

National Spatial Development Strategy for Trinidad and Tobago

A Planning Framework to Govern Physical Development

Executive Summary



PREFACE

The National Spatial Development Strategy is, in essence, a route map to guide the next leg of the continuing journey of national development, a journey that started centuries ago and that people from many cultures have joined and contributed to over time.

Progress has not always been easy but it has been achieved despite encountering obstacles and diversions along the way.

The pace has been quickening and the path continues to be challenging. The task at this point is to check the current position, identify the intended destination and plot the best route for the next leg of the journey.

It is clear that the next stage will involve exploring some very different landscapes.
Circumstances inevitably change and it may be that the path will sometimes diverge from the one that is currently being mapped out. However, with a clear destination agreed and kept firmly in view, this map should enable possible route variations to be assessed from an informed viewpoint so that the desired destination can still be reached.

National Spatial Development Strategy Documents

The National Spatial Development Strategy (NSDS) is presented in four documents.

This document is the **Executive Summary** of the National Spatial Development Strategy.

NSDS Evidence Base – A substantial amount of factual information was gathered and analysed during the preparation of this Strategy, providing an evidence base to inform its Vision, Objectives and Policies. This information is included in the following documents:

- Surveying the Scene Background Information and Key Issues, March 2013¹
- Situational Analysis, July 2012²
- Project Realignment Report, August 2012³
- Reports of Stakeholder Consultations conducted during November and December 2012⁴

NSDS Method Statement and Integrated Sustainability Appraisal (ISA) – This describes the process of preparing the NSDS in terms of the methodology used, the alternative development strategies that were considered and the evaluation of the alternatives and the Strategy's Objectives against broader Sustainability Objectives.

NSDS Core Strategy and Regional Guidance

– The outcome of the ISA forms the basis of the national spatial strategy, and together with the identified Vision, Objectives and Policies, informs the identification of national policies and regional priorities and guidance.

The reports referred to above are available upon request.

Key Diagram



¹Prepared by Globe Consultants International Limited

²Prepared by All-Inclusive Project Development Services Ltd (APDSL)

³Prepared by Genivar Trinidad and Tobago Limited

⁴Prepared by Tracy Wilson, Development Planner

BACKGROUND

The last and only statutory National Physical Development Plan (NPDP) was prepared and adopted in 1984. Since then, significant population growth and fluctuations in the country's development thrusts have resulted in considerable changes to the national physical landscape that for the most part, have occurred independently of the policies and guidance set out in the NPDP.

In seeking to respond to challenges and guide national development by setting national economic, environmental and social priorities in the context of a new and emerging framework for planning, the Government of the Republic of Trinidad and Tobago (GORTT) through the Agency responsible for the administration of physical planning, the Town and Country Planning Division (TCPD) of the Ministry of Planning and Sustainable Development, has embarked on a review of the NPDP.

This review has resulted in the preparation of a National Spatial Development Strategy (NSDS), which seeks to articulate a more strategic approach to the integration of national socio-economic and spatial goals toward the sustainable development of the human and physical resources of the country. It embodies the highest level of spatial planning, providing the broad national policy framework within which more detailed regional and local planning will be undertaken.

The development of the NSDS entailed two phases. Phase I commenced in early 2012 and comprised a Situational Analysis and the Harmonisation of the fourteen (14) MDPs produced for the municipal corporations (MCs). The Situational Analysis involved an analytical overview of the main economic, social, environmental and spatial planning issues identifying where development opportunities, gaps, and constraints exist, while the Harmonisation project focused on the harmonisation of the Land Use Classifications and Land Use Proposals recommended in the Regional Planning Programme of the Ministry of Local Government (MLG) completed in 2010.

The outputs have informed Phase II - the development of the NSDS - providing an understanding of the current development circumstances in the country and forming part of the evidence base prepared to support the preparation of the NSDS.

What is the National Spatial Development Strategy

The NSDS provides the framework for decisions about the ways in which the national *space* will be used and developed over the next decade and beyond. In this context, space includes all the land, water and air, for which the people and GORTT are responsible: the place where we all inhabit and the environment on which we all depend. The NSDS is intended to cover the ten-year period from 2013 to 2023, working towards a vision of desired progress that could be achieved within twenty years - by 2033. The intention is to monitor progress towards that vision – the destination being aimed for - so that the Strategy can be reviewed regularly, and amended and updated as necessary.

As a spatial development strategy as opposed to a physical development plan, the NSDS takes a more holistic and policy based view, providing:

- a strategic national framework, focusing on clear and logical spatial planning principles, policies and guidance to be followed when Planning Authorities i.e. the Tobago House of Assembly (THA) and Municipal Corporations (MCs) are reviewing/preparing detailed Spatial Development Plans (SDPs) for their areas and when decisions are being made on specific development proposals; and,
- a broad spatial development context for key infrastructure and investment decisions that, in particular, have land use implications.

The philosophical underpinning for the NSDS is provided at the national level by:

- the Medium-Term Policy Framework 2011 2014, *Innovation for Lasting Prosperity;*
- the National Performance Framework 2012 2015; and,
- the June 2012 document, Working for Sustainable Development in Trinidad and Tobago.

The sub-national policy context is embodied in:

- the Municipal Development Plans (MDPs) produced by the fourteen MCs in Trinidad in 2010; and,
- The Comprehensive Economic Development Plan, 2013 2017 produced by the THA.

The role of the NSDS within this context is illustrated in Figure 1.

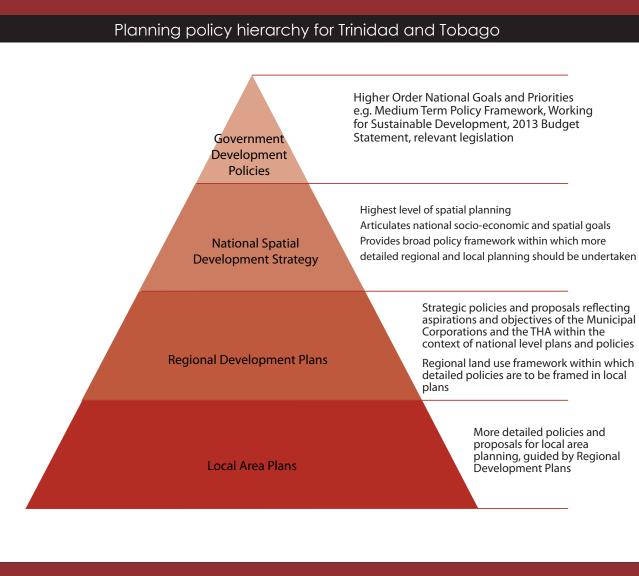


Figure 1: Plan making hierarchy

Why is the NSDS needed

As gleaned from the **NSDS Evidence Base**, the 1984 NPDP was formulated at a time and in circumstances considerably different from those which currently exist in Trinidad and Tobago, and the country is faced with critical issues today that were either non-existent or merely incipient in the 1970's and 1980's. These include:

- Regional and local disparities in levels of development manifested by unemployment and income differentials, availability of infrastructure and amenities, and adequate housing.
- Drainage problems resulting in flooding in communities located in marginal and floodplain areas of river basins and hillside areas subject to severe erosion.
- The alienation of already limited high quality Class i, ii, and iii agricultural lands to urban development, commensurate decline in agricultural production and increases in the food import bill.
- Coastal erosion impacting on communities particularly in the south-west and east coasts.
- Unique developmental issues such as inter-island transportation created by the physical separation of Tobago from Trinidad.
- Relative concentration of development and employment opportunities in the Capital Region leading among other things to traffic congestion into and out of Port of Spain, dormitory communities in the East and Central Trinidad and net outmigration from Tobago and rural communities.
- Structural imbalances in an economy dependent upon the petroleum industry.
- Deficiencies in water supplies to meet domestic, industrial and other demands.
- Major deficiencies in the public transportation services provided by buses and route taxis amidst a situation of widespread commuting and the poor condition of many segments of urban and rural roads.
- Deficiencies in social infrastructure particularly the health services.
- Shortfalls in the supply of adequate housing resulting in overcrowding and mushrooming of squatter communities.
- · Land tenure structures which constrain agriculture and housing development in particular.
- Abuse of the natural environment through inadequate and indiscriminate solid and liquid waste disposal, disregard for proper management of sensitive areas and nature reserves and irresponsible land development practices particularly on Northern Range hillsides.

The impacts of global warming, possible sea-level rise and attendant disasters are relatively new challenges that will affect the disposition of land uses and settlement in coastal areas where a significant proportion of urban development including Port of Spain, San Fernando and Scarborough, industrial plants such as at Point Lisas and Point Fortin, and tourism establishments in Tobago are located. The longer term effects of climate change will also affect land use criteria in terms of rainfall patterns and intensities as they impact upon developments in vulnerable low-lying and hillside areas and upon potable water supplies.

The overarching goal of the NSDS is to identify and determine the best approaches to finding sustainable solutions to the problems and issues itemised above based on an agreed vision for the future development of the country and the achievement of desirable objectives and policies relating to quality of life and environment.

Vision

As set out in Chapter 2 of the NSDS Core Strategy and Regional Guidance, the proposed Strategy is underpinned by a Vision which outlines the desired future for Trinidad and Tobago. The development of a Vision is a critical step in the generation of a national development strategy which can stimulate the creative imagination, win general consensus and embrace the goals, objectives and aspirations of all sectors of the society. The NSDS Vision has been refined through consultation with stakeholders, including six national consultations held during November and December 2012.

NSDS VISION

By 2033, Trinidad and Tobago will be a nation where all people enjoy high quality of life within a safe, healthy, inclusive and sustainable physical, socio-economic and cultural environment.

To elaborate, the country will be a hub of innovation-driven economic prosperity focused on sustainable development and environmentally sensitive design standards. Both urban and rural areas will provide good employment opportunities, and city and town centres will cater equitably for the needs of both residents and visitors through the provision of retail and commerce, recreation and cultural facilities, and education and health services, in peaceful secure, accessible and healthy environments.

Food security and energy efficiency will be achieved through innovation, diversification and targeted investment in the agriculture and fisheries sectors in the first instance and the renewable energy sector in the second.

An efficient, integrated and sustainable transport system will link homes, jobs and key services while reducing dependence on private car use and making alternatives more viable and more attractive to use. Benefits of reduced congestion and pollution will be reflected in improved productivity, better health and reduced stress, all supporting a stronger economy.

The benefits of an enhanced quality of life based on sustainable development will be shared across the nation, urban and rural areas alike, so that disadvantage, injustice and poverty are eradicated.

People will be actively involved in the planning of national and local environments, and management of change will be based on transparent and consultative decision-making processes.

Translating vision into real change involves setting out clear and achievable objectives and then formulating policies and implementation strategies through which those objectives can be achieved.

Objectives

The NSDS is structured around twelve objectives, set out in Table 1 and taken from Chapter 3 of the NSDS Core Strategy and Regional Guidance. These are derived from and aligned to the Vision, and reflect aims and objectives set out in other national and sub-national policies that provide its context. They are grouped under three key themes and set within an overarching goal of delivering sustainable development. They have been tested through a process of Integrated Sustainability Appraisal (ISA)⁵ to both ensure compatibility and evaluate the extent to which they could contribute towards the achievement of sustainable development if implemented rigorously and consistently.

THEME	OBJECTIVE
1. STRONG AND RESILIENT COMMUNITIES	Building strong, diverse regions To maintain and enhance regional diversity whilst establishing a mutually supportive hierarchy of thriving, resilient and attractive centres to provide accessible services for residents and visitors.
	Building Places for People To ensure that all citizens are able to pursue their working and domestic lives in a peaceful and secure environment.
	Delivering the homes needed To meet the housing needs of all sections of the population.
	Valuing cultural heritage To ensure that the social, economic, spiritual and environmental value of all aspects of the nation's diverse cultural heritage is recognised in decision-making and investment choices.
2. SUSTAINABLE PROSPERITY	Building a competitive, innovation-driven economy To diversify and strengthen the economic base and to create and support conditions that enable all to participate and benefit.
	Achieving food security To foster the conditions for a more prosperous agricultural sector and reduce the national food import bill.
	Using our natural resources sustainably To recognise the value of natural resources (including land, air and sea) and to ensure that they are used in sustainable ways, differentiating appropriately between those that are renewable as opposed to finite.
	Meeting the challenges of climate change To adapt the ways in which we live, build, travel, and communicate so as to maximise resilience to the effects and impacts of climate change and to reduce contributions to factors that are adding to it.
3. SUSTAINABLE INFRASTRUCTURE	Moving towards sustainable transport To coordinate the use and development of land and the provision of transport infrastructure so as to reduce traffic congestion and promote more efficient, less wasteful and less polluting modes of travel.
	Making the most of Information and Communications Technologies (ICTs) To support the expansion and efficient use of electronic communications networks, including telecommunications and high speed broadband.
	Generating and using energy sustainably To reduce social and economic reliance on non-renewable energy sources and to promote and facilitate the development of more sustainable and environment-friendly alternatives.
	Managing waste safely and efficiently To manage the generation, treatment and disposal of both solid and liquid waste in ways that safeguard human health and protect the environment.

Table 1: NSDS Themes and Objectives

⁵Integrated Sustainability Appraisal (ISA) is the method used to ensure compatibility between the NSDS's objectives, overall strategy and policies and the objectives of Sustainable Development. It enabled an optimal spatial development strategy to be selected from alternatives that were considered. A detailed account of the ISA method, the way it was used in formulating and testing the NSDS and outcomes of the appraisal process itself can be read in the companion document NSDS Method Statement and Integrated Sustainability Appraisal.

Spatial Development Options

In order to explore alternative ways in which the Vision and Objectives might be achieved, three broad spatial development options were derived by considering:

- the overall direction and requirements of the Vision and Objectives;
- the spatial implications of key social, economic and environmental issues that need to be addressed; and,
- strategic spatial development approaches that have been pursued and/or recommended previously.

The three spatial development options that were considered and evaluated during the preparation of the NSDS were:

- Concentrated Development,
- Dispersed Development and
- Harmonised Regional Development.

The ISA process was used to identify and assess the positive and negative aspects of each option in a structured way, enabling the extent to which each could be expected to deliver sustainable development overall to be considered and compared with the alternatives. Harmonised Regional Development emerged as the preferred option best able to provide the basis for the NSDS.

More detailed information about the alternative spatial options, the ISA process and its outcomes is provided in the NSDS: Method Statement and Integrated Sustainability Appraisal.

The apparently opposing concepts of concentration and dispersal have been common themes throughout the history of development planning in Trinidad and Tobago. To an extent they represent two extremes, each of which has strengths and weaknesses. The Harmonised Regional Development alternative (which might be described as "dispersed concentration") combines some of the elements of each of the other two alternatives as well as other elements that are unique to this particular spatial development option.

The Harmonised Regional Development approach, when allied with other national and sub-national policies and interventions, is designed to facilitate:

- sustainable and equitable levels of economic prosperity and employment;
- diversification of the economy away from dependence on hydrocarbon-based sectors towards priority strategic sectors such as maritime, tourism, agriculture, and cultural and knowledge-based industries;
- overall improvement in quality of life for all citizens;
- reduced disparity between rich and poor and less social exclusion;
- improved accessibility to employment opportunities, service provision and cultural and recreational facilities; and,
- a sustainable relationship between economic and social activities and the natural environment.

Harmonised Regional Development has been elaborated in the Core Policies and Regional Planning Guidance, and in the NSDS Key Diagram.

Core Development Policies

The Core Development Policies set out in Chapter 5 of the **NSDS Core Strategy and Regional Guidance** cover the whole of Trinidad and Tobago. They are intended to deliver the spatial conditions for achieving *Harmonised Regional Development* and relate directly to the Vision and Objectives. The Core Development Policies are summarised in Table 2.

Taken as a whole, the Policies constitute what sustainable development means in practice for drawing up Spatial Development Plans (SDPs) for different parts of the country and determining planning applications. SDPs should be consistent with both the Core Policies and the Vision and Objectives, translating them into place-specific policies and proposals. These should all be regarded as material considerations when applications for planning permission are being considered and determined.

Policy 1: Supporting sustainable development - is the overarching policy that establishes the commitment to sustainability as the basis for growth and change.

Policy 2: Sustainable regional development - requires Planning Authorities to give effect to the Regional Planning Guidance set out in the NSDS and places a duty on Planning Authorities to cooperate on cross boundary spatial planning issues.

Policy 3: Promoting sustainable urban and rural development - sets out spatial design principles for bringing about more efficient, inclusive, attractive and sustainable places in both urban and rural locations.

Policy 4: Designing and creating places for people - sets out a framework which puts urban, landscape, architectural and environmental design considerations at the core of the NSDS.

Policy 5: Planning for healthy communities - places a requirement on Planning Authorities to consider the individual elements of the built environment that contribute to community life in an integrated and holistic manner.

Policy 6: Involving people in planning - recognises that community involvement can help to achieve people-centred sustainable development and requires Planning Authorities to establish protocols to enable active participation in planning processes.

Policy 7: Meeting housing needs - establishes a framework for evidence based and up to date planning to meet the housing requirements of each region.

Policy 8: Planning to improve conditions for squatters - requires Planning Authorities to plan positively for improvement of informal settlements where appropriate and prioritising urban/brownfield land when relocation is required.

Policy 9: Priorities for culture, sport and recreation - places a requirement on Planning Authorities to take a flexible and forward looking approach to planning for facilities and spaces to support participation in cultural, sporting and recreational activities at a range of levels.

Policy 10: Planning positively for the historic environment - recognises the value of the historic environment and the importance of its protection and places a duty on Planning Authorities to consider these issues.

Policy 11A: Leaving no one behind and Policy 11B: Area-based economic priorities - set out the economic considerations that should be taken into account when making plans and planning decisions. Policy 11A establishes broad principles and Policy 11B requires Planning Authorities to support the Government's economic growth priorities, including the Growth Poles strategy.

Policy 12: Planning for agriculture and fisheries - restricts further loss of agricultural land and requires that the necessary buildings, infrastructure and facilities be considered positively in planning processes.

Policy 13: Sustainable use of natural resources - sets out principles to protect environmental resources and assets and mitigate any harmful impacts of development.

Policy 14: Landscape management - places a requirement on Planning Authorities to consider, protect and preserve the distinctive landscape characteristics of defined Landscape Management Zones.

Policy 15: A coordinated approach to water resources and water quality - sets out requirements to ensure the integration of water management issues and planning decisions.

Policy 16: Coastal and marine resource considerations - sets out requirements to ensure that development in the coastal zone does not adversely impact coastal and marine ecosystems and resources.

Policy 17: Air quality - seeks to ensure that air quality issues and considerations are fully integrated into planning processes and decisions.

Policy 18: Sustainable mineral use - requires Planning Authorities to plan positively to meet the demand for mineral resources by safeguarding sites in appropriate locations, whilst ensuring that social and environmental impacts are adequately assessed.

Policy 19: Sustainable energy extraction - seeks to ensure that demand for energy and needs of energy-related industries are properly planned for.

Policy 20: Managing hazard risk — establishes a sequential and risk-assessment-based approach to spatial planning responses to potential hazards, including: flooding; landslides; wild fire; storms and tornadoes; tsunamis and coastal hazards; earthquakes; and, hurricanes. This policy requires due account to be taken of climate change impacts.

Policy 21: Prioritising sustainable transport - establishes a framework to ensure that planning decisions and processes contribute to the development of sustainable transport provision.

Policy 22: Priorities for ICT - seeks to ensure that the role of ICT and the requirements of associated infrastructure are integrated into planning decisions and processes.

Policy 23: Energy efficiency - requires Planning Authorities to apply the 'energy hierarchy' (energy reduction, energy efficiency, renewable energy, clean and efficient use of non-renewables) to decisions and plan-making processes.

Policy 24: Waste management - seeks to ensure that waste management issues are properly integrated into decisions and plan-making processes.



The annotated sketch at Figure 2 provides a brief summary of key issues and approaches relating to sustainable development, illustrating some of the interconnections and showing how integrated spatial planning policies can support progress towards greater social, economic and environmental well-being.

Integrated planning for Sustainable Development

- Ecosystems provide a range of life-supporting services, such as water, air-sustaining vegetation, valued natural resources, food, and much more. Fragile, but vital features like the rainforests and swamps require special protection, but the synergy between human life and all elements of the ecosystem needs to be recognised in spatial planning decisions.
- Hillside developments warrant particular care to avoid destabilising land, changing water flows and causing flooding. Strict and restrictive policies are needed to prevent harmful impacts.
- Agriculture has been "neglected" for too long, but the rising costs of food imports and the associated lack of food security are causes for concern. Agriculture needs boosting through coordinated programmes of planning and action, whilst ensuring harm to ecosystems is avoided.
- Tourism brings economic benefits but can cause environmental harm. Emphasis needs to be on Eco-tourism, working with the environment and supporting local economies, including the agricultural and fisheries sectors.
- Urban development has been rapid, extensive and very land-consuming in recent decades, causing loss of productive land, inefficient patterns of settlement, travel, service delivery and infrastructure provision. A more sustainable approach is required, including more efficient urban forms and better urban design.
- Climate change is expected to have significant impacts, including more volatile weather, increased intensity of storms and flooding, rising sea level with resultant coastal changes and changing conditions for food production both on land and at sea. Integrated responses are required.

- Marine ecosystems are valuable, often fragile particularly swamps and reefs and provide essential life services. At the same time the marine environment plays a vital economic role, providing resources such as energy, food and the basis for much of the tourism industry. Ports, shipping and marine services play vital economic roles and water transport may have an increasingly important role within an integrated transport strategy. The environmental impacts of developing these sectors necessitate integrated planning and management so that the economy-supporting and health and service-providing capabilities of this complex environment can be maintained.
- Oil and gas have literally fueled economic and social development for decades, but they have not been used as efficiently as they could be. The aim now must be to make the most of the economic value of these rich but finite resources and the technological expertise they have generated making more efficient use of them domestically and maximizing the value gained from international marketing.
- Renewable energy has much potential to reduce reliance on finite resources of fossil fuels and to enable a shift to a more energy-efficient future. Solar, wind, biological and marine energy sources all have contributions to make.
- Airports provide vital links with overseas markets, colleagues, cultures and families. Their roles and potential as national gateways need to be supported whilst environmental impacts need to be managed positively.
- Transport is vital to the economic and social life of the nation but it needs to work much more efficiently. Congestion and associated, inefficiency, waste and pollution require that a fully integrated approach is adopted to move from car dependence to modal choice.
- Regional development needs to be based on each region playing to its particular strengths, with diversity valued and regional contributions fully harmonised.

Figure 2 Integrated planning for sustainable development

Integrated Planning Regions

In seeking to address the challenges currently faced, the Strategy seeks to identify sub-national planning regions for which guidance is outlined. This guidance will provide the basis and context for the review and development of Municipal Spatial Development Plans (MSDPs).

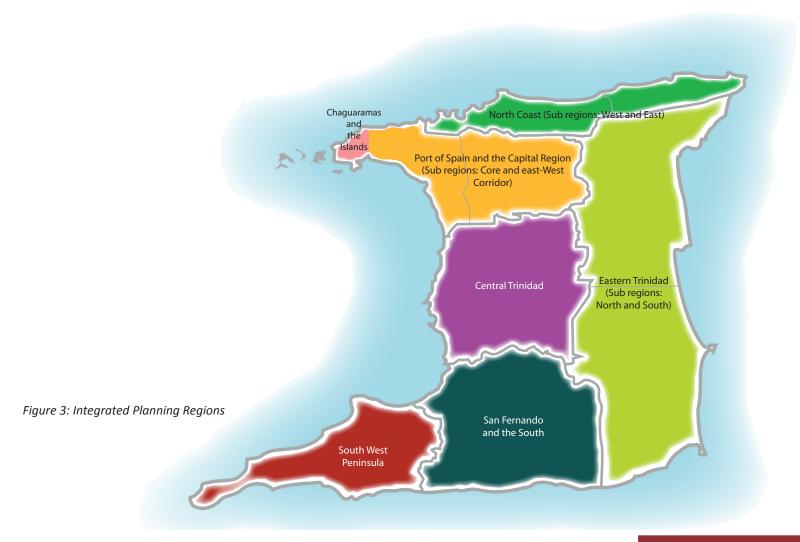
As set out in Chapter 6 of the NSDS Core Strategy and Regional Guidance, nine Integrated Planning Regions

(IPRs) have been identified as functional units for the purposes of rational planning and area-specific strategy formulation (see Figure 3). They have been defined on the basis of physical and human geographical characteristics, including landscape character, environmental considerations, and economic similarities, informed also by awareness of matters that will require cooperation between neighbouring municipal corporations.

Guidance for each IPR does not cover every issue in detail, but rather provides a broad spatial framework to be developed in detail at regional and local levels, and to be applied in conjunction with the Core Development Policies in Table 2.

The Regional Planning Guidance for the nine IPRs is set out in the following boxes.



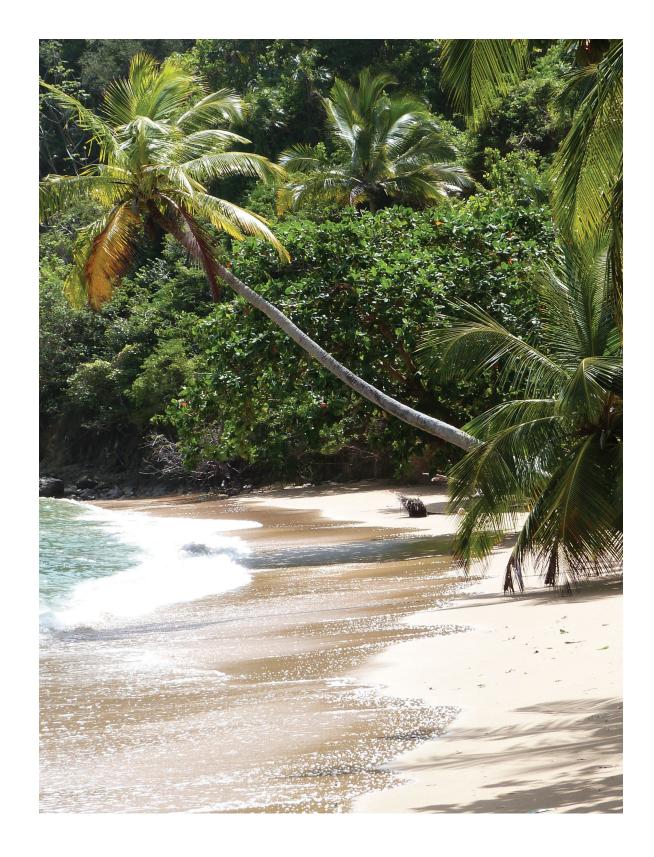


REGIONAL PLANNING GUIDANCE FOR NORTH EAST TOBAGO

The THA should work collaboratively with communities and developers to promote development in North East Tobago which generates environmental, economic and social benefits of both local and national significance by:

- enhancing the tourism potential both for local communities and for visitors, with the development of specialist tourism clusters based on natural environment, historical sites and community cultural activities to be explored as interpreted and detailed in the CEDP;
- developing a tourism cluster based on diving at Charlotteville and Speyside to be explored as interpreted and detailed in the CEDP;
- making adequate provision for appropriate rural development, including sustainable agriculture, fishing and related processing activities and creating linkage industries to the tourism sector;
- protecting and enhancing the distinctive landscape, natural and cultural assets of the area;
- ensuring development is consistent with the landscape setting, natural environment and ecological qualities of the Main Ridge Forest Reserve; and,
- consolidating the role of Roxborough by supporting service expansion and some residential development of an appropriate scale to deliver the necessary critical mass for the IPR.

These developments should be consistent with the sequential approach to selecting land for development advocated in Policy 2.



REGIONAL PLANNING GUIDANCE FOR SOUTH WEST TOBAGO

The THA should work collaboratively with communities and developers to promote development in South West Tobago which generates environmental, economic and social benefits of both local and national significance by:

- facilitating the development of a waste water treatment plant and other environmental infrastructure as necessary to ensure that the tourism clusters around Crown Point and Buccoo Village can thrive and where appropriate, expand;
- supporting the appropriate development of an ecoindustrial cluster at Cove Estate to facilitate innovation and high value job creation;
- strengthening the role of Scarborough to support the highest level of service provision for Tobago by encouraging inward investment, harnessing its cultural and tourism potential and improving the urban fabric; and,
- promoting an integrated approach to new physical development, with considerations to include coastal zone management, waste management and sustainable transport matters, including the potential for port relocation.





REGIONAL PLANNING GUIDANCE FOR CHAGUARAMAS AND THE ISLANDS

The CDA should work with other agencies, across regional boundaries, to promote the development of the area in ways that generate environmental, economic and social benefits of both local and national significance by:

- enhancing the distinctive landscape, natural, cultural and historic assets of the area;
- developing the recreational and business potential both for local communities and for visitors, including the expansion and upgrading of the Chaguaramas Golf Course as a potential to form an anchor of a recreational based cluster;
- creating a world class visitor experience which generates sustainable economic benefits for local communities, including the potential for tourism and eco-tourism based on beach facility upgrades, military history museum, restoration of historical sites e.g. Chacachacare;
- making provision for the appropriate development of improved, expanded and additional maritime facilities and related services to facilitate the creation of an international yachting and maritime service destination;
- protecting the agricultural lands in the Tucker Valley, promoting opportunities to improve their productivity and exploring the potential to develop an agricultural cluster; and,
- ensuring development is appropriate to the National Park settings.

New residential development should be restricted to small-scale infill development to meet local needs. Development should be of a scale and type necessary to secure and service a mixed and balanced community.

Accessibility improvements both within and beyond the area should be addressed in ways that respect the National Park's purposes and priorities. Particular attention should be given to improved public transport; walking and cycling links, and the feasibility of a water taxi service should be explored as part of a sustainable transport strategy and related to tourism. Improved road connections should also be explored, including across the Covigne col.

REGIONAL PLANNING GUIDANCE FOR THE NORTH COAST

Planning Authorities should work collaboratively to promote development in the North Coast IPR which generates environmental, economic and social benefits of both local and national significance by:

- protecting and enhancing the distinctive landscape, natural and cultural assets of the area, including important turtle nesting beaches at Grand Riviere;
- developing recreational and tourism potential both for local communities and for visitors;
- making provision for the appropriate development and upgrading of agriculture and fishing facilities with particular focus on Maracas, Las Cuevas, Blanchisseuse, Matelot and Toco; and,
- ensuring that the visual impact of development on the coastal and inland landscape is fully considered and the landscape quality appropriately safeguarded.

In the Maracas Sub-Region priority should be given to strengthening the tourism role of existing beach facilities and undeveloped coastal assets. The potential to create a tourism cluster focused on integrated resort development at either Las Cuevas or Maracas should only be explored in conjunction with sustainable transport solutions to improve connectivity of the sub-region to the Capital Region.

The role of Toco as the service centre for the Matelot Sub-Region should be consolidated. The potential for port related development incorporating ferry links to Tobago should be considered in this context and as a potential means of promoting appropriately scaled community based eco-tourism.





REGIONAL PLANNING GUIDANCE FOR EASTERN TRINIDAD

Planning Authorities should work collaboratively to promote development in the Eastern Trinidad IPR which generates environmental, economic and social benefits of both local and national significance by:

- protecting and enhancing the distinctive landscape, natural and cultural assets of the area, including turtle nesting beaches at Matura, coastal areas particularly those prone to erosion, and protected areas including the Nariva Swamp and Aripo Savannah;
- developing recreational and tourism potential both for local communities and for visitors, including a sporting ground/stadium in Sangre Grande;
- making provision for the appropriate development of agriculture potential in terms of food production and forestry; and,
- ensuring that the visual impact of development on the coastal and inland landscape is fully considered and the landscape quality appropriately safeguarded.

Planning Authorities should adopt integrated approaches to redress the current level of deprivation by planning for opportunities to strengthen existing resource-based economic activities and to explore the potential to diversify into new sectors such as renewable energy, particularly along the Manzanilla and Mayaro coastlines. To ensure that economic activities and their locations are complementary, consideration should be given to both coastal management and sustainable transport related issues.

Existing resource-based economic operations should be supported and appropriate expansion encouraged where it can be demonstrated that they can operate in harmony with natural environmental processes and without adverse impact on local communities. The development of an energy industry cluster in Galeota/Guayaguayare and provision for ancillary development, including expansion of port operations at Galeota, is supported in principle, subject to implementation in accordance with environmental and other legislation.

The prevalence and impact of sand and quarrying extraction, particularly illegal extraction, in the areas around Sangre Grande and Valencia should be reviewed and a programme of restoration of despoiled lands and restriction of further unregulated activities embarked upon.

The roles and functions of Sangre Grande, Rio Claro and Mayaro/Plaisance should be consolidated to ensure that the viability of the service offer is maintained and residents able to access facilities that serve their day-to-day needs.

REGIONAL PLANNING GUIDANCE FOR PORT OF SPAIN AND THE CAPITAL REGION

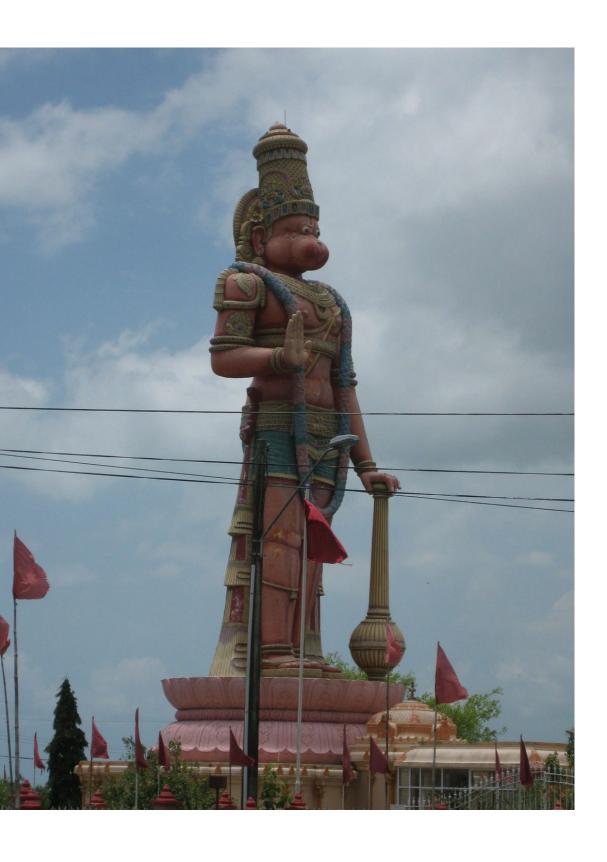
Planning Authorities should adopt integrated approaches to improve the environmental quality and functional efficiency of urban centres and "urban villages" throughout the IPR, closely coupled with development and implementation of a regional Sustainable Transport Strategy, to reduce congestion, inefficiency and pollution and improve regional productivity and quality of life.

Further expansion of urban areas should be restrained and emphasis should be placed on densification in appropriate locations, improved urban design and quality of place, and provision of adequate physical and social infrastructure.

Provision should be made for further development of the industries, technologies, education and research institutions, commercial and service facilities and airport-related facilities, with opportunities to create productive clusters being identified and promoted. Port rationalisation options should be considered. Appropriately located and designed development should be supported and encouraged provided it will be in harmony with natural environmental processes and will not have adverse impacts on local communities.

Coordinated actions should be taken to realise the potential for Port of Spain and the Capital Region to develop as a sustainable "world city", contributing to a high and sustainable quality of life for citizens across Trinidad and Tobago.





REGIONAL PLANNING GUIDANCE FOR CENTRAL TRINIDAD

Planning Authorities should work collaboratively to promote development in the Central Trinidad IPR which generates environmental, economic and social benefits of both local and national significance by:

- protecting and enhancing the landscape, natural and cultural assets of the area, including the Montserrat Hills and activity in areas impacting on the Caroni Swamp;
- developing tourism potential both for local communities and for visitors;
- making provision for the appropriate development and protection of agricultural lands, including those relating to the mega farms initiative and the revival of the cocoa industry.

Planning Authorities should adopt integrated approaches to improve the environmental quality and functional efficiency of urban centres and urban areas throughout the IPR so as to reduce congestion and pollution and improve regional productivity and the quality of life. Further expansion of urban development should be restrained, especially where this would take productive / potentially productive agricultural land or impact on ecological and landscape resources. However, land for the expansion of Couva should be identified subject to the sequential approach advocated in Policy 2.

Provision should be made for further development of port facilities, light industries, energy and service industries, creative industries and agriculture. Appropriately located and designed development should be supported and encouraged provided it will be in harmony with natural environmental processes and will not have adverse impacts on local communities.

The roles and functions of Chaguanas, Couva, Point Lisas, Gasparillo and Freeport should be consolidated to ensure that the viability of the service offer is maintained with residents able to sufficient access facilities that serve their to day-to-day needs.

The development potential of Charlieville and Carapichaima as part of the Growth Pole should be explored.

REGIONAL PLANNING GUIDANCE FOR SAN FERNANDO AND THE SOUTH

Planning Authorities should adopt integrated approaches to improve the environmental quality and functional efficiency of San Fernando and the IPR's other urban centres and areas so as to reduce congestion and pollution and improve regional productivity and quality of life. Further expansion of urban development should be restrained, especially where this would take productive / potentially productive agricultural land or impact on ecological and landscape resources.

Provision should be made for further development of resource-based industries, service industries, and energy technology expertise.

Appropriately located and designed development should be supported and encouraged provided it will be in harmony with natural environmental processes and will not have adverse impacts on local communities.

The roles and functions of San Fernando, Penal, Debe and Princes Town should be enhanced to ensure that the viability of the service offer is improved with residents able to access facilities that serve their day-to-day needs.





REGIONAL PLANNING GUIDANCE FOR THE SOUTH WEST PENINSULA

Planning Authorities should adopt integrated approaches to improve the environmental quality and functional efficiency of towns and villages and quality of life. Further expansion of settlements should be planned and should allow for local development needs, avoiding taking productive/potentially productive agricultural land or impacting on ecological and landscape resources.

Provision should be made for further development of the resource and energy -based industries, maritime service industries, and agriculture and fisheries. Appropriately located and designed development should be supported and encouraged provided it will be in harmony with natural environmental processes and will not have adverse impacts on local communities.

The roles and functions of Siparia, La Brea, Fyzabad and Point Fortin should be enhanced to ensure that the viability of the service offer is improved with residents able to access facilities that serve their day-to-day needs.

Implementation

The NSDS provides both the framework for detailed SDPs at the regional and local levels and a reference point for the spatial aspects of all government policies. It provides central and local government bodies with the roadmap to navigate towards a specific vision and aims and objectives, whilst seeking to mediate between diverse stakeholders' needs and demands.

The success of the Strategy will depend on the extent to which its vision and objectives are widely understood and embraced and then the willingness and commitment by stakeholders to make the changes happen.

Chapter 7 of the NSDS Core Strategy and Regional Guidance outlines the necessity of implementation in achieving the Vision, Objectives and Policies of the NSDS. Actions that will contribute towards implementation of the Policies are set out in Table 3. These are the starting point for actions that are necessary and organisations that need to be involved. Beyond this, an effective and detailed implementation plan must be devised, agreed, monitored and reviewed as the NSDS is pursued. This will require careful and structured consideration of the Strategy by the large number of organisations and individuals on whose decisions and actions delivery of the changes the NSDS seeks to bring about will depend.

Stakeholders will require continuing opportunities both to consider how their own actions can help to deliver its vision and objectives, and to participate in its on-going development. Key stakeholders will therefore be engaged in preparing a forward looking, clear and comprehensive Implementation Plan to support the NSDS. This will translate the strategy and vision of the NSDS into the social, welfare, economic and other changes and physical development that are necessary to achieve sustainable development.

The process of preparing the Implementation Plan and then keeping it under regular review will be participative, focusing on:

- promoting coordinated and collaborative action;
- identifying and remedying gaps in projects or services;
- assisting stakeholders to avoid duplication while promoting cooperation; and,
- defining agreed programmes of action to achieve strategic national objectives.

Actions required to implement the NSDS	Policy number
Cooperation and collaboration between Planning Authorities, Government/Ministries and other public bodies	1; 2; 5; 7; 8; 9; 13; 15; 16; 18; 19; 23; 24
Further policy development and allocation/safeguarding of sites in within SDPs	1; 4; 5; 11A; 11B; 18
Development Management process and decisions	1; 2; 3; 4; 5; 7; 8; 11A; 11B; 12; 13; 14; 15; 17; 19; 20; 21; 22; 23; 24
Policy enforcement	3; 15; 16; 18
Review of design standards and criteria	4; 8
Establishing Design Review Panels	4; 14
Collaboration and cooperation between design, engineering, and planning professionals	4
Data collection dissemination, and monitoring	5; 7; 8; 9; 13; 16; 18; 19; 20; 24
Preparation and adoption of Community Involvement protocols by Planning Authorities	6
Measures to increase the availability and quality of human and material resources to facilitate the required supply of housing	7
Availability of an adequate pool of design professionals	7
Adoption of appropriate and consistent policy for the management of state land	8
Review of the Squatter Regularisation Programme	8
Legislative reviews	15; 18; 23
Completion of the National Inventories Project	9; 10
Adoption of Cultural Policy	9; 10
Establishing a system of Protected Areas	10
The delivery of schemes identified within the MTPF	11A; 11B;
A National Water Resource Management Strategy	12
Review of the Agricultural Land Capability Classification	12

Table 3: Implementation actions

Improvement of land management and tenure for farmers	12
Initiation of an agriculture labour programme	12
Skills and training in various fishery related activities	12
Preparation of Landscape Character Assessments	14
Investment in the programmes identified in the National ICT Plan	22
A preparation of the National Integrated Water Resource Plan	15
The preparation of an Integrated Coastal Zone Management Plan	15; 16; 19
National Irrigation Plan	15
Institutional capacity building	15; 16; 18; 19
Adoption of Air Pollution Rules	17
Public education programmes	3; 12; 23; 24
Strategic Environmental Assessment	18
Implementation of the National Spatial Infrastructure and the Single Electronic Window projects	22
Establishing a National Transport Authority and perparation of a Sustainable Transport Strategy	21
Review of petroleum and electricity costs	23
Preparation and implementaion of a National Waste Management Plan	23
Implementing the Beverage Recycling Bill	23
Developing and implementing a Sustainable Transport Strategy	23
Fiscal support for capital costs associated with renewable energy infrastructure	23
Development of operational and environmental performance standards for waste management	24

