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Oistins Community Plan

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

➔ 9.1

Introduction to the Community Plan

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

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

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



➤ Oistins Bay Gardens along Oistins Main Road

This community plan includes the following sections:

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



Key Directions

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

➔ 9.2

History of Oistins

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

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

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



➤ Oistins Bay looking towards the jetty



➤ Fishing boats at Oistins Beach



➤ Christ Church Parish Church

➔ 9.3

Oistins Today: Context and Challenges

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

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

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



➤ Enterprise Beach



➤ Berinda Cox Fish Market



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

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

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

MAP 9A:
Existing Conditions

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

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

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



> View from Maxwell Hill Road



> Welches Beach Park

➔ 9.4

Vision, Goals and Objectives

9.4.1 Vision

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

Reinforce Oistins' current and historic role as fishing hub.

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

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

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

Improve walkability throughout the community.

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

Celebrate Oistins' cultural heritage.

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

9.4.2 Goals and Objectives

Create a remarkable and resilient working waterfront.

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

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

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

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

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

➤ 9.5

Strategic Policies

9.5.1 Promoting Sustainable Development

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



➤ Pathway connecting Scarborough to Church Hill



➤ Oistins Bay Gardens

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

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

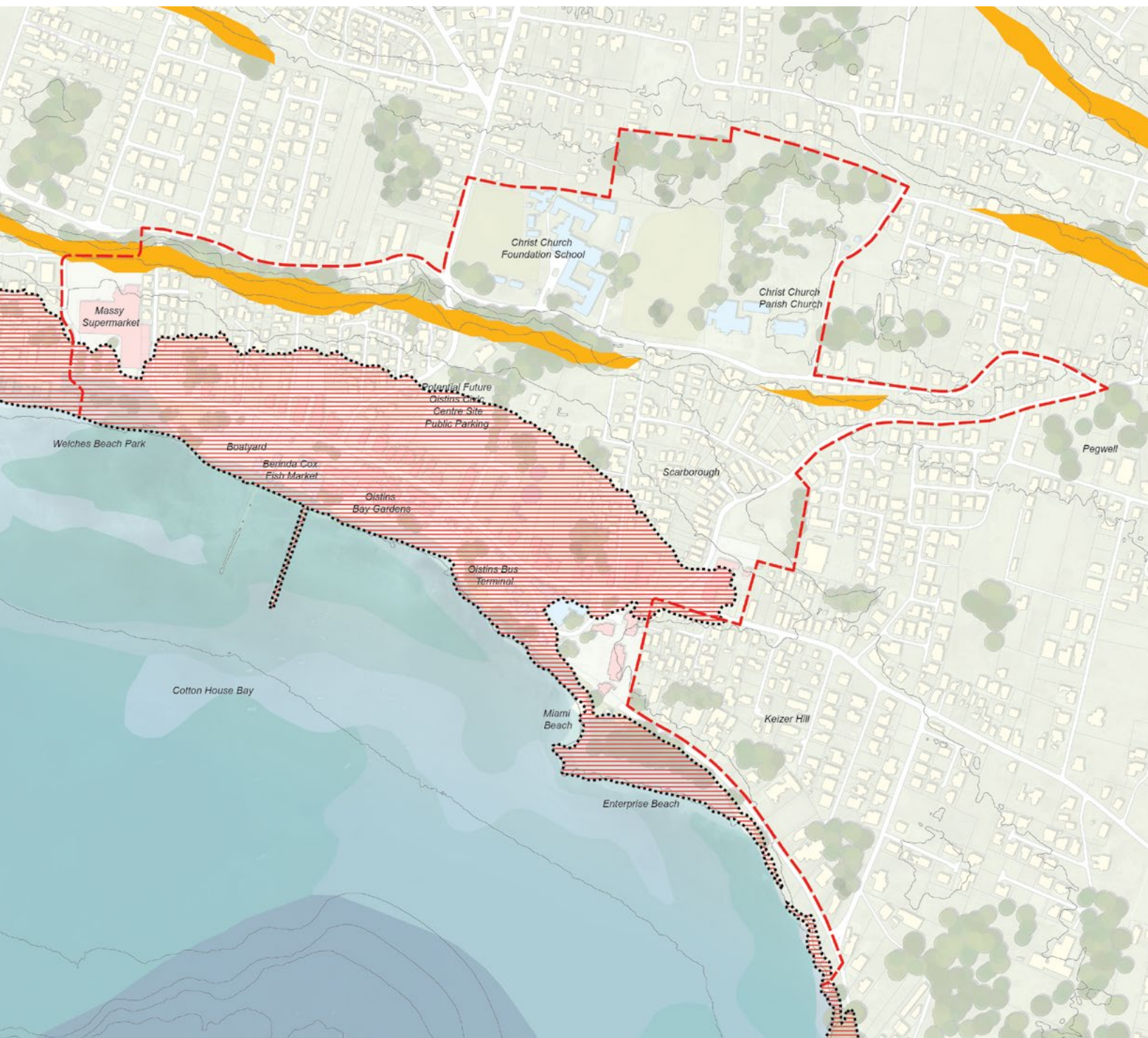


➤ Oistins Boatyard

9.5.2 Protecting Core Assets Cultural Heritage

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

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



Hazards

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

Boundaries

-  Community Plan Area

Contours

-  5m interval (Source: CZMU, 2015)

Sea Bed Types (Source: CZMU, 2017)

-  Algae & Hard Bottom
-  Coral Reefs
-  Hard Coral
-  Manmade
-  Rock
-  Sand
-  Sea Grass

MAP 9B:
Natural Heritage and
Natural Hazards

Protecting Core Assets

Natural Heritage

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

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

Protecting Core Assets

Water

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

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



> Informal wayside vending along Oistins Main Road

Protecting Core Assets Food and Agriculture

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

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



> Oistins Bay Gardens

9.5.3 The Green and Blue Economy

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

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



➤ Waterfront edge of Civic Centre



MAP 9C:
Mobility

9.5.4 Mobility and Accessibility

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

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



> Sidewalk along Oistins Hill Road

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

9.5.5 Planning for National Infrastructure

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

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



> View from Maxwell Hill

9.6

Land Use Policies

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

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

9.6.1 Mixed Use

The National policies of Section 3.4 Mixed Use apply.

9.6.2 Tourism

The National policies of Section 3.6 Tourism apply.

9.6.3 Predominantly Residential

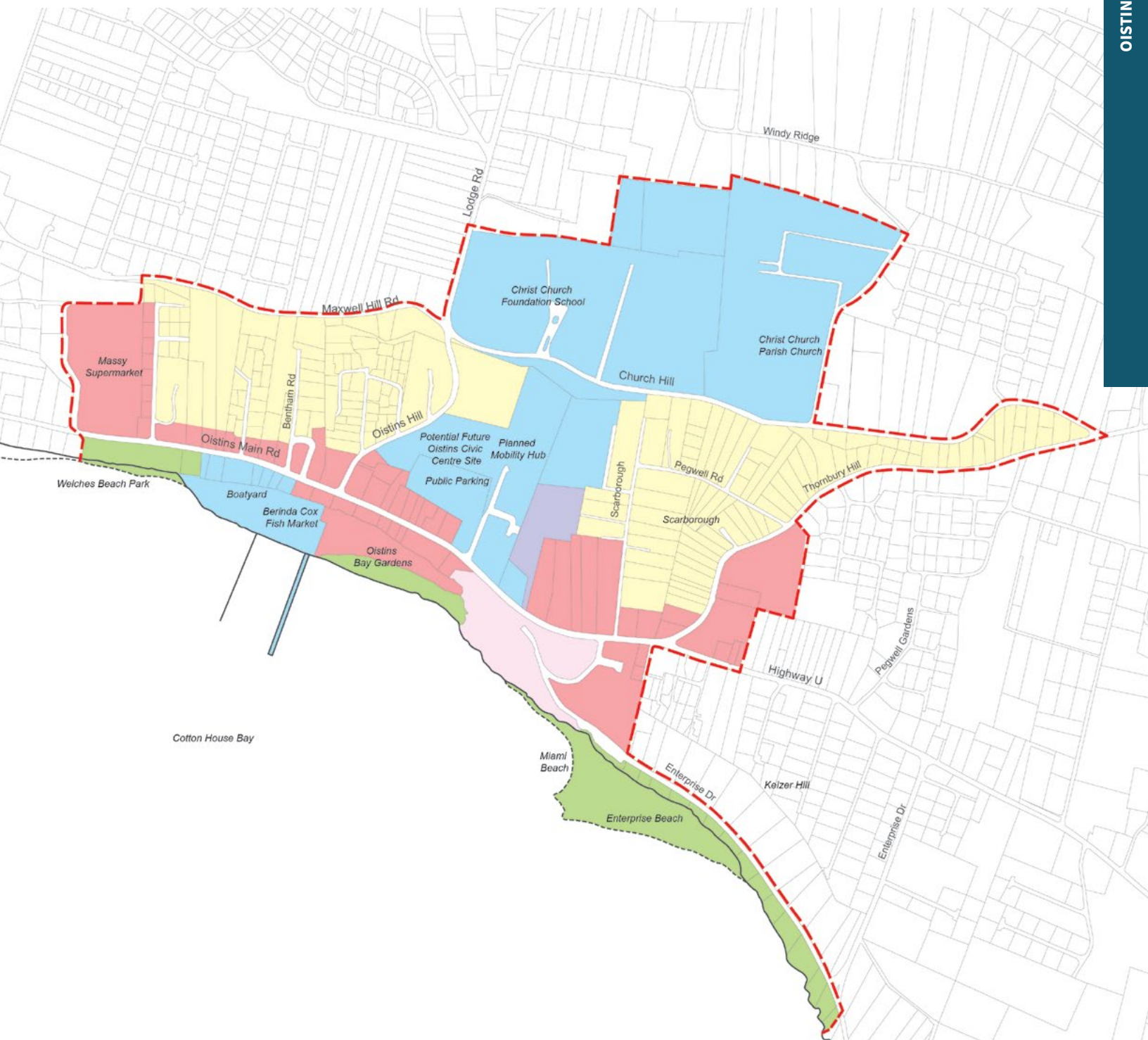
The National policies of Section 3.3 Predominantly Residential apply.

9.6.4 Major Institutional

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

9.6.5 Special Industry

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



MAP 9D:
Land Use

9.7

Overarching Urban Design Directions

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

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



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

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

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

- Boundaries**
- Community Plan Area

MAP 9E:
Public Realm

➔ 9.8

Open Space System

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

9.8.1 Coastal/Beach Park

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

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

9.8.2 Shore Access Points

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

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



➤ Enterprise Beach



➤ Welches Beach Park

➔ 9.9

Special Policy Areas

9.9.1 Key Opportunity Sites

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

Boatyard/Jetty

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

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



➤ Public Access to Miami Beach



➤ Oistins Boatyard and Jetty

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

Oistins Transport Terminal

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

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

Current Bus Terminal Site

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

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



➤ The currently underutilised public car park

