resiliency as a coastal community. In particular, protecting and restoring the coastal and marine environment will be a priority.
7. The Government will improve the resiliency of the community to the climate crisis. This will include.
  - a) Initiating a pilot project to apply and test disaster risk reduction and the climate crisis adaptation policies.
  - b) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge, such as implementing coastal protection and coastal erosion mitigation measures including using hard and soft coastal protection and land reclamation. The Government will use the results of the CRMP to inform additional coastal protective measures.

## Protecting Core Assets Water

While not as much at risk to flooding from stormwater runoff as many west coast communities, with the prospect of increased extreme weather events due to the climate crisis it is important to continue to enhance stormwater management in Oistins. Furthermore, there is a significant concern about the quality of water entering Cotton House Bay. A water sample taken in 2014 at Bougainvillea, west of Oistins, contained 1,350 human chemicals.

8. The Government should seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Oistins. This will include:
  - a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance.
  - b) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Oistins community core.
9. New development on the sea side of Oistins Main Road will be required to demonstrate that it will not negatively impact the water quality of surface runoff into the sea.



> Informal wayside vending along Oistins Main Road

## Protecting Core Assets Food and Agriculture

The Berinda Cox Fish Market in Oistins is designated as a primary fish landing site. The majority of fish catches in Barbados are landed at this site along with the Bridgetown Public Market. The fishing industry in Oistins is of importance both at a National and a local level. It is a key component of the identity and culture of Oistins and plays an important role in access to local food, which can be enhanced by making space for local produce.

10. The important role of fishing and fisherfolk in Oistins today and historically will be recognised and supported by development and investment along the waterfront.
11. The boatyard and jetties should be maintained and upgraded as key infrastructure for fishing activity. See Section 9.8 for guidance on this key opportunity site.
12. Formalisation of local produce vendors in close proximity to the Berinda Cox Fish Market will be encouraged.
13. Opportunities for urban and intensive agriculture will be considered within Oistins community core.



> Oistins Bay Gardens

### 9.5.3 The Green and Blue Economy

Today, Oistins is a centre for fisheries related commercial activity and a growing attraction for tourists. Continuing to build sustainable tourism in Oistins with the introduction of cultural heritage-based attractions is the next step in developing the green and blue economy.

1. Building on the strong existing fishing and tourism industries, Government will continue to support the development of the green and blue economy in Oistins.
2. A remarkable public waterfront will be created in central Oistins by improving, connecting and enhancing the area between Miami Beach and Welches Beach, including Oistins Civic Centre, the current bus terminal site, Oistins Bay Garden, the Berinda Cox Fish Market, the jetty and boatyard and Welches Beach.
  - a) Outdoor amenities will be used to enhance and unify the public realm, including street furniture, consistent landscape design and lighting, seating and waste receptacles.
3. Following relocation of the bus terminal, the Government will seek partnerships for the comprehensive redevelopment of the site which includes retention of shoreline access, public open space and a mix of uses which may include tourism and community amenities in higher density forms. Future use of the site should contribute to the overall amenity of the waterfront for tourists and residents alike. See Section 9.9 for guidance on this key opportunity site.
4. The government will encourage small scale boutique hotels, eco-lodges and long term stay tourist accommodations in Oistins community core.



➤ Waterfront edge of Civic Centre



- |  |   |  |   |
|--|---|--|---|
| <p><b>Roads</b></p> <ul style="list-style-type: none"> <li> Primary Road</li> <li> Secondary Road</li> <li> Existing Crosswalk</li> <li> Improve Crosswalk</li> <li> Vehicle Parking Access Point</li> </ul> | <p><b>Pedestrian</b></p> <ul style="list-style-type: none"> <li> Priority Pedestrian Linkages</li> <li> Pedestrian Improvement Areas</li> <li> Existing Pedestrian Routes</li> <li> Proposed Pedestrian Routes</li> <li> Pedestrian Access Point</li> </ul> | <p><b>Mobility</b></p> <ul style="list-style-type: none"> <li> Transport Terminal</li> <li> Jetty</li> </ul> | <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li> Community Plan Area</li> </ul> |
|--|---|--|---|

**MAP 9C:**  
**Mobility**

## 9.5.4 Mobility and Accessibility

Strategically located between Bridgetown and Grantley Adams International Airport, multimodal mobility in Oistins is particularly important. Within the community, increased walkability is a priority to connect attractions that span both sides of Oistins Main Road and its entire length. With a large population of seniors who frequent the Oistins Civic Centre, particular attention should be placed on ensuring safety and accessibility of pedestrian routes in the community core.

1. New development and investment in Oistins community core will support walkability and multimodal transportation choice.
2. The Government will complete a waterfront pedestrian route from Enterprise Beach to Welches Beach.
  - a) The waterfront pedestrian route will vary depending on the changing context along the waterfront, including segments of both boardwalk and sidewalk.
  - b) Where possible and necessary, the waterfront pedestrian route will be constructed to mitigate erosion and the impacts of the climate crisis on the shoreline.
3. Priority pedestrian linkages with a higher potential for pedestrian flows have been identified on Map 9C and will be earmarked for improvement.
  - a) Contiguous sidewalks should be built on both sides of priority pedestrian linkages where possible, with pedestrian crossings as needed.
  - b) The streetscape should be enhanced with new lighting, furniture, and vegetation where street widths are appropriate.
4. Pedestrian improvement areas have also been identified on Map 9C. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
  - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) Streetscape improvements should be made in pedestrian improvement areas where possible.
5. The Government will continue to maintain and upgrade escarpment pedestrian routes. Improvements may include:
  - a) Safety features, including lighting to improve nighttime safety;
  - b) Signage; and
  - c) Landscaping.



> Sidewalk along Oistins Hill Road

6. A new Transport Terminal will be constructed on public land holdings across from the public car park to facilitate intermodal travel and transfers in Oistins as a key location within the regional transport network. See Section 9.9 for guidance on this key opportunity site.
7. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycle parking at key multimodal destinations like the Transport Terminal.
8. The Government will explore the use of the existing jetty or construction of a new jetty for water transportation.
  - a) The capacity of the existing jetty to accommodate use by water taxis or ferries in addition to its use as a fish landing site should be evaluated.
  - b) Given the importance of Oistins as a fish landing site, should shared use of the existing jetty not be possible the possibility of constructing a new jetty for water transportation should be explored.
  - c) To promote multimodal mobility, seamless connections from the jetty to other forms of transportation including walking, buses and automobiles will be facilitated. This may include relocation of bus stops and provision of park and ride spaces in close proximity to the jetty.
9. The Government will address issues of traffic congestion related to the fish fry and Berinda Cox Fish Market, including:
  - a) Improving parking management and signage directing patrons to the public car park.
  - b) Regulating parking at the boatyard and market, for example by permitting only drop off and pick up and accessible parking in front of the market.
  - c) Managing bus traffic on Oistins Main Road during peak hours, for example by restricting bus drop off and pick up between the Oistins Bay Gardens and Welches Beach and directing buses to pick up and drop off passengers at the Transport Terminal.
  - d) Considering the construction of a bypass road link from Oistins Hill Road to the road connecting Oistins Main Road to the new Transport Terminal and carpark, thus enabling the section of Oistins Main Road in front of the Oistins Bay Gardens to be closed during peak hours.
10. The Government will improve the public car park, which is currently underutilised. Improvements may include:
  - a) Signage improvements;
  - b) Lighting improvements;
  - c) Clearly marking the entrance from Oistins Hill as the entrance to a car park ;and
  - d) Upgrade to a park and ride facility.
11. The Government will consider introducing bus laybys on Oistins Main Road to improve traffic flow.
12. Vehicular and pedestrian safety will be improved by conducting Transportation Impact Assessments at the following priority intersections:
  - a) Oistins Hill and Church Hill
  - b) Oistins Hill and Oistins Main Road
  - c) Massy Supermarket



## 9.5.5 Planning for National Infrastructure

National renewable energy and waste management imperatives need to be supported at the local level in every Community Plan area, including Oistins. This includes siting renewable energy infrastructure and local waste management facilities.

1. The Government will promote the use of renewable energy in Oistins community core by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Providing electric vehicle charging stations in car parks.
2. The Government will introduce local waste and education centres to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities.
  - b) Considering the introduction of waste education centres in association with other community facilities, such as within the Oistins Civic Centre or at the Foundation School.



> View from Maxwell Hill

## 9.6

# Land Use Policies

The following land use policies apply within the boundaries of the Oistins Community Plan as shown on Map 9D: Land Use.

They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Oistins. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and this section, the policies of this section apply. Where no land use and built form policies are included in this section, the policies of Section 3 apply.

### 9.6.1 Mixed Use

The National policies of Section 3.4 Mixed Use apply.

### 9.6.2 Tourism

The National policies of Section 3.6 Tourism apply.

### 9.6.3 Predominantly Residential

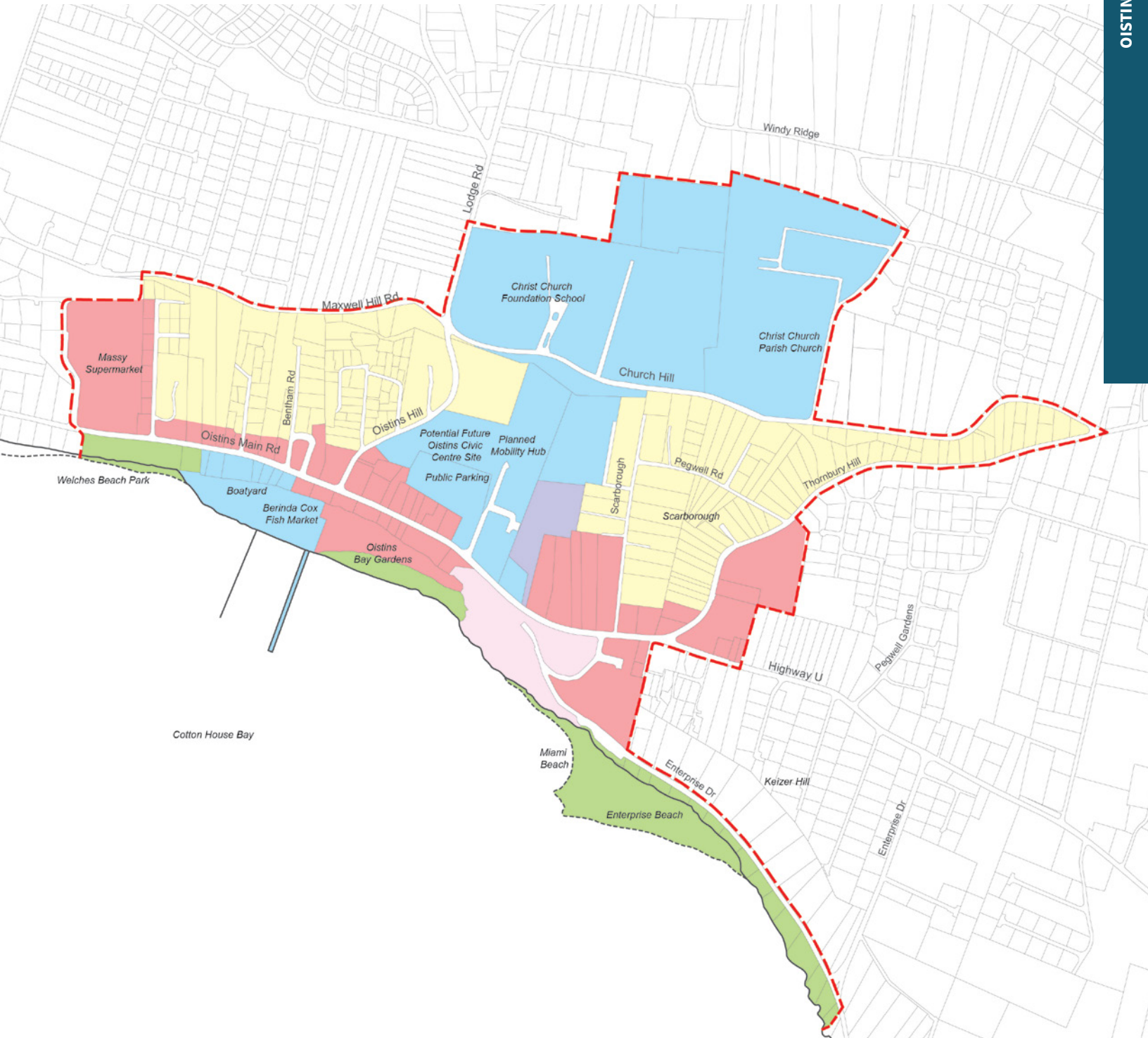
The National policies of Section 3.3 Predominantly Residential apply.

### 9.6.4 Major Institutional

1. Efficient and safe access to and circulation within the institutional cluster on the escarpment will be provided.
  - a) In particular, the escarpment pedestrian routes and crossings on Church Hill Road leading to the Foundation School will be improved.
  - b) Any future expansion or development on the site of the institutional cluster on the escarpment will protect the architectural character of and views to the Parish Church.

### 9.6.5 Special Industry

1. The existing landscaped buffer which minimises the appearance of the disused fuel storage tanks on Oistins Main Road will be retained and enhanced.



- Land Use**
- Mixed Use
  - Tourism
  - Institutional
  - Predominantly Residential
  - OS4 - Public Parks and Open Spaces
  - Coastal/Beach Park
  - Special Industry

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

**MAP 9D:  
Land Use**

## 9.7

# Overarching Urban Design Directions

Overarching urban design directions for Oistins community core are intended to ensure compatibility of new development with existing fabric and promote a high quality public realm that facilitates walking and public transport use.

- 1.** New development within Oistins community core will fit within the scale and context of the existing community.
- 2.** New development will be a maximum of six storeys and where adjacent to neighbourhoods will step down to create a sensitive transition, as set out in Section 3.4.
- 3.** Redevelopment of properties within Oistins will provide a setback to the centre line of the street, as required in Section 2.5 to allow for the creation of a continuous sidewalk network.
- 4.** Landscaping and site design along the waterfront will be designed to create a continuous and cohesive public waterfront.
- 5.** New development will consider consolidated, structured parking to limit the area dedicated to surface parking in the core of Oistins.
- 6.** On Oistins Main Road, the following policies will apply:
  - a) Pedestrian access to buildings will be along the Oistins Main Road frontage but will also consider direct access from the waterfront route.
  - b) Parking should be located in the rear of buildings and accessed from secondary streets. Where this is not possible and surface parking abuts Oistins Main Road, visual buffers will be provided along the frontage.
  - c) Access to parking should be off side streets or laneways rather than Oistins Main Road. Curbcuts should be limited.
- 7.** The residential character of Enterprise Drive will be preserved; new development will be subject to the following policies:
  - a) Infilling of vacant properties, or the redevelopment of existing properties will fit with the scale of the area, with buildings up to five storeys considered on appropriately sized lots.
  - b) Parking should be located underground or integrated into a building, rather than facing the street or against the residential areas to the north.
  - c) Generous landscaped setbacks will be required to continue the residential character of the street.
  - d) No structures are permitted on the sea side of Enterprise Road within the Community Plan area, to preserve the open window to the sea. Landscaping of seaside properties is encouraged to improve public accessibility of the waterfront.
- 8.** Residential areas within the Oistins Community Core, including Welches, Scarborough and Ashby, will be promoted for infill and upgrading. Improved routes through these communities will be prioritised, linking Oistins Main Road to Maxwell Hill Road.



- Movement**
- ⋯ Proposed Pedestrian Route
  - Existing Pedestrian Route
  - Existing Crosswalk
  - Improve Crosswalk

- Directions**
- Key Opportunity Site
  - Green Space Improvements
  - Views to the Sea
  - Potential Local Waste Management and Education Centre

- Key Opportunity Sites**
- A. Current Bus Terminal and Vacant Land
  - B. Jetty and Boatyard
  - C. Oistins Transport Terminal

- Boundaries**
- - - Community Plan Area

**MAP 9E:  
Public Realm**

## ➔ 9.8

# Open Space System

Oistins benefits from a series of Coastal/Beach Parks along its waterfront, interspersed with institutional uses such as the fish market, current site of the bus terminal and Oistins Civic Centre. The open space system along its waterfront is one of the community’s greatest assets and should be protected and enhanced.

### 9.8.1 Coastal/Beach Park

The three Coastal/Beach Parks in Oistins community core are Welches Beach Park, Oistins Bay Gardens and Miami Beach/Enterprise Beach.

1. The Government will protect Coastal/Beach Parks from erosion and the effects of the climate crisis by implementing erosion mitigation measures such as hard and soft coastal protection.
2. The three Coastal/Beach Parks will be connected with the proposed waterfront pedestrian route.

### 9.8.2 Shore Access Points

What makes Oistins unique among communities in Barbados is that access to the sea can be provided not only at officially designated Shore Access points but throughout the central waterfront due to the largely public lands and uses that line the water.

1. As development occurs and investment is made in the Oistins waterfront, access and views to the sea will be maintained and enhanced.



➤ Enterprise Beach



➤ Welches Beach Park

# ➔ 9.9

## Special Policy Areas

### 9.9.1 Key Opportunity Sites

Policies in this section provide additional guidance for three key opportunity sites that have been identified in Oistins community core.

#### Boatyard/Jetty

Boatyards are essential infrastructure to support the fishing industry. However, many of the boatyards along the coast in Barbados are no longer available for boat repair because of pressure for use of coastal land for tourism. The boatyard in Oistins supports the Berinda Cox Fish Market, which is a primary fish landing site. The jetty is necessary to the functioning of the fish landing site, however it also has potential to be used to support water transport in Oistins.

1. The boatyard and jetty will be recognised as key infrastructure supporting the fish landing site and will be maintained and improved.
2. Parking will be regulated in front of the boatyard and fish market, for example by permitting only drop off and pick up and accessible parking in front of the market.
3. The Government will explore the use of the existing jetty or construction of a new jetty for water transport.
4. The Government will undertake a master plan to determine how both the fish landing site and water transportation and associated facilities can be accommodated on the site.
5. The vacant area between the boatyard and Welches Beach will be used to support waterfront activities, including the expansion of the boatyard and provision of parking spaces for patrons of the fish fry and fish market or park and ride spaces supporting the water transport stop.



➤ Public Access to Miami Beach



➤ Oistins Boatyard and Jetty

6. Multimodal transportation will be facilitated at the water transport stop by:
  - a) Providing secure bicycle parking;
  - b) Improving pedestrian routes and priority pedestrian linkages leading to the water transport stop, especially those connecting the Transport Terminal and public car park to the water transport stop.
  - c) Rationalising bus routes to ensure that buses stop as close as possible to the water transport stop.
  - d) A vegetated buffer will be maintained between the boatyard and sidewalk of Oistins Main Road.



## Oistins Transport Terminal

Relocating the current bus terminal to the public land holdings on the landside of Oistins Main Road and creating a multimodal Transport Terminal is key to maximising Oistins' role as a Mobility Node. The proposed Transport Terminal site is well located in proximity to the tourism and institutional uses on the waterfront as well as the institutional cluster above the escarpment. The underutilised public car park adjacent to the Transport Terminal site has the potential to be used as a park and ride lot supporting the Transport Terminal.

7. The Transport Terminal should accommodate minibuses and ZR vans in addition to Barbados Transport Board buses.
8. Existing pedestrian routes and priority pedestrian linkages leading to the Transport Terminal will be improved.
9. The existing wayside vending will be formalised and incorporated into the Transport Terminal.
10. A Transportation Impact Assessment will be completed to evaluate if the existing public car park can accommodate park and ride spaces supporting the Transport Terminal.
11. Consideration will be given to constructing a bypass road link from Oistins Hill Road to the road connecting Oistins Main Road to the Transport Terminal and car park.
12. The Transport Terminal will be designed to be accessible to persons with disabilities and the elderly.
13. Secure bicycle parking will be provided at the Transport Terminal to facilitate transfers between bicycles and public transport.
14. Landscaping will be used to screen the Transport Terminal from the disused fuel storage tanks.

## Current Bus Terminal Site

The current bus terminal occupies a prime site on the Oistins waterfront. Once the bus terminal has been relocated this site has the potential to form an important part of the waterfront, providing a high quality public realm between Oistins Bay Gardens and the Civic Centre.

15. The Government will seek partnerships for the comprehensive redevelopment of the site which includes retention of shoreline access, public open space and a mix of uses which may include tourism and community amenities in higher density forms.
16. Appropriate uses for the site include tourism expansion of the adjacent fish fry activities, public open space, outdoor performance space, and cultural interpretation facilities.
17. The site will be designed to provide a high quality resilient building design and public realm, including hard and soft landscaping, lighting, shade and seating.
18. The site will be designed to be accessible to persons with disabilities.
19. The waterfront pedestrian route will be integrated with new development/open space improvements on the site.



> The currently underutilised public car park





# 10

## Six Cross Roads Community Plan

This Community Plan provides additional policy direction for Six Cross Roads and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for Six Cross Roads' continued development as a Regional Centre serving the southeastern areas of the island with potential to expand agricultural, industrial, commercial and institutional activities.

## ➔ 10.1

# Introduction to the Community Plan

Six Cross Roads has grown from a local village at the confluence of Highways 5, 6 and 7 to a regionally significant centre serving the surrounding southeastern part of the island. Six Cross Roads is designated as a Regional Centre, a designation it has held since the Physical Development Plan (PDP) Amended (2003). Prior to this, the town was designated as a Restricted Growth Centre, recognising potential as a service and industrial centre for the surrounding rural area. Restrictions on expansions were proposed, noting the important resource of the surrounding agricultural lands and groundwater protection zones. Nonetheless, Six Cross Roads was envisioned to gradually transition to an urban centre with shops, employment and community facilities serving the southeast areas of the island, a transition which it has been successfully making to become the bustling place it is today.

The PDP Amended (2023) builds upon previous planning policy for Six Cross Roads while seeking to respond to challenges and identify opportunities to improve the quality of place, level of amenity and service function of the community. The Community Plan is focused on the core area of Six Cross Roads at the intersection of the highways, where there is the greatest existing level of activity and opportunity for reinvestment and intervention. The community core contains an institutional hub including a school, public market, recreational field and polyclinic; a large regional shopping centre; a vacant parcel south of the roundabout well suited for development; and an Integrated Rural Development Programme (IRDP) area just to the west.

This Community Plan updates policies for Six Cross Roads related to sustainable development, food and agriculture, natural heritage, mobility and infrastructure and considers the impacts of the climate crisis. Overall, it provides direction to enhance Six Cross Roads as a complete community. Policies in this Community Plan are to be read in conjunction with the National policies.

This Community Plan includes the following sections:

- 10.1 Introduction to the Community Plan
- 10.2 Six Cross Roads Today: Context and Challenges
- 10.3 Vision, Goals and Objectives
- 10.4 Strategic Policies
- 10.5 Land Use Policies
- 10.6 Overarching Urban Design Directions
- 10.7 Open Space System
- 10.8 Special Policy Areas



> Wayside vending



> Wynter Crawford Circle



## Key Directions

1. Incorporate a **pedestrian route through the southern parcel and formalised bus transfer points** on Highway 6B and Highway 6 as the site redevelops.
2. Create a series of **pedestrian routes to circumvent the roundabout** and connect adjacent neighbourhoods.
3. Transform the **institutional cluster** into a cohesive civic campus.
4. Improve the **public realm at and adjacent to the roundabout** to create a green core to the community.
5. Support a **diversity of housing options** with infill residential development – including seniors' housing – on underutilised lands.
6. Solidify connections with the **Marchfield IRDP** area to the west of the Community Plan area.
7. Promote employment through infill within the **Six Cross Roads Industrial Park**.

## 10.2

# Six Cross Roads Today: Context and Challenges

**Six Cross Roads has evolved as a planned community that offers residential, employment and institutional uses. It is a functional, relatively complete community, but opportunities remain to increase its cohesion and public realm experience.**

The commercial sector is anchored by the Emerald City complex, which provides a wide variety of amenities and services including a large supermarket, bank, pharmacy and post office. Other commercial uses in the Six Cross Roads community core include a gas station, fast food restaurants and autobody repair shops.

There is a large cluster of institutional uses concentrated to the northeast of the roundabout. These facilities serve both the local and regional population, and include a polyclinic, library, welfare office, school, and public market. To the east of the institutional cluster is the Barbados Investment and Development Corporation (BIDC) industrial park where there is potential for infill and future employment uses. To the west of the roundabout there is an Integrated Rural Development Programme Area (IRDP), although few properties are under active agricultural cultivation.

The parcel to the south of the roundabout is the only large undeveloped parcel remaining in Six Cross Roads. Informal retail has clustered on this parcel, which is well served by public transport with bus stops on either side.

Although a complete community in most respects, the public realm in Six Cross Roads is lacking. Within the community core there is no public open space other than the playing field at Princess Margaret School. While there are public spaces within the residential neighbourhoods surrounding the core, these serve the residents of those areas and are too far afield to serve the many people who frequent the shops and community facilities in Six Cross Roads. Furthermore, while there are sidewalks and pedestrian crossings marked on each of the major roads, they are insufficient to provide a comfortable pedestrian experience given the volume and speed of traffic, and connections within and between the six sextants of the core are generally informal desire lines rather than properly marked and designed linkages.

The challenges in the Six Cross Roads Community Plan area include:

- The commercial sector is healthy but missing some components, such as dining and nightlife.
- Pedestrian infrastructure is vastly underdeveloped compared to vehicular infrastructure, making movement much easier and safer for cars than for people.
- There has been little attention to the public realm as the community has developed – streetscaping is minimal and public open spaces and civic gathering spaces are lacking.
- The institutional uses, despite being clustered, are physically segregated and disconnected from each other.
- Improvements to public transport are needed in order for the community to properly serve as a Mobility Node for the surrounding region.
- Several sites in the Six Cross Roads Industrial Park and underutilised, with potential to provide increased employment and economic benefit to the community.



Current Building Use	Terrain	Boundaries
<span style="display:inline-block; width:15px; height:15px; background-color: #f08080; border: 1px solid black;"></span> Commercial	<span style="display:inline-block; width:15px; height:15px; background-color: #90ee90; border: 1px solid black;"></span> Trees	<span style="display:inline-block; border-bottom: 2px dashed red; width: 20px;"></span> Community Plan Area
<span style="display:inline-block; width:15px; height:15px; background-color: #add8e6; border: 1px solid black;"></span> Institutional	<span style="display:inline-block; width:15px; height:15px; background-color: #d3d3d3; border: 1px solid black;"></span> Parking	<span style="display:inline-block; border-bottom: 1px solid black; width: 20px;"></span> Tax Parcel
<span style="display:inline-block; width:15px; height:15px; background-color: #f0e68c; border: 1px solid black;"></span> Residential	<span style="display:inline-block; width:15px; height:15px; background-color: #90ee90; border: 1px solid black;"></span> Open Space	<span style="display:inline-block; border-bottom: 2px dashed black; width: 20px;"></span> IRDP Area
<span style="display:inline-block; width:15px; height:15px; background-color: #9370db; border: 1px solid black;"></span> Industrial		<small>(Source: PDD, 2016)</small>
		<small>(Source: PDD, 2016)</small>

MAP 10A:  
Existing Conditions

## ➔ 10.3

# Vision, Goals and Objectives

### 10.3.1 Vision

Six Cross Roads will continue to develop as a Regional Centre providing a range of amenities and community uses for the increased population in the southeast portion of the island. New development and investment will focus on improving the cohesiveness of the community with greater emphasis on pedestrian connectivity and the public realm. Six Cross Roads will embrace its potential as an inland community that is at reduced risk from the climate crisis, and will prioritise maintaining and improving resiliency in its future growth.



> Sunbury Road

### 10.3.2 Goals and Objectives

#### Increase walkability in and around Six Cross Roads.

- Establish or formalise pedestrian routes creating a walkable circuit around the roundabout.
- Improve sidewalks connecting key destinations and crossings.

#### Infill and intensify where possible in the community core.

- Pursue opportunities for infilling in the shopping centre parking lots with additional uses, including residential.
- Over time, promote redevelopment of the shopping centre in a mixed use format.
- Introduce seniors' housing into the community.
- Encourage redevelopment of the vacant parcel south of the roundabout as a mixed use development.
- Promote development of vacant parcels in the Six Cross Roads Industrial Park.

#### Capitalise on the institutional cluster as a civic campus.

- Create a cohesive campus surrounding existing facilities focused on health, education and wellness.
- Improve connections between the existing institutional and community uses on the site.

#### Introduce a Mobility Node on the vacant parcel south of the roundabout as it redevelops.

- Integrate existing bus stops into a formalised bus transfer point as part of the redevelopment of the parcel.
- Incorporate the existing informal vending into the Mobility Node.

#### Support the relationship between Six Cross Roads community core and the IRDP area to the west.

- Create opportunities for sales and consumption of locally produced food.
- Support value-added agricultural activities.

#### Support the development of a stronger cultural and entertainment offering in Six Cross Roads.

- Encourage the diversification of the commercial offering in Six Cross Roads to include uses such as restaurants and bars.
- Encourage the introduction of a cultural facility such as a theatre, gallery or market.

#### Improve the public realm.

- Make streetscape and landscaping improvements on roads as they approach the roundabout.
- Locate new public open spaces in Six Cross Roads.
- Green the roundabout as a central garden/landscape.



## ➔ 10.4

# Strategic Policies

These strategic policies build on the direction provided by the National strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for Six Cross Roads.

### 10.4.1 Promoting Sustainable Development

Six Cross Roads is an example of a community that was planned to play a specific role within the island settlement structure and has evolved very successfully to do exactly that. The opportunity now is to support its continued development to become an even more complete community and centre of amenities and services for St. Philip and beyond.

1. Six Cross Roads' role as a Regional Centre serving the southeast of the island will be reinforced by directing new community services and amenities to locate there.
2. Development and investment will enhance Six Cross Roads as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' and affordable housing to locate in Six Cross Roads, taking advantage of the close proximity to health facilities, other community facilities, public transport and daily amenities;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Encouraging further development of health facilities;
  - e) Promoting local food; and
  - f) Developing multimodal transportation options.
3. The cluster of institutional uses to the northeast of the roundabout will be integrated into a civic campus. See Section 10.8 for guidance regarding this key opportunity site.
  - a) A cohesive public realm will be created through use of landscaping and signage.
  - b) Ease of pedestrian movement through the campus will be improved.
4. Mixed-use development opportunities will be explored with the private sector for the vacant parcel south of the roundabout. See Section 10.8 for guidance regarding this key opportunity site.
  - a) The Government will secure the incorporation of a bus transfer point in the redevelopment of the site.
5. Redevelopment in a more intensive and urban form, and with a mix of uses, will be encouraged on the Emerald City complex site.
6. With less vulnerability than many coastal communities, density and intensification will be actively pursued in Six Cross Roads.
7. Increasing public or publicly accessible open spaces to encourage active and passive recreation will be a priority in Six Cross Roads.



➤ Emerald City Shopping Centre



➤ Six Roads Post Office, located in Emerald City Mall

## 10.4.2 Protecting Core Assets Natural Heritage

Six Cross Roads is located in an urban and agricultural part of the island without major natural heritage features in its immediate vicinity. It is also at less risk from hazards than many communities on the island due to the fact that it is an inland community and has no escarpments or other hazard areas. These features make Six Cross Roads more resilient than many communities on the island, but preparing for the climate crisis must still be a priority.

1. The Government will work to increase the resiliency of the community to the climate crisis. This will include:
  - a) Ensuring that new development is designed to withstand the impact of severe weather events.
  - b) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable cover for parking and driveways to improve stormwater infiltration.

## Protecting Core Assets Food and Agriculture

Six Cross Roads has an important role to play in the provision of healthy, local food for the surrounding region. It is characterised by the adjacency of production and consumption, with an IRDP area just to its west and a formal supermarket, public market, and informal vending within the community. Six Cross Roads therefore offers the opportunity to both support local farming and provide healthy local food to the surrounding community.

2. Development within the IRDP area will be in accordance with Section 2.2.1 Food and Agriculture and Section 10.8 Special Policy Areas.
3. Linkages between the IRDP area and Public Market, local vendors and supermarket will be supported.
4. The Government will continue to support the Six Cross Roads Public Market in the provision of local food for the region.
5. Informal local food vendors on the vacant parcel south of the roundabout will be encouraged to integrate with the bus transfer point to provide local food to commuters. See Section 10.8 for guidance regarding this key opportunity site.

### 10.4.3 The Green and Blue Economy

Six Cross Roads has a well-rounded, locally focused economic programme. Commercial, retail, industrial, and agricultural sectors all contribute to the centre's economy. There are opportunities to enhance all sectors and make use of underutilised parcels of land, particularly within the industrial park.

1. The Barbados Investment and Development Corporation will be encouraged to provide a broader range of employment-related and compatible uses within the Six Cross Roads Industrial Park. In doing so:
  - a) The compatibility of new industrial development with the adjacent residential and institutional uses will be considered.
  - b) Value added agricultural production will be encouraged.



> Marchfield IRDP

## 10.4.4 Mobility and Accessibility

Six Cross Roads was developed at a strategic point at the intersection of Highways 5, 6, and 7 offering direct road linkages to areas throughout the island. Today, there is a clear imbalance between the needs of vehicles, which are well met by the road infrastructure, and those of the pedestrians who frequent Six Cross Roads for its services and amenities.

1. New development and investment in Six Cross Roads will support walkability and multimodal transportation choice.
2. Existing and proposed pedestrian linkages have been identified on Map 10B and will be improved or introduced in order to create a complete circuit.
  - a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
  - b) Safe pedestrian crossings will be provided throughout the circuit.
  - c) Development of the parcel south of the roundabout will protect pedestrian linkages through the site.
3. Priority pedestrian linkages have been identified on Map 10B and will be earmarked for improvement.
  - a) Landscaping and streetscaping should be introduced in the vicinity of the roundabout as place-making features.
  - b) Sidewalks should be contiguous on both sides of the street, with pedestrian crossings as needed.
4. Cycling will be encouraged by incorporating the provision of local bicycle routes and trails and bicycle parking.
5. A Mobility Node will be developed in Six Cross Roads, recognising its role within the island mobility network.
  - a) A bus transfer point will be incorporated as part of the redevelopment of the vacant parcel south of the roundabout. See Section 10.8 for guidance regarding this key opportunity site.

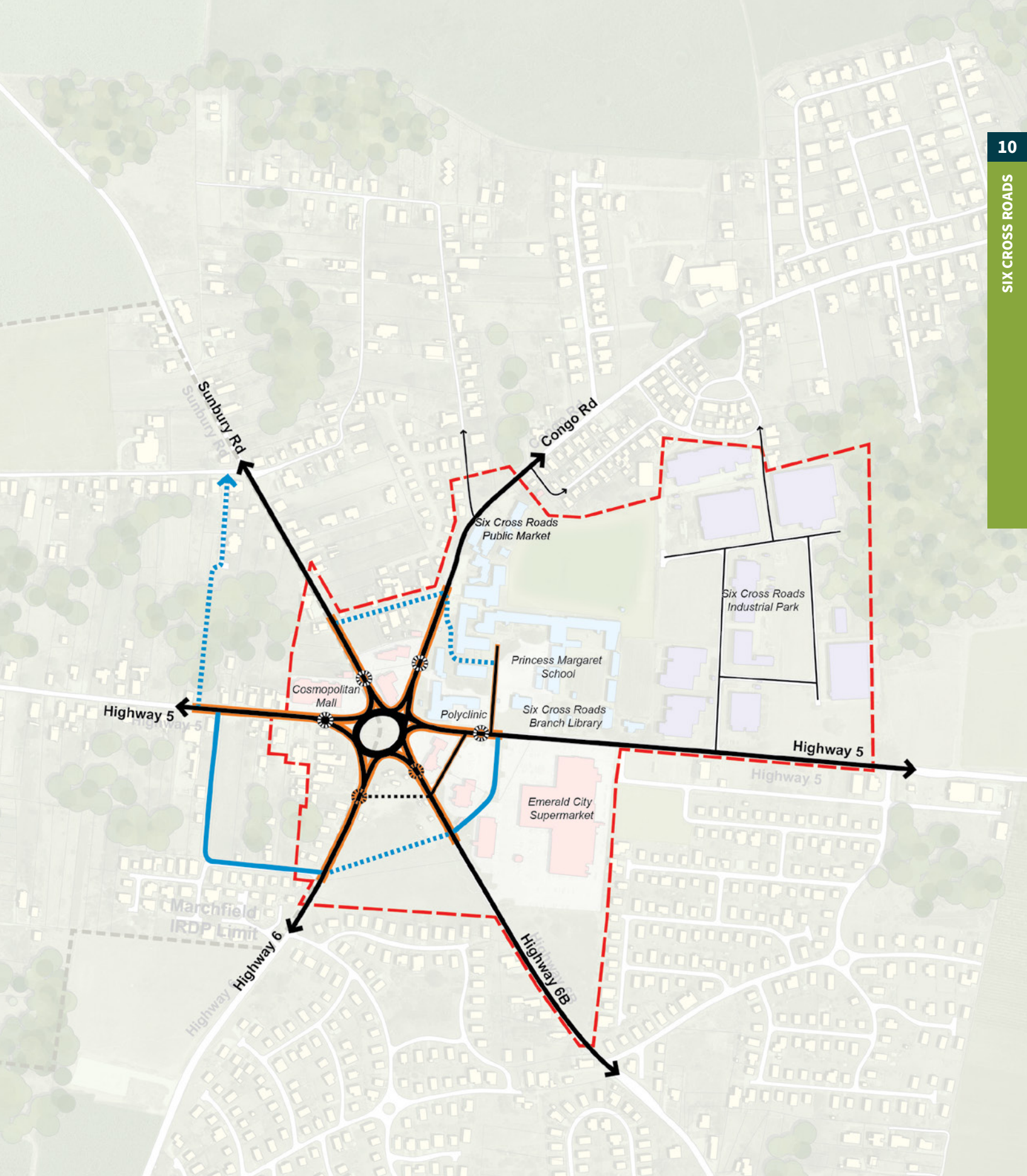


> Wynter Crawford Circle

## 10.4.5 Planning for National Infrastructure

Due to its comparatively lower vulnerability, Six Cross Roads is an excellent location for National infrastructure, including renewable energy infrastructure. As a busy centre with educational and institutional uses, it is also a natural location to introduce local waste management education.

1. Renewable energy production, including photovoltaics, will be encouraged.
  - a) The opportunity to install solar panels on the roofs of buildings within the civic campus and private buildings will be explored.
  - b) Landowners in the Industrial Park will be encouraged to install solar panels on roofs of industrial buildings.
2. The Government will introduce a local waste education centre to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities.
  - b) Considering the introduction of a waste education centre in the civic campus.



- |                      |                                |                           |
|----------------------|--------------------------------|---------------------------|
| <b>Roads</b>         | <b>Pedestrian</b>              | <b>Boundaries</b>         |
| — Primary Road       | — Priority Pedestrian Linkages | - - - Community Plan Area |
| — Secondary Road     | — Pedestrian Improvement Areas |                           |
| ⋯ Proposed Road      | — Existing Pedestrian Routes   |                           |
| ⊗ Existing Crosswalk | ⋯ Proposed Pedestrian Routes   |                           |
| ⊗ Improve Crosswalk  |                                |                           |

MAP 10B:  
Mobility

## 10.5

# Land Use Policies

The following land use policies apply within the boundaries of the Six Cross Roads Community Plan as shown on 10C: Land Use. They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Six Cross Roads. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use policies are included in this section the policies of Section 3 apply.

### 10.5.1 Mixed Use

1. Improvements to internal pedestrian circulation and access to bus stops will be made as part of any development on the Emerald City complex site.
2. In the core of Six Cross Roads, integrated vertical and horizontal mixed use will be encouraged.

### 10.5.2 Predominantly Residential

The National policies of Section 3.3 Predominantly Residential apply.

### 10.5.3 Major Institutional

1. Where feasible, fencing and physical barriers between institutional sites will be removed to encourage greater integration and accessibility.

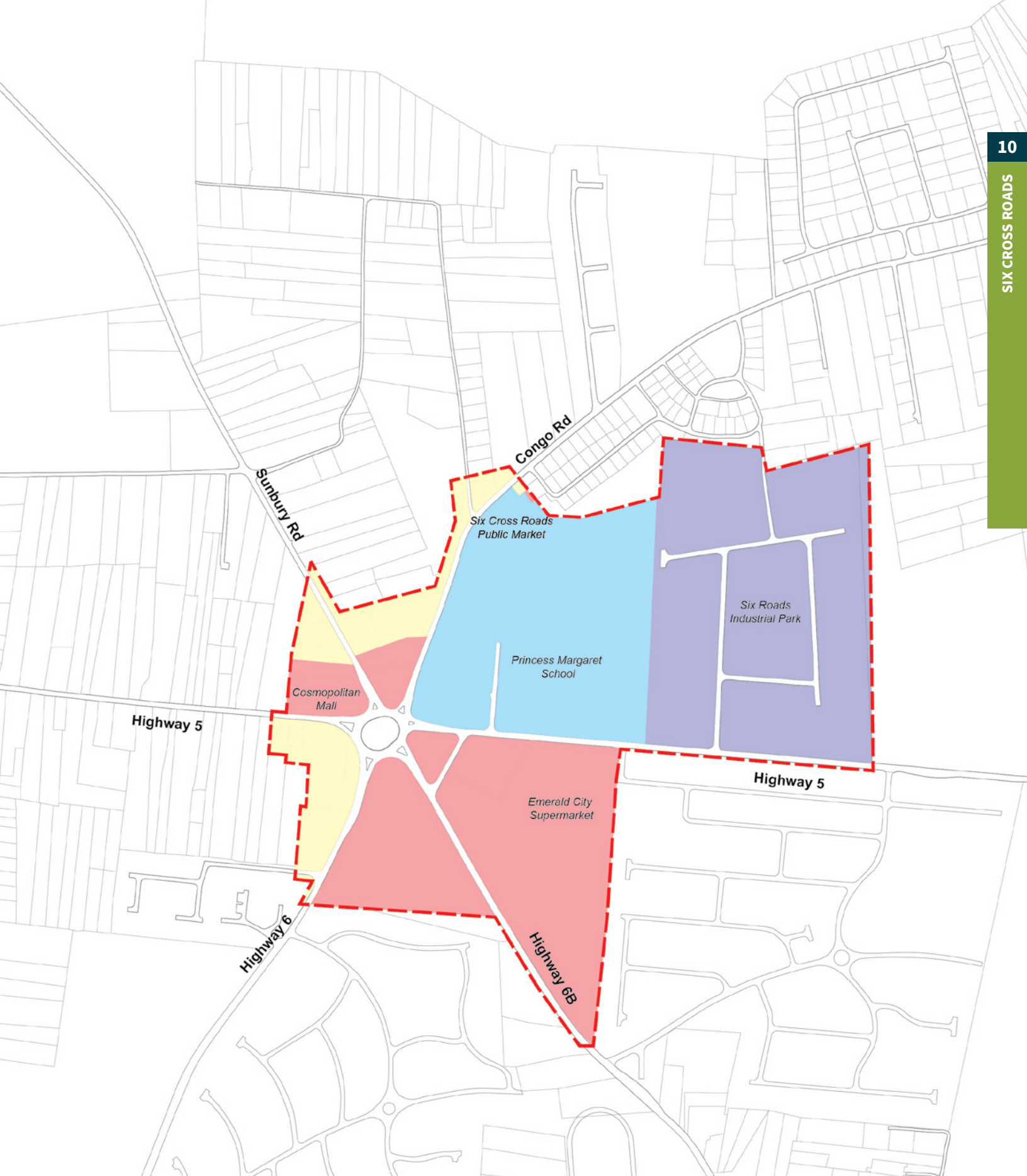
### 10.5.4 Employment Areas

1. As additional development within the Six Cross Roads Industrial Park occurs, industrial uses with the least offensive operations in terms of noise, glare, vibration, loading and outdoor storage requirements will be encouraged to locate adjacent to the Farm Garden community.
2. The road connecting Farm Garden to the Six Cross Roads Industrial Park will have restricted truck access from the Industrial Park so as to minimise heavy traffic through that community.

## Open Space System

There is currently a dearth of open spaces within the Six Cross Roads Community Plan area. The playing field associated with the Princess Margaret School is the only major open space in the area.

1. Opportunities to introduce public or publicly accessible open spaces will be considered in all new development in Six Cross Roads community core.
  - a) In particular, the provision of a new public or publicly accessible open space is encouraged as part of the development of the vacant parcel south of the roundabout.



- Land Use**
- Mixed Use
  - Institutional
  - Predominantly Residential
  - Employment

MAP 10C:  
Land Use



- Movement**
- Proposed Pedestrian Route
  - Existing Pedestrian Route
  - Existing Crosswalk
  - Improve Crosswalk
  - Proposed Road

- Directions**
- Key Opportunity Site
  - Greenspace Improvements
  - Potential Local Waste Management and Education Centre

- Key Opportunity Sites**
- A. Civic Campus
  - B. South Key Opportunity Site

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

**MAP 10D:**  
**Public Realm**



## ➔ 10.6

# Overarching Urban Design Directions

The overarching urban design directions for the Six Cross Roads community core are intended to create a walkable core with a mix of uses while ensuring compatibility with surrounding residential and rural areas.

1. New development will improve the public realm in Six Cross Roads by:
  - a) Fronting directly onto a main road.
  - b) Providing sidewalks as required in Section 2.5, with landscaped areas along the sidewalk for tree planting to create shade.
  - c) Creating pedestrian paths through development parcels to increase pedestrian routes through Six Cross Roads.
  - d) Locating vehicular access points further away from the roundabout, where feasible, and combining driveways to limit potential conflict points between pedestrians and vehicles.
  - e) Providing landscaping strips to buffer surface parking lots from the street where parking abuts public streets.
2. Mid-rise buildings, up to 6 storeys, are appropriate within the Six Cross Roads Community Plan area. Where taller buildings are located adjacent to lower residential areas, appropriate transition will be considered, as set out in section 3.4.4.
3. Within the Emerald City block, infill retail development is encouraged on underutilised parking areas. Small retail units should be located closer to the street to better define the street with active uses.
4. Within the Six Roads Industrial Park, new commercial and light industrial uses are encouraged. Through new development, street improvements will be provided to create continuous sidewalks through the area linking Highway 5 to the residential areas to the north and Congo Road.



➤ Surface parking lot with porous paving and landscaping

5. As development occurs, landscaping and streetscaping improvements to the pedestrian environment will occur. A particular emphasis will be placed on increasing the tree canopy to reduce the heat island effect.
6. Surface parking lots will be landscaped to provide shade and decrease stormwater runoff. Infiltration of water will be encouraged through the use of porous paving materials and consideration of water runoff from surface parking areas.
7. Outdoor storage facilities will be fenced and visually buffered through landscaping or other design features.
8. Public realm and landscaping improvements will be made at and adjacent to the roundabout to create a green entrance to the community.

## ➤ 10.7

# Special Policy Areas

Two types of special policy area apply within Six Cross Roads community core, an IRDP area and two key opportunity sites (see Map 10D: Public Realm) for which additional direction is provided.

### 10.7.1 Integrated Rural Development Programme Area

The IRDP area to the west of Six Cross Roads remains only partially in agricultural production. Given the Government investment in irrigation in IRDP areas, a return to agricultural production should be encouraged and other development discouraged in these areas.

1. Agricultural uses will be protected in the IRDP area in Six Cross Roads in accordance with the National IRDP policies in Section 2.2.1.
2. Opportunities for farmers in the IRDP area to sell their produce within Six Cross Roads community core will be promoted.



➤ Existing pedestrian connection between Highway 5 and Highway 6



➤ Pedestrian crossing at Highway 6

## 10.7.2 Key Opportunity Sites

Policies in this section provide additional guidance for two key opportunity sites that have been identified in the Six Cross Roads community core.

### Institutional cluster as a civic campus

Clustered northeast of the cross roads, the school and its field, library, public market, polyclinic and other uses form a significant institutional cluster at the heart of Six Cross Roads. There is an opportunity to treat these disparate uses as an institutional campus, improving the public realm and the connections between the complementary uses on the site.

1. The institutional cluster will be considered as a cohesive civic campus, with appropriate landscaping and internal public realm improvements including improved pedestrian routes, lighting and seating.
2. A civic gathering space will be identified and established.
3. Better physical integration and shared use of the institutional facilities will be promoted to maximise the synergies between them.
4. Consideration for new facilities will include a Six Cross Roads community centre.
5. Improvements will be planned to address the accessibility needs of vulnerable users, particularly seniors.



Street frontage of Civic Campus on Congo Road

## South key opportunity site

The only large remaining vacant parcel of land in Six Cross Roads community core is located south of the roundabout, and currently contains some informal vending. It is a prime site for development due to its prominent location and potential for access off Highway 6 and Highway 7. Any development should be appropriate to the high profile of its location.

6. Accommodation of pedestrian routes to the surrounding community and adjacent blocks will be incorporated into the site design.
7. Development will be mixed use, with the potential for vertical integration of commercial and residential within the same structure.
8. Residential development will focus on the inclusion of multi-family, affordable housing and seniors' housing.
9. Pedestrian access to the site will be prioritised, including safe crossings of the adjacent roads.
10. Multimodal transportation options will be incorporated on the site, including the formalisation of the current bus stops into an integrated bus transfer point.
11. Existing small scale food vendors will be integrated into site design of the bus transfer point, including formalised stalls, seating, and waste receptacles.
12. Opportunities for public or publicly accessible open spaces will be considered as part of the site design.



> Wayside vending at Highway 6B



> Existing bus stop at Highway 6



# 11

## Warrens Community Plan

This Community Plan provides additional policy direction for Warrens and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for continued investment and development in Warrens to transform the community from a commercially driven Suburban Centre into a mixed-use Emerging Regional Centre.

## ➤ 11.1

# Introduction to the Community Plan

Warrens is designated as an Emerging Regional Centre in the Physical Development Plan (PDP) Amended (2023). It was previously designated as a Suburban Centre in the Physical Development Plan, Amended (2003), recognising that it already played an important role as an industrial and office centre for Greater Bridgetown and had potential to evolve into a full commercial centre, incorporating a mix of shops, offices and light industrial uses. The PDP Amended (2023) provides direction for Warrens to make the next step in its evolution into an Emerging Regional Centre and more complete community.

This is the first Community Plan for Warrens to be included in the PDP. It builds upon policy for Warrens as a Suburban Centre in the PDP, Amended (2003), five background reports prepared for a Warrens Community Plan in 2004, and recommendations for Warrens in the Urban Growth Study for the Greater Bridgetown Area done as part of the Emerging Sustainable Cities Initiative (2015).

This Community Plan provides policies for Warrens related to sustainable development, natural heritage, the green and blue economy, mobility and accessibility, and National infrastructure. It identifies an opportunity to reurbanise the community, providing a mix of uses and enhanced mobility options. Policies in this Community Plan are to be read in conjunction with the National policies.

The Community Plan includes the following sections:

- 11.1 Introduction to the Community Plan
- 11.2 Warrens Today: Context and Challenges
- 11.3 Vision, Goals and Objectives
- 11.4 Strategic Policies
- 11.5 Land Use Policies
- 11.6 Overarching Urban Design Directions
- 11.7 Open Space System
- 11.8 Special Policy Areas



➤ Warrens Great House



## Key Directions

- 1. Create a street and block pattern** to structure future development.
- 2. Improve the walking environment in Warrens** through the creation of additional pedestrian links and provision of adequate sidewalks and landscaping.
- Explore ways to **better connect the north and south portions of Warrens** through improving crossings of the Errol Barrow Highway.
- 4. Extend an open space connection** through Warrens Industrial Park.
- 5. Locate a Transport Terminal** near Warrens Tower II, in proximity to the retail and services in the south portion of Warrens.
- 6. Encourage medium and high density, mixed use development** in the south portion of Warrens, including seniors' housing, to create a more complete community.
- 7. Encourage Mixed Use high density development**, including commercial uses, affordable housing, community amenities, **west of the D'Arcy Scott Roundabout**.
- 8. Encourage the continued upgrading of industrial/warehousing** uses to create a prestige employment district.

## 11.2

# Warrens Today: Context and Challenges

**Warrens, an Emerging Regional Centre in the Island Settlement Structure, has developed into an important industrial, retail and office centre surrounding the Everton Weekes and D’Arcy Scott Roundabouts. Formerly designated as a Suburban Centre, it has developed in an auto-dominated manner and does not represent a sustainable form of development for Barbados.**

There is a considerable amount of employment in the portion of Warrens to the north of the Errol Barrow Highway. The Warrens Industrial Park in the northeast of the Community Plan area contains largely light industrial and warehousing uses, but like much of Warrens has been undergoing a transition with more office uses moving in. The northwest of the site contains a number of large car dealerships as well as the relatively new ITC tower. Large office towers have also been developed north of the Everton Weekes Roundabout and west of Highway 2, including the First Caribbean Bank Head Office and Baobab Tower. The adaptively reused Warrens Great House also provides offices. While the trend has been towards office development, a considerable amount of light industrial/warehousing remains. Office towers in Warrens are up to 10 storeys in height, resulting in the most significant cluster of density outside of central Bridgetown.

South of the Errol Barrow Highway there is one of the largest retail areas in Barbados, encompassing the Massy complex, Warrens Dome Mall and Pricemart. Office development has also been taking place in the south part of the Community Plan area, driven both by government and the private sector. There is considerable vacant land remaining in this area for future development. The largest vacant parcel in Warrens is located west of the D’Arcy Scott Roundabout, bordering a residential neighbourhood. A significant vacant parcel also remains east of the Everton Weekes Roundabout.

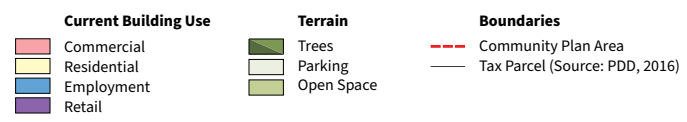
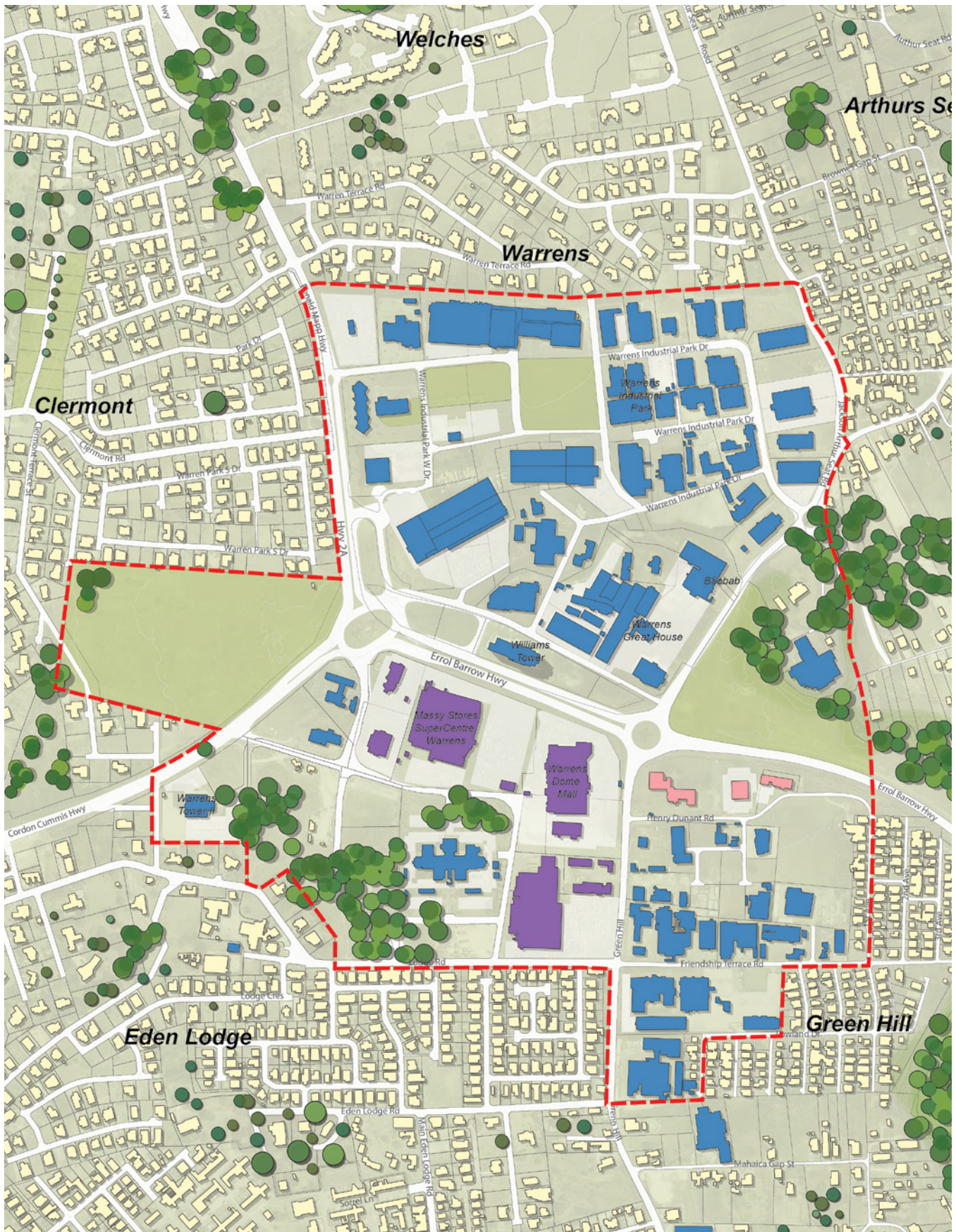
A gully runs through the northwest portion of the Community Plan area. Warrens falls within the Constitution River South Gully Catchment, which connects back all the way to the Constitution River in Bridgetown.

Warrens is primarily bounded by residential areas, however there is little porosity between these areas and the employment opportunities and amenities in Warrens, meaning that even local residents are forced to commute to Warrens by car.

Warrens’ public realm is typical of suburban employment and retail areas, in that it is characterised by extensive surface parking lots. The environmental education mural by the First Caribbean office and nearby giant Baobab tree form a notable exception. Today, Warrens faces a number of challenges primarily related to the auto-centric way in which it has developed. The challenges in the Warrens Community Plan area include:

- A lack of pedestrian connectivity across the community, resulting from major infrastructure barriers and disconnected internal street networks;
- A lack of pedestrian connectivity to surrounding residential areas;
- A haphazard development pattern with extremely large blocks;
- A segregated pattern of uses;
- A failure to respect the natural heritage of the area;
- A poor quality public realm, characterised by vast areas of parking and a dearth of open spaces;
- Insufficient public transport infrastructure given the volume of workers who commute to Warrens, resulting in a very high mode share for automobiles; and
- High levels of traffic and congestion, particularly at rush hours.





**MAP 11A:**  
**Existing Conditions**

## ➔ 11.3

# Vision, Goals and Objectives

### 11.3.1 Vision

Warrens will continue to develop as an Emerging Regional Centre with a nationally significant cluster of retail and office employment. Future development will take place within a planned community structure that emphasises sustainability, connectivity and a high quality public realm. A mix of uses including higher density residential and community facilities will be introduced into Warrens to create a more complete community.

### 11.3.2 Goals and Objectives

#### **Reurbanise the community by creating a local street and block pattern to facilitate urban, higher density development.**

- As further development and redevelopment takes place, connect existing streets across the Community Plan area and introduce new streets to create smaller blocks.
- Encourage Warrens to develop as a high density node and one of a select number of places on the island where height is appropriate.

#### **Support medium and high density uses in Warrens.**

- Encourage the development of the large vacant parcel west of the D'Arcy Scott Roundabout as a high density mixed use area with commercial uses, housing and integrated community facilities and daily amenities. A comprehensive design framework should be prepared in support of the development approval process that considers transportation access, built form (including location of tall buildings and transition to existing neighbourhoods), walkability, range of housing and climate resilience.
- Develop a mixed-use area in the southern portion of Warrens with multi-unit residential housing and seniors' housing.

#### **Promote sustainable and resilient development.**

- Demonstrate how suburban employment landscapes can be reurbanised to become denser, more connected and more mixed use environments.
- Design buildings to withstand severe weather events and demonstrate best practices in renewable energy and low impact development.

#### **Reduce the visual and physical barrier of the highway corridor.**

- Introduce formalised and safe crossings.
- Green either side of the Errol Barrow and Gordon Cummins Highways with additional landscaping.

#### **Invest in creating a high quality public realm.**

- Introduce new open spaces to support the employment and residential populations.
- Use streetscaping including generous sidewalks, seating, lighting, landscaping and other amenities to create a comfortable pedestrian experience.

#### **Enhance the transportation choices to and from Warrens.**

- Introduce a Transport Terminal with associated Park and Ride as an anchor for a pilot High Occupancy Vehicle link with Wildey.
- Improve pedestrian connectivity within Warrens and between Warrens and its surroundings.



➤ Warrens Tower, looking west from Warrens Tower II

## 11.4

# Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for Warrens.

### 11.4.1 Promoting Sustainable Development

Today, Warrens exhibits many of the characteristics of other suburban communities. Its street and block patterns are haphazard, promote auto-dependency and create an unpleasant pedestrian environment; it lacks porosity into the surrounding residential neighbourhoods; and primarily supports commercial, retail and institutional activities. There are opportunities to retrofit Warrens suburban fabric in a way that promotes sustainability and resiliency.

1. Warrens' role as an Emerging Regional Centre will be reinforced, transforming through new development from a commercially-focused centre to a mixed use centre.
2. Vacant and underutilised parcels in Warrens will be prioritised for infill and reinvestment.
  - a) Low density industrial and warehousing areas north of Errol Barrow Highway will be encouraged to redevelop as higher value employment uses.
  - b) As development or redevelopment occurs, a finer-grained street and block pattern will be introduced.
3. A greater mix of uses will be introduced in Warrens.
  - a) Medium and high density residential uses will be encouraged, particularly in the large vacant parcel west of the D'Arcy Scott Roundabout and the mixed use district in the south of the Community Plan area. Further guidance on these key opportunity sites is provided in Section 11.8 below.
  - b) Ancillary uses such as restaurants and shops will be encouraged in Employment Areas to provide greater amenity for workers, subject to the provisions of Section 3.9 Employment Areas.
  - c) Community facilities such as community centres and additional medical facilities will be encouraged.
4. Development and investment will enhance Warrens as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' housing;
  - c) Introducing further community and health facilities in the area;
  - d) Ensuring that all new development is accessible to persons with disabilities;
  - e) Promoting local food;
  - f) Developing multi-modal transportation options.
5. Surface parking in Warrens will be reduced to promote efficient utilisation of land and dense and compact development.
  - a) New development will be encouraged to provide multi-storey car parks, potentially as shared facilities between several developments.
  - b) Where multi-storey car parks are not possible, shared surface car parks will be encouraged.
6. New parks and open spaces will be created to support residents, workers and visitors and create a high quality public realm.

## 11.4.2 Protecting Core Assets Cultural Heritage

The Warrens Great House is the main link to the cultural heritage of Warrens.

1. The Warrens Great House will be conserved as a cultural heritage asset.

## Protecting Core Assets Natural Heritage

The natural heritage of Warrens is not very apparent across most of the Community Plan area. However, a gully does run through the northeast of the site which connects Warrens to the Constitution River in Bridgetown.

2. The Community Plan area is within the Constitution South River Gully Catchment Area. The gully segment north of Errol Barrow Highway will be conserved to support its stormwater management role.
  - a) Landscape treatment will be encouraged along the gully.
  - b) A formalised pedestrian route will be maintained along the gully.
3. The Government will work to increase the resiliency of the community to the climate crisis. This will include:
  - a) Ensuring that new development is designed to withstand the impact of severe weather events.
  - b) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable cover for parking and driveways to improve stormwater infiltration.

## Protecting Core Assets Food and Agriculture

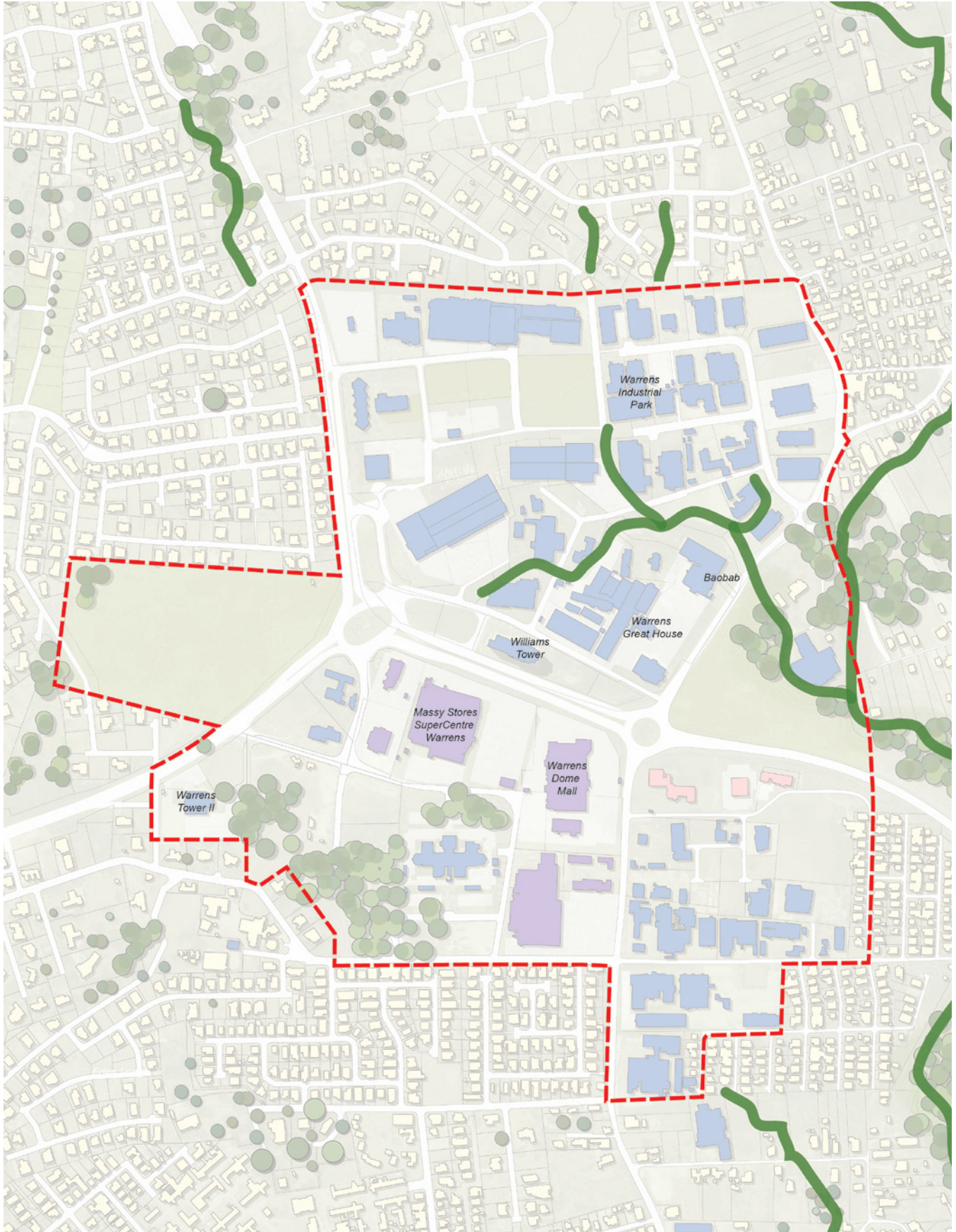
Integrating opportunities for local food into Warrens will both contribute to its development as a healthy community and support the local agricultural industry.

4. Local food vendors will be encouraged to locate in Warrens, in particular in an integrated manner at the Transport Terminal.

## 11.4.3 The Green and Blue Economy

Although designated as a Regional Centre, Warrens has a nationally significant economic role. It is home to a number of important government buildings and corporate headquarters, prestige office buildings and one of the largest concentrations of retail in Barbados. As Warrens' role as a hub of commerce and enterprise continues to expand, sustainable and resilient practices will be critical to realising the overall government objective of transitioning to a green and blue economy.

1. New Government buildings in Warrens will demonstrate sustainable and resilient site and building design.
2. The Government will pursue public private partnerships with existing corporate and private entities to create pilot projects that enhance resiliency and sustainability.



**Hazards**  
— Status 1 Gullies (Source: GEMS, 2005)

**Boundaries**  
--- Community Plan Area

MAP 11B:  
Natural Heritage and Natural Hazards

## 11.4.4 Advancing Mobility and Accessibility

One of the objectives of this Community Plan is to ensure that the employment and retail activity in Warrens is more easily accessible via different modes of transport. At the same time, Warrens' internal mobility network is in need of significant retrofitting to ensure it fosters walkability and connectivity. Warrens is positioned at one end of a potential pilot High Occupancy Vehicle (HOV) project along the ABC Highway to Wildey, an exciting new mobility initiative for Barbados that could be one part of a solution to the chronic congestion issues in the Greater Bridgetown area.

1. New development and investment in Warrens will support walkability and multi-modal transportation choice.
2. Warrens' community fabric will be reurbanised by rationalising the street and block pattern.
  - a) A grid network will be introduced by way of new streets and street extensions to reduce traffic pressures, create appropriately scaled development blocks, and increase overall connectivity.
  - b) Pedestrian routes will be formalised through the commercial blocks on the south side of the Errol Barrow Highway to provide clear and safe routes through large surface parking lots.
  - c) Walkability and connectivity will be enhanced by introducing pedestrian connections to the surrounding residential neighbourhoods.
3. A pedestrian route will be created along the existing gully in a manner that protects the gully's ecology.
4. The Errol Barrow Highway between the two roundabouts has been identified as a priority pedestrian linkage on Map 11C: Mobility. The Government will improve the public realm and crossings on Errol Barrow Highway to reduce its barrier effect.
  - a) Landscaping should be enhanced, preferably between sidewalks and lanes of vehicular travel in order to protect pedestrians from vehicles.
  - b) New pedestrian crossings should be introduced to facilitate safe movement across Warrens and increase accessibility to the proposed Transport Terminal.
    - i) The Government will explore the feasibility of pedestrian bridges at certain points along

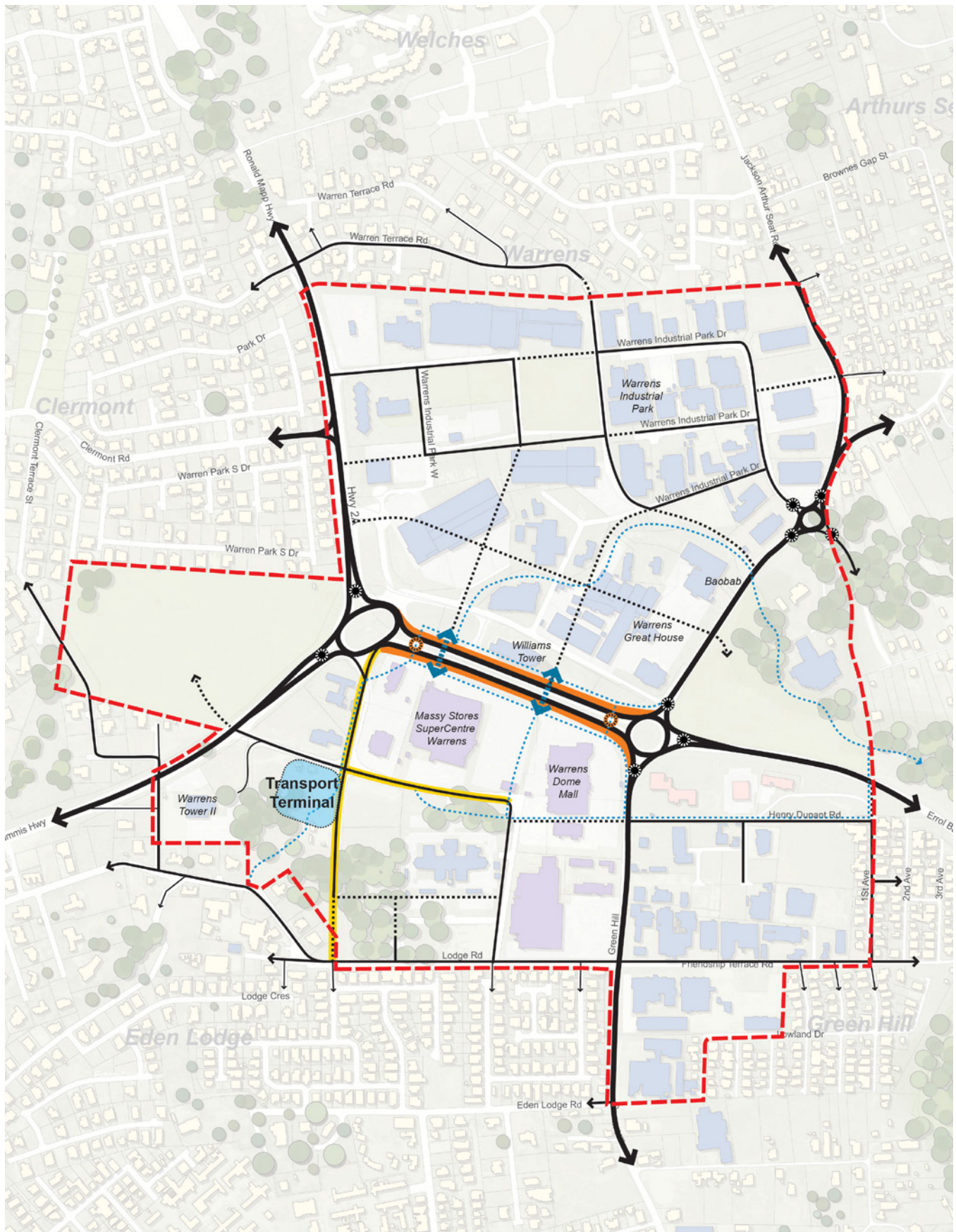
Errol Barrow Highway to enhance connectivity and reduce the incidence of pedestrian/vehicular interactions.

5. Pedestrian improvement areas have also been identified on Map 11C. These areas provide connections to the proposed Transport Terminal and should also be improved.
  - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) The streetscape should be enhanced with new lighting, furniture and vegetation.
6. A Transport Terminal with associated Park and Ride should be developed in the southern portion of Warrens, as identified on Map 11C, to support commuters to Warrens. See Section 11.8 Mixed Use Opportunity Site for further guidance on this key opportunity.
  - a) Existing bus routes through Warrens will be routed to the Transport Terminal.
7. The potential for an HOV lane on the ABC Highway, connecting Warrens and Wildey, will be explored through a pilot initiative to encourage carpooling and public transport ridership and reduce traffic in the area.

## 11.4.5 Planning for National Infrastructure

The critical mass of both government and private sector offices in Warrens provides an opportunity for partnerships to demonstrate best practices in sustainable infrastructure, including stormwater management and renewable energy.

1. The Government will establish partnerships with private sector organisations in Warrens to demonstrate use of renewable energy and sustainable technologies in future development.
2. The Government will promote the use of renewable energy in Warrens by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Providing electric vehicle charging stations in car parks.



- |  |   |   |  |
|--|---|---|--|
| <b>Roads</b>   | <b>Pedestrian</b>   | <b>Mobility</b>   | <b>Boundaries</b>  |
| <ul style="list-style-type: none"> <li> Primary Road</li> <li> Secondary Road</li> <li> Potential Future Road</li> <li> Existing Crosswalk</li> <li> Improved Crosswalk</li> </ul> | <ul style="list-style-type: none"> <li> Priority Pedestrian Linkages</li> <li> Pedestrian Improvement Areas</li> <li> Proposed Pedestrian Routes</li> <li> Potential Pedestrian Bridge</li> </ul> | <ul style="list-style-type: none"> <li> Transport Terminal</li> </ul> | <ul style="list-style-type: none"> <li> Community Plan Area</li> </ul> |

**MAP 11C:**  
**Mobility**

## ➤ 11.5

# Land Use Policies

Land use in Warrens is, for the most part, insular and segmented. Commercial and residential areas are especially segregated, with no residential currently within the Warrens Community Plan area. The overall direction of the Warrens Community Plan is to introduce a greater mix of uses.

These Land Use policies build on the National policies set out in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and this section, the policies of this section apply.



➤ Massy Stores parking lot

### 11.5.1 Mixed Use

1. Uses related to the Transport Terminal will be permitted, including a parking lot used for the purposes of a Park and Ride.
2. Integrated vertical and horizontal mixed use will be encouraged.

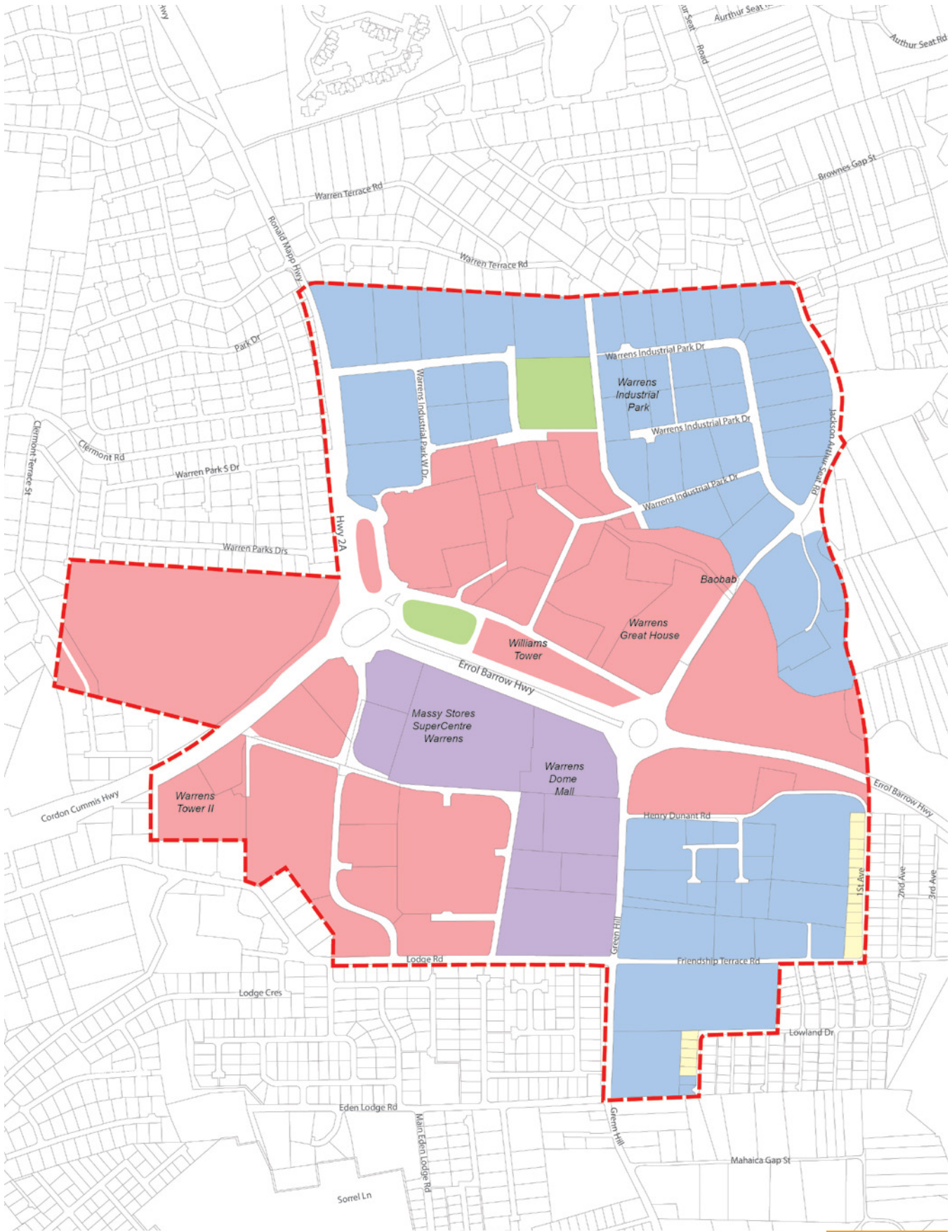
### 11.5.2 Shopping Centres

1. Improvements to internal pedestrian circulation will be made as part of further development.

### 11.5.3 Employment Areas

The policies of Section 3.9 Employment Areas apply.





- Land Use**
- Mixed Use
  - Employment
  - Predominantly Residential
  - OS4 - Public Parks and Open Spaces
  - Recreational Park
- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

MAP 11D:  
Land Use

## ➤ 11.6

# Overarching Urban Design Directions

The overarching urban design directions for Warrens are intended to ensure compatibility of new development with the existing fabric and promote a high quality public realm that supports walking, public transport and quality of place.

1. Sidewalks and enhanced landscaping will be introduced along Errol Barrow Highway between the Everton Weekes and D'Arcy Scott Roundabouts to provide a pedestrian route on both sides of the highway and buffer pedestrians from vehicles. Improved crossings will be implemented at the roundabouts.
2. As development occurs, landscaping and streetscaping improvements to the pedestrian environment will be made.
3. New development will contribute to creating an increased sense of place in Warrens by:
  - a) Fronting directly onto a road;
  - b) Providing sidewalks and internal pedestrian circulation where appropriate;
  - c) Locating parking in shared multi-storey car parks where possible;
  - d) Where surface parking is necessary, locating on-site parking at the side or rear of buildings wherever feasible;
- e) Landscaping surface parking lots with trees to provide shade and planting to address stormwater; and
- f) Providing landscaping strips to buffer surface parking from the street where parking abuts public streets.
4. Taller buildings are appropriate in Warrens and applications for taller buildings will be considered subject to the following criteria:
  - a) An appropriate transition in height is made to surrounding residential areas; and
  - b) Mid-height buildings (up to 5 storeys) should define existing and new streets and open spaces. Taller building elements should be set back from the street edge.
5. Active uses are encouraged on the first floor along street frontages to create activity along existing and future streets and open spaces.
6. Existing mature trees should be preserved through redevelopment, if possible. New development will be required to provide landscaped areas, including trees.
7. Opportunities to create open spaces on large development blocks will be pursued to create a network of public open spaces throughout Warrens.



➤ Landscaped parking lot (CIBC, Warrens)



➤ Existing conditions along Errol Barrow Highway



> Baobab tree, Highway 2, Warrens

## ➔ 11.7

### Open Space System

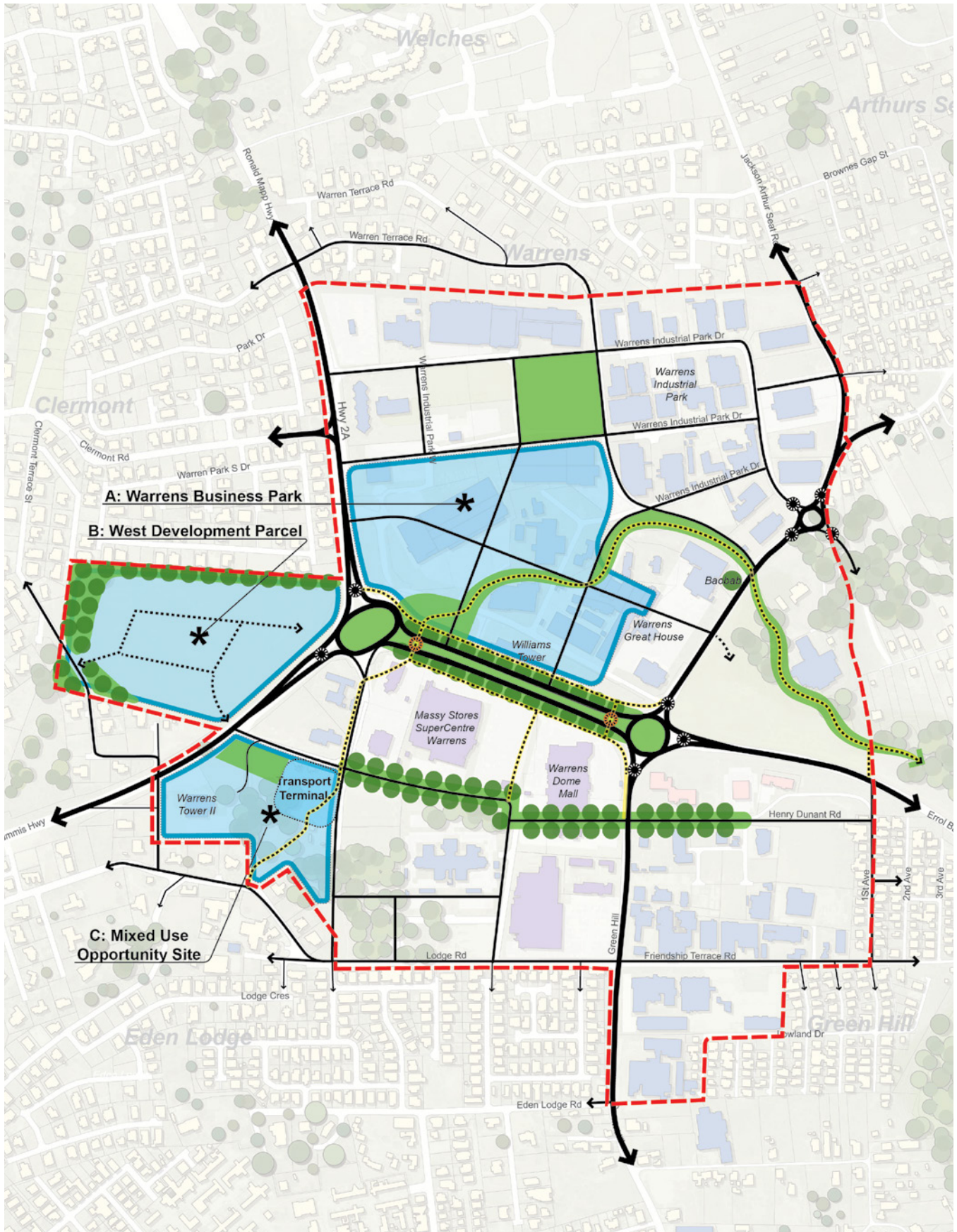
Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity and enhancing overall health and wellness. These policies build on the Parks and Open Space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and this section the policies of this section apply.

#### 11.7.1 OS4 Public Parks and Open Spaces

##### Recreational Park

There is a large informal recreation space in the northern part of the Warrens Community Plan area, adjacent to the Warrens Industrial Park.

1. The existing playing field will be maintained and improved to serve the recreational needs of the local residential and employment population.
  - a) Improvements may include lighting, seating and additional recreational amenities.
2. As development occurs additional open spaces will be located in Warrens.



- Movement**
- Proposed Pedestrian Route
  - Existing Pedestrian Route
  - Existing Crosswalk
  - Improve Crosswalk

- Directions**
- Key Opportunity Site
  - Streetscape Improvements

- Key Opportunity Sites**
- A. Warrens Business Park
  - B. West Development Parcel
  - C. Mixed use Opportunity Site

**MAP 11B:**  
**Public Realm**

## ➔ 11.8

# Special Policy Areas

### 11.8.1 Key Opportunity Sites

Policies in this section provide additional guidance for three key opportunity sites that have been identified in Warrens.

#### Warrens Business Park

The Warrens Business Park key opportunity site has begun the transition from industrial/warehousing uses to office uses. As this continues to occur, the site has the opportunity to become a showcase for reurbanisation in a suburban landscape, creating a sustainable prestige office area of National significance.

1. An fine-grained block and street pattern will be established to promote urban redevelopment and infill.
  - a) New streets should be designed in a grid network pattern.
  - b) New buildings should front directly onto streets.
  - c) New streets should be designed with generous sidewalks, street furniture, vegetation and lighting.
2. The Government will explore the feasibility of pedestrian bridges across Errol Barrow Highway that connect the south part of Warrens to the new streets in Warrens Business Park.
3. New prestige office uses will be encouraged, with worker-supportive retail and amenities located at grade.
4. A buffer will be maintained between the uses in the Warrens Business Park and the industrial activity in the Warrens Industrial Park.
5. All new development will demonstrate resilient and sustainable building practices.
6. The Government will consider locating new civic buildings in this key opportunity area.



➤ West Development Parcel, looking north from Warrens Tower II

#### West Development Parcel

The West Development Parcel, currently a vacant tract of land, represents an opportunity for the introduction of new high density mixed use development in Warrens.

7. A comprehensive design framework should be prepared in support of the development approval process that considers transportation access, built form (including location of tall buildings and transition to existing neighbourhoods), walkability, range of housing and climate resilience.
8. An urban street and block pattern, organised in a grid network, will be developed to promote dense development.
9. Multi-unit housing will be encouraged on this site.
  - a) Taller building elements should be accommodated adjacent to the highway and/or in the middle of the site.
  - b) An appropriate transition in height and scale to the adjacent low-rise residential lands will be provided.
10. Affordable housing will be encouraged.
11. Community facilities that serve the local population will be encouraged.
12. New pedestrian infrastructure will connect to existing sidewalks on Highway 2A and the Gordon Cummins Highway, and provide generous widths to support walkability and active transportation.
13. The Government will explore the feasibility of introducing pedestrian bridges over the Gordon Cummins Highway to improve accessibility to the Transport Terminal in the Mixed Use Opportunity Site.

## Mixed Use Opportunity Site

The Mixed Use Opportunity Site is the focal point of policies to transition Warrens into a more complete community that allows residents to live, work, shop and play. Vertical mixed-use development, a Transport Terminal and new public spaces should be created here.

14. A fine-grained block and street pattern will be established to promote urban redevelopment.
  - a) New streets should be designed in a grid network pattern.
  - b) New buildings should front directly onto streets.
  - c) New streets should be designed with generous sidewalks, street furniture, vegetation and lighting.
15. High density, multi-unit housing will be encouraged on the Mixed Use Opportunity Site.
  - a) Taller buildings are appropriate on this site.
  - b) An appropriate transition in height and scale to the low-rise residential lands to the south will be provided.
  - c) In particular, affordable housing and seniors' housing will be encouraged on the site.
16. A Transport Terminal with Park and Ride facilities will be built to support commuters into and out of Warrens.
  - a) New development adjacent to the terminal should provide an accessible, pedestrian friendly public realm.
17. The Transport Terminal will support an HOV lane along the ABC Highway from Warrens to Wildey.
18. Secure bicycle parking will be provided at the Transport Terminal to facilitate multimodal connections.
19. A strong east-west connection will be established throughout the southern portion of Warrens, connecting the Transport Terminal to the Eunice Gibson Polyclinic.
  - a) The connection should provide a comfortable pedestrian environment including wide sidewalks, landscaping and trees.
20. A new open space will be created adjacent to the Transport Terminal.
  - a) The new open space should be programmed for a range of uses that support residents, visitors, and workers in Warrens.
21. All new development will demonstrate resilient and sustainable building practices.



# 12

## Willey Community Plan

This Community Plan provides additional policy direction for the Willey community and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for continued investment and development in Willey as an Emerging Regional Centre with a strong health and wellness focus.

## 12.1

# Introduction to the Community Plan

Wildey is designated as an Emerging Regional Centre in the Physical Development Plan Amended (2023). It was previously designated a Suburban Centre in the Physical Development Plan Amended (2003), recognising its importance as a focal point for light industrial, commercial, and retail activities. Given the limited supply of vacant land, growth was directed towards intensification and redevelopment of underused sites.

This is the first Community Plan for Wildey to be included in the PDP. It builds upon previous planning policy in the PDP Amended (2003) for Wildey while responding to challenges and opportunities to enhance the community's National role as an Emerging Regional Centre. In particular, given the significant public land and facilities in Wildey, there is potential to demonstrate and pilot sustainable development initiatives.

The Plan identifies a unique opportunity to create a Health and Wellness Precinct that connects the Sir Garfield Sobers Recreational Complex, future medical campus, and Samuel Jackman Prescod Polytechnic. Over the long term, reinvestment in the Wildey Triangle, expansion of existing employment activities, and retrofitting of suburban development provides an opportunity for the area to be a demonstration site for sustainability and resiliency. Wildey also has potential to be one anchor of a pilot High Occupancy Vehicle (HOV) lane leading to Warrens, helping to address traffic congestion on the ABC Highway. Policies in this Community Plan are to be read in conjunction with the National policies.

This Community Plan includes the following sections:

- 12.1** Introduction to the Community Plan
- 12.2** Wildey Today: Context and Challenges
- 12.3** Vision, Goals and Objectives
- 12.4** Strategic Policies
- 12.5** Land Use Policies
- 12.6** Overarching Urban Design Directions
- 12.7** Open Space System
- 12.8** Special Policy Areas



> Wildey Great House





## Key Directions

- 1. Reinforce the role of Wildey as an employment node** and host to clusters of government, business and industrial uses.
- Leverage the complementarity between the education, agriculture, recreation and health related uses to the east of the Errol Barrow Highway to **create a Health and Wellness Precinct**.
- 3. Locate a Mobility Node, with Park and Ride function**, adjacent to the Sir Garfield Sobers Recreational Complex, creating a southern anchor to a pilot HOV lane connecting to Warrens on the ABC Highway corridor.
- 4. Reurbanise the Wildey Triangle** with a mix of commercial and residential uses, considering alternate traffic circulation options around the Triangle to alleviate congestion.
- 5. Create localised pedestrian networks to improve walkability** in Wildey including improvements to the safety and convenience of connections .
- 6. Promote Wildey as a centre for innovation and education related to urban and intensive agriculture**, leveraging existing programming at the Samuel Jackman Prescod Polytechnic.
- 7. Create a signature landscaped boulevard** along the Errol Barrow Highway to establish a gateway into the Wildey area.
- 8. Recognise the concentration of recreational amenities** across Wildey and improve pedestrian connections between them.

## Willey Today: Context and Challenges

**Willey is one of three emerging Regional Centres in Barbados, characterised by its mature industrial fabric, with government, industrial, office, recreational and education facilities. Given that there is limited vacant land for future development, growth and investment in Willey is dependent on the redevelopment of existing lands where higher densities are appropriate given the land use policies of this document.**

The western part of the site contains the Willey Industrial Park, an employment anchor with a combination of warehousing, light manufacturing and recreational fields, the Willey Office Complex, including the United States Embassy, and a retail cluster at the core of Willey.

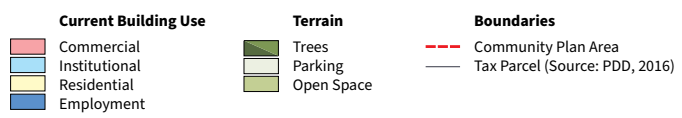
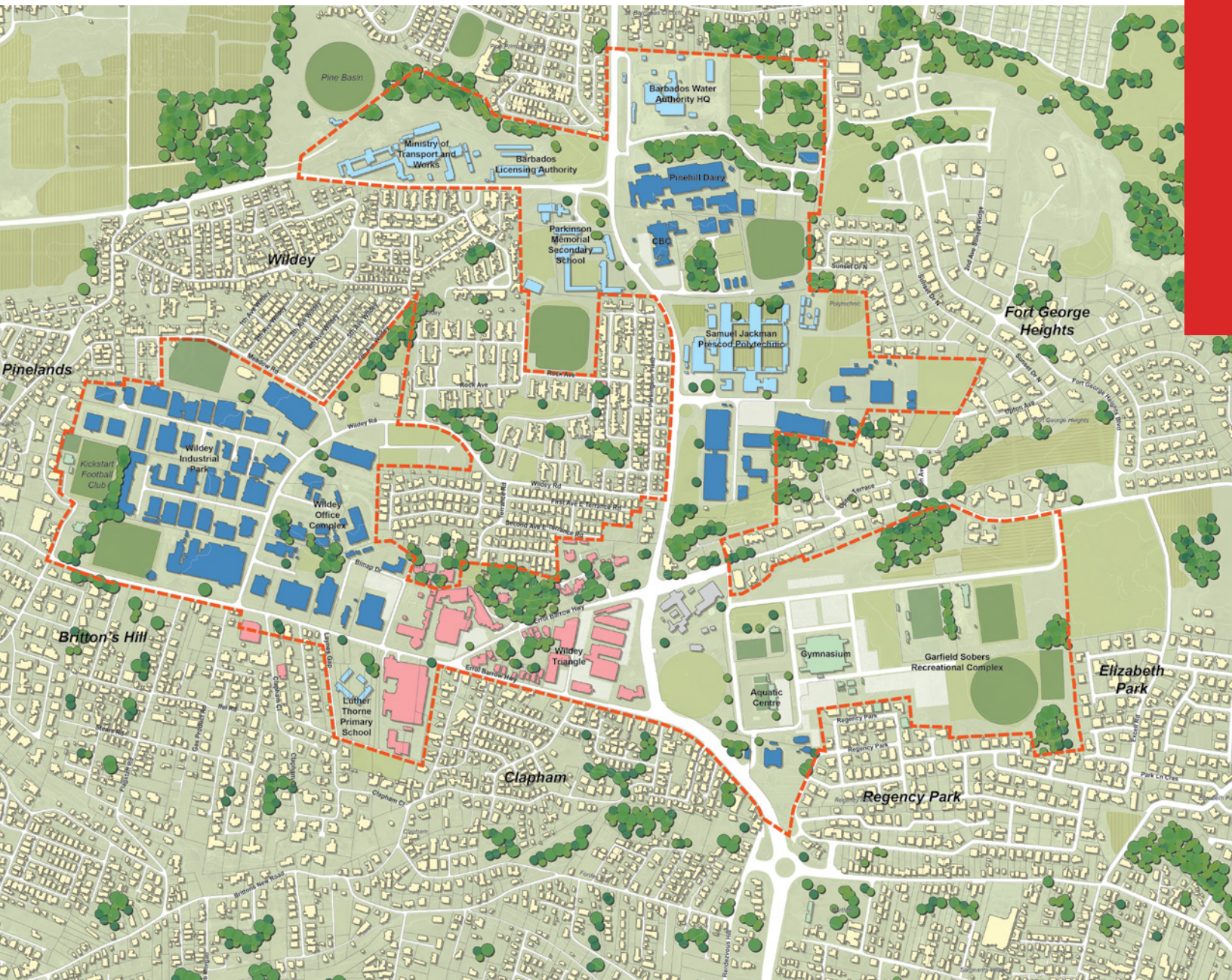
On the east side of the Errol Barrow Highway there is a cluster of recreational, educational, institutional and commercial complexes including the Samuel Jackman Prescod Polytechnic, the Sir Garfield Sobers Recreational Complex, the Pine Dairy, the Caribbean Broadcasting Corporation and, in the future, a potential medical school campus. At the northern end of the Community Plan area, in The Pine, there is a hub of institutional buildings including the MTW Complex and the Barbados Water Authority. Willey is home to a number of major corporate and institutional headquarters, including Scotiabank, Sagicor and the Barbados National Trust. The Community Plan area is surrounded and supported by an array of stable low and medium density neighbourhoods, limiting opportunities for outward expansion and requiring that further growth take place through intensification and redevelopment.

Willey is one of the busiest areas on the island in terms of vehicular traffic. The Errol Barrow Highway, Highway 6 and Highway R converge at the 'Willey Triangle'. In 2008, the Government of Barbados implemented changes to the circulation around the Triangle in an attempt to mitigate traffic pressures. Despite these changes, traffic congestion remains a problem. Navigation and orientation can be difficult, and auto-centricity continues to be perpetuated despite the availability of public transport options.

Willey is well-served by public transport, with nearly all commercial buildings located within 800 metres of an important bus corridor. The bus networks in Willey are mainly focused on routes to and from Bridgetown (Fairchild Terminal) as well as to and from the south coast (St. Patrick's, the airport, and Lowlands).

Today, Willey is faced with a number of planning challenges that emanate from its auto-oriented pattern of development. The challenges in the Willey Community Plan area include:

- Significant areas of surface parking and a disconnected street network create difficulties for pedestrian movement in Willey
- Sidewalks in the commercial area are narrow and intermittent because of the number of commercial driveways.
- Pedestrian crossings are infrequent and crossing the road is dangerous due to the speed and volume of the traffic.
- Porosity into the community from the surrounding residential neighbourhoods is limited.
- Traffic patterns around the Willey Triangle are inefficient, causing significant congestion.
- Although the community is well-served by institutional uses, these uses are challenging to access and are not well connected to the community.



**MAP 12A:**  
**Existing Conditions**

## ➔ 12.3

# Vision, Goals and Objectives

### 12.3.1 Vision

Wildey will continue to develop as an Emerging Regional Centre with a nationally significant cluster of employment, education, recreation and institutional uses. Further growth will be accommodated through intensification and redevelopment and supported by innovative transportation solutions. Connections between complementary uses east of the Errol Barrow Highway will be strengthened to create a green, walkable and active Health and Wellness Precinct. Improvements to the public realm and pedestrian infrastructure will tie the Wildey Community Plan area together.

### 12.3.2 Goals and Objectives

#### Define four distinct areas by function within the Wildey Community Plan area.

- Enhance each area's identity through localised place-making interventions and policies.
- Improve existing roads to enhance walkability, and explore opportunities for new internal streets to generate greater porosity throughout Wildey.

#### Promote sustainable and resilient development.

- Use the extensive institutional and employment uses in the Community Plan area as an opportunity to demonstrate green infrastructure practices.
- Explore the potential for renewable energy, solar in particular.

#### Plan for a connected Health and Wellness Precinct east of the Errol Barrow Highway.

- Leverage complementary health and wellness-related uses at the Samuel Jackman Prescod Polytechnic, the potential medical school and the Sir Garfield Sobers recreational complex.
- Improve walkability and active transportation.
- Leverage opportunities for urban and intensive agriculture.

#### Enhance the transportation choices to and from Wildey.

- Introduce a Mobility Node adjacent to the Sir Garfield Sobers Recreational Complex, including Park and Ride, as an anchor for a pilot High Occupancy Vehicle link with Warrens.
- Improve pedestrian connectivity within Wildey.

#### Address traffic congestion and auto-centricity within Wildey.

- Consider redirection of traffic around the Wildey Triangle.
- Promote shared parking solutions to minimise utilisation of land for surface parking.

#### Support Wildey as an employment area.

- Explore opportunities for infill development in the Wildey Industrial Park and Office Complex, the MTW Complex and other commercial sites.
- Encourage new institutions and health and wellness supportive enterprises to locate in Wildey.

#### Define a gateway into Wildey.

- Design a landscaped boulevard along the Errol Barrow Highway as a signature landscape feature.

#### Encourage high quality mixed-use redevelopment of the Wildey Triangle as the distinguishing anchor of the area.

- Encourage reinvestment and redevelopment of underutilised sites within the Triangle.
- Promote medium and high-density mixed use development.
- Enforce a high standard of architectural and urban design.



➔ Errol Barrow Highway looking north

## 12.4

# Strategic Policies

### 12.4.1 Promoting Sustainable Development

Wildey offers the opportunity to demonstrate sustainable development and the green and blue economy through reurbanisation and intensification of its existing urban fabric. By defining four distinct areas and addressing the characteristics of each, while tying them together as a whole, Wildey can continue to develop its unique identity among the island's Regional Centres.

1. Wildey's role as an Emerging Regional Centre focused on employment, education, recreation and government uses will be reinforced.
2. Vacant and underutilised parcels in Wildey will be prioritised for infill and reinvestment.
  - a) Reurbanisation of larger sites and underutilised lands will be encouraged by delineating informal and formal developable blocks that can be assembled to accommodate high-density residential, retail, and institutional uses.
3. Four distinct areas have been defined within the Wildey Community Plan area based on current use and opportunities for future growth, investment and infrastructure. The four areas are:
  - a) The Pine Institutional Area;
  - b) Health and Wellness Precinct;
  - c) Wildey Triangle; and
  - d) Wildey Industrial Park and Wildey Office Complex.
4. The Pine Institutional Area contains many significant government-related office complexes, housing the Barbados Water Authority, Ministry of Public Transport and Works and the Barbados Licensing Authority and the Caribbean Broadcasting Corporation. In this area:
  - a) Infill and further development of institutional and government offices will be promoted.
  - b) Walkability will be improved to, from and within government complexes.
  - c) Public transport stops will be encouraged at locations convenient to places of work.
- d) Government facilities will be used as demonstration sites for low impact development, renewable energy and water and energy conservation practices.
- e) On-site tree canopy and landscaped areas will be increased.
5. The Health and Wellness Precinct is recognised as a focus for health and wellness-related institutions and recreation. This precinct will be improved through physical and institutional linkages, as described in policies for this key opportunity site in Section 12.8.
6. The Wildey Triangle acts as a gateway and is a key site for reurbanisation focusing on mixed-use development. Comprehensive redevelopment of the block is encouraged, which addresses the traffic issues surrounding the Triangle. Specific guidance for the Wildey Triangle key opportunity site is provided in Section 12.8.
7. The Wildey Industrial Park and Wildey Office Complex support a broad range of employment uses. In these areas:
  - a) The Wildey Industrial Park and Office Complex will be promoted and protected as stable employment areas.
  - b) Businesses and industries will continue to be encouraged and infill and development of vacant parcels will be encouraged.
  - c) Increased pedestrian infrastructure and sidewalks will be encouraged to ensure easy access for employees to take public transport or walk to work.
8. Existing open spaces and recreational fields will be protected. Opportunities to create new parks and open spaces will be explored as redevelopment occurs to accommodate the needs of workers, students, and nearby residents.
9. The many recreational and sports fields throughout the Community Plan area are an important asset. Opportunities to link and/or to connect the fields and to optimise their use as a community amenity will be considered, potentially to create a "circuit of recreational assets".

## 12.4.2 Protecting Core Assets Food and Agriculture

There are many opportunities within the Wildey Community Plan area to advance Plan objectives related to food and agriculture. There are active, small farming operations within and near the Samuel Jackman Prescod Polytechnic which support the College's agricultural programs but can also demonstrate urban and intensive agricultural practices. This interplay of institutional and agricultural activities should be fostered through new partnerships, intensive agricultural activities and the introduction of new local food markets.

1. The Government will support and encourage local food vendors and markets which sell produce grown via urban agricultural activities.
2. A farmers' market will be encouraged within the Health and Wellness Campus.
3. Urban agricultural initiatives will be considered based on partnerships with Samuel Jackman Prescod Polytechnic's Division of Agriculture students, local farmers, and food retailers. More specifically, the opportunity to create a demonstration site and education centre within the Precinct that celebrates urban and intensive agriculture should be explored.
4. Intensive urban agriculture activities will be promoted within the courtyards of Samuel Jackman Prescod Polytechnic, in surrounding fields and potentially on building roofs throughout the Community Plan area.

## 12.4.3 The Green and Blue Economy

Wildey's role as a Regional Centre is supported by its varied institutional and employment activities. As businesses continue to locate in Wildey, there will be opportunities to contribute to the Government of Barbados' objective to the green and blue economy.

1. Wildey's role as a competitive and distinct employment cluster will be promoted and enhanced through improvements in the Institutional, Health and Wellness and the Wildey Industrial Park.
  - a) Retail, amenities and services that would serve daytime employees and businesses and reduce automotive trips outside the Plan area during the work day will be considered, except where these are not compatible in function or scale with employment uses.
  - b) New and enhanced public spaces and pedestrian routes will be created to support workers.
2. Educational and institutional buildings and sites, including the potential medical campus, Samuel Jackman Prescod Polytechnic and the MTW Complex will be leveraged to showcase sustainable and resilient building practices.
  - a) Localised photovoltaic energy production will be promoted within new developments, and existing buildings retrofitted where possible.
  - b) Low impact development will be encouraged to minimise off-site runoff and practice water conservation.
  - c) Urban reforestation will be considered.

## 12.4.4 Mobility and Accessibility

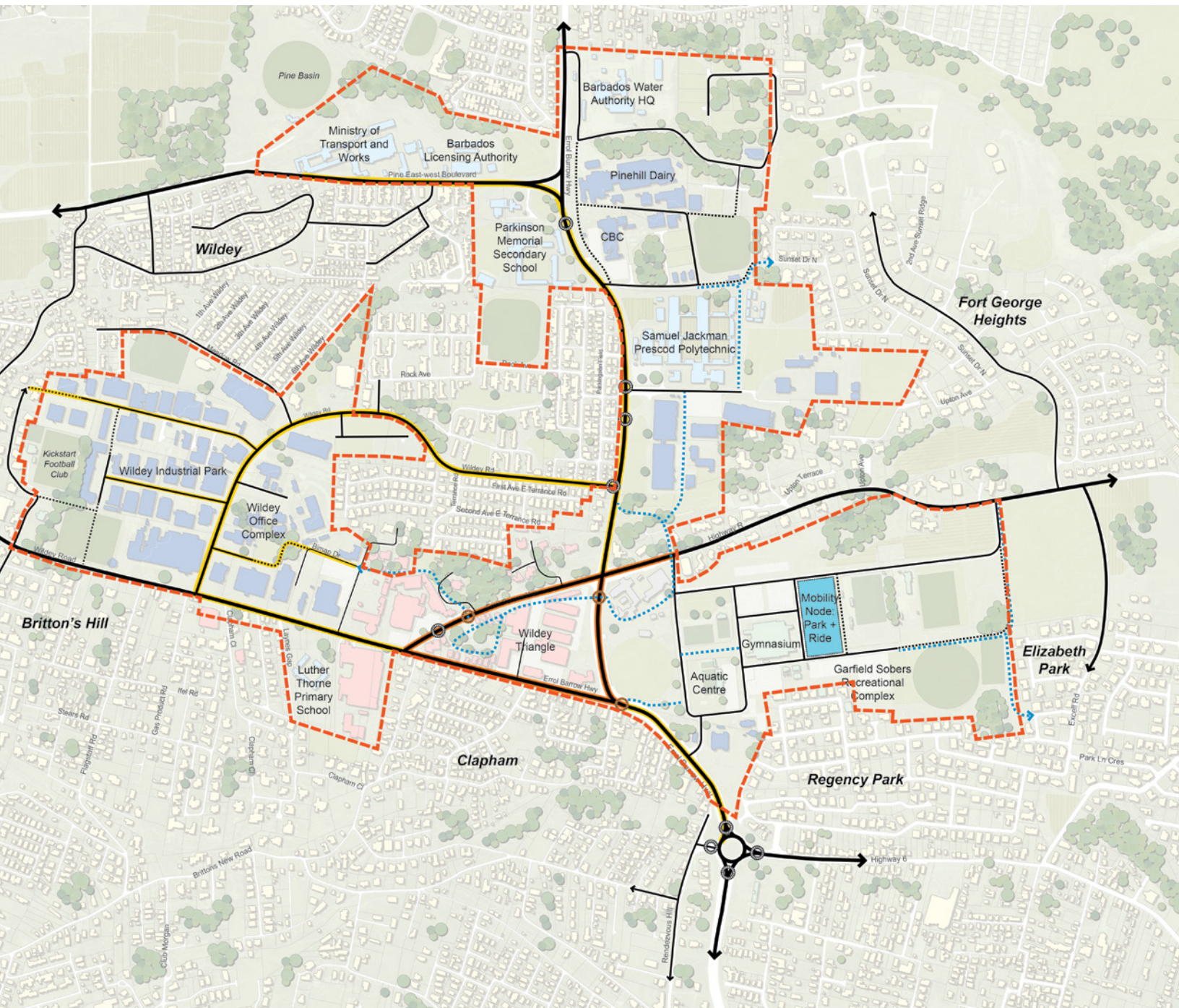
Despite its success as an Emerging Regional Centre, Wildey is saddled with significant challenges related to mobility and accessibility. The traffic patterns around the Wildey Triangle are disruptive, there is a lack of general pedestrian connectivity and access, and existing sidewalk conditions are generally poor.

Further, the growing prominence of Wildey as a Regional Centre and key destination for recreation, employment, education and health and wellness can be supported by the introduction of a Mobility Node with a Park and Ride facility potentially located adjacent to Samuel Jackman Prescod Polytechnic. The proposed Mobility Node will support commuters into Wildey, including students, athletes and workers, and out of Wildey to Warrens, Bridgetown, and beyond. In addition to supporting active transportation, including cycling and walking to facilitate “last mile” connections from the Park and Ride, the Node will have the potential to allow for transfer to public transport along a pilot HOV lane linking Wildey to Warrens. The following policies provide direction to improve walkability, normalise traffic patterns and encourage public transport.



> Parking designed to address stormwater, The Pine

1. New development and investment in Wildey will support walkability and multimodal transportation choice.
2. A network of improved and safe pedestrian and cycling routes will be planned to enhance connectivity in Wildey.
  - a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
3. Priority pedestrian linkages with a higher potential for pedestrian flows have been identified on Map 12B and will be earmarked for improvement.
  - a) Contiguous sidewalks should be built on both sides of priority pedestrian linkages with pedestrian crossings as needed.
  - b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate.
4. Pedestrian improvement areas have also been identified on Map 12B. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
  - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate.
5. Walkability will be enhanced through the introduction of strategically located pedestrian crossings. Key opportunities for crossings which should be further explored include:
  - a) The intersection of Bimap Drive and Errol Barrow Highway.
  - b) Errol Barrow Highway around Wildey Triangle.
  - c) A pedestrian bridge across Errol Barrow Highway between the Wildey Triangle and the Health and Wellness Precinct.



- Roads**
- Primary Road
  - Secondary Road
  - - - Potential Future Road
  - ⊙ Existing Crosswalk
  - ⊙ Improve Crosswalk

- Pedestrian**
- Priority Pedestrian Linkages
  - Pedestrian Improvement Areas
  - Proposed Pedestrian Routes

- Mobility**
- Transport Terminal

- Boundaries**
- - - Community Plan Area

**MAP 12B:**  
**Mobility**



6. A Mobility Node with Park and Ride infrastructure will be developed adjacent to the Sir Garfield Sobers Recreational Complex to support workers, students and visitors commuting to and from Wildey and users of the potential HOV lane on the ABC Highway.
  - a) Pedestrian routes will connect the Mobility Node to the medical campus and Samuel Jackson Prescod Polytechnic.
  - b) Bicycle parking and the potential for bike share facilities will be included within the Mobility Node to allow easy local cycling connections.
  - c) The Mobility Node will be designed for passenger comfort with features such as benches, shade and landscaped areas.
  - d) Improvements to road infrastructure to support the efficient movement of vehicles between the Mobility Node and the HOV lane on the ABC Highway will be considered.
7. The potential for an HOV lane on the ABC Highway, connecting Warrens and Wildey, will be explored through a pilot initiative to encourage carpooling and public transport ridership and reduce traffic in the area.
8. The Government will undertake a Transportation Impact Assessment (TIA) to explore the feasibility of traffic rerouting around the Wildey Triangle. The TIA will consider:
  - a) Reverting to bidirectional traffic on the Errol Barrow Highway between Highway R and Highway 6 (the east side of the Triangle).
  - b) Improvements to Highway 6 (the south side of the Triangle) and its intersection with the Errow Barrow Highway, to address capacity to and from Bridgetown.
  - c) The reconfiguration of Highway R between the Errow Barrow Highway and Highway 6 (the north side of the Triangle) to create a more regularised intersection at Highway 6 and provide access to the existing uses along Highway R (as depicted conceptually on Map 12D).
9. Parking areas will be designed with sustainable design features such as low impact development to reduce surface water runoff, the urban heat island effect, and disturbances to habitat. More specifically:
  - a) Bioswales, porous paving materials and other stormwater management interventions will be included in the design of the car park.
  - b) Where possible, lighting will be powered by solar or wind and downlit to minimise night light pollution.

### 12.4.5 Planning for National Infrastructure

With an inland location, Wildey is relatively less vulnerable to the impacts of climate crisis than its coastal counterparts. For this reason, it is a natural location for National infrastructure that supports renewable energy and critical infrastructure and facilities. In addition to the Government promoting sustainable infrastructure, there are also opportunities to take advantage of the existing innovation from Samuel Jackson Prescod Polytechnic and, in the future, from the potential medical campus.

1. The Government will promote the use of renewable energy in Wildey community core by:
  - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
  - b) Providing electric vehicle charging stations in car parks.
2. Buildings and sites within Wildey will be encouraged to retrofit with green infrastructure to create a resilient and sustainable community.
  - a) Opportunities for urban reforestation and urban agriculture should be explored, with particular attention paid to the potential in the Health and Wellness Precinct and through redevelopment of the Wildey Triangle.
  - b) The reduction of impervious cover will be encouraged and incentivised, including the increase of soft landscaping and installation of permeable paving for parking and driveways.

## 12.5

# Land Use Policies

Wildey is almost fully built out, yet remains an important location to focus new light industrial, commercial, institutional, educational, recreational and retail activities. In addition, the introduction of higher density residential in strategic locations would be appropriate. Given the limited supply of vacant land in this Centre, growth will require infill and redevelopment of underutilised sites. These Land Use policies build on the the National policies set out in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and this section, the policies of this section apply.

### 12.5.1 Mixed Use

The National policies of Section 3.4 Mixed Use apply.

### 12.5.2 Institutional

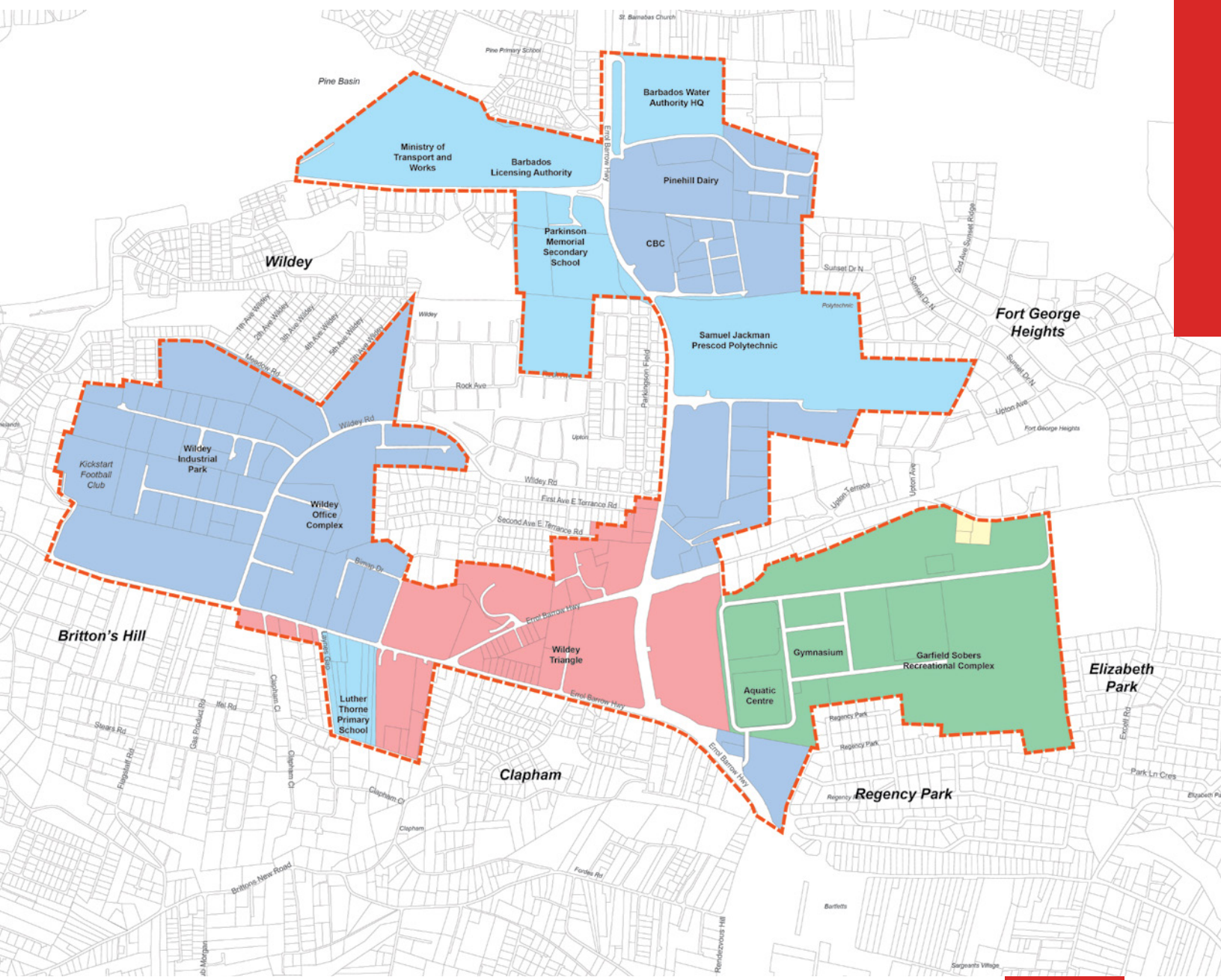
1. Agricultural uses will be permitted in and around the Health and Wellness Precinct, in particular within and in proximity to the Samuel Jackman Prescod Polytechnic including:
  - a) Agriculture.
  - b) Buildings and dwellings related to agricultural operations.
  - c) Forestry, conservation and open space.
  - d) Local food vendors and retailers.
  - e) Community gardens.
  - f) Commercial or industrial uses related to agriculture.

### 12.5.3 Major Recreation

1. In addition to uses permitted in the National policies, recreational and institutional uses that promote health, and wellness will be permitted in the Sir Garfield Sobers Recreational Complex, including gymnasiums and aquatic centres.
2. The following uses related to the Mobility Node will be permitted:
  - a) A car park used for the purposes of a Park and Ride.
  - b) Informal vending.
  - c) Small scale and convenience retail.
  - d) A farmers' market.

### 12.5.4 Employment Areas

The National policies of Section 3.9 Employment Areas apply.



- |   |   |
|---|---|
| <b>Land Use</b>   | <b>Boundaries</b>   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid black;"></span> Mixed Use                 | <span style="display: inline-block; width: 15px; border-bottom: 2px dashed orange;"></span> Community Plan Area         |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #6495ed; border: 1px solid black;"></span> Employment                | <span style="display: inline-block; width: 15px; border-bottom: 1px solid grey;"></span> Tax Parcel (Source: PDD, 2016) |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> Predominantly Residential |   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90; border: 1px solid black;"></span> Major Recreation          |   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid black;"></span> Institutional             |   |

**MAP 12C:  
Land Use**

## 12.6

# Overarching Urban Design Directions

Overarching urban design directions for Wildey are intended to ensure compatibility of new development with the existing fabric and promote a high quality public realm that supports walking, public transport and quality of place.

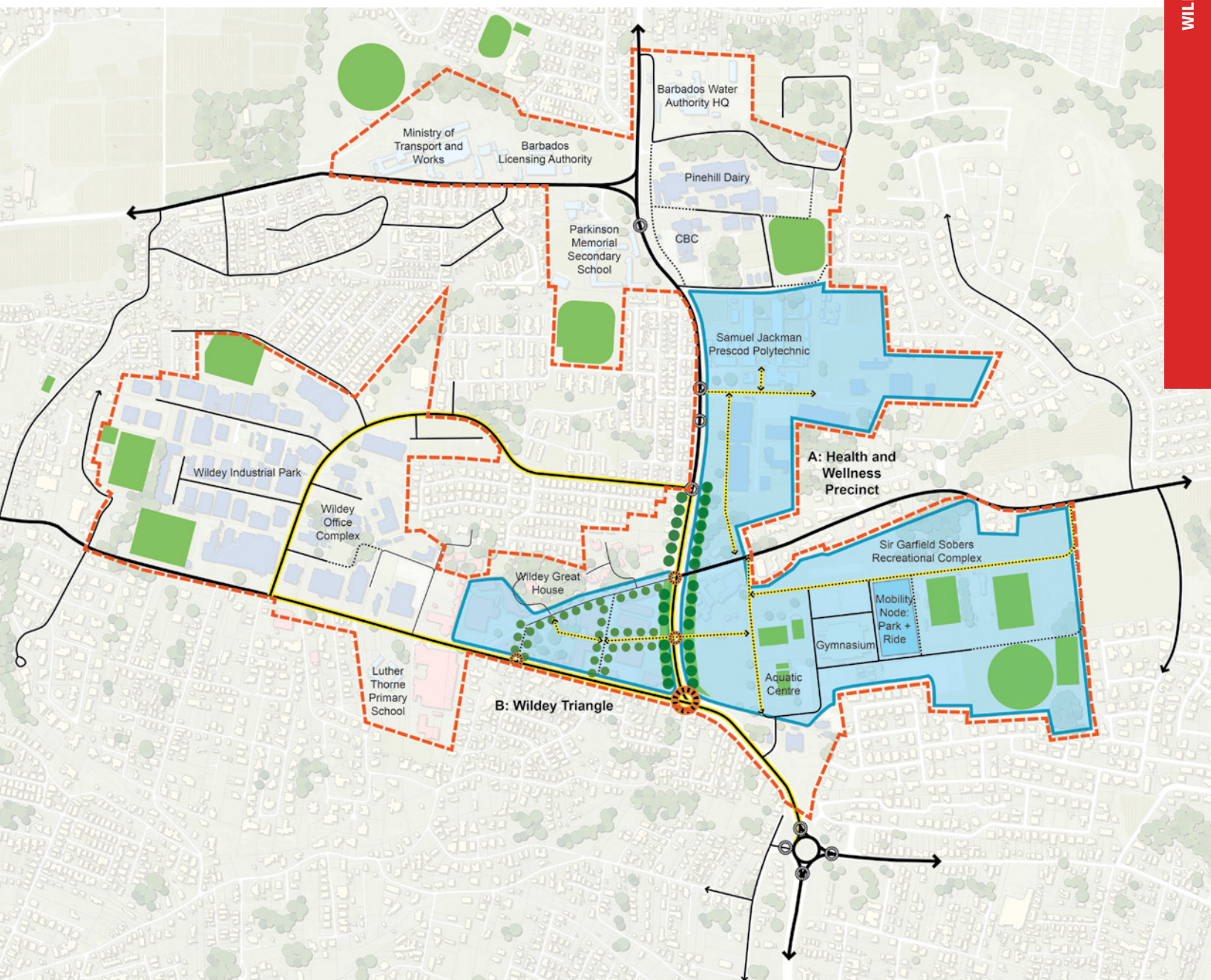
1. A landscaped boulevard, including trees and planters, will be introduced along the Errol Barrow Highway adjacent to the Sir Garfield Sobers Recreational Complex, the Wildey Triange and the potential medical campus to create a gateway and buffer pedestrians from vehicles.
2. As development occurs, landscaping and streetscaping improvements to the pedestrian environment will be made.
3. New development will contribute to creating an increased sense of place in Wildey by:
  - a) Fronting directly onto a main road.
  - b) Providing sidewalks and internal site pedestrian circulation where appropriate.
  - c) Locating on-site parking lots at the side or rear of buildings wherever feasible.
  - d) Providing landscaping strips to buffer the parking surface from the street where car parks abut public streets.

## 12.7

# Open Space System

Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity and enhancing overall health and wellness. While Wildey does not have designated open spaces, it actually has more recreational space than any other Regional Centre. Its extensive recreational fields are permitted land uses within other land use designations. Its facilities are focused on sports including hockey, football, cricket and other sports.

1. Existing recreational fields will be maintained and enhanced in their current locations.
2. Connections and coordinated programming will be promoted for recreational fields located throughout the Wildy Community Plan area.



- Movement**
- Proposed Pedestrian Route
  - Improved Pedestrian Route
  - Existing Crosswalk
  - Improve Crosswalk

- Directions**
- Key Opportunity Site
  - Streetscape Improvements

- Key Opportunity Sites**
- A. Wildey Triangle
  - B. Health and Wellness Precinct

MAP 12D:  
Public Realm

# ➔ 12.8 Special Policy Areas

## 12.8.1 Key Opportunity Sites

Policies in this section provide additional guidance for two key opportunity sites that have been identified in Wildey

### Wildey Triangle

The Wildey Triangle will be planned as the heart of the Wildey Community Plan area given its location and ability to be the portal to Wildey. Through reinvestment there is an opportunity to reurbanise the Triangle to create a functional and integrated centre in addition to a geographical one.

1. Cultural heritage assets, including the National Trust's Headquarters at Wildey Great House, will be considered for inclusion on the Barbados Register of Historic Places.
2. The Wildey Triangle will be the focus of reurbanisation efforts.
  - a) Land assembly and redevelopment will be encouraged.
  - b) Mixed use development including higher density residential uses and seniors' housing will be encouraged.
  - c) Taller, landmark buildings are permitted in the Wildey Triangle, subject to the policies

found in Section 3.4.4, in particular to ensure new development is compatible with adjacent residential uses.

- d) Redevelopment of the block will implement a rational street network to increase walkability of the area, ensuring connectivity to existing uses to the north of the Triangle.
- e) New buildings will address the future street and pedestrian network.
- f) Redevelopment within the Wildey Triangle should be designed as a landmark development with high visibility and a gateway presence along the Errol Barrow Highway.
- g) Servicing and parking will be located interior to the block.
- h) In response to the high levels of congestion, a Transportation Impact Assessment will be undertaken to explore strategies to redirect and rationalise traffic patterns to reduce congestion and confusion.
- i) Improved pedestrian links across the Errol Barrow Highway will be considered, including at grade crossings and elevated routes.



➤ The Wildey Triangle today is dominated by automotive related uses



### > The Health and Wellness Campus

## Health and Wellness Precinct

The Health and Wellness Precinct brings together the Samuel Jackman Prescod Polytechnic, the Sir Garfield Sobers Recreational Complex and the potential future medical school and clinic, recognising their complementary education, health, agriculture and recreation uses.

1. Businesses related to health, wellness and recreation will be encouraged to locate within or with close proximity to the Health and Wellness Precinct.
2. Complementary uses and amenities will be permitted as ancillary uses to support students, workers and visitors, including but not limited to: retail, student residences, hotels, restaurants, fitness facilities, and clinics.
3. New development will contribute to a well-landscaped character of the precinct through setbacks and on-site landscaping including trees.
4. North/south pedestrian, and where possible vehicular, connections will be introduced to provide a highly walkable environment between facilities, thereby encouraging integrated or complementary programs related to health and wellness.
5. A Mobility Node including Park and Ride will be introduced adjacent to the Sir Garfield Sobers Recreational Complex and will act as the anchor for a pilot HOV lane connecting Wildey and Warrens.
6. In order to minimise vehicular travel within the Precinct, shared parking may be considered, with the potential to be connected through pedestrian routes or circulator vehicles.
7. All facilities and sites will be designed to be age-friendly.







# 13

## Belleplaine Community Plan

This Community Plan provides additional policy direction for Belleplaine community core and is designed to read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for Belleplaine's continued development as a Regional Centre that acts as the centre of the National Park for residents and tourists alike.

## 13.1

# Introduction to the Community Plan

Belleplaine is designated as a Regional Centre for the first time in the Physical Development Plan (PDP) Amended (2023). The PDP Amended (2003) categorised Belleplaine as a National Park Village, recognising it as the largest of the three Villages - the others being Bathsheba and Boscobelle - and the economic hub of the National Park.

The PDP Amended (2023) provides strategic and land use policies to strengthen Belleplaine's local economy and better situate the community in relation to economic and cultural opportunities arising from its role as the centre of the National Park. The Community Plan focuses on the core area of Belleplaine along the Ermy Bourne Highway, from the entrance to Walkers Reserve to just south of the polyclinic. The community core contains the St. Andrew's Parish Church, the Alleyne School, and a number of institutional buildings that have recently been closed.

The Community Plan includes policies for Belleplaine related to sustainable development, natural heritage, tourism, mobility and infrastructure. It provides strategies to re-energise Belleplaine community core as a nature-focused tourism centre at the heart of the National Park, achieving new economic diversity by increasing its amenity and attractiveness as a base from which to explore the surrounding culture- and nature-based attractions.

This Community Plan includes the following sections:

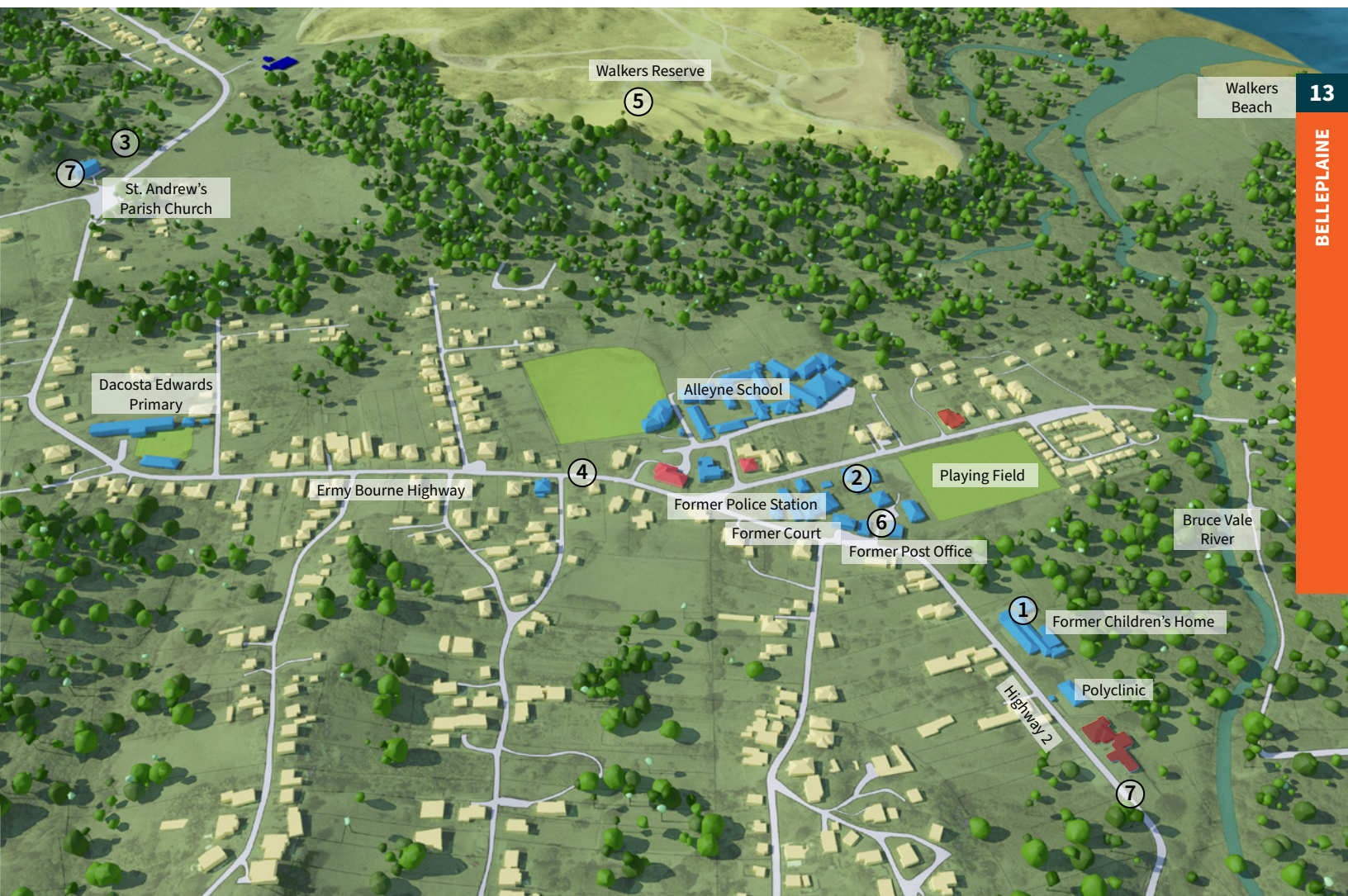
- 13.1** Introduction to the Community Plan
- 13.2** Belleplaine Today: Context and Challenges
- 13.3** Vision, Goals and Objectives
- 13.4** Strategic Policies
- 13.5** Land Use Policies
- 13.6** Overarching Urban Design Directions
- 13.7** Open Space System
- 13.8** Special Policy Areas



> St. Andrews Parish Church



> Open lot within Belleplaine



## Key Directions

1. **Reinforce Belleplaine’s role as a Regional Centre and the centre of the National Park** by encouraging the adaptive re-use of the recently closed institutional buildings to provide community facilities and local amenities for residents of the National Park.
2. **Adaptively reuse one of the recently closed institutional buildings** to create a National Park Visitor and Interpretive Centre.
3. **Establish Belleplaine as the primary trailhead for the National Park trail system** with wayfinding signage, with trail-related infrastructure and by formalising trail routes.
4. **Highlight the National Scenic Parkway** along Emy Bourne Highway.
5. **Capitalise on the restoration of Walkers Reserve as a potential employment centre** for Belleplaine residents and as a national tourist attraction by better connecting it to the core of Belleplaine.
6. **Establish a local farmers’ market and food destination** for the surrounding region, showcasing organic farming practices in the National Park.
7. **Use landscaping and signage** to create green gateways that define key entrance points to Belleplaine.

## 13.2

# Belleplaine Today: Context and Challenges

With a resident population of some 2,000 persons, the village of Belleplaine, which includes the smaller villages at Lakes and Walkers, is the largest community within the Barbados National Park. It is centrally located within the Park and situated on a flat savannah separated from the sea by an ancient sand dune known as Walkers Savannah. Belleplaine has developed along both sides of the East Coast Road (Ermy Bourne Highway). The area comprises a collection of independent residential villages that use Belleplaine as their unifying centre. The community core, located at the junction of the East Coast Road and Highway 2, previously consisted of various commercial uses, banking facilities, a community centre, a welfare office, a police station and a polyclinic. Although the buildings remain, most government services have consolidated their operations elsewhere, leaving the polyclinic as the sole remaining service in operation along with a corner store and daycare. Alleyne School and Decosta Edwards Primary are important generators of activity in Belleplaine, along with the community hubs of St. Andrew's Parish Church and the playing field.

Unique amongst Regional Centres is the rich concentration of natural heritage assets within and adjacent to the community. A river system, rare in Barbados, runs through Belleplaine framed by thick forest at its banks, eventually joining Long Pond Natural Heritage Conservation Area. In addition, the community is close to Chalky Mount, one of the highest mountains in the country and one of the few places where locals acquire clay for traditional pottery making. Natural Heritage Conservation Areas also include the Savannah and Boscobelle Woods.

The village is well located in relation to cultural attractions within the area, including Morgan Lewis Windmill, Farley Hill Park and the proposed Bruce Vale National Forest Candidate Site. Despite this, tourist-related economic activity is minimal.

Economic activity in the surrounding area includes employment generated by governmental services and agencies, farming - including cane, livestock production and recently organic farming - and employment at the Walkers sand quarry. Nearing the end of its life as a sand mine, Walkers is now in transition, becoming a demonstration of ecological restoration known as Walkers Reserve. In its new form it is still a source of local employment for residents of Belleplaine, though the nature of the employment is changing.

Today, Belleplaine faces a number of challenges resulting from the withdrawal of institutional uses in the community and limited economic opportunities. The challenges in the Belleplaine Community Plan area include:

- Little economic activity or opportunity within the boundaries of Belleplaine, limiting local employment for Belleplaine residents;
- The withdrawal of government institutions, which has damaged community cohesion and resilience and reduced Belleplaine's role as the Regional Centre for the National Park;
- A lack of consistent connectivity to the surrounding natural environment; and
- The tourism potential of Belleplaine has not been realised, despite a significant opportunity to become the centre of cultural and natural tourism within the National Park.



<b>Current Building Use</b>	<b>Terrain</b>	<b>Water</b>	<b>Boundaries</b>	<b>Listed Building</b>
<span style="display:inline-block; width:10px; height:10px; background-color: #f08080; border:1px solid black;"></span> Commercial	<span style="display:inline-block; width:10px; height:10px; background-color: #90ee90; border:1px solid black;"></span> Trees	<span style="display:inline-block; width:10px; height:10px; background-color: #add8e6; border:1px solid black;"></span> Water	<span style="border-bottom: 1px dashed red; width: 20px; display: inline-block;"></span> Community Plan Area	<span style="display:inline-block; width:10px; height:10px; background-color: #000000; border:1px solid black;"></span> LB1: St. Andrew's Church
<span style="display:inline-block; width:10px; height:10px; background-color: #add8e6; border:1px solid black;"></span> Institutional	<span style="display:inline-block; width:10px; height:10px; background-color: #f0f0f0; border:1px solid black;"></span> Parking		<span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Tax Parcel	
<span style="display:inline-block; width:10px; height:10px; background-color: #fff2cc; border:1px solid black;"></span> Residential	<span style="display:inline-block; width:10px; height:10px; background-color: #90ee90; border:1px solid black;"></span> Beach		(Source: PDD, 2016)	
<span style="display:inline-block; width:10px; height:10px; background-color: #483d8b; border:1px solid black;"></span> Industrial	<span style="display:inline-block; width:10px; height:10px; background-color: #90ee90; border:1px solid black;"></span> Open Space			

**MAP 13A:**  
**Existing Conditions**

## 13.3

# Vision, Goals and Objectives

### 13.3.1 Vision

Belleplaine will embrace its role as a Regional Centre and the centre of the National Park to become a unique tourism destination and model of the green and blue economy. It will strengthen its tourism offering while building up its suite of community services and amenities to serve the local population. The economy of Belleplaine will be reinvigorated through innovative and sustainable initiatives in the area including organic farming, ecological restoration and nature tourism in the National Park.

### 13.3.2 Goals and Objectives

#### **Reinforce Belleplaine as the centre of the Barbados National Park.**

- Construct a Visitor and Interpretive Centre for the National Park, along with associated programming and services.
- Expand the network of hiking trails and improve signage of trails and trailheads.

#### **Revitalise the former civic hub at the heart of Belleplaine.**

- Adaptively re-use the abandoned institutional buildings as locations for tourism accommodations and facilities, and community services and amenities.

#### **Celebrate Belleplaine's location along the National Scenic Parkway.**

- Use enhanced landscaping to mark the entry points to Belleplaine along the Ermy Bourne Highway.
- Provide wayfinding signage along the National Scenic Parkway and the National Park Route denoting Belleplaine as the centre of the National Park.

#### **Conserve the natural heritage of the area and encourage respectful visitor interaction.**

- Use the proposed new Visitor and Interpretive Centre to educate visitors about National Park ecosystems and threatened species.
- Work with Walkers Reserve to showcase innovative ecological restoration practices.
- Establish strict development policies and trail management guidelines.

#### **Improve mobility and connectivity between Belleplaine and the rest of the island.**

- Establish a formalised bus transfer point with integrated amenities.

#### **Embrace the principles of the green and blue economy and nature tourism for economic regeneration.**

- Encourage the development of small-scale tourism accommodation and facilities.
- Encourage area branding associated with nature and recreation.

#### **Develop a local food hub in Belleplaine community core.**

- Establish a local farmers' market.
- Support local food vendors and restaurant proprietors in re-using vacant institutional properties.
- Support organic farming operations in the National Park.

## ➔ 13.4

# Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for Belleplaine.

### 13.4.1 Promoting Sustainable Development

Sustainable development in Belleplaine means re-investing in the core of the community. The withdrawal of government institutions has resulted in numerous vacant buildings in Belleplaine community core. These present an opportunity for adaptive reuse, injecting new activity into the community and reinforcing the role of Belleplaine as the gateway to the National Park and a service centre for the surrounding region.

1. Belleplaine's role as a nature-focused Regional Centre at the centre of the Barbados National Park will be reinforced.
  - a) Belleplaine will be the focus of National Park facilities and programming.
  - b) New services and amenities for residents of the National Park will be directed to Belleplaine.
2. Adaptive reuse of the former institutional buildings in Belleplaine will be encouraged (see Section 13.7 for further guidance on this key opportunity site). Potential uses include:
  - a) A Visitor and Interpretive Centre for the National Park;
  - b) A local food hub;
  - c) Tourism-related uses and small-scale accommodation; and
  - d) Local-serving amenities and community space.

3. Development and investment will enhance Belleplaine community core as a complete, healthy and age-friendly community by:
  - a) Improving walkability;
  - b) Encouraging seniors' housing to locate in Belleplaine community core;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Encouraging health facilities and clinics;
  - e) Promoting local food; and
  - f) Developing multimodal transportation options.
4. The remaining community facilities and amenities in Belleplaine community core, including the Alleyne School, Dacosta Edwards Primary School, polyclinic and playing field, will be maintained and connected with additional pedestrian routes where possible.



➤ Old Police Station

## 13.4.2 Protecting Core Assets Cultural Heritage

The history of Belleplaine stretches back to the early 1600s, with St. Andrew's Parish Church thought to have been established between 1630 and 1645. Highlighting the cultural heritage assets of Belleplaine and the National Park would play a strong complementary role to the focus on the natural heritage of the area.

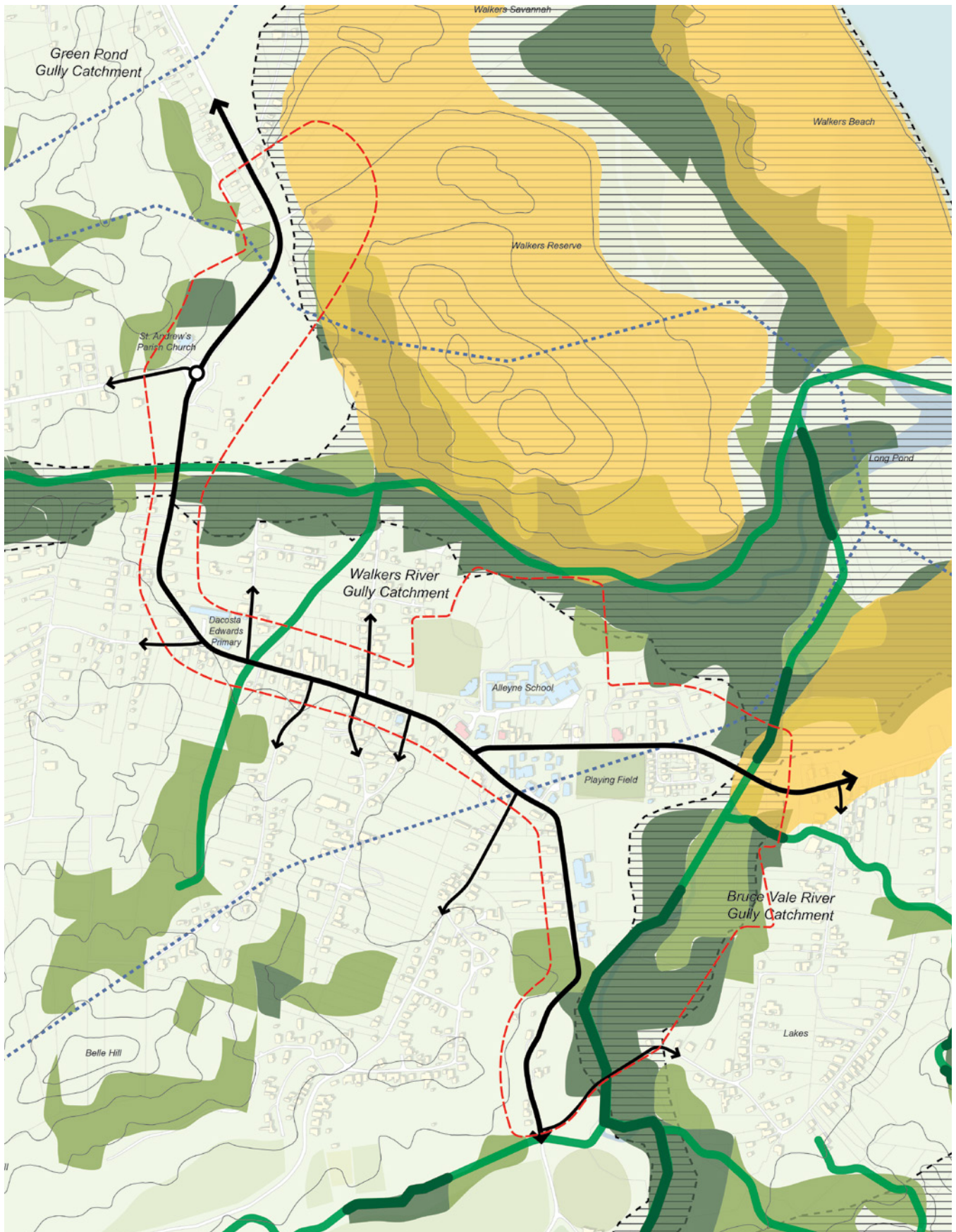
1. St. Andrew's Parish Church, a gazetted heritage building, will be listed and described in the Barbados Register of Historic Places.
2. The Government will review and expand the list of heritage properties to be included in the Barbados Register of Historic Places.
3. The proposed National Park Visitor and Interpretive Centre will celebrate the cultural landscape of the National Park in addition to the natural landscape (see Section 13.8 for further guidance on this key opportunity).
4. Traditional cultural practices such as pottery-making using clay from Chalky Mount will be showcased in Belleplaine community core, potentially at the proposed National Park Visitor and Interpretive Centre.
5. The cultural heritage associated with the Old Trainline which ended in Belleplaine will be recognised by preserving the location as a trailhead.
6. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Belleplaine in accordance with Section 2.2.5 and Section 5.3.

## Protecting Core Assets Natural Heritage

Belleplaine comprises a diversity of natural heritage assets. The Community Plan focuses on preserving the ecosystems of the National Park, educating visitors about the Scotland District and facilitating enjoyment of the natural environment in a controlled way. In addition, the proximity to the natural heritage system requires that development in Belleplaine be particularly sensitive to its surroundings.

7. The restoration of Walkers Reserve will be supported and promoted as a demonstration of sustainability and innovation.
8. Strict trail management guidelines will be established to ensure that hikers enjoy the recreational benefits of the trail system without impacting the ecosystems of the National Park.
9. The proposed National Park Visitor and Interpretive Centre will celebrate the species and ecosystems of the National Park.
10. Walkers Beach will be recognised as a critical breeding ground for leatherback turtles. This will include:
  - a) Ensuring that this critical habitat is undisturbed by visitors.
  - b) Educating visitors about the area's significance to leatherback turtles with on-site signage.
  - c) Designing any development in the area to minimise disruptions to the turtle population, including turtle-friendly lighting.
11. Development in the Belleplaine community core will demonstrate best practices in sustainable design.
12. The gully catchment areas in and beyond Belleplaine community core will be conserved and enhanced for their natural functions including encouraging biodiversity and providing natural stormwater management.





- |  |  |  |
|--|--|--|
| <p><b>Natural Heritage</b></p> <ul style="list-style-type: none"> <li> OS2: Natural Heritage Conservation Area</li> <li> Status 1 Gullies (GEMS, 2004)</li> <li> Forested Gullies (USI, 2017)</li> <li> Gully Catchments Areas (GEMS, 2004)</li> <li> Forests over 7m (CZMU 2015)</li> <li> Emerging forests 4-7m (CZMU 2016)</li> <li> Sand Dunes (PDP 2003)</li> </ul> | <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li> Community Plan Area</li> </ul> <p><b>Contours</b></p> <ul style="list-style-type: none"> <li> 5m interval (Source: CZMU, 2015)</li> </ul> | <p><b>Sea Bed Types</b> (Source: CZMU, 2017)</p> <ul style="list-style-type: none"> <li> Sand</li> </ul> |
|--|--|--|

**MAP 13B:**  
**Natural Heritage**

## Protecting Core Assets Food and Agriculture

The Barbados National Park has substantial areas devoted to traditional farming, including sugarcane harvesting and livestock husbandry. There is also an active organic farming community in the National Park. There is an opportunity in Belleplaine to showcase the healthy, sustainable and local products grown in the area.

- 13.** A local food hub will be developed in Belleplaine community core both to provide local food options for the community and to showcase the produce of the National Park. See Section 13.7 below for further guidance on this key opportunity.
- 14.** Organic farmers in the National Park will be encouraged to develop local food tours and other tourist experiences which can be incorporated as part of the recreation, health and wellness offering of the National Park.

## 13.4.3 The Green and Blue Economy

Sustainable nature tourism is a logical fit for Belleplaine, focused around natural heritage and the community's role as a gateway to the National Park. New investment in the community, including the proposed National Park Visitor and Interpretive Centre, food hub and the restoration of Walkers Reserve, emphasise the future direction of Belleplaine as a destination for recreation and nature tourism. Greening and blueing the economy will be essential to reach this end, and to support the future prosperity of the community.

- 1.** The principles of the green and blue economy and nature tourism will be embraced to drive economic regeneration in Belleplaine community core.
- 2.** The development of small-scale tourism accommodation and facilities will be supported in Belleplaine community core, including:
  - a) A range of accommodation types, including inns, hostels, camping sites, eco-lodges and high end accommodation; and
  - b) Adaptive reuse of former institutional buildings as tourist accommodations.



> Old Rectory along Bruce Vale River

3. A tourism branding strategy will be developed, focusing on nature tourism, health and wellness.
4. Belleplaine's presence as an important waypoint along the National Scenic Parkway will be reinforced.
  - a) Entry points to Belleplaine will be creatively marked with signage and landscaping.
  - b) The development of amenities catering to long-distance vehicular travel will be encouraged, such as food vendors and restrooms.
5. The Government will support the restoration of Walkers Reserve, which offers a significant opportunity for shared economic and tourism benefits.
  - a) The training and employment of local residents in ecological restoration practices will be encouraged.
  - b) Physical linkages between Belleplaine community core and Walkers Reserve will be maintained and enhanced, including the pedestrian linkage along the Ermy Bourne Highway and pedestrian routes/trails.
  - c) Walkers Reserve will be promoted as part of the sustainable tourism offering of Belleplaine and the National Park.



> Above two images: Walkers Restoration

### 13.4.4 Advancing Mobility and Accessibility

Belleplaine is designated as a Mobility Node (Bus Transfer Point) in the island mobility network. It is in need of improvements to its public transport infrastructure to facilitate the movement of residents and tourists alike. Unique to Belleplaine is the importance of pedestrian route/trail connections to the local attractions in the National Park.

1. New development in Belleplaine community core will support walkability and multi-modal transportation choices.
2. As the centre of the National Park, a pedestrian route/trail network is key to Belleplaine's identity and tourism function and will be implemented and enhanced.
  - a) Routes/trails will connect Belleplaine to National Park attractions such as Chalky Mount and Walkers Beach.
  - b) Routes/trails will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
3. Priority pedestrian linkages with a higher potential for pedestrian flows have been identified on Map 13C and will be earmarked for improvement.
  - a) Contiguous sidewalks should be built on both sides of the street where possible, with pedestrian crossings added or improved as needed.
  - b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate. Particular attention should be paid to trail entrances and community amenity areas,
  - c) Traffic calming measures should be introduced to reduce vehicular speeds and alleviate the dangers of pedestrian crossings.
4. Pedestrian improvement areas have also been identified on Map 13C. These areas will also be improved, but have a lower level of priority and/or require a lesser degree of amenity. They are intended to create pedestrian permeability into the residential neighbourhoods in Belleplaine and connect the community core to important destinations including St. Andrew's Parish Church and Walkers Reserve.

- a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
  - b) Streetscape improvements should be made in pedestrian improvement areas where possible.
5. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycling parking.
    - a) Mountain biking trails should be explored as an alternative local attraction for visitors.
  6. A Mobility Node will be developed in Belleplaine, recognising its role within the island mobility network.
    - a) A Bus Transfer Point will be established at the intersection of Ermy Bourne Highway and Highway 2 to formalise and integrate facilities and amenities for public transport users (see Section 13.8 for further guidance on this key opportunity).

### 13.4.5 Planning for National Infrastructure

As the centre of the National Park, Belleplaine is well situated to demonstrate leadership in renewable energy and sustainable community design.

1. The Government will promote the use of renewable energy in Belleplaine community core.
2. The proposed National Park Visitor and Interpretive Centre will celebrate sustainable development and energy practices in the National Park.
3. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
  - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities; and
  - b) Considering the introduction of waste education centres in association with other community facilities.



- | Roads              | Pedestrian                   | Mobility           |
|--------------------|------------------------------|--------------------|
| Primary Road       | Priority Pedestrian Linkages | Bus Transfer Point |
| Secondary Road     | Pedestrian Improvement Areas | Trailhead          |
| Existing Crosswalk | Existing Pedestrian Routes   |                    |
|                    | Proposed Pedestrian Routes   |                    |

MAP 13C:  
Mobility

## 13.5

# Land Use Policies

The following land use policies apply within the boundaries of the Belleplaine Community Plan as shown on Map 13D: Land Use. They are intended to guide development in a manner which supports the strategic policies of this Plan and enhance the urban fabric, character and economic vitality of Belleplaine. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use and built form policies are included in this section the policies of Section 3 apply.

### 13.5.1 Mixed Use

1. Additional uses beyond those permitted in Section 3.4 may be considered in Belleplaine community core at the discretion of the Director of Planning and Development in order to encourage adaptive reuse of former institutional buildings.

### 13.5.2 Predominantly Residential

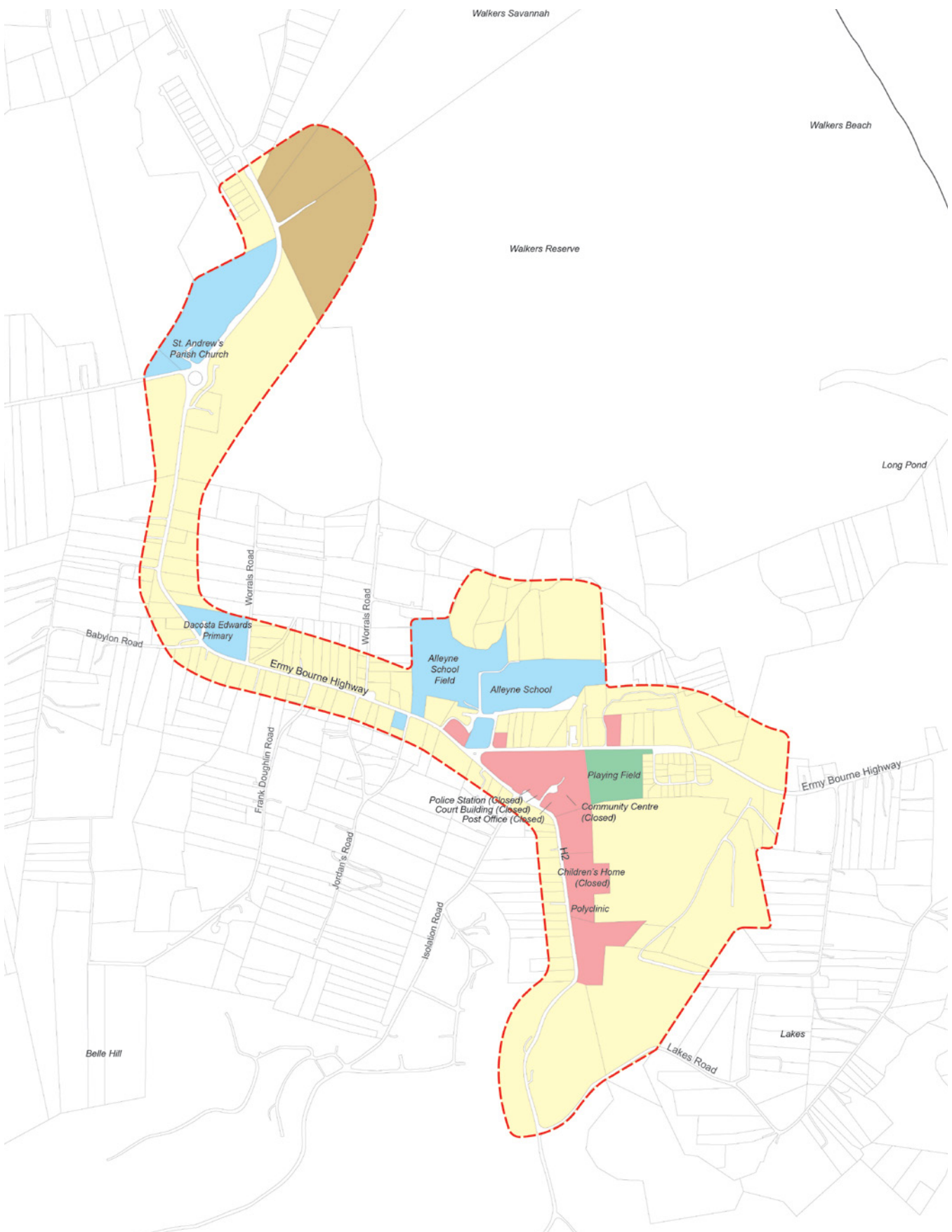
1. Additional permitted uses include small scale tourism facilities, including short- and long-term accommodation.

### 13.5.3 Institutional

The National policies of Section 3.8 Institutional apply.

### 13.5.4 Resource Extraction

1. Walkers Reserve will be required to meet the provisions of Section 3.11 Resource Extraction regarding rehabilitation of the mine site after the sand mining operations have ceased.
2. Applications related to restoration activities at Walkers Reserve will be considered in light of the conceptual development strategies set out in Section B of the National Park Development Plan (1999) and Section 4.2.1 National Park Land Use Policies of the PDP Amended (2023) regarding new National Attractions in the National Park based on eco-tourism, permaculture, coastal landscape remediation and environmental education.



- |  |   |
|--|---|
| <b>Land Use</b>  | <b>Boundaries</b>   |
| <span style="display:inline-block; width:15px; height:10px; background-color: #f08080; border:1px solid black;"></span> Mixed Use                          | <span style="display:inline-block; width:15px; border-bottom:2px dashed red;"></span> Community Plan Area             |
| <span style="display:inline-block; width:15px; height:10px; background-color: #add8e6; border:1px solid black;"></span> Institutional                      | <span style="display:inline-block; width:15px; border-bottom:1px solid black;"></span> Tax Parcel (Source: PDD, 2016) |
| <span style="display:inline-block; width:15px; height:10px; background-color: #ffff00; border:1px solid black;"></span> Predominantly Residential          |   |
| <span style="display:inline-block; width:15px; height:10px; background-color: #90ee90; border:1px solid black;"></span> OS4 - Public Parks and Open Spaces |   |
| <span style="display:inline-block; width:15px; height:10px; background-color: #32cd32; border:1px solid black;"></span> Recreational Park                  |   |
| <span style="display:inline-block; width:15px; height:10px; background-color: #8b4513; border:1px solid black;"></span> Resource Extraction                |   |

**MAP 13D:  
Land Use**


## 13.6

# Overarching Urban Design Directions

The overarching urban design directions for Belleplaine are intended to protect the rural village character of Belleplaine while directing new development to the core that supports residents and development of the National Park.

1. New development will be designed to complement existing development in Belleplaine in terms of scale and massing. Buildings up to three stories would generally be appropriate along Ermy Bourne Highway and Highway 2.
2. New buildings along Ermy Bourne Highway and Highway 2 will provide a sidewalk and minimum building setbacks as required by Section 2.5. Front yard setbacks should be landscaped to contribute to the rural and residential village quality of Belleplaine.
3. New development will preserve the landscape character of Belleplaine by limiting plot coverage to 50% and implementing site landscaping including trees.
4. Existing trees along Ermy Bourne Highway and Highway 2 will be preserved. Through new development, additional trees will be added along the Highway to complete the streetscape.
5. Views to Chalky Mount and other hills in the area from Ermy Bourne Highway and other public spaces will be preserved through any new development.
6. The public realm on Ermy Bourne Highway, from St. Andrew's Parish Church to the entrance to Walkers Reserve, and the intersection of Ermy Bourne Highway and Highway 2 will be improved with landscaping and wayfinding signage to mark the gateways to Belleplaine community core.
7. Buildings with active uses are encouraged along Ermy Bourne Highway and Highway 2, in particular uses that support tourism development in the National Park, such as restaurants and small scale retail.



 Existing mature trees along Highway 2



## ➔ 13.7

# Open Space System

The aim of this section is to establish a hierarchy of open spaces within Belleplaine for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and this section, the policies of this section apply.

### 13.7.1 OS1 – Barbados National Park

National policies for the National Park in Section 4.2 apply.

### 13.7.2 OS2 – Natural Heritage Conservation Areas

The National Park Natural Heritage Conservation Area includes areas within and near Belleplaine including Long Pond and Chalky Mount (see Map 13B Natural Heritage).

National policies for Natural Heritage Conservation Areas - Land in Section 4.3.1 apply.



> Bruce Vale River Valley

### 13.7.2 OS4 – Public Parks and Open Spaces

#### Recreational Park

The Playing Field provides an important amenity for the community.

3. The Playing Field will continue to be maintained and improved to serve the recreational needs of residents of Belleplaine and surrounding communities.
  - a) Improvements may include lighting, seating and additional recreational amenities.



**Key Opportunity Site:**

- National Park Visitor's Centre
- Bus Transfer Point
- Food Hub
- Trailhead

- Movement**
- Proposed Pedestrian Route
  - Existing Pedestrian Route
  - ⦿ Existing Crosswalk

- Directions**
- ★ Key Opportunity Site
  - Proposed Trails
  - Ⓜ Local Waste Management and Education Centre

- Key Opportunity Site**
- National Park Visitor's Centre
  - Bus Transfer Point
  - Food Hub
  - Trailhead

**MAP 13E:**  
**Public Realm**

## ➔ 13.8

# Special Policy Areas

### 13.8.1 Key Opportunity Site

Policies in this section provide additional guidance for a large and centrally located key opportunity site, the rehabilitation of which is essential for the ongoing health and prosperity of Belleplaine as the centre of the National Park.

The heart of Belleplaine at the junction of the Ermy Bourne Highway and Highway 2 previously consisted of various commercial uses, banking facilities, a community centre, a welfare office, a police station, a polyclinic and a children's home. Although the buildings remain, most government services have consolidated their operations elsewhere, leaving the polyclinic as the sole remaining service in operation along with a corner store and daycare. Adaptive reuse of the now vacant buildings is a prime opportunity to stimulate new activity in Belleplaine, as well as provide valuable services for locals and tourists.

### National Park Visitor and Interpretive Centre

The Barbados National Park does not currently have a visitor centre, forgoing a critical opportunity to engage with visitors, educate them about the ecology of the Park and share information about tourism and recreational opportunities in the Park. The Centre should function as the front door to the National Park and its Natural Heritage Conservation Area.

A Visitor Centre is an excellent opportunity to revitalise one of the vacant former institutional buildings and create new opportunities related to the exposure that such a facility would bring to Belleplaine. It would act as an anchor to stimulate reinvestment in the core, and demonstrate the possibilities of adaptive reuse that could be applied to other disused government buildings in the community. The vacant institutional buildings are easily accessible from the National Scenic Parkway, are centrally located within Belleplaine, offer views of the forest and river and are well situated to connect with the Park's trail network.



> Highway 2 near the former Children's Home.

1. The Government will develop a National Park Visitor and Interpretive Centre in Belleplaine community core, ideally through adaptive reuse of an abandoned government building.
2. The building should include:
  - a) Park administration offices;
  - b) Restrooms;
  - c) Information desk; and
  - d) Souvenirs.
3. Programming should include:
  - a) Distribution of literature providing information on activities and features within the National Park, such as the location of trails and trailheads, the location of accommodation and refreshment services, as well as local guide services and community-based services or products;
  - b) Exhibitions highlighting the importance of National Park ecosystems for threatened species, climate resilience and natural heritage protection, including the restoration of Walkers Reserve; and
  - c) Consolidation of scattered Park programming to create a strong activity focus around the Visitor's Centre, including guided tours to promote nature-based and cultural heritage tourism in the area.
4. The Visitor Centre will be connected to the trail network where possible and will provide clear connections to local trailheads.

## Food Hub

A food hub is an ideal use to anchor the revitalised core of Belleplaine. The rich farming heritage of the National Park and innovative organic agriculture practices in the area would provide a strong complement to the nature-tourism offering, while also providing an important service to local residents and supporting the local economy.

5. A local food hub will be organised in Belleplaine community core. The food hub may include:
  - a) A farmers' market;
  - b) A crafts market displaying local crafts, such as the work of Chalky Mount potters;
  - c) A farming demonstration site;
  - d) A series of leasable wood construction kiosks;
  - e) Outdoor pedestrian scale lighting;
  - f) Grassed picnic areas;
  - g) Shade tree planting; and
  - h) Garbage receptacles.
6. Linkages will be formed with the local organic farming community to facilitate sale of their produce at the food hub.
7. Local food vendors and restaurant proprietors will be supported in re-using vacant institutional buildings.
8. Washroom facilities, provision for water and electricity and storage and refuse collection will be centralised within a single service building on, or adjacent to, the market site.

## Bus Transfer Point

Community cores are meant to be the most accessible places on the island, reachable by a variety of forms of transportation including public transport. Currently, Belleplaine has bus stops, but there is an opportunity to create a more formalised Bus Transfer Point befitting the community's designation as a Mobility Node within the island-wide mobility network. The parcel identified for the Bus Transfer Point is centrally located within the community at the intersection of Ermy Bourne Highway and Highway 2.

9. Bus laybys will be installed in each direction of travel to facilitate transfer routes.
10. A waiting area with shade, seating and waste facilities will be provided.
11. An improved pedestrian crossing will be provided to facilitate crossings of Highway 1 and Highway C.
12. Pedestrian linkages on Highway 1 and Highway C will be improved to provide a safe walking environment leading to the bus transfer point.
13. Bike parking will be incorporated in the site design to encourage active transportation and provide a last mile commuter solution.



> Old Police Station



# 14 Bathsheba Community Plan

This Community Plan provides additional policy direction for the Bathsheba community core and is designed to be read in conjunction with the National Physical Development Plan Amended (2023) policies. It provides a framework for Bathsheba's continued development as a Local Centre and National Park Village with a focus on tourism.

## ➔ 14.1

# Introduction to the Community Plan

Bathsheba is a National Park Village and has also been designated as a Local Centre in the Physical Development Plan Amended (2023). This is the first Community Plan for Bathsheba to be included in the Physical Development Plan (PDP), and builds on direction for Bathsheba as a National Park Village in the PDP, Amended (2003) and the National Park Development Plan.

Bathsheba is an important tourism-focused community within the National Park, serving a local function for the residents and tourists visiting the Park. The PDP Amended (2023) outlines strategic and land use policies to strengthen the community's role in the green and blue economy as a nature tourism centre. The Community Plan focuses on the core area of Bathsheba along Highway Z, from the Atlantis Hotel to just past the former New Edgewater Hotel. The community core contains St. Aidan's Church, several coastal/beach parks, the Tent Bay fish landing site and some tourist accommodations and amenities.

The Community Plan provides policies for Bathsheba related to sustainable development, natural heritage, tourism, mobility and infrastructure. It is focused on increasing Bathsheba's amenity and attractiveness as a tourism base from which to explore the surrounding cultural and natural attractions of the National Park.

This Community Plan includes the following sections:

- 14.1** Introduction to the Community Plan
- 14.2** Today: Context and Challenges
- 14.3** Vision, Goals and Objectives
- 14.4** Strategic Policies
- 14.5** Land Use Policies
- 14.6** Overarching Urban Design Directions
- 14.7** Open Space System
- 14.8** Special Policy Areas



➤ Tent Bay Fish Landing Site



➤ Bathsheba coast looking north towards the Soup Bowl



## Key Directions

1. **Develop an Interpretive Centre at the Hill Crest archaeological site** to celebrate the Amerindian heritage in Bathsheba and the National Park.
2. **Improve The Viewpoint** to provide a better visitor experience.
3. **Capitalise on the tourism potential of the fishing economy** in Bathsheba with an improved fish landing site.
4. **Connect Bathsheba to Belleplaine and National Park attractions** through a trail network.

## 14.2

# Bathsheba Today: Opportunities and Challenges

**Bathsheba is the most southerly of the three National Park Villages and is a sizable coastal community within the National Park. Traditionally a fishing village, situated at the sea edge, the community core is comprised of various community, commercial, recreational and some tourist amenities including the Roundhouse and Atlantis Hotels. The resident population is situated on the vegetated hills above, which slope to the base of Hackleton’s Cliff and Woods.**

The primary economic activity within the village is fishing, supplemented by farming. Commercial enterprises such as a rum shop operation, vending activities and employment related to the tourism are generally located in the community core. There are few other opportunities for local employment.

Bathsheba is known as an important destination for recreational surfing and many visitors enjoy the shallows on the beach. It has long been a popular vacation spot with locals because of its picturesque setting and long views of the East Coast. Organized sight seeing tours generally do not stop long enough to contribute to the local economy because visitor amenity is relatively underdeveloped.

Bathsheba’s core is surrounded by the villages of St. Elizabeths, Tent Bay and Hill Crest, and is accessed by the East Coast Road/Ermy Bourne Highway from both the north and south. It occupies a central location in relation to National Park natural heritage attractions in the area, and is situated along the National Park Scenic Route.

Today, Bathsheba faces challenges resulting from its relationship between tourism uses and local needs. The challenges in the Bathsheba Community Plan area include:

- Ensuring that the community has a strong tourist draw;
- Shaping the tourist economy in a way that provides benefit to locals in terms of economic opportunity and infrastructure provision; and
- Preventing the potential negative effects of tourism on the natural landscape.





- Current Building Use**
- Commercial
  - Institutional
  - Residential
  - Tourism

- Terrain**
- Trees
  - Beach
  - Open Space
  - Water

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

- Contours**
- 5m interval (Source: CZMU, 2015)

**MAP 14A:  
Existing Conditions**

## ➔ 14.3

# Vision, Goals and Objectives

### 14.3.1 Vision

Bathsheba will capitalise on its strong natural heritage assets to continue to develop as a tourism-focused National Park Village and Local Centre. It will strengthen its tourism offering, generating economic benefits for local residents. Development and investment in Bathsheba will improve the quality and diversity of its amenity for both residents and visitors, while respecting its rural character and quality of life.

### 14.3.2 Goals and Objectives

#### **Reinforce Bathsheba as a key node of the Barbados National Park System along the National Park Scenic Route.**

- Creatively mark the entrance points to Bathsheba along the highway with signage and landscaping.
- Implement wayfinding and signage to indicate local attractions.
- Connect Bathsheba to the National Park trail system.

#### **Enhance the public realm experience for locals and tourists.**

- Improve the pedestrian environment on Highway Z.
- Rationalise the provision of parking along the highway.

#### **Develop new tourist accommodations.**

- Explore opportunities for new hotels to locate in Bathsheba community core.
- Encourage the continued development of small-scale tourist accommodations on the land side of Highway Z.

#### **Embrace the fishing and agricultural heritage of the area.**

- Revitalise the fish landing site.
- Establish a small-scale local food and craft market.



➤ Highway Z, looking south



➤ Bathsheba Beach Park

## 14.4

# Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localised policy direction to achieve the vision, goals and objectives for Bathsheba.

### 14.4.1 Promoting Sustainable Development

Bathsheba has small-scale and limited services and amenities, however as a Local Centre and National Park Village it is one of the locations within the National Park where growth will be directed. Sustainable development in the Bathsheba community core should take place primarily through infill and redevelopment.

1. Bathsheba's role as a nature-focused National Park Village and Local Centre will be reinforced by directing new tourism facilities and amenities to support the local population to locate there.
2. Vacant and underutilized parcels in the community core will be prioritized for infill and reinvestment.
3. Development and investment will enhance Bathsheba community core as a complete, healthy and age-friendly community. This will include:
  - a) Improving walkability;
  - b) Encouraging seniors' housing to locate in the Bathsheba community core;
  - c) Improving accessibility to community facilities and businesses for persons with disabilities;
  - d) Promoting local food; and
  - e) Developing multimodal transportation options.

### 14.4.2 Protecting Core Assets Cultural Heritage

The recognition of Bathsheba's cultural heritage, particularly Amerindian history in the area, presents an opportunity to add to the strength of Bathsheba's natural heritage offering with a complementary tourist draw.

1. The Government will prepare a statement of significance for the Hill Crest archaeological area.
2. The Government will develop the Hill Crest Amerindian Interpretive Centre as proposed in the National Park Development Plan. Excavations of this site have indicated early Amerindian occupation (further guidance on this key opportunity site can be found in Section 14.8).
3. The cultural heritage associated with the Old Trainline through Bathsheba will be recognised by preserving the route as a trail.

## Protecting Core Assets Natural Heritage

Part of the National Park Natural Heritage Conservation Area falls within Bathsheba community core. There are numerous other natural heritage assets in the area, which form the basis of Bathsheba's tourism draw. However, they are also sensitive ecosystems which must be treated appropriately in all new development and related programming.

4. Development in Bathsheba will protect and enhance natural heritage assets and improve its resiliency as a coastal community.
  - a) New development will be required to meet the provisions of Section 2.2.2 Natural Heritage System.
5. Strict trail management guidelines will be established to ensure that hikers enjoy the recreational benefits of the trail system without impacting the ecosystems of the National Park.
6. Development in Bathsheba community core will demonstrate best practices in sustainable design.
7. The gully catchment areas in and beyond Bathsheba community core will be conserved and enhanced owing to their natural functions including supporting biodiversity and providing natural stormwater management services.

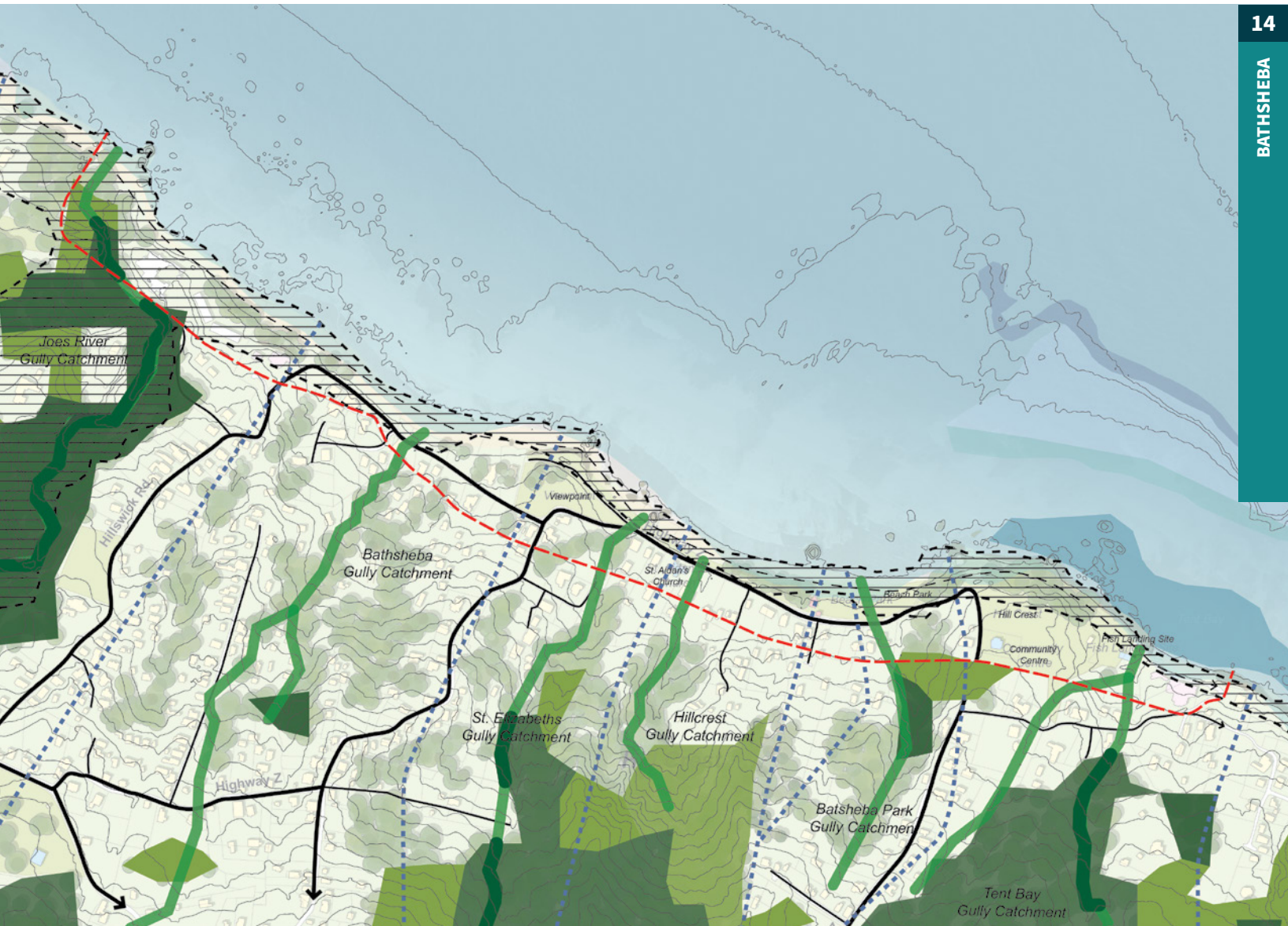


> Bathsheba Coast looking north

## Protecting Core Assets Food and Agriculture

Tent Bay is designated as a primary fish landing site, one of eight throughout the island. The existing fish market is underutilized and should play an increased role in access to local food. In addition, introducing tourist experiences related to the current and historical fishing industry in the area can increase the industry's economic sustainability.

8. The primary fish landing site of Tent Bay will be revitalised to encourage its continued use by local fisherfolk and provide a venue for distribution of local food.
  - a) The market should provide visitors with the opportunity to learn about the local fishing industry and heritage, view the cleaning and display of local catch and purchase fresh fish.
  - b) The market will include:
    - i) Facilities for cleaning fish and disposal of waste materials and runoff;
    - ii) Market kiosks and display areas;
    - iii) Provision for refrigeration, storage and ice making;
    - iv) A snack bar and barbecue grill; and
    - v) Provision for water and electrical services.
  - c) Expansion of the market's offering will include the produce of local farmers.
9. Opportunities will be explored for tourism activities related to agriculture and fishing in the area. These may include:
  - a) Opportunities for tourists to accompany local fisherfolk; and
  - b) Local food tours showcasing the agricultural practices of the National Park.



- Natural Heritage**
- OS2: Natural Heritage Conservation Area
  - Status 1 Gullies (GEMS, 2004)
  - Forested Gullies (USI, 2017)
  - Gully Catchments Areas (GEMS, 2004)
  - Forests over 7m (CZMU 2015)
  - Emerging forests 4-7m (CZMU 2016)
  - Sand Dunes (PDP 2003)

- Boundaries**
- Community Plan Area
- Contours**
- 5m interval (Source: CZMU, 2015)

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

**MAP 14B:**  
Natural Heritage  
and Hazards

### 14.4.3 The Green and Blue Economy

Bathsheba has an opportunity to be a model for Barbados' green and blue economy as a key community in the National Park with an economy based around tourism, fishing and agriculture.

1. The principles of the green and blue economy and nature tourism will be embraced to drive economic regeneration in Bathsheba community core.
2. The development of small-scale tourism accommodation and facilities will be supported in Bathsheba, including a range of accommodation types, such as inns, hostels, camping sites, eco-lodges and high end accommodation.
3. Bathsheba's presence as an important waypoint along the National Scenic Parkway will be reinforced.
  - a) The development of amenities catering to long-distance travel will be encouraged, such as food vendors and restrooms.
  - b) Signage along the National Scenic Parkway will direct travelers to Bathsheba and its local attractions.

### 14.4.4 Advancing Mobility and Accessibility

Bathsheba is an important destination along the National Scenic Parkway. Improving its pedestrian infrastructure and addressing its current problems with informal parking will improve the functioning and experience of the community core for residents and tourists alike.

1. New development in Bathsheba community core will support walkability and multimodal transportation choice.
2. The pedestrian route/trail network is an important component of the National Park. Bathsheba will be linked to other coastal communities through the Windward Trail proposed in the National Park Development Plan.
  - a) Routes/trails will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
3. Highway Z between the community centre and The Viewpoint has been identified as a priority pedestrian linkage, as shown on Map 14C.
  - a) Contiguous sidewalks will be built on both sides of the street where possible, with pedestrian crossings added or improved as needed.
  - b) The streetscape will be enhanced with new lighting, furniture and vegetation where street widths are appropriate. Particular attention will be paid to trail entrances and community amenity areas.
  - c) Traffic calming measures will be introduced to reduce vehicular speeds and alleviate the dangers of pedestrian/vehicle interactions.
4. Cycling will be supported by encouraging the provision of local bicycle routes and trails, and bicycling parking.
  - a) Mountain biking trails will be explored as a potential tourist attraction.
5. Parking along Highway Z will be formalised with signage indicating designated parking areas for private vehicles and tour buses.
  - a) Parking areas will have minimal visual impact on the landscape, for example by designing them as a series of laybys rather than large lots, and using gravel rather than paving.



- |                                   |                                |
|-----------------------------------|--------------------------------|
| <b>Roads</b>                      | <b>Pedestrian</b>              |
| — Primary Road                    | — Priority Pedestrian Linkages |
| — Secondary Road                  | — Existing Pedestrian Routes   |
| Ⓟ On-street parallel parking zone | ↔ National Park Windward Trail |

**MAP 14C:**  
**Mobility**

### 14.4.5 Planning for National Infrastructure

Demonstrating best practices in renewable energy and energy conservation should be a priority in Bathsheba, given its role as a National Park Village and its dependence on the environment for its tourism sector.

1. The Government will promote the use of renewable energy in the Bathsheba community core, by encouraging the use of rooftop photovoltaics to meet energy needs.
2. New tourism developments will be encouraged to demonstrate best practices in energy conservation and renewable energy use.



> Atlantis Hotel, Tent Bay

## ➔ 14.5

### Land Use Policies

The following land use policies apply within the boundaries of the Bathsheba Community Plan as shown on Map 14D: Land Use. They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Bathsheba. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use are included in this section the policies of Section 3 apply.

#### 14.5.1 Predominantly Residential

1. Additional permitted uses include:
  - a) Small-scale tourism facilities, including short- and long-term accommodation.

#### 14.5.2 Tourism

The National policies of Section 3.6 Tourism apply.

#### 14.5.3 Institutional

The National policies of Section 3.7 Institutional apply.





- Land Use**
- Institutional
  - Predominantly Residential
  - OS4 - Public Parks and Open Spaces
  - Coastal/Beach Park
  - Tourism

- Boundaries**
- Community Plan Area
  - Tax Parcel (Source: PDD, 2016)

- Waterfront Types**
- Beach

MAP 14D:  
Land Use

## ➔ 14.6

# Overarching Urban Design Directions

The overarching urban design directions for Bathsheba are intended to protect the small scale village character of Bathsheba, while encouraging infill development and public realm improvements to continue Bathsheba's growth as a distinct destination within the National Park.

1. New development will be designed to complement the existing scale and character of Bathsheba, with heights of up to three storeys along Highway Z.
2. New buildings along Highway Z will provide a sidewalk and minimum building setbacks as required by Section 2.5. Front yard setbacks should be landscaped to contribute to the green character of Bathsheba.
3. New development will preserve the landscape character of Bathsheba by limiting plot coverage to 50% and implementing site landscaping including trees.
4. Existing trees along Highway Z will be preserved. Through new development, additional trees will be added along the Highway to complete the streetscape.
5. Windows to the sea along Highway Z will be protected from further development to preserve vistas to the sea.
6. Buildings with active uses are encouraged on Highway Z, in particular that support tourism development in the National Park, such as restaurants and small scale retail.
7. Redevelopment of the former New Edgewater Hotel will preserve trail access through the site.



➤ Bathsheba Beach

## ➔ 14.7

# Open Space System

The aim of this section is to establish a hierarchy of open space within Bathsheba for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section the policies of this section apply.

### 14.7.1 OS1 - Barbados National Park

National policies for the National Park in Section 4.2 apply.

### 14.7.2 OS2 - Natural Heritage Conservation Areas

The National Park Natural Heritage Conservation Area extends throughout the Bathsheba coast (see Map 14B Natural Heritage).

National policies for Natural Heritage Conservation Areas - Land in Section 4.3 apply.

### 14.7.3 OS4 – Public Parks and Open Spaces

#### Coastal/Beach Park

The Bathsheba Beach Park is a Coastal/Beach Park and a well-used public open space.

1. The Government will protect Bathsheba Beach Park from erosion and the effects of climate crisis by implementing erosion mitigation measures such as hard and soft coastal protection.
2. The Windward Trail will be marked and maintained throughout Bathsheba Beach Park.
3. Amenities to support the users of Bathsheba Beach Park such as seating, shading and small-scale food stands will be encouraged.



➤ Bathsheba Beach Park



**Key Opportunity Sites:**

A. Viewpoint

B. Hill Crest

**Pedestrian**

← → National Park Windward Trail

**Boundaries**

--- Community Plan Area

**MAP 14E:**  
**Public Realm**

## ➤ 14.8

# Special Policy Areas

### 14.8.1 Key opportunity sites

Policies in this section provide additional guidance for two key opportunity sites that have been identified in Bathsheba community core.

#### The Viewpoint

The Viewpoint is a hill on the north side of Highway Z, overlooking the ocean. Centrally located in the core of Bathsheba, it is a popular location for tourists to view and experience the rugged waterfront landscape. The Viewpoint site can be enhanced to take full advantage of its natural assets.

1. A landscape design plan will be commissioned for the site.
  - a) The landscape design plan will consider options for the remaining building foundations, such as removing them (if it is determined that they have no historical significance) or incorporating them into the landscaping of the site.
  - b) Landscaping should respect the rugged nature of the National Park and use native species.
  - c) Interpretive signage will be introduced to celebrate the natural and cultural heritage of Bathsheba and point out local attractions.
  - d) Benches and waste receptacles will be provided.
  - e) Site design will incorporate a formalized parking area.
2. The gravel pathway at the base of The Viewpoint, adjacent to the water, will be formalised and upgraded.



➤ Highway Z at The Viewpoint

## Hill Crest Amerindian Interpretive Centre

The National Park Development Plan proposed a Hill Crest Amerindian Interpretive Centre to display historical and archaeological information relating to Barbados' Amerindian heritage in the Hill Crest archaeological area. The site is Government-owned and adjacent to the Bathsheba Community Centre, currently in public use. The Interpretive Centre would help to celebrate and develop Bathsheba's cultural heritage assets.

1. The Government will develop an Amerindian Interpretive Centre on the Hill Crest site.
  - a) The Centre will promote increased knowledge and awareness of the cultural heritage, history and archaeology of Barbados.
2. The facility will include:
  - a) Displays and exhibits;
  - b) Washrooms;
  - c) Parking;
  - d) Ancillary retail such as a cafe or gift shop; and
  - e) Ancillary facilities for the cleaning, registration and storage of artifacts.
3. The Centre is proposed to be developed through the restoration and reuse of an abandoned residential building on the site or through new construction.
4. The Centre will be promoted as part of the cultural heritage offering of Bathsheba and the National Park.
5. The Centre will be linked to the proposed Windward Trail.
6. Every effort will be undertaken to minimise the impact of parking on the surrounding residential area.



> Bathsheba coast, looking from The Viewpoint



