



7

Speightstown Community Plan

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

➔ 7.1

Introduction to the Community Plan

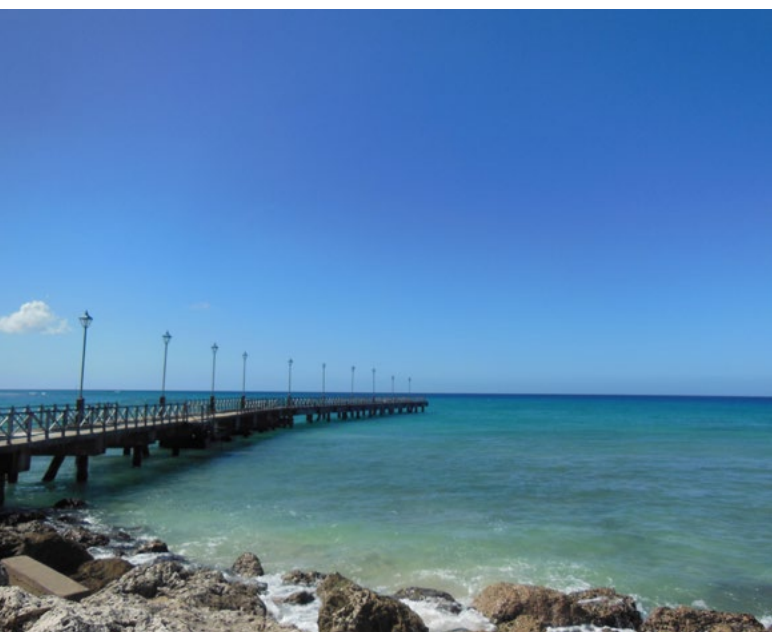
Speightstown is designated as a Regional Centre, a designation it has held since the Physical Development Plan (PDP), Amended (1970). The Physical Development Plan (2023) retained the Regional Centre designation for the core area of Speightstown, recognising its service, retail centre, and commercial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

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

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

This Community Plan includes the following sections:

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



➤ Speightstown Jetty



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



Key Directions

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

7.2

History of Speightstown

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

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

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

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

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



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

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

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

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

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



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



➤ Examples of adaptive reuse of historic buildings on Queen Street

Speightstown Today: Context and Challenges

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

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

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

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

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

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

1 DEM Barbados, 2014

**Current Building Use**

- Commercial
- Institutional
- Residential
- Tourism

Terrain

- Trees
- Parking
- Beach
- Open Space
- Water

Boundaries

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

MAP 7A:
Existing Conditions

➔ 7.4

Vision, Goals and Objectives

7.4.1 Vision

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

Enhance Speightstown's resiliency as a coastal community.

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

Preserve and celebrate Speightstown's remarkable cultural heritage.

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

Promote increased residential population and the livability of Speightstown.

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

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

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

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

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

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

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

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

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

Improve walkability throughout the community.

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

Improve the visibility and accessibility of the waterfront.

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

Strategic Policies

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

7.5.1 Promoting Sustainable Development

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

1. Speightstown's role as a Regional Centre serving the northern parishes will be reinforced by directing new community services and amenities to locate in Speightstown.
2. Vacant and underutilised parcels in Speightstown community core will be prioritised for infill and reinvestment.
3. The Government will encourage and invest in the revitalisation and renovation of central Speightstown's heritage buildings and historic commercial streets, including Queen Street, in order to strengthen its role as a Regional Centre and increase its attractiveness as a tourist destination.
4. Development and investment will enhance Speightstown community core as a complete, healthy and age-friendly community. This will include:
 - a) Improving walkability;
 - b) Encouraging seniors' housing to locate in Speightstown community core;
 - c) Improving accessibility to community facilities and businesses for persons with disabilities;
 - d) Encouraging health facilities and clinics;
 - e) Promoting local food; and
 - f) Developing multimodal transportation options.



> Plaza and public art adjacent to the restored Arlington House

5. New development and renovations/restorations in Speightstown community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of climate crisis including severe weather events. This may include:
 - a) Requiring strengthened structural components to withstand specified categories of impact;
 - b) Requiring non-residential first floor occupation of buildings; and
 - c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.

7.5.2 Protecting Core Assets Cultural Heritage

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

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



> Historic chattel housing on Goddings Alley

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



Listed Buildings

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

(Source: PDD, 2015)

Heritage

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

Archaeological Areas as identified on Map 9: Cultural Heritage Assets

- 81. Fort Denmark
- 20. Speightstown

- Community Plan Area

MAP 7B:
Cultural Heritage



> Salt Pond looking north from Queen Street

Protecting Core Assets Natural Heritage

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

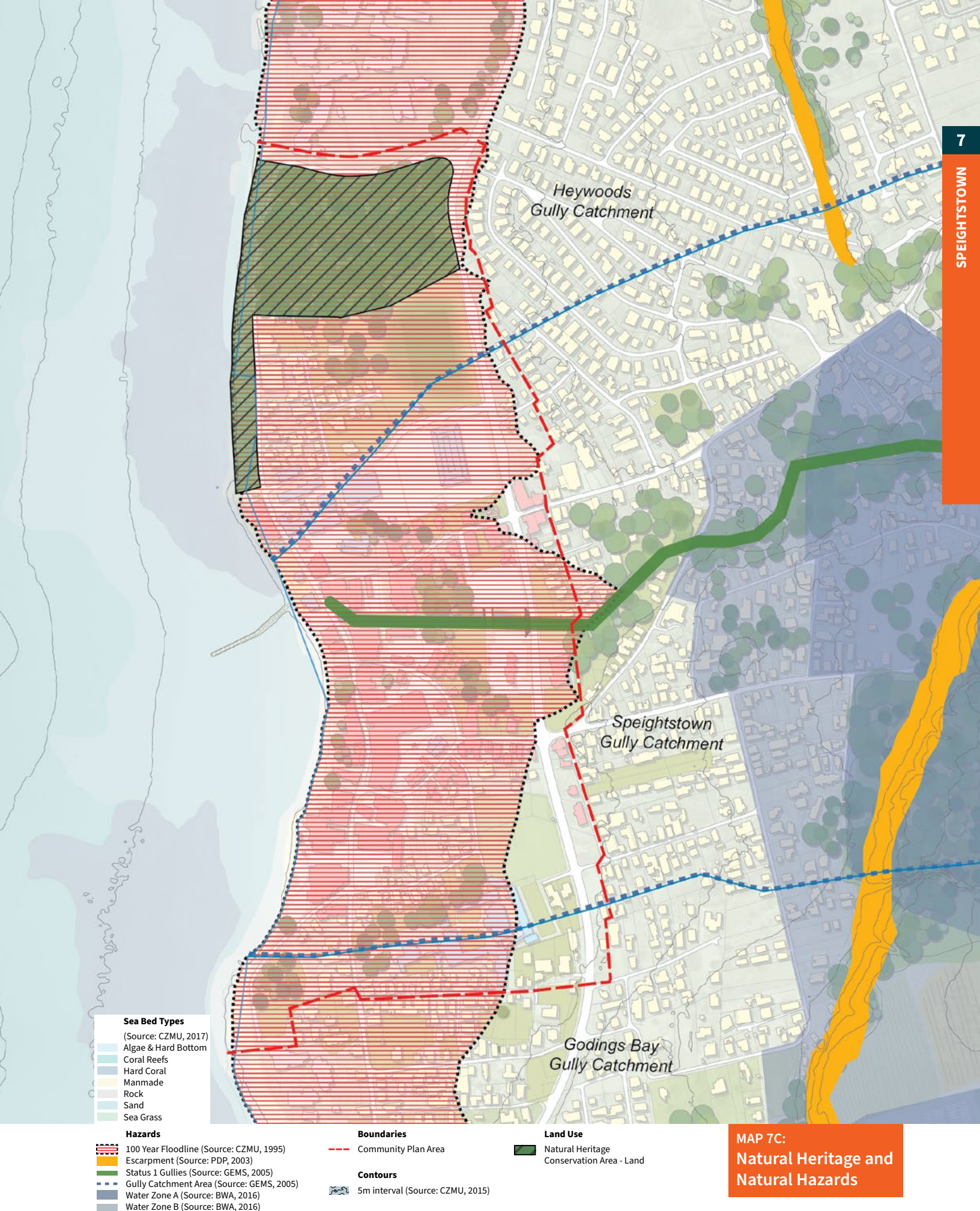
- 11.** Development in Speightstown will protect and enhance natural heritage assets and improve its resiliency as a coastal community.
- 12.** The Government will improve the resiliency of the community to climate crisis. This will include:
 - a) Initiating a pilot project to apply and test disaster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

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

Protecting Core Assets Water

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

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



MAP 7C:
Natural Heritage and
Natural Hazards

Protecting Core Assets

Agriculture

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

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

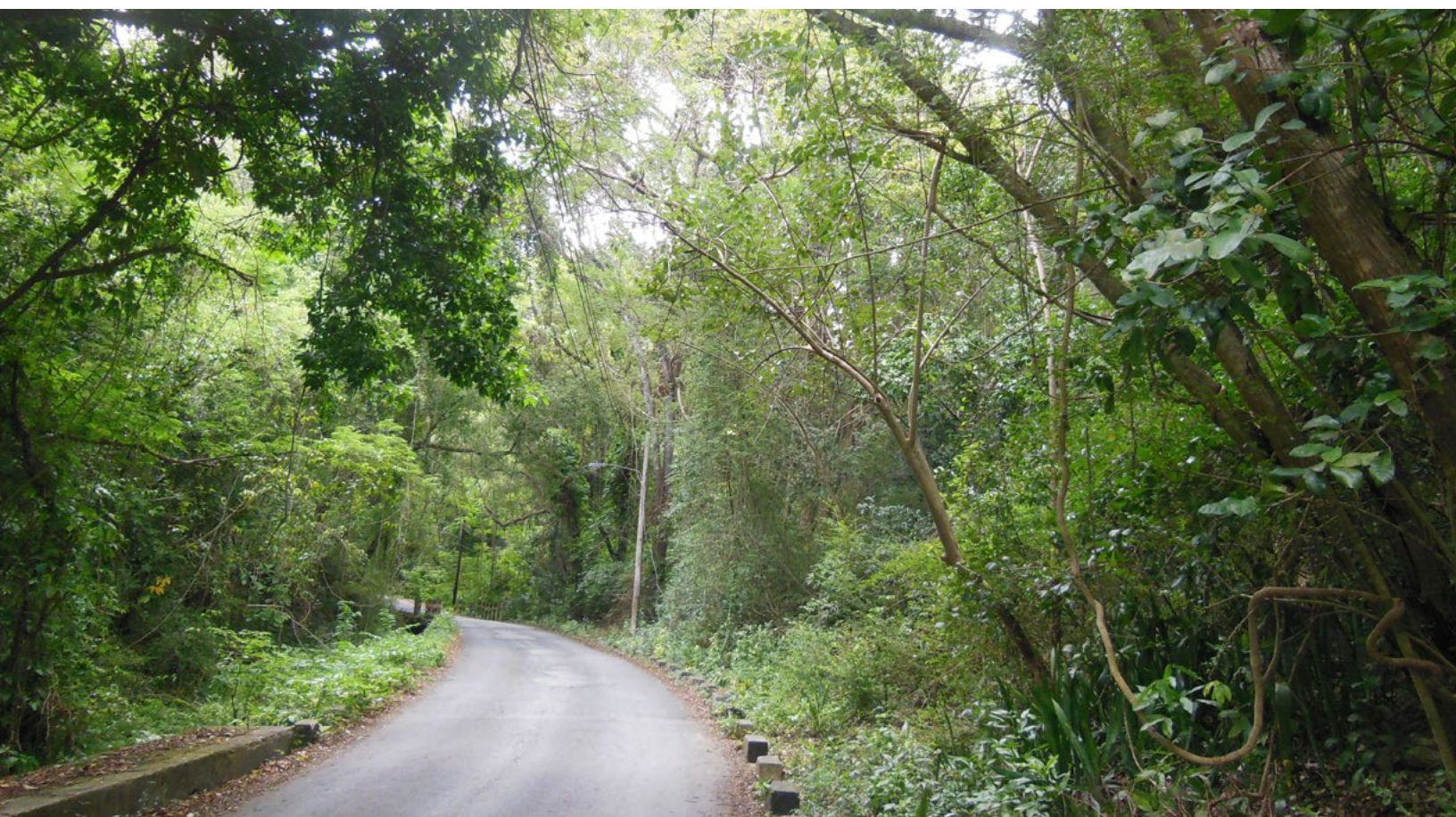


➤ Speightstown Fish Market building on Queen Street

7.5.3 The Green and Blue Economy

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

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



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



> The Esplanade waterfront pedestrian route

7.5.4 Advancing Mobility and Accessibility

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

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



Roads

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

Pedestrian

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

Mobility

- Transport Terminal
- Jetty

MAP 7D:
Mobility

9. The Government will make improvements to the Speightstown Bus Terminal to facilitate its function as a multimodal transport terminal. Further guidance on this key opportunity site can be found in Section 7.9.2.
10. The Government will study the feasibility of reconfiguring Queen Street to one-way traffic only with on-street parking restrictions in order to have the space to implement improvements to the public realm and pedestrian infrastructure.
11. The Government will explore the reconstruction of the existing jetty or construction of a new jetty for water transportation. Further guidance on this key opportunity site can be found in Section 7.9.2.
 - a) To promote multimodal mobility, seamless connections from the jetty to other forms of transportation including walking, cycling, public transport and driving will be facilitated. This may include relocation of bus stops and provision of park and ride spaces in close proximity to the jetty.
12. Parking conditions in Speightstown will be rationalised to create a more efficient parking regime. This will include:
 - a) Providing wayfinding signage to direct drivers to the underutilised BTI car park off Church Street;
 - b) Introducing a new vehicular access point to the BTI car park off Highway 1B; and
 - c) Contemplating shared parking between the institutional uses along Major Walk.



➤ Existing sidewalks are intermittent along Church Street

7.5.5 Planning for National Infrastructure

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

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

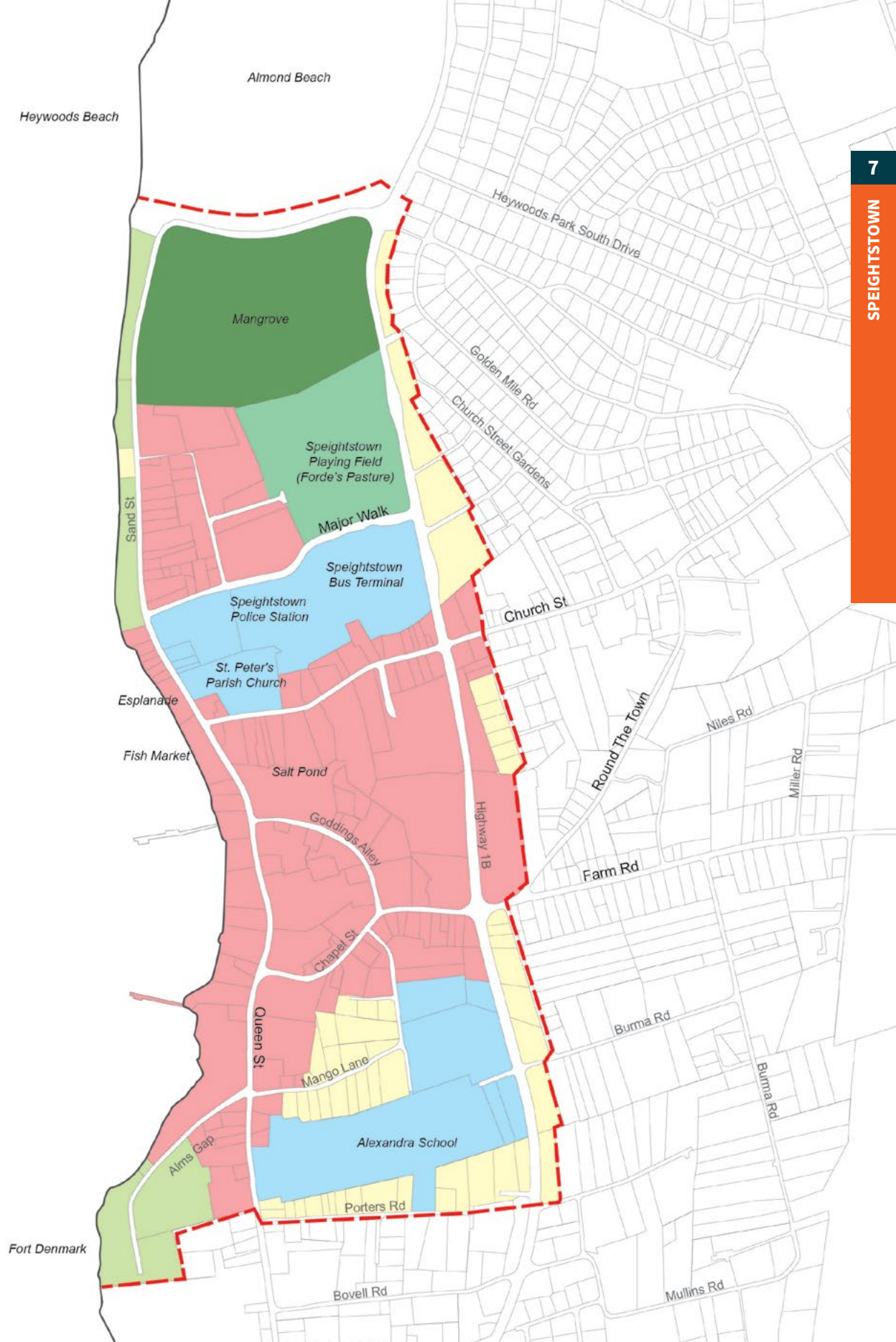


> Electric vehicle parking, Holetown

7.6

Land Use Policies

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

**Land Use**

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

Boundaries

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

MAP 7E:
Land Use

➔ 7.7

Overarching Urban Design Directions

7.6.1 Mixed Use

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

7.6.2 Predominantly Residential

The National policies of Section 3.3 Predominantly Residential apply.

7.6.3 Institutional

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

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

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

a) Building facades will be appropriate to the character of Speightstown community core in terms of their materials and architectural elements.

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



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

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



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

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

7.8

Open Space System

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

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

7.8.1 OS2 Natural Heritage Conservation Areas

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

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

7.8.2 OS4 Public Parks and Open Spaces

Recreational Park

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

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

Coastal/Beach Park

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

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

7.8.3 OS7 Shore Access Points

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

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



- Movement**
- Proposed Pedestrian Route
 - Existing Crosswalk
 - Improve Crosswalk
 - Community Plan Area

- Directions**
- Key Opportunity Site
 - Greenspace Improvements
 - Views to the Sea
 - Highway 1B Streetscape
 - Potential Local Waste Management and Education Centre

- Key Opportunity Sites**
- A. Transport Terminal
 - B. Jetty
 - C. Fort Denmark
 - OS2: Natural Heritage Conservation Area

MAP 7F:
Public Realm

7.9

Special Policy Areas

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

7.9.1 Cultural Heritage Conservation Area

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

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



> Old Pharmacy Building, Queen Street

7.9.2 Key Opportunity Sites

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

Speightstown Transport Terminal

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

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

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



> Existing vending area on Church Street near the transport terminal

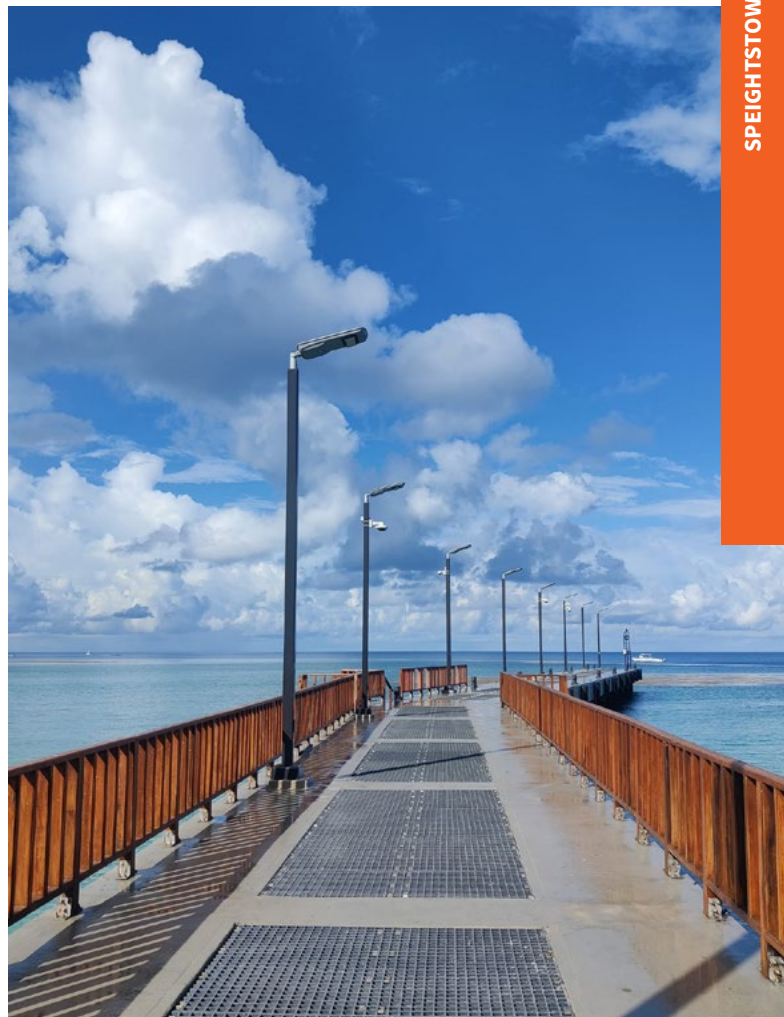


> ZR Taxi and minibus waiting area on Highway 1B outside of the transport terminal

Esplanade/Jetty/Fish Market

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

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



> Speightstown Jetty, Photo credit: Barbados Port Inc.



> Speightstown Esplanade

Fort Denmark

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

Policies

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



➤ Fort Denmark