



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 (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

- 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

MAP 6A:
Community Plan Boundary

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

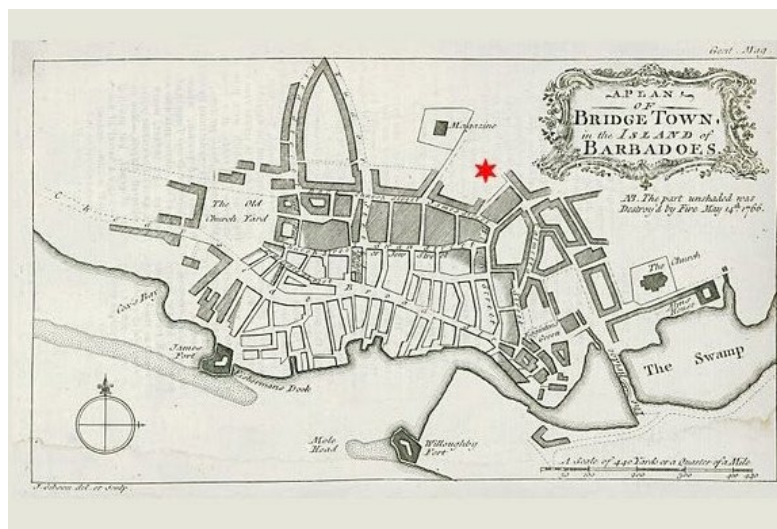
high land values excluding their presence from the central area. The Sephardic Jewish community centred itself on Swan Street (and Synagogue Lane), creating its own self-sustaining social system to mitigate against the reduced civil rights afforded to the Jewish community in comparison to the white population.

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 (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.

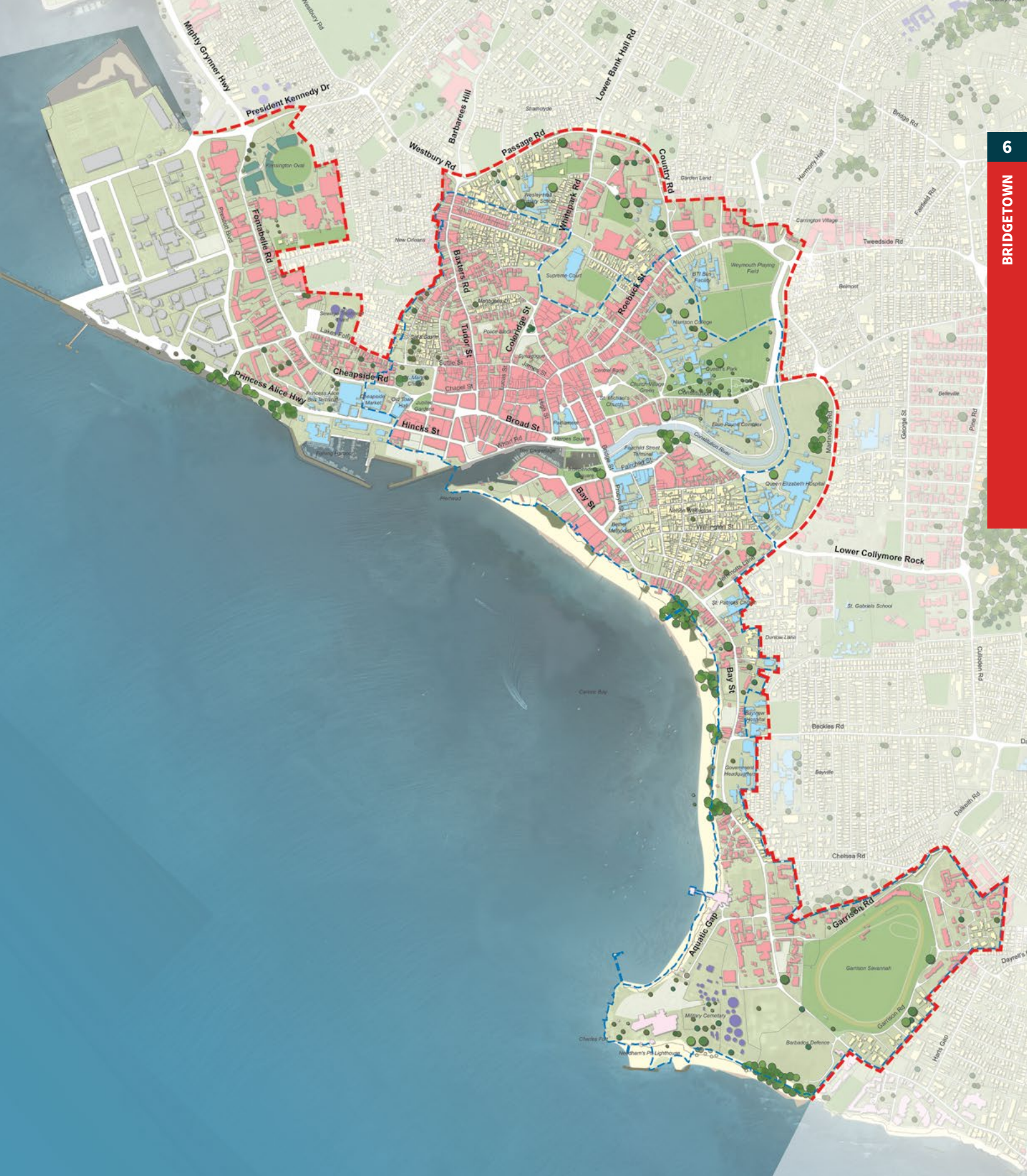
Yet, the intensity and diversity of activity does not translate into a vibrant, clean and high functioning core today. In addition to traffic congestion, pedestrian conditions are somewhat precarious. Efforts to reinvest in and revitalise the Bridgetown core should seek improvements to the physical environment 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 within the core, including Swan Street, Palmetto Street,



> Church Village Green

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 (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 Careenage



➤ 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;
 - 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.
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).

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

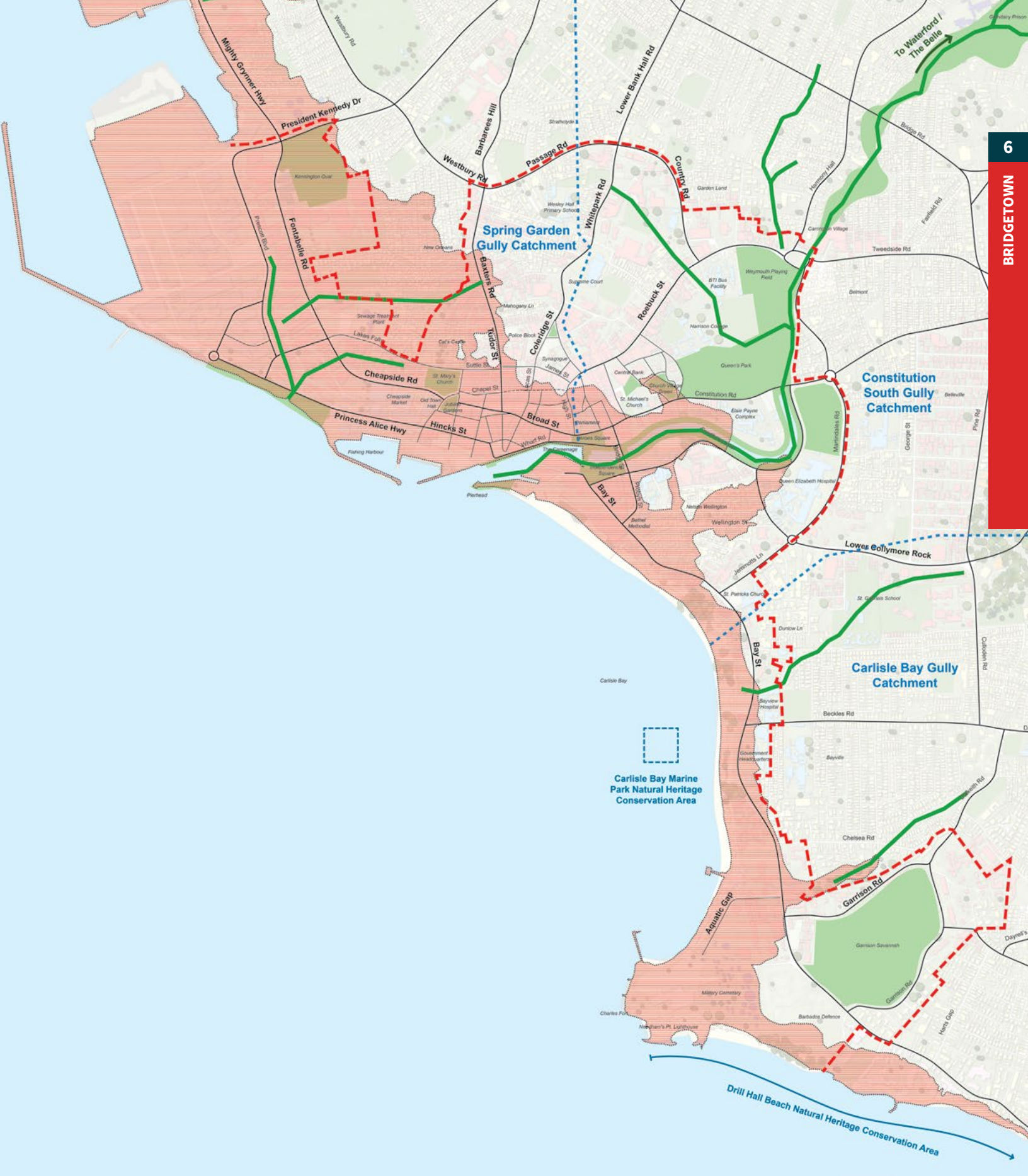
Cultural Heritage Assets are listed in Appendix C

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

Protecting Core Assets Water

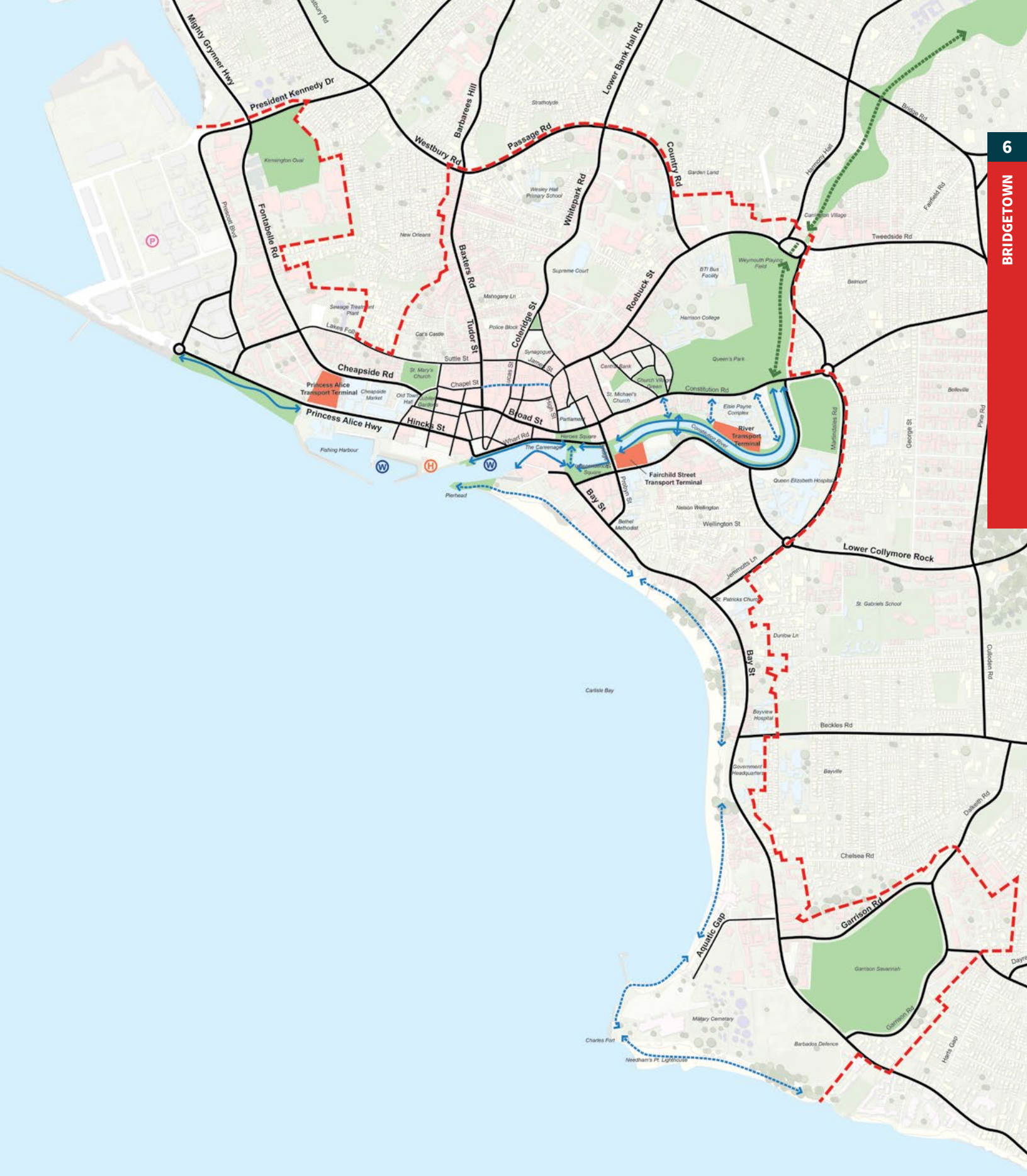
In the country's most urban centre, water conservation, stormwater management and access to clean water are all critical. Many of the National Policies regarding water conservation and stormwater management must be achieved through local implementation. Opportunities for conservation, optimisation of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

- 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.

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

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 Careenage 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

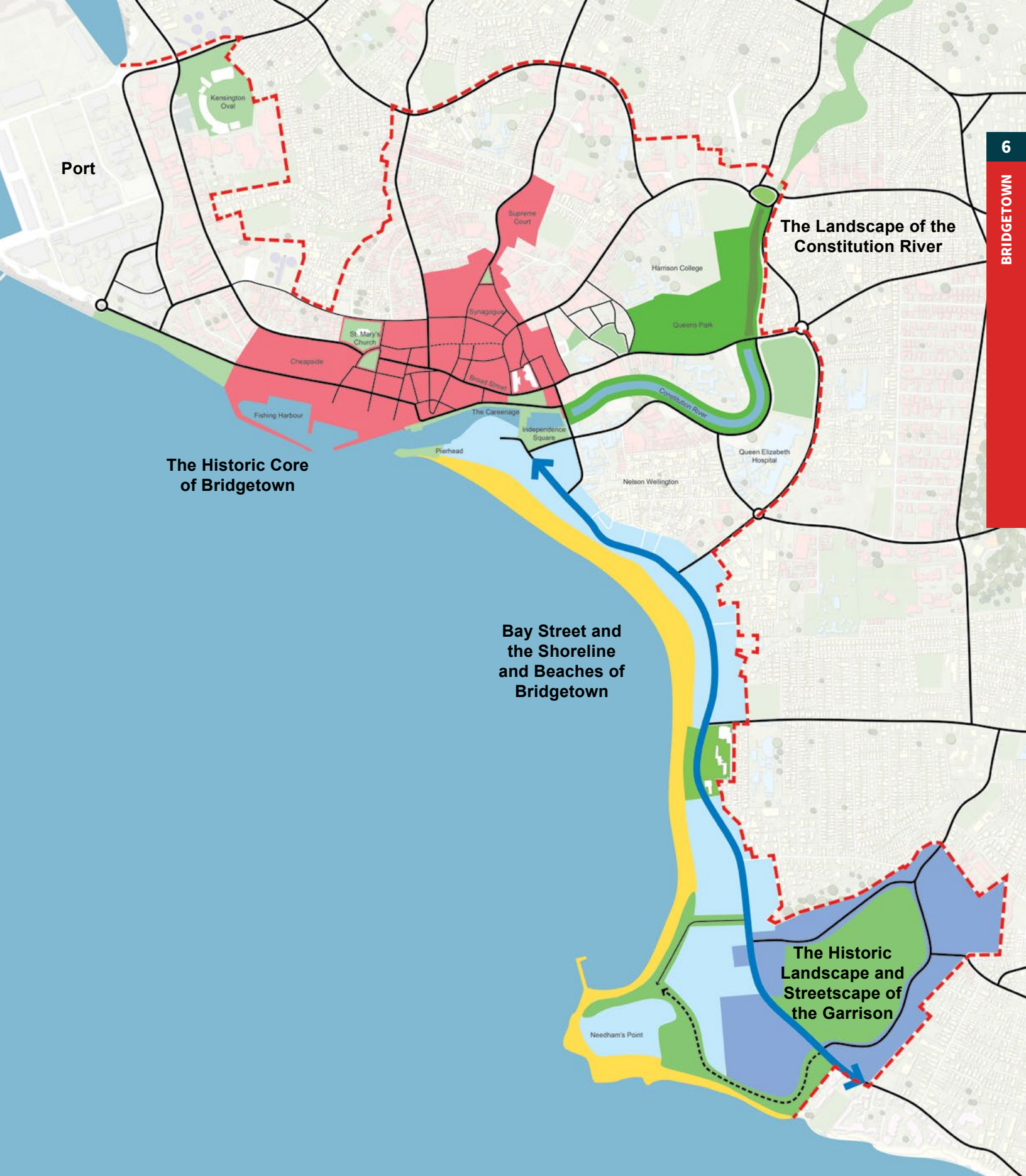
- Lower Constitution Precinct
- Queen's Park Precinct

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

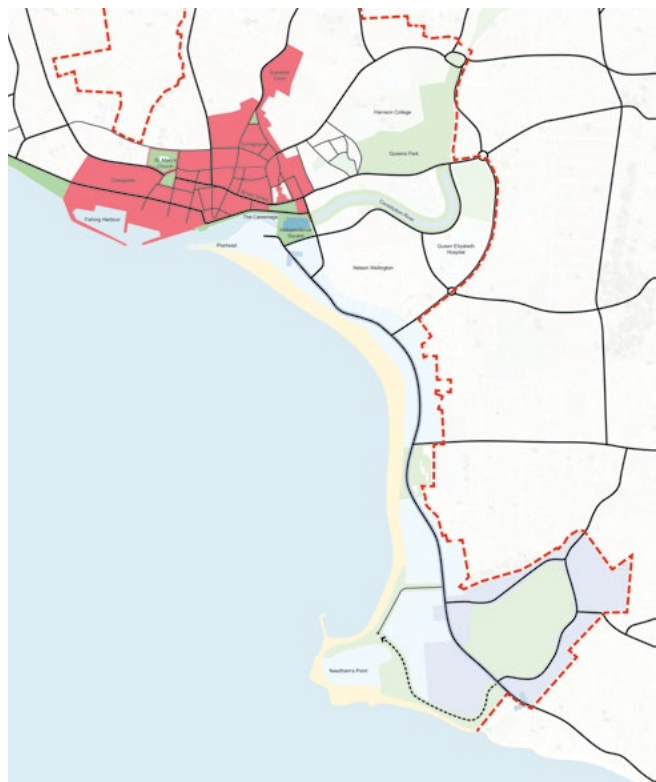


> Precincts of the Historic Core of Bridgetown

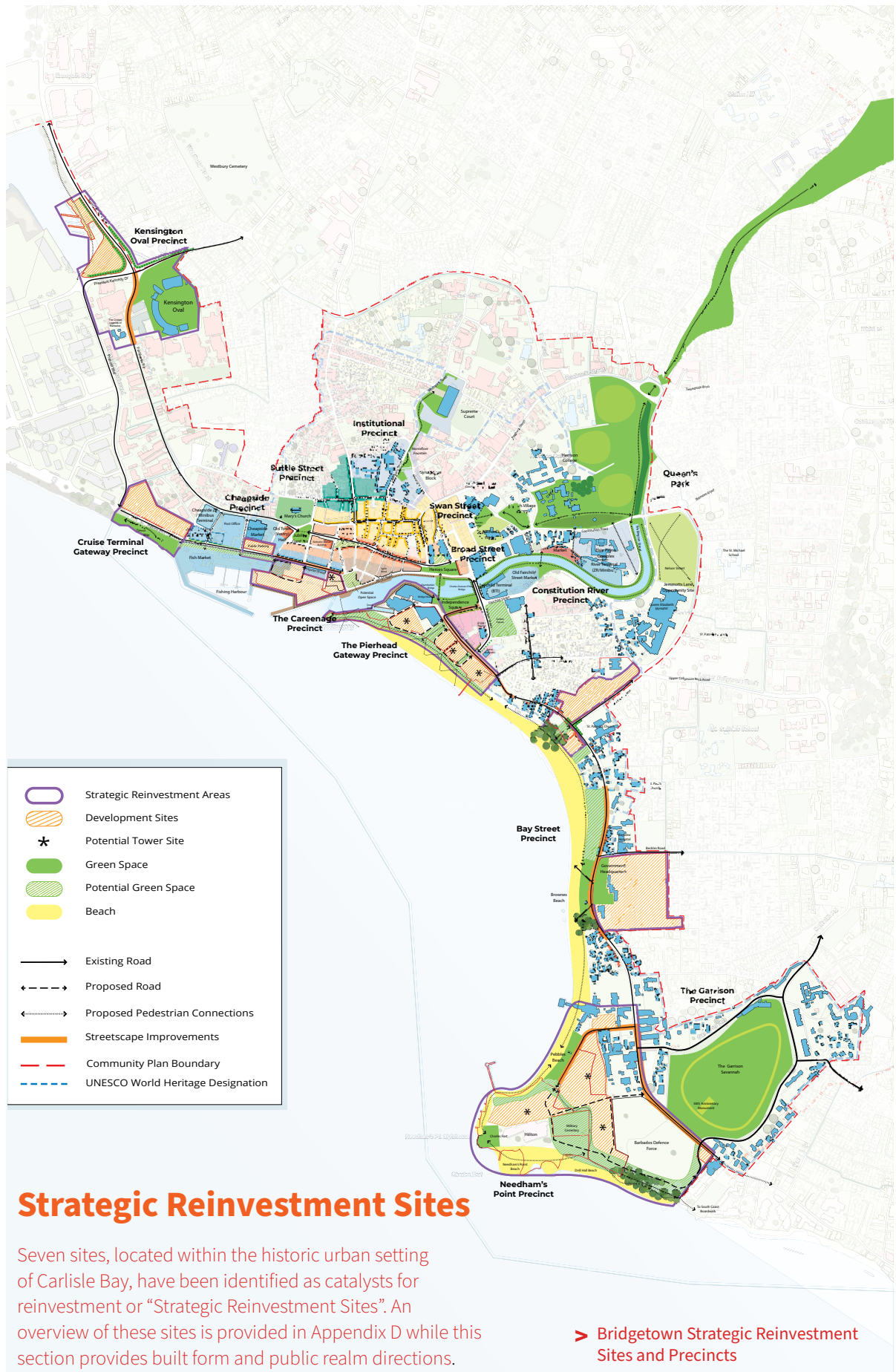
6.6.1 The Historic Core of Bridgetown

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



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 minibuses 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 minibuses 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



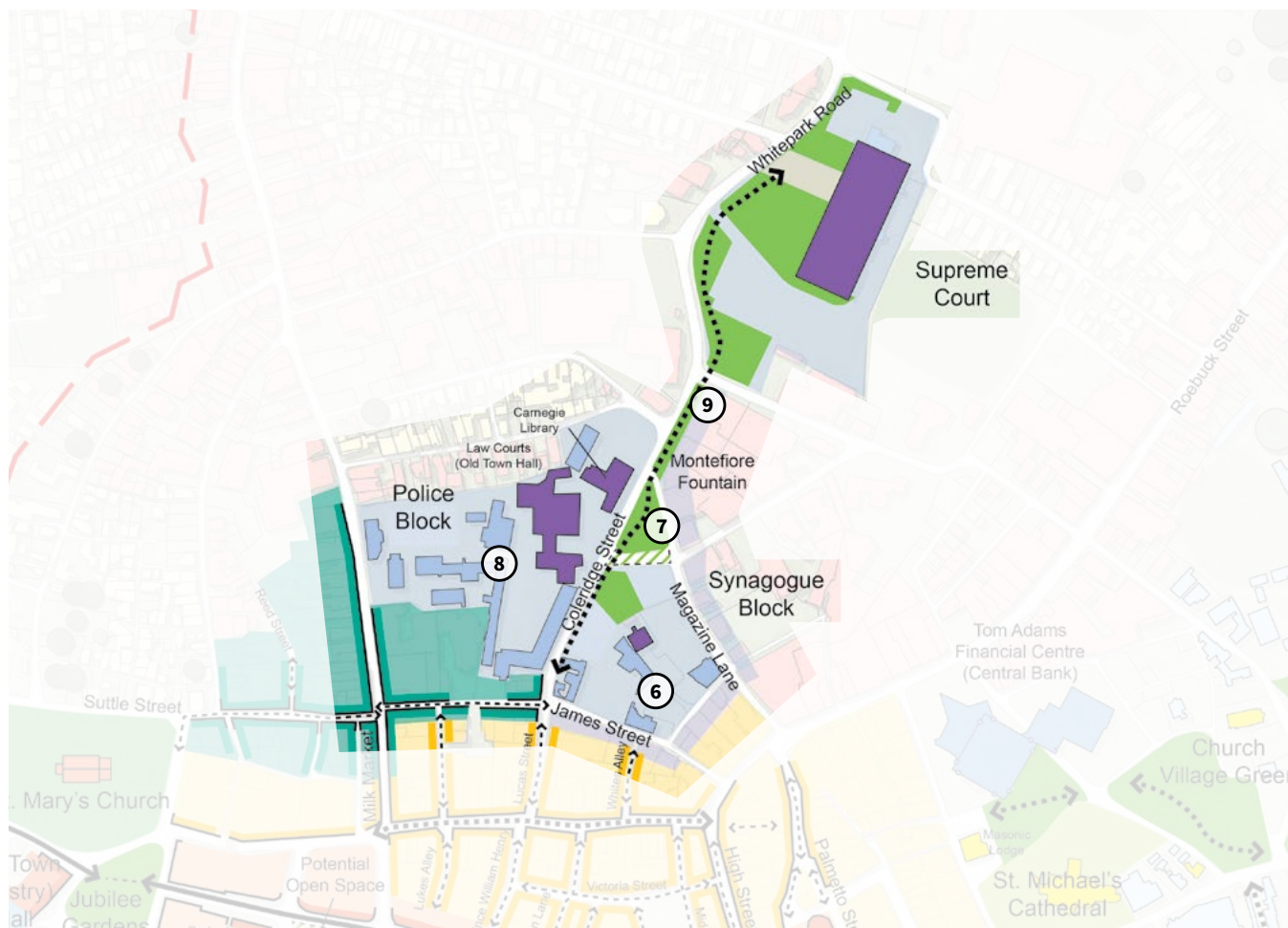
> Suttle Street



> 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.

- 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.
- 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.
- 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.
- 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.

- 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.

- 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.

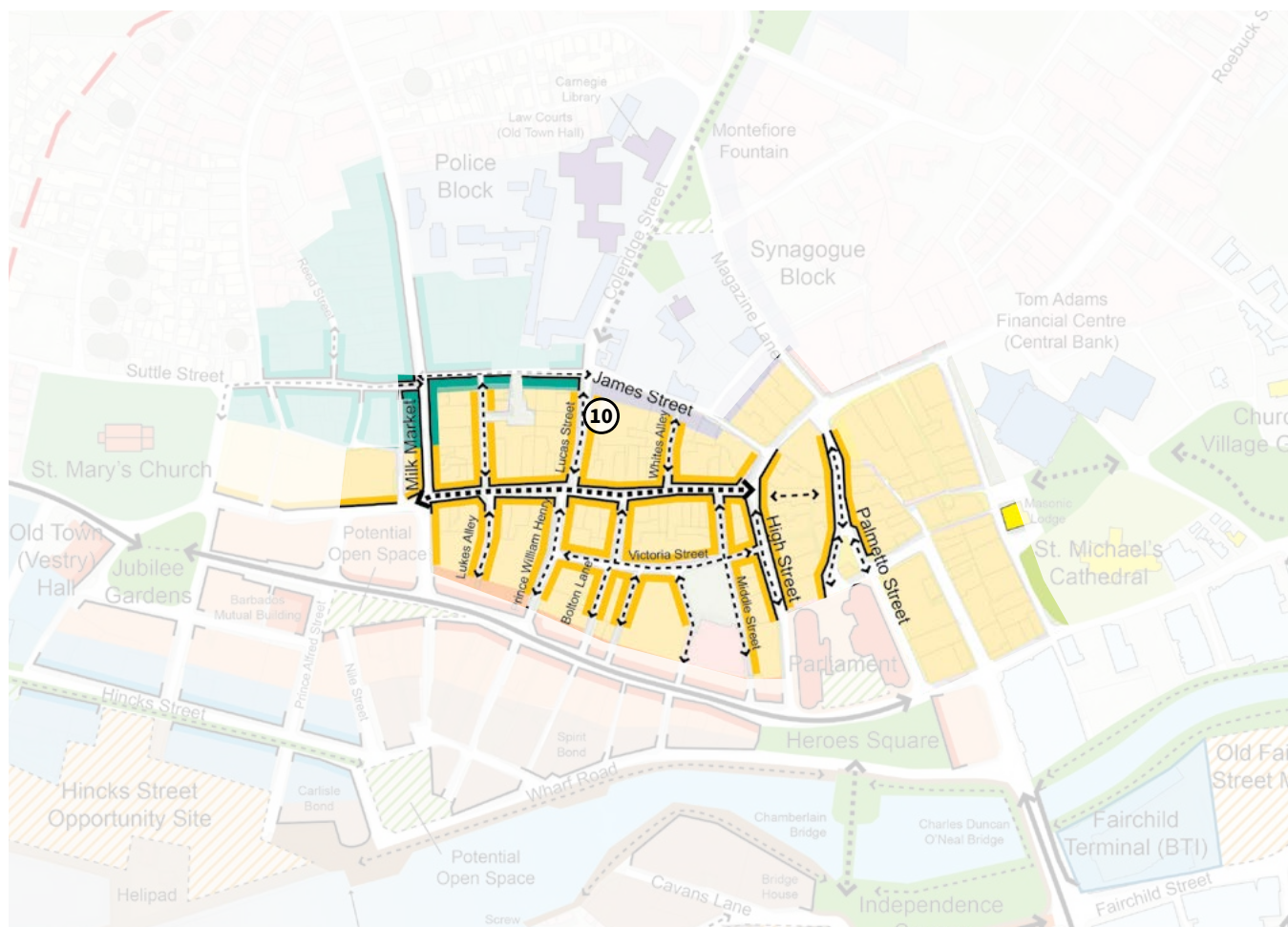
The Police Block includes several Listed Buildings: The Central Police Station, the Carnegie Library and the Law Courts (Old Town Hall).

- 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.

- 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.

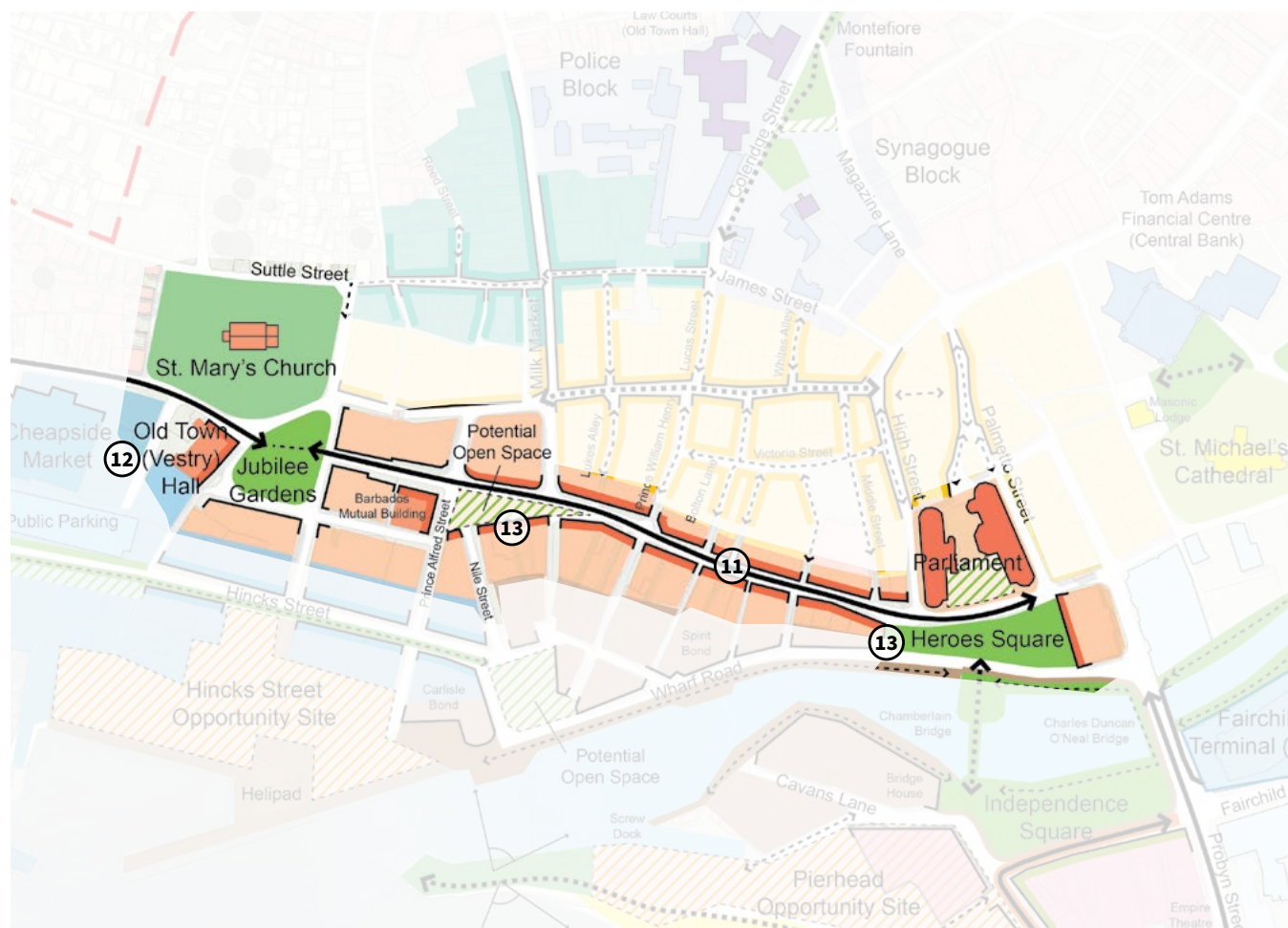
- a) The Government will consider expanding the Swan Street pedestrianised area, for example on Lucas Street, James Street, or Bolton Lane.
- b) Buildings with access from and address on both a front street and a rear alley will be encouraged to create activity on the laneway network.
- c) Wayfinding 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.

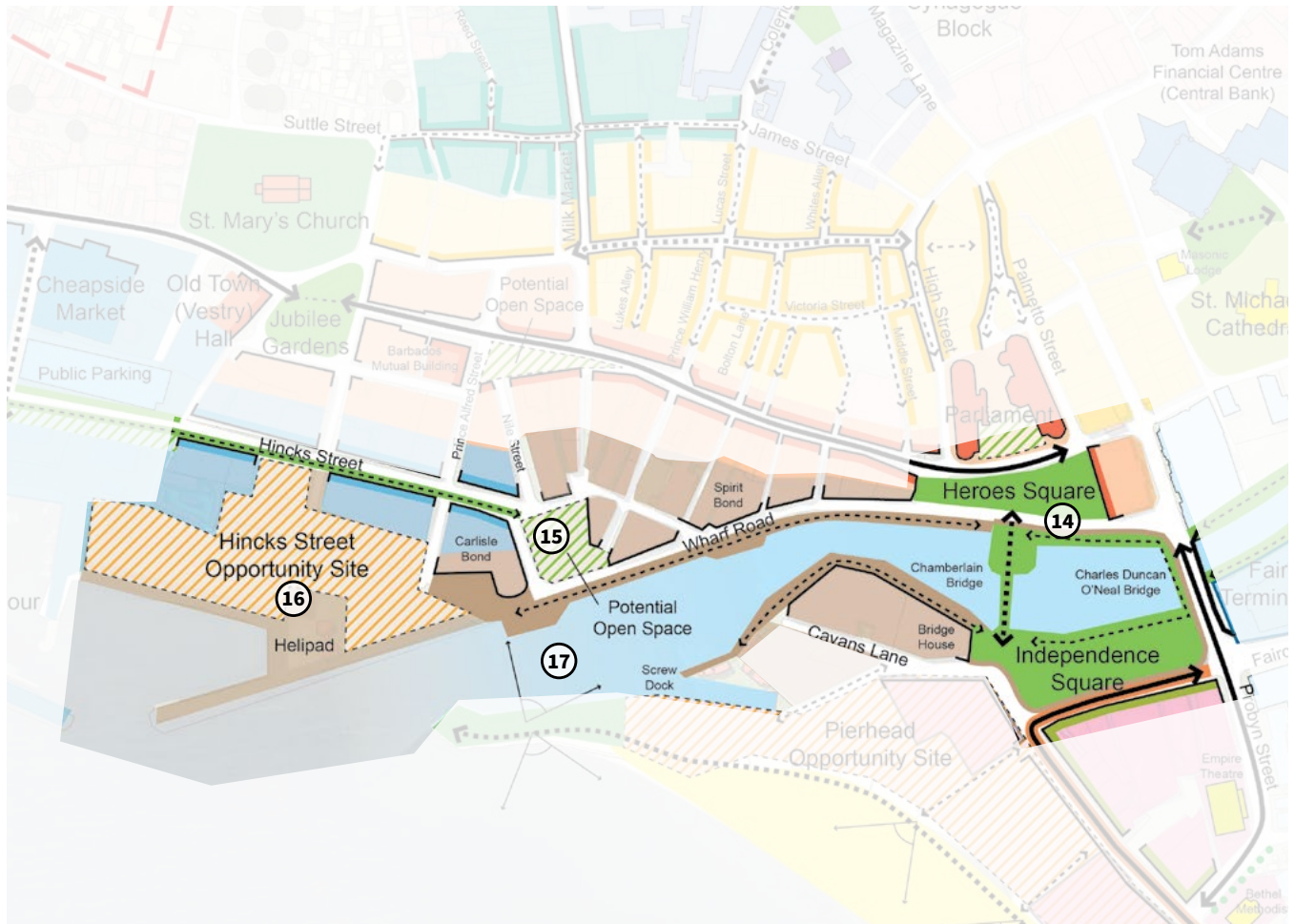
- a) The Government will consider relocating taxi standing areas from their current locations. Taxi standing may be considered in locations including: dispersed along Broad Street in designated parallel parking areas, Hincks Street, Nile Street, and High Street.
- b) Both of the current taxi standing 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 Careenage 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 Careenage 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

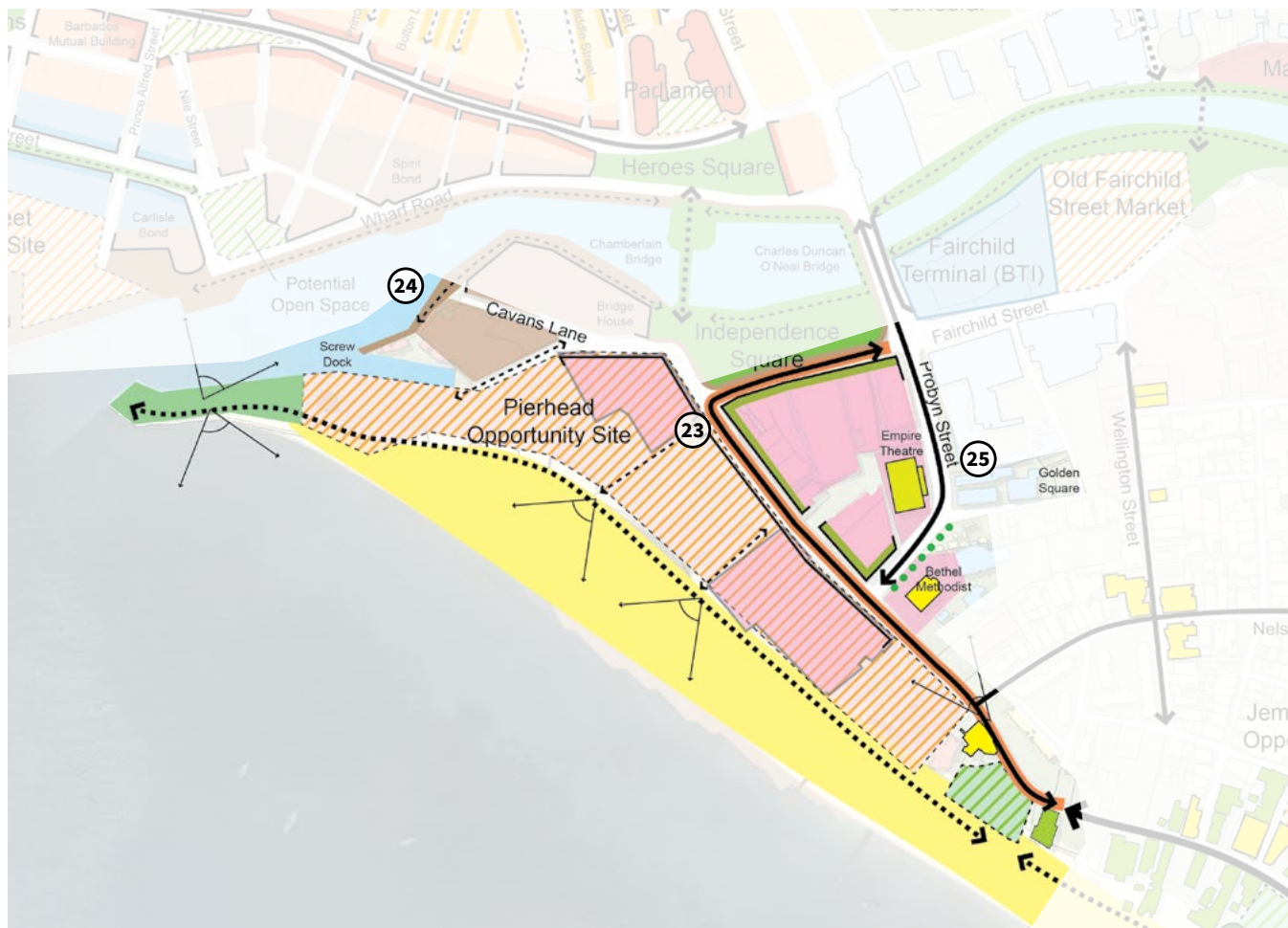
The Bay Street and the Shoreline and Beaches of Bridgetown Area includes:

- **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.

- A.** 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.
- B.** 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.
- C.** As redevelopment occurs, the Government will maximise the number of pedestrian connections between Bay Street and the shore.
- D.** 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.
- E.** 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.
- F.** Taller buildings will be permitted only on larger sites capable of accommodating both the building and a generous supporting landscape.
- G.** 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
 - ii) 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.
 - ii) 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).
 - iii) Towers are set back from streets and open spaces, to create a pedestrian scaled public realm.
 - iv) 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 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

Cheapside Precinct

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

Queen's Park Precinct

21. Constitution River Rehabilitation
22. Constitution River Trail System



Bay Street
Precinct

The Pierhead
Gateway Precinct

The Carenage
Precinct

Constitution
River Precinct

Broad Street
Precinct

Cheapside
Precinct

Suttie Street
Precinct

Institutional
Precinct

Market
Precinct

Queen's Park
Precinct

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

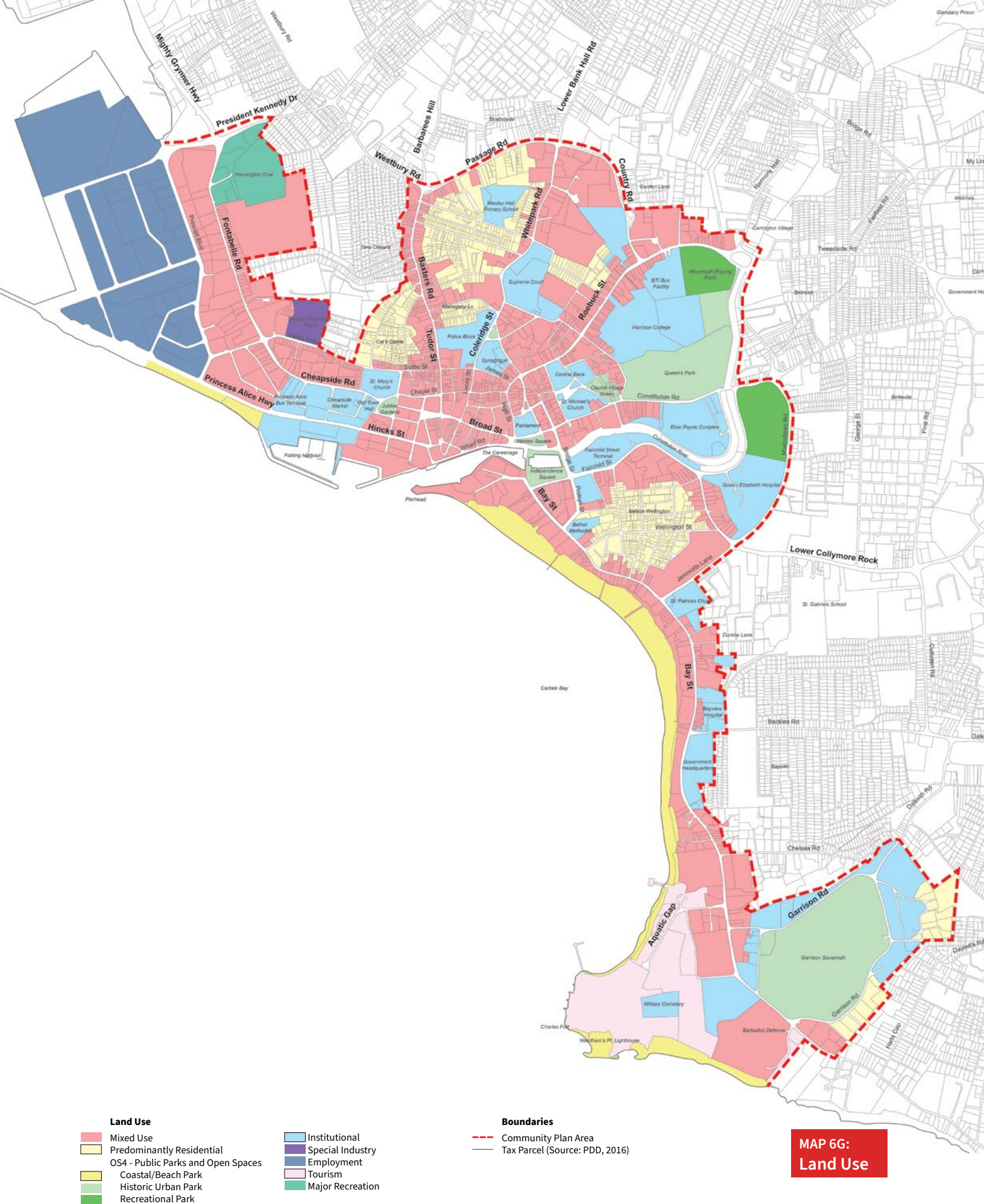
32. Government Headquarters

The Historic Landscape and Streetscape of The Garrison

Garrison Precinct

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





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.

