



NATIONAL PLANNING FRAMEWORK

# CONSULTATION STATEMENT

JUNE 2019



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# 1. INTRODUCTION

## 1.1 BACKGROUND

The Central Planning Authority, under mandate of section 5(1) of the Development and Planning Law (2017) has drafted a National Planning Framework as part of a comprehensive policy for land use in Grand Cayman. This document is the first of three components that will collectively constitute the Development Plan. These components are:

### 1. NATIONAL PLANNING FRAMEWORK

### 2. AREA PLANS

### 3. ZONING MAP, REGULATIONS & GENERAL PLAN

A land use plan is required for Grand Cayman in order to manage the development of land, ensure a balance between different activities and make more efficient use of resources. The purpose of this is to promote more desirable economic, social and environmental outcomes.

The first Development Plan for the Cayman Islands was adopted in 1977 and was revised in 1997. Proposed amendments were submitted in 2002 although were never adopted. Whereas the previous Development Plans contained broad statements, this review process will set out both strategic goals as well as specific implementation strategies, included amended legislation.

At this stage the Development Plan review (PlanCayman) is focused solely on Grand Cayman although it is anticipated that, in due course, the approach may be extended to the Sister Islands, as appropriate.

## 1.2 THE NATIONAL PLANNING FRAMEWORK (NPF)

The first stage of the Development Plan review is the preparation of a National Planning Framework (NPF). This purpose of this document is to serve as a roadmap for moving forward through the Plan review process. The NPF outlines the goals and objectives that have been identified as being of national importance for the use and development of land in Grand Cayman. In doing so it creates a strategic framework for the development of specific proposals and policies within the remaining components of the Development Plan.

The NPF was prepared with reference to feedback gained during previous attempts at reviewing the Development Plan, both in terms of stakeholder engagement and public consultation feedback. The document also makes

reference to other plans and strategies that have been prepared by other Cayman Islands Government Departments and Agencies, such as the National Energy Policy and the National Tourism Plan, amongst many others.

The NPF consists of twelve sections outlining goals and objectives for each given subject. These elements are organised as follows:

1. Introduction
2. Vision & Strategic Objectives
3. Zoning
4. Overlay Zones
5. Area Plans
6. Circulation and Transportation
7. Infrastructure
8. Design
9. Natural Resources
10. Community Facilities
11. Parks, Recreation and Open Spaces
12. Economic Element

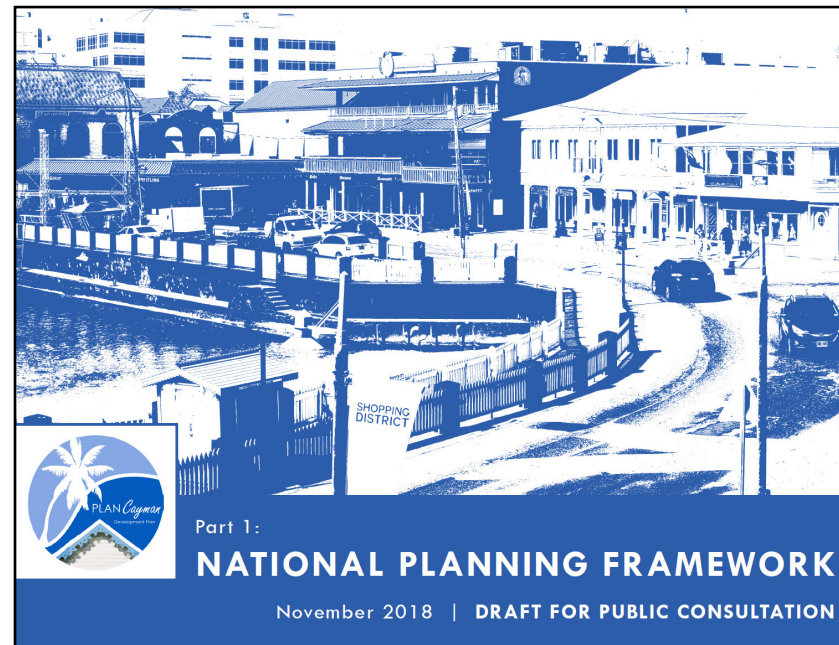


Figure 1.1: The draft National Planning Framework document

## 2. CONSULTATION

### 2.1 PREPARING TO CONSULT

The Development and Planning Law (2017) details the minimum level of consultation expected for the preparation of Development Plans, which is:

- Advertisements to be placed in the newspaper in two issues, in two consecutive weeks; and
- Consultation is carried out over a two month period.

Once the draft NPF document was complete the first stage in preparing for consultation was to launch a website dedicated to the Development Plan review; [www.plancayman.ky](http://www.plancayman.ky). The website contains various elements, such as:

- Consultation documents to download;
- A means of submitting feedback comments to the Department of Planning (DoP);
- Background documents and information;
- Details on the Plan review process;
- An opportunity to join the PlanCayman mailing list; and
- A user-friendly version of the NPF document, separated into topic areas.

Consultation on the draft NPF commenced on Tuesday 20 November 2018 and was initially due to end on 31 January 2019. The closing date however was later extended by a month to 31 February 2019 in order to allow additional time for feedback.

### 2.2 ENGAGING

#### Consultation approach

Since the draft NPF brought together both feedback gained from previous consultation and stakeholder engagement, as well as information from other Government plans and strategies, the overriding theme for the consultation process was to ask “Are we on the right track?”. The purpose of the consultation process therefore was to establish whether stakeholders and members of the public agreed with the approach set out in the NPF. This could then determine whether it was considered appropriate to move on to the next stage of the Development Plan review.

The primary means of engagement on the draft NPF was via the PlanCayman website, which included a link to a survey. Respondents were also invited to submit comments in writing, either by email to a dedicated email account or a letter to the DoP. A small information desk was also provided in the lobby of the Government Administration Building (adjacent to the DoP information counter) where hard copies of the draft NPF and the survey were provided,

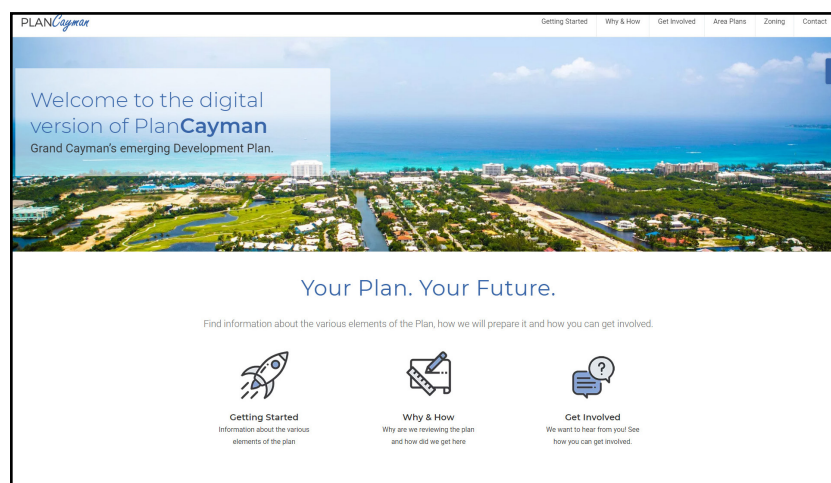


Figure 1.2: The PlanCayman website homepage



along with a computer terminal providing access to the documents and the website. Visitors to the information desk were able to contact members of the Policy and Development team if they had any questions about the Development Plan review.

As the NPF represents the first component of the Development Plan review, and sets out information gathered from previous public engagement exercises, it was decided not to hold large public 'Town Hall' meetings at this stage. When the DoP moves onto the next stage of the plan review - the preparation of Area Plans - it is anticipated that public meetings will be held, for each area, to engage with members of the public and stakeholders on more detailed issues for the future of their particular part of Grand Cayman.

### Consultation survey

The launch of a consultation survey was considered to provide the most user-friendly means of engaging with a wide audience. While everyone was invited to read the full NPF document, and submit comments on any part of it, the survey provided a summary of the key issues and a quicker and easier way to provide feedback to the DoP. The survey consisted of 24 questions, each of which provided 'tick box' multiple choice options and open-ended sections where respondent could provide fuller answers if they wished. The results of the survey are included in this Consultation Statement document. The survey was

available on-line (via a link to 'Survey Monkey') and also in hard copy format at the Government Administration Building.

### Consultation events

During the consultation period the DoP attended a number of meetings with stakeholders and community groups to share information on the NPF document and to encourage individuals and groups to submit responses. The DoP met with the following stakeholders:

- Cayman Chamber of Commerce;
- Cayman International School (Grade 11 and 12 students);
- Cayman Prep and High School (year 12 and 13 students);
- Community Group representing Cruise Port Referendum and Sustainable Cayman;
- Department of Environment;
- George Town Manager;
- Hazard Management Cayman Islands;
- John Grey High School Careers Fair (year 9-11 students);
- National Roads Authority;
- Rotary Club Grand Cayman;
- St Ignatius (year 10 students); and
- The Utility Regulation and Competition Office (OfReg)



Figure 1.3: The PlanCayman information counter

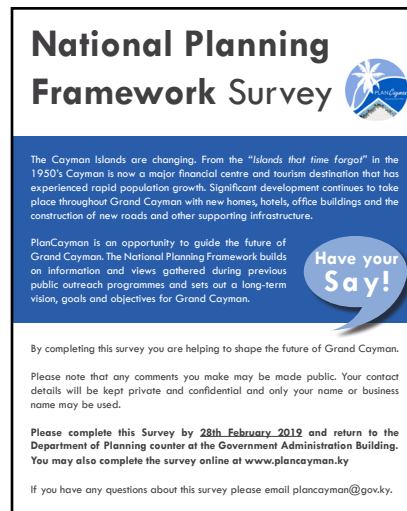


Figure 1.4: The National Planning Framework consultation survey

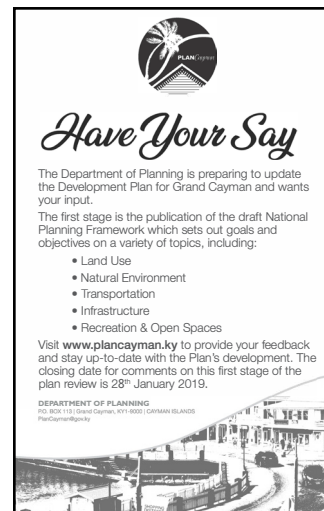


Figure 1.5: The National Planning Framework public notice



Figure 1.6: The Chamber of Commerce 'Be Informed' session held on 5 Dec 2018

## 2.3 COMMUNICATIONS

A range of communications tools were used, integrating traditional and digital channels throughout the NPF consultation period in order to reach as many audiences as possible. The communication tools included:

### Newspaper advertisements

In line with the requirements of Development and Planning Law a public notice was issued in the Cayman Compass in two issues, in two consecutive weeks, on the following dates:

- Wednesday 21 November 2018;
- Friday 23 November 2018;
- Tuesday 27 November 2018; and
- Thursday 29 November 2018.

### Press Releases

Press releases were circulated to media outlets via the Government Information Services (GIS) Department at the launch and close of the NPF consultation. This led to the publication of a number of newspaper and on-line articles, including:

- 'Cayman Development Plan to be Updated', Cayman Compass, 2 October 2018;
- 'Development Plan Seeks to Shape Cayman's Future', Cayman Compass, 10

October 2018;

- 'Public's input sought on Development Plan', Cayman Compass, 20 November 2018;
- 'Work Underway on new National Plan', Cayman News Service, 20 November 2018;
- 'New Plan proposes CPA decide coastal works', Cayman News Service, 16 January 2019; and
- '7MB Earmarked as first planned area', Cayman News Service, 29 January 2019.

### Posters

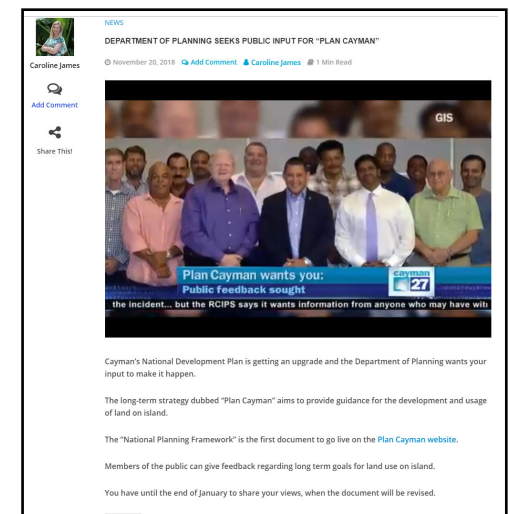
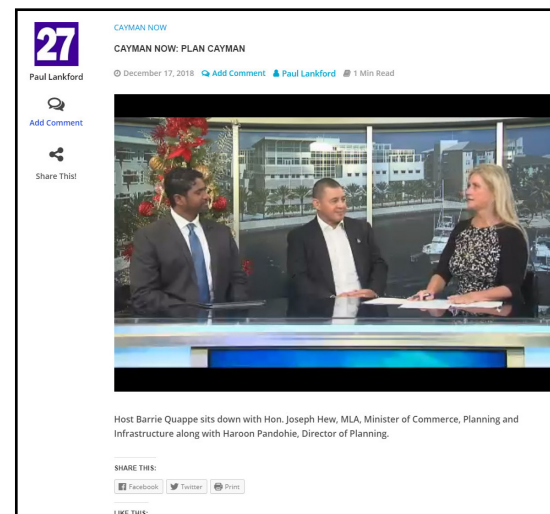
Staff at Clifton Hunter High School were approached in order to arrange a presentation to students. However, this was not possible due to scheduling and so a poster was provided which tutors placed on school noticeboards.

### Website

The PlanCayman website was launched alongside the publication of the NPF document. Over the consultation period there were over 2,800 'sessions' or visits to the website.

### Social Media

The Ministry of Commerce, Planning and Infrastructure's twitter account was



used to provide updates on the NPF consultation process.

#### **Mailing list and eNewsletter**

A mailing list was created, initially using a database of Current Planning contacts (such as architects, surveyors, utility providers, reviewing agencies, larger contractors, media and real estate agents). The PlanCayman website invites any member of public to join the mailing list and so by the close of the consultation period the list contained over 360 members.

At certain points throughout the consultation period an 'eNewsletter' was distributed to the members of the mailing list, providing reminders and updates about the consultation dates. It is intended that further eNewsletters will be circulated at key stages throughout the Development Plan review.

#### **Television**

Staff from the DoP, along with the Minister of Commerce, Planning and Infrastructure gave interviews to various local television shows and news channels, such as:

- CIGTV, 20 November 2018;
- Cayman 27, 22 November 2018;
- Cayman Now, 13 December 2018;
- Cayman 27, 21 January 2019; and
- Cayman 27, 30 January 2019.

#### **Radio**

Staff from the DoP attended a number of radio interviews during the consultation period, such as:

- Radio Cayman, 20 November 2018; and
- Cayman Crosstalk, 21 January 2019.

## **2.4 RESPONSES**

There were 356 formal responses to the NPF consultation, received via survey or written (email). In total:

- 320 responses were received via survey; and
- 36 responses were received via email.

Since each response contains a number of individual comments on different sections of the draft NPF document, over 2,000 actual comments were received.

A full list of all responses is contained the appendices to this document.

## **2.5 APPROACH TO ANALYSIS OF RESULTS**

Each response received during the consultation period has been entered into a database which contains the following information:

- Consultation response;
- DoP comments;
- Proposed amendment to the NPF document (where necessary); and
- Other required action (where necessary), such as forwarding the consultation comment to another department / agency, or at which stage in the Development Plan review that the consultation response should be considered.

For ease of navigation the consultation response database has been separated into the various chapters of the NPF document and the key outcomes are presented in this consultation statement document.

The full set of responses, and DoP comments, is provided in the appendices.



# 3. ANALYSIS OF RESPONSES

## 3.1 INTRODUCTION

In total 78 comments were received on the introduction section (Section 1) of the draft NPF document. These comments all came via written submissions, or in the general comments sections of the survey, as the survey did not contain any specific questions relating to this section of the NPF.

Among the comments submitted the following issues were raised (please see Appendix A for all responses):

- Querying why the Sister Islands are not included in the draft NPF;
- Seeking clarification on the consultation process and evidence gathering that informed the preparation of the draft NPF;
- Suggestions for additional resources that should be referenced as background information;
- Questions regarding population projection figures; and
- Suggestions that climate change issues should underpin the NPF.

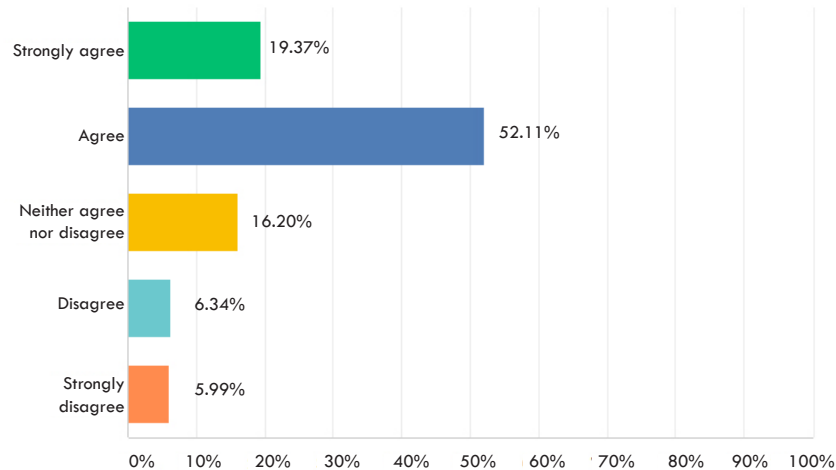
The DoP responses are as follows (please see Appendix A for full responses):

- As stated in the draft NPF, at this stage PlanCayman is focused solely on Grand Cayman although it is envisioned that, in due course, the approach may be extended to the Sister Islands, as appropriate;
- Minor amendments are proposed to the NPF document to clarify that the document was prepared with reference to the outcomes of previous stakeholder engagement and public outreach campaigns, and that as work proceeds with the various stages of PlanCayman the DoP will seek input from various government departments and agencies, non-governmental organisations and other stakeholders;
- References to additional resources will be included, where appropriate;
- The introduction section of the NPF will be amended to explain the unique situation in Cayman and why population projections do not underpin the Development Plan review. Instead the Plan adopts a performance-based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development; and
- The National Planning Framework takes a holistic approach to climate change issues and various elements of climate change adaptation are set out throughout the NPF document in sections relating to coastal zone management, sustainable transportation, the natural environment, site and building design and tourism zones.

### 3.2 VISION AND STRATEGIC OBJECTIVES

The survey asked to what extent respondents agree with the Vision and Strategic Objectives. 284 people responded and the results are as follows:

#### Do you agree with the Vision and Strategic Objectives?



These survey answers indicate that the majority of survey respondents support the NPF Vision and Strategic Objectives with 71.48% either agreeing or strongly agreeing.

In total 75 comments were received on the Vision and Strategic Objectives section (Section 2) of the draft NPF document. Among the comments submitted the following issues were raised (please see Appendix B for all responses):

- Suggestions that the Vision should be underpinned by the principles of sustainable development and quality of life; and
- It was suggested that the commitment to protecting natural assets is not sufficiently strong.

The DoP responses are as follows (please see Appendix B for full responses):

- Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives. It is acknowledged that quality of life is a key objective of the NPF and so it is proposed to amend the Vision statement to reflect this; and

- The wording regarding the protection of natural assets acknowledges that not all natural resources and public open spaces can be protected and enhanced in every situation. Each particular natural resource would have specific conditions and considerations and so protection and enhancement would be dealt with on a case-by-case basis. Sections 4.1 (Natural Resource Preservation Overlays) 9.1 (Natural Resources) of the NPF provide further detail and consideration on these issues.

### 3.3 ZONING

The Zoning section of the NPF (Section 3) relates to a number of land use zoning categories and so in total 495 comments were received on this section. These are divided into the follow sub-sections:

#### Zoning (General)

25 comments were received on land-use zoning in general. These comments all came via written submissions, or in the general comments sections of the survey, as the survey did not contain any specific questions relating to land-use zoning in general.

Among the comments submitted the following issues were raised (please see Appendix C for all responses):

- Suggestions on building heights limits for various parts of the island.

The DoP responses are as follows (please see Appendix C for full responses):

- Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan.

#### Agricultural Zone (section 3.1)

16 comments were received on Agricultural Zoning, and these all came via written responses, or in the general comments section of the survey.

Among the comments submitted the following issues were raised (please see Appendix C for all responses):

- Suggestions that Primary Habitat areas should be excluded from the agricultural zone;
- Consideration of the impact that agricultural uses can have on water resources and soil quality; and
- Suggestions that horticulture does not have to have specific land set aside for it.

The DoP responses are as follows (please see Appendix C for full responses):

- Once data on primary habitat areas has been collected and submitted to the DoP, it can be assessed and considered to become a Natural Resource Preservation Overlay (section 4.1);
- While the impact of development on water resources are typically assessed on a case-by-case basis by the relevant consulted departments / agencies, a reference to the potential impact of agricultural uses on fresh water

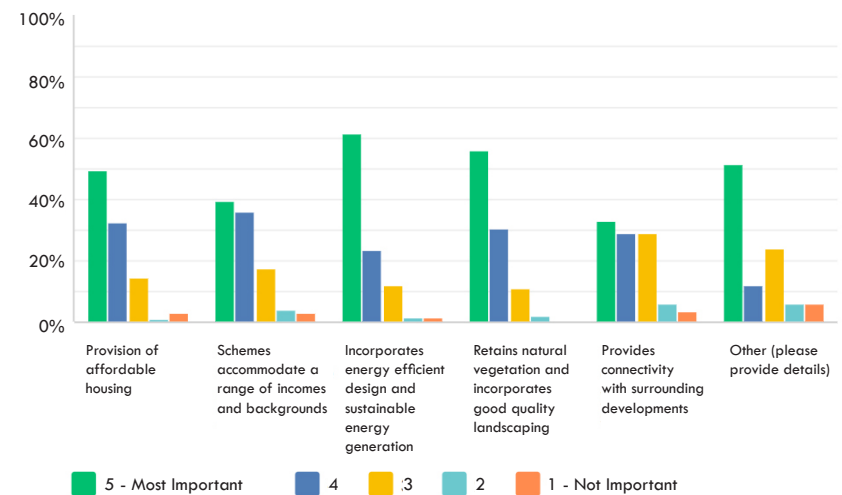
lenses, groundwater and soil can be added to this section of the NPF; and

- The action item relating to horticulture can be amended to refer to 'opportunities for horticulture' rather than 'prime horticultural land'.

#### Residential Zones (Section 3.2)

The survey included two questions on this topic. The first of these received 255 responses and the results are as follows:

#### How important do you think the following issues are with new housing development?

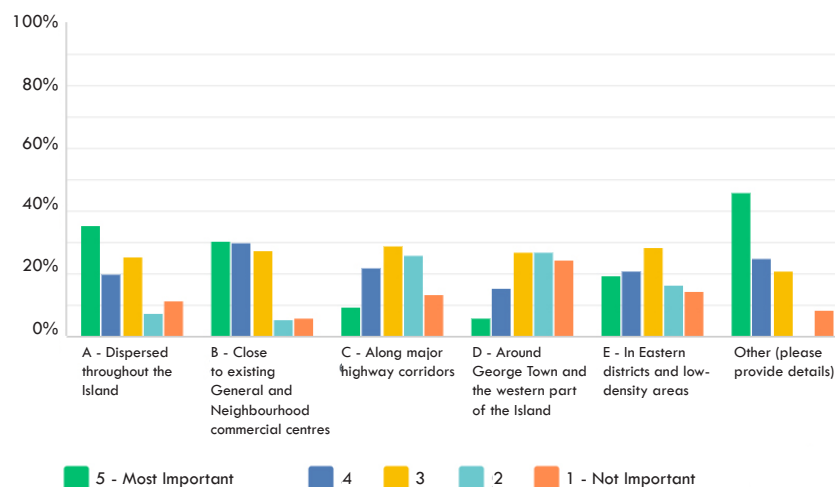


The results from the question above indicate that survey respondents consider the incorporation of energy efficient design and sustainable energy generation to be the most important issues with new housing development. The next most important issue is considered to be the retention of natural vegetation and incorporation of good quality landscaping.

Any suggestions that were included in the 'other' category are included in the full set of consultation responses in Appendix C.

The second survey question on this topic received 254 responses and the results are as follows:

#### Where do you think new homes should be located?



The question above (question 6 in the survey) asked respondents to state where they considered that new housing should be located. The results are more difficult to interpret as a number of respondents selected the 'Other' option and provided more general comments on housing issues, all of which are contained in Appendix C, with DoP responses.

Taking the results of the survey however, option A (dispersed throughout the Island) is suggested as being the most important location for new housing, followed by option B (close to existing commercial centres).

100 comments were submitted on this section of the NPF and among them the following issues were raised (please see Appendix C for all responses):

- Concerns that developers often clear land within subdivisions, without guarantees of sales / development proceeding;
- Support for 'clustering' housing, and mixing with other uses, to create more liveable communities and protect open spaces; and
- Suggestions for more affordable housing.

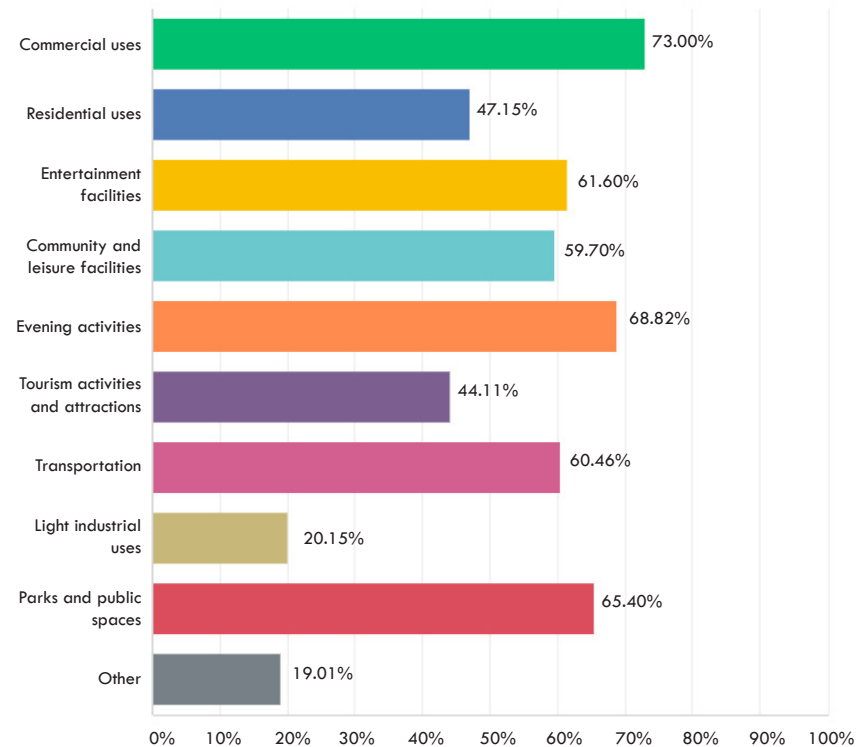
The DoP responses are as follows (please see Appendix C for full responses):

- The issue of land clearing for subdivisions is acknowledged although, under Development and Planning Law, planning permission allows applicants to carry out works in connection with the development authorised by the permission. It is accepted that once permission is granted for a subdivision an applicant would need to clear the site in order to effect the subdivision.
- The NPF encourages general and neighbourhood centres with mixed uses in order to better utilise land and provide opportunities for living, working and socialising in the same location, thereby reducing the number of journeys required. Improvements to public transportation and walking and cycling facilities are also encouraged; and
- The NPF acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.

### Commercial Zones (Section 3.3)

The survey included a number of questions on this topic. The first of these received 263 responses and the results are as follows:

**What uses and facilities would you expect to see in higher density urban core areas (General Commercial) in Grand Cayman?**



The responses received to the question above (Question 2 in the survey) indicate that the following uses / facilities are generally expected in urban core locations:

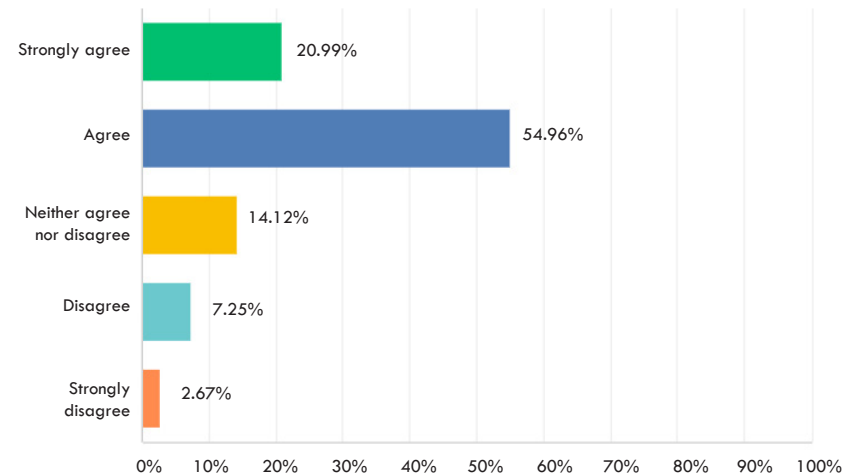
- Commercial uses;
- Evening activities;
- Parks and public spaces
- Entertainment facilities; and
- Transportation.

Meanwhile, the uses / facilities that are least expected in these locations are:

- Light industrial uses;
- Tourism activities and attractions; and
- Residential uses.

The next question received 262 responses and the results are as follows:

**Do you agree that neighbourhood commercial centres and space for locally-serving light-industrial uses should be encouraged at suitable locations throughout the island?**

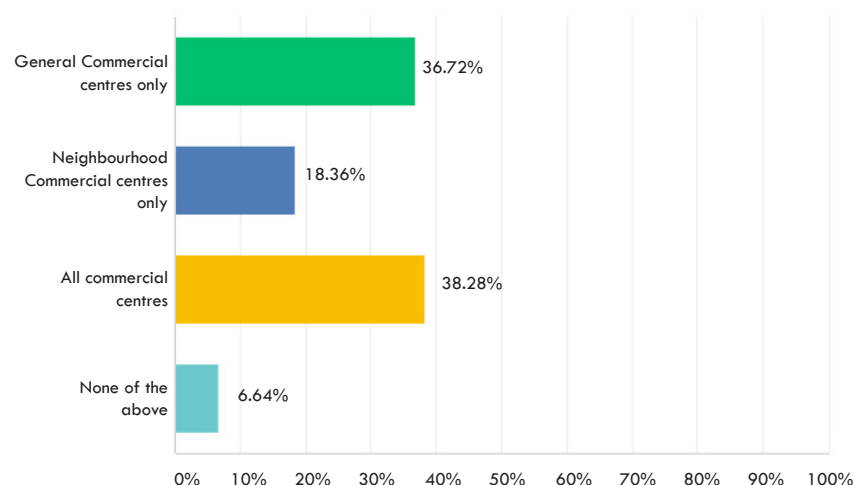


The question above (Question 3 in the survey) relates to encouraging both commercial and light industrial uses around the island in district centres. The purpose of this being to decentralise these uses and to provide more facilities of this nature closer to where people live. This approach was well supported with 75.95% of respondents either agreeing or strongly agreeing.



The final survey question relating to commercial zones received 256 responses and the results are as follows:

**Which of the following locations do you think are suitable for mixed-use developments (such as retail on ground floor, office on the second floor and residential on the upper levels)?**



The results are somewhat inconclusive as broadly the same number of respondents considered that mixed uses should be provided in General Commercial centres as those who felt that they should be provided in all commercial centres.

92 comments were received on Commercial Zones and among the comments submitted the following issues were raised (please see Appendix C for all responses):

- Support for mixed-used developments; and
- Suggestions for green spaces to be incorporated into commercial centres to improve the environment.

The DoP responses are as follows (please see Appendix C for full responses):

- The NPF encourages mixed-use development in commercial areas to create all-inclusive liveable communities; and
- Public realm improvements will be considered during the preparation of each Area Plan and through the George Town Revitalization Initiative.

### Industrial Zones (Section 3.4)

32 comments were received on Industrial Zones and among those comments the following was the main issue raised (please see Appendix C for all responses):

- Concern over the identification of suitable locations for locally-serving industrial uses.

The DoP response is as follows (please see Appendix C for full responses):

- The NPF acknowledges that suitable locations for locally serving light industrial will be identified with consideration given to infrastructure, surrounding land uses, environmental features and economic conditions. These suitable locations will be considered during the preparation of Area Plans.

### Institutional, Education and Civic Zones (Section 3.5)

6 comments were received on Institutional, Education and Civic zones. The main issue raised was the following (please see Appendix C for all comments):

- Schools should be distributed throughout the Island.

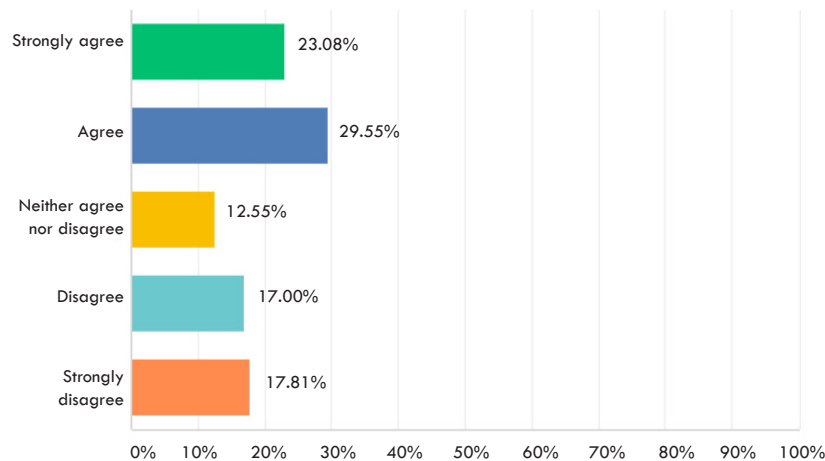
The DoP response is as follows (please see Appendix C for full responses):

- The NPF seeks to designate land throughout the Island to ensure adequately distributed institutional facilities in all districts.

### Tourism Zones (Section 3.6)

The survey included 2 questions on this topic. The first of these received 247 responses and the results are as follows:

**Should high-density tourism accommodation and facilities be encouraged in any other locations beyond Seven Mile Beach?**

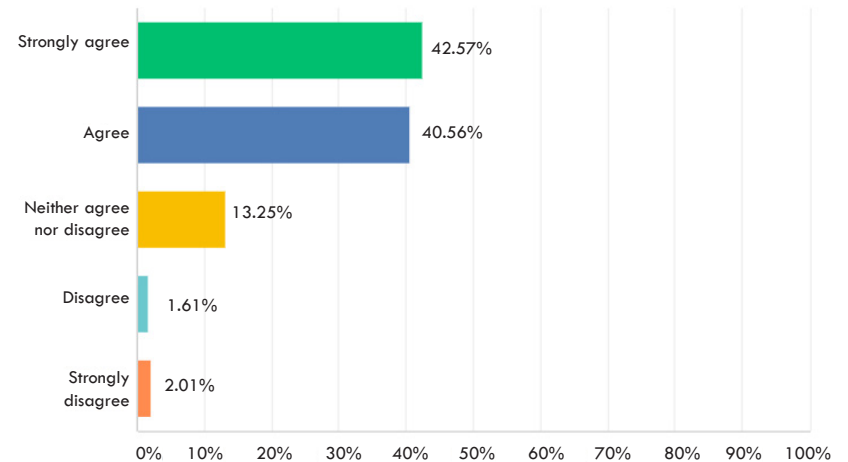


The feedback on this question (Question 7 in the survey) is fairly mixed, and while a greater number of respondents supported the encouragement of high-density tourism accommodation and facilities in other locations beyond Seven Mile Beach (52.63% either agree or strongly agree), a considerable number of respondents did not (34.81% either disagree or strongly disagree).

The approach taken by the NPF is that high-density tourism accommodation and facilities will only be encouraged in suitable locations and therefore it is recognised that design standards and urban design guidelines are required to ensure locally compatible development. It is also recognised that design, height and setback requirements need to be reviewed to ensure that future development is suitable, and this review is likely to be undertaken on an area-by-area basis as it is considered that different parts of the Island have different context and characteristics.

The next survey question relating to tourism zones received 249 responses and the results are as follows:

**Do you agree that smaller-scale tourist accommodation and activities should be encouraged in certain parts of the Island?**



The feedback received on this question (Question 8 in the survey) overwhelmingly supports the encouragement of smaller-scale tourist accommodation and activities in certain parts of the Island (83.13% either agree or strongly agree with this approach).

In total 127 comments were received on Tourism Zones. Among them the following issues were raised (please see Appendix C for all responses):

- It was suggested that tourism development should have more regard for beach protection and threats of climate change;
- Concern was raised over building heights for tourism development;
- A number of respondents indicated that Seven Mile Beach is already too busy and overdeveloped; and
- Smaller 'boutique' tourism facilities were suggested as being appropriate for Grand Cayman.

The DoP responses are as follows (please see Appendix C for full responses):

- The NPF indicates that setback requirements should be reviewed and revised in tourism zones and it is recognised that coastline type and offshore

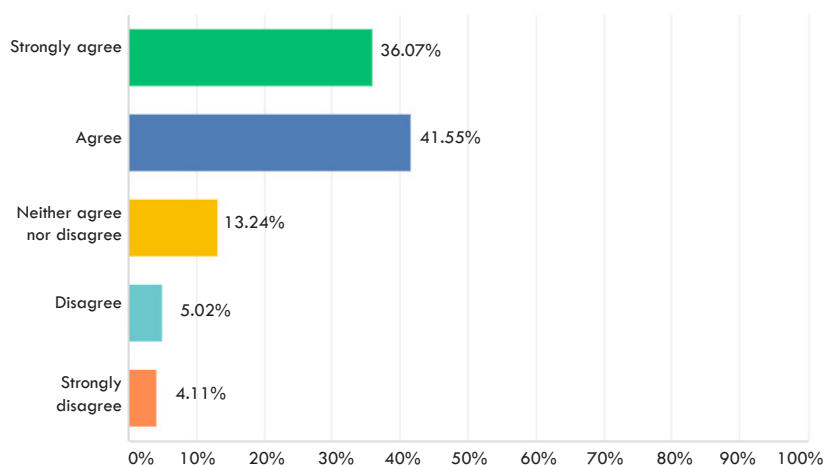
characteristics will influence setbacks and so they can be considered during the preparation of Area Plans, rather than at an island-wide level. In addition, the NPF acknowledges that waterfront tourism development should be designed to avoid interference with natural coastal processes and reef systems;

- Building heights throughout Grand Cayman will be discussed and considered, with public participation, during the preparation of each of the Area Plans.
- The potential for future development (for all land use types) in the Seven Mile Beach area will be considered, with public participation, during the preparation of the Seven Mile Beach Area Plan and in line with the National Tourism Plan; and
- The NPF seeks to create opportunities for smaller-scale hotel and tourist related activities that are appropriately scaled and encourages alternative tourism opportunities such as nature-tourism, agri-tourism and heritage tourism.

### Planned Area Development (Section 3.7)

The survey included one question on this topic which received 219 responses and the results are as follows:

**Do you agree that high-quality mixed-use Planned Area Developments (such as Camana Bay and Health City) should be permitted in suitable locations where they are compatible with their surrounding area?**



The feedback received on this question (Question 21 in the survey) overwhelmingly supports the provision of high-quality mixed-use Planned Area Developments with 77.62% of respondents either agreeing or strongly agreeing with the approach.

In total 27 comments were received on Planned Area Developments. Among them the following issues were raised (please see Appendix C for all responses):

- Concern over the environmental impact of such developments; and
- Suggestions that Planned Area Developments should be integrated with utility infrastructure.

The DoP responses are as follows (please see Appendix C for full responses):

- Applications for Planned Area Developments follow the regulatory process where they are assessed against the National Conservation Council's (NCC's) environmental standards. The NCC will advise on the appropriate environmental review standards and processes; and
- The NPF refers to the requirement for Planned Area Developments to have adequate infrastructure and applicants would be required to demonstrate this through the submission of a PAD Development Statement.

### Open Space (Section 3.8)

In total 14 comments were received on Open Space zones. These comments all came via written submissions, or in the general comments sections of the survey, as the survey did not contain any specific questions on this topic. The following is the main issue that was raised in these comments (please see Appendix C for all responses):

- Concern that such land use designation would assume public access to all open spaces.

The DoP response is as follows (please see Appendix C for full responses):

- The designation of land as open space (whether 'Public' or 'Community') does not imply unrestricted public access and it is recognised that certain spaces will have particular management / conservation arrangements that prohibit or restrict access. Amendments are proposed to the NPF document to clarify this.

### Coastal Mangrove Buffer (Section 3.9)

10 comments were received on the Coastal Mangrove Buffer and the following was the main issue that was raised in these comments (please see Appendix C for all responses):

- Enforcement of the protection of the Coastal Mangrove Buffer.

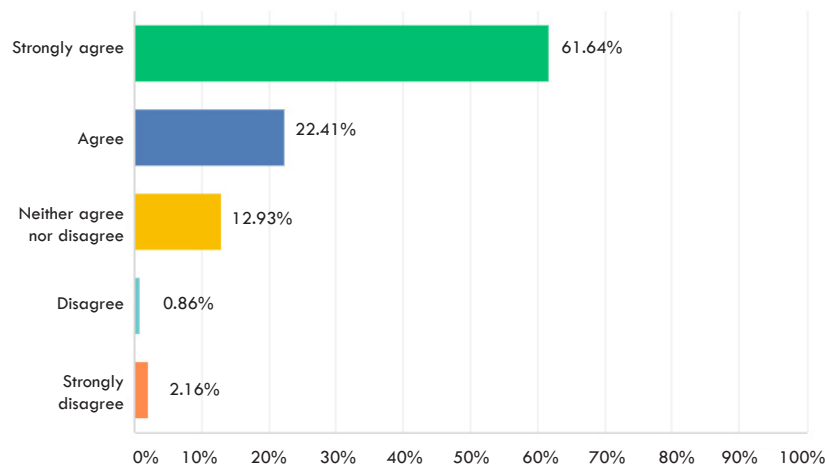
The DoP response is as follows (please see Appendix C for full responses):

- Development and Planning Regulations provide the mechanism to protect mangroves for future development. The enforcement of these regulations is a matter for the Central Planning Authority.

### Coastal Zone (Section 3.10)

The survey included one question on this topic which received 232 responses and the results are as follows:

**Do you agree that a 'Coastal Zone' should be introduced to guide development taking place in, on or over the water surrounding Grand Cayman?**



The introduction of a Coastal Zone (Question 16 in the survey) was overwhelmingly supported with 84.05% of survey respondents either agreeing or strongly agreeing with the approach.

In total 46 comments were received on the Coastal Zone and among them the following issues were raised (please see Appendix C for all responses):

- Concern was raised over the suggestion to bring decisions on coastal works under the Central Planning Authority; and
- Certain types of coastal developments were identified as being inappropriate.

The DoP responses are as follows (please see Appendix C for full responses):

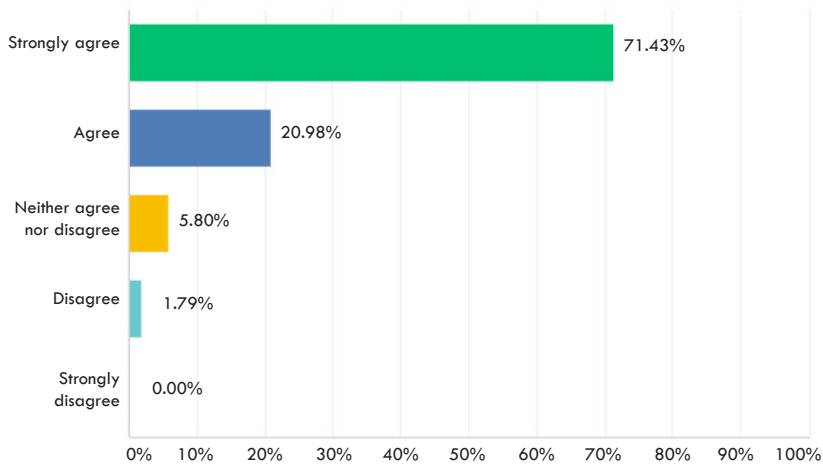
- The regulatory mechanism for considering applications in the coastal zone is yet to be established and it is envisaged that further discussion with relevant departments and agencies is required to determine this; and
- The NPF indicates that decisions on any works in the coastal zone would need to be in accordance with national policy and land use and environmental considerations. It is acknowledged that considerations, principles and policies for development in coastal zones need to be identified, along with design standards.

### 3.4 OVERLAY ZONES

#### Natural Resource Preservation Overlay (Section 4.1)

The survey included one question on this topic which received 224 responses and the results are as follows:

**Do you agree with the approach to protect key habitats, sensitive landscapes and vulnerable ecological areas through the identification of 'Natural Resource Preservation Overlays' (Section 4.1 of the National Planning Framework)?**



The introduction of a Natural Resource Preservation Overlay, as a means to protect environmental assets (Question 14 in the survey), was overwhelmingly supported with 92.41% of survey respondents either agreeing or strongly agreeing with the approach.

In total 46 comments were submitted in relation to the Natural Resource Preservation Overlay and among them the following issues were raised (please see Appendix D for all responses):

- It was suggested that the approach should be compatible with the National Conservation Law and designated Protected Areas; and
- Properties to include in the overlay were suggested.

The DoP responses are as follows (please see Appendix D for full responses):

- The NPF includes a short list of the types of properties that would be included in the Natural Resource Preservation Overlay and notes that this would include other ecologically important lands. It is acknowledged that further discussion with relevant government departments and agencies would be required to identify the properties to include in this overlay. Amendments are proposed that make further reference to Protected Areas; and
- Properties to include in the Natural Resource Preservation Overlay will be discussed with relevant stakeholders and members of the public during the preparation of Area Plans.

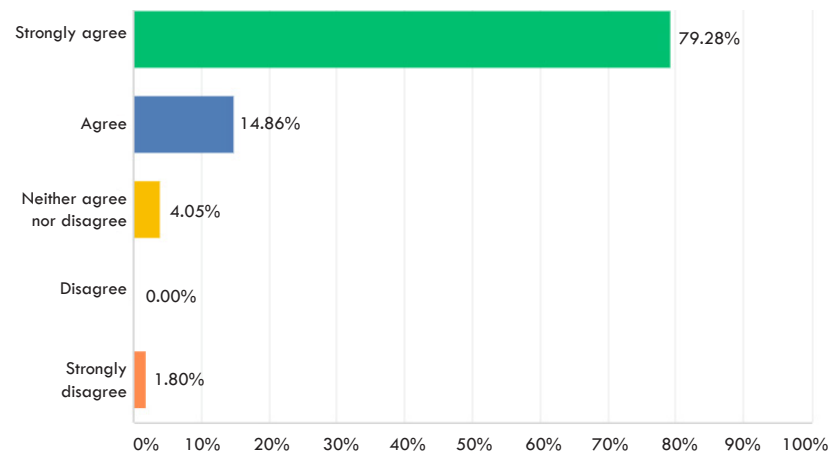
#### Airport Approach Overlay (Section 4.2)

2 comments were submitted in relation to the Airport Approach Overlay, and these are displayed in Appendix D, with DoP responses.

#### Heritage Preservation Overlay (Section 4.3)

The survey included one question on this topic which received 222 responses and the results are as follows:

**Do you agree that historic buildings and areas with special heritage character should be protected?**





The protection of historic buildings and areas with special heritage character (Question 22 in the survey), was overwhelmingly supported with 94.14% of survey respondents either agreeing or strongly agreeing with this.

In total 41 comments were submitted in relation to the Heritage Preservation Overlay and among them the following issues were raised (please see Appendix D for all responses):

- Suggestions for properties and areas that could be included in a Heritage Preservation Overlay; and
- Queries regarding potential funding mechanisms to help restoration / maintenance of historic buildings.

The DoP responses are as follows (please see Appendix D for full responses):

- Buildings and areas that are worthy of preservation due to their historic, architectural, traditional or other interest will be considered for inclusion in the Heritage Preservation Overlay. Once properties have been identified the DoP, in consultation with interested stakeholders, will seek to create a description of allowable uses within the zone, acceptable alterations to heritage structures, acceptable uses on the remainder of subject parcels, and also identify any views and vistas that should be protected.
- No funding mechanism exists to assist owners of historic buildings to maintain and develop their property. This could be something that is considered, in consultation with interested stakeholders, although would be outside of the Development Plan review process.

#### Land Subject to Acquisition Overlay (Section 4.4)

14 comments were submitted in relation to the Land Subject to Acquisition Overlay. Among the comments submitted the following issues were raised (please see Appendix D for all responses):

- A request for the existing processes for acquiring land for environmental purposes (under the National Conservation Law) to be acknowledged in the NPF; and
- A suggestion that this overlay could be used for properties required for utilities.

The DoP responses are as follows (please see Appendix D for full responses):

- Amendments are proposed to the NPF to acknowledge the process for acquiring land for environmental purposes; and

- Amendments are proposed to reflect the needs of utilities and critical infrastructure.

## 3.5 AREA PLANS

### Seven Mile Beach Tourism Corridor Area Plan (Section 5.1)

In total 34 comments were submitted in relation to the Seven Mile Beach Tourism Corridor Area Plan. Among the comments submitted the following issues were raised (please see Appendix E for all responses):

- Suggestions on building heights in the area;
- Recommendation that more reference should be made to environmental issues in the Seven Mile Beach area;
- Request for clarification on the status of the Area Plan once it is adopted; and
- Suggestions to improve the transportation and pedestrian network.

The DoP responses are as follows (please see Appendix E for full responses):

- Building heights and view corridors will be reviewed during preparation of the SMB Tourism Corridor Area Plan, along with capacity modelling to understand the impact of potential growth in the area;
- This section of the draft NPF will be amended to include references to the environment and the need to establish a Strategic Beach Management Plan;
- Once adopted each Area Plan will be the most up-to-date planning guidance for that area and will supersede the existing Development Plan. Development and Planning Regulations would then need to be updated to reflect the adopted Area Plan; and
- Section 5.1 acknowledges the need to review pedestrian facilities and circulation, and improvements to the pedestrian environment will be a key part of the SMB Tourism Corridor Area Plan. Various options will be considered in consultation with the NRA, other relevant stakeholders and the public.

### Future Area Plans (Section 5.2)

In total 43 comments were submitted in relation to Future Area Plans. Among the comments submitted the following issues were raised (please see Appendix E for all responses):

- Request for clarification on the boundaries for future Area Plans; and

- Suggestions on transportation and public realm improvements for George Town.

The DoP responses are as follows (please see Appendix E for full responses):

- The exact boundaries for the Area Plans have not yet been determined and the map included within the draft NPF is just indicative at this stage. There are a few considerations that need to be taken into account when the Area Plan boundaries are defined; and
- The GT Revitalization Initiative, and the GT Area Plan, will consider all circulation and movement improvements in George Town, including the construction of new routes, potential pedestrian-only spaces, and public transport solutions.

## 3.6 CIRCULATION AND TRANSPORTATION

### Circulation and Transportation (General)

In total 34 comments were submitted on general circulation and transportation issues. Among those comments the following issues were raised (please see Appendix F for all responses):

- Corrections to the 'existing conditions' text in the NPF;
- Suggestions that ridesharing services (Uber etc) should be available in Cayman; and
- Restrictions on private vehicle ownership.

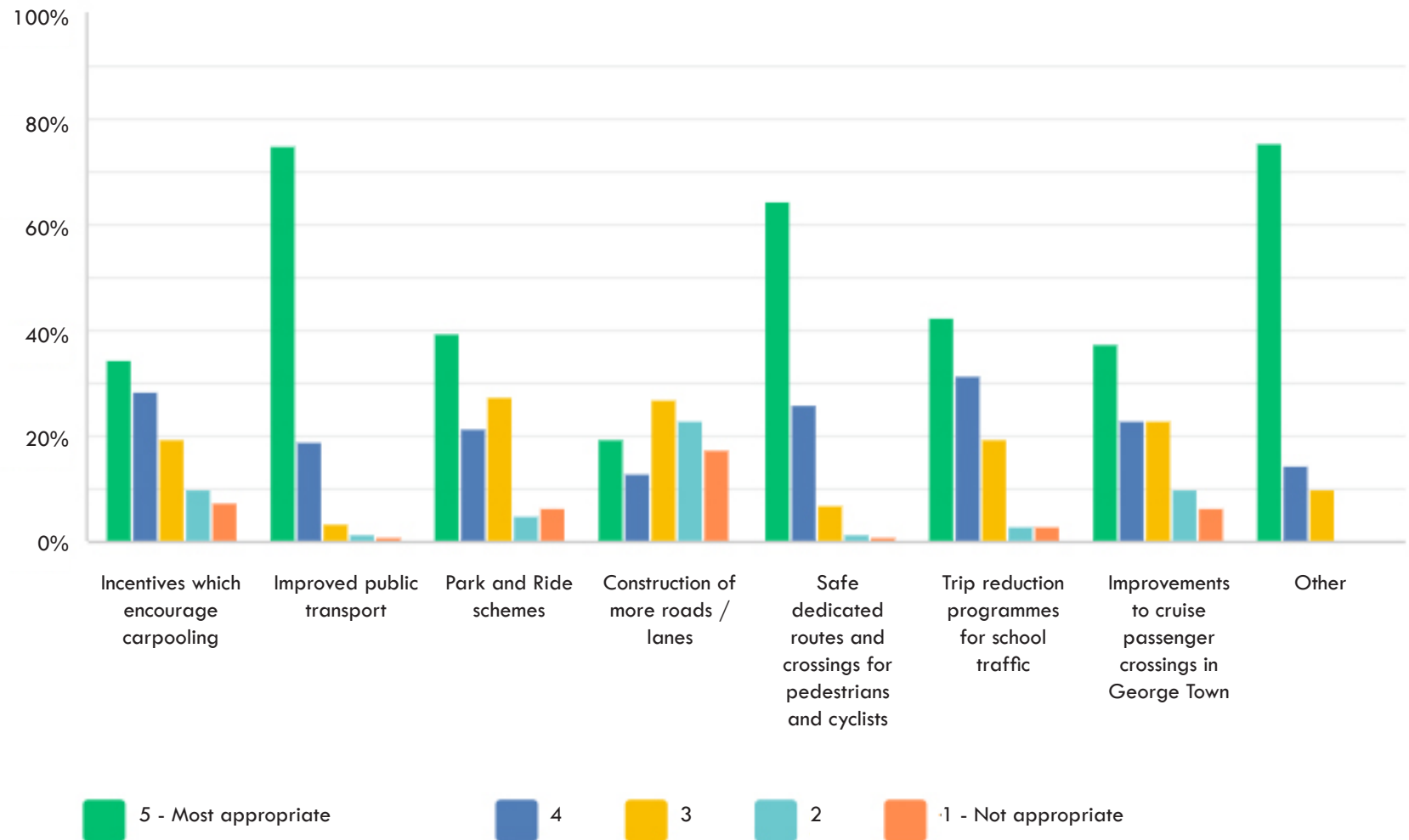
The DoP responses are as follows (please see Appendix F for full responses):

- The NPF will be updated to reflect correct traffic congestion information;
- The Public Transport Board is responsible for permitting ridesharing taxis / public transport; and
- Restrictions on vehicle ownership would be a political decision and is therefore outside the scope of the National Planning Framework.

### Comprehensive Transportation Plan (Section 6.1)

The consultation survey also included a question relating to options to reduce traffic congestion (Question 9). 232 responses were received, the results of which are below.

**Should any of the following measures be pursued to help reduce traffic congestion in Grand Cayman?**



The responses received suggest that Public Transportation and pedestrian / cycle facilities are considered to be the most appropriate measures to help reduce traffic congestion in Grand Cayman. Meanwhile, the construction of more roads / lanes and incentives which encourage carpooling were suggested as being the least appropriate measures.

Every comment and suggestion that was submitted under the 'Other' category for this question has been incorporated into the relevant section of the consultation spreadsheet (appendix F) and responded to accordingly. In general these suggestions related to public transportation, cycle and pedestrian facilities.

In total 37 comments were submitted on the Comprehensive Transportation Plan and among them the following issues were raised (please see Appendix F for all responses):

- It was suggested that the environmental impact of new roads needs to be fully considered;
- The need for a variety of solutions to solve traffic issues was suggested; and
- Individual transportation projects and solutions were identified.

The DoP responses are as follows (please see Appendix F for full responses):

- When designing new roads the NRA works with the Department of Environment to minimise their environmental impact. Transportation infrastructure is also assessed for environmental impact in line with NRA and NCC standards and processes;
- The Comprehensive Transportation Plan will address all modes of transportation and accessibility to these; and
- All potential transport solutions will be considered during the preparation of Area Plans and as part of the Comprehensive Transport Plan, with reference to environmental and economic considerations.

### Corridor Plans (Section 6.2)

9 comments were submitted in relation to Corridor Plans and the following was the main issue that was raised in these comments (please see Appendix F for all responses):

- Suggestions for design solutions and/or amendments to speed limits for different locations.

The DoP response is as follows (please see Appendix F for full responses):

- The purpose of preparing Corridor Plans and Area Plans is an acknowledgment that different design, landscaping and other development standards are needed in different locations. It is recognised that in order to represent the views of area landowners corridor plans must be developed with significant input from property owners and key stakeholder/user groups from the immediate area of the corridor. The NRA and RCIPS would need to inform any decisions over speed limits.

### Street Hierarchy (Section 6.3)

6 comments were submitted in relation to Street Hierarchy, and it is recognised that these issues (such as roadway design standards) will be considered in consultation with the NRA and any other interested stakeholders.

### Roadway Maintenance and Congestion Management (Section 6.4)

22 comments were submitted in relation to Roadway Maintenance and Congestion Management and among them the following issues were raised (please see Appendix F for all responses):

- Suggestions to ease school traffic (such as school buses and staggered start times); and
- Differing opinions on the benefits of introducing carpooling lanes.

The DoP responses are as follows (please see Appendix F for full responses):

- The NPF acknowledges the need to develop a trip reduction programme for schools and all potential solutions will be considered for their feasibility. Any decisions concerning school times, for public schools, would be the responsibility of the Ministry of Education; and
- Through the Comprehensive Transportation Plan all modes of transportation would be considered, in addition to any enhancements to the road network, in order to potentially offer alternatives to commuters.

### Parking Standards (Section 6.5)

20 comments were submitted in relation to Parking Standards and among them the following issues were raised (please see Appendix F for all responses):

- Suggestions for parking solutions in George Town (such as reducing the parking requirements; introducing parking garages, metered street parking and park & ride); and
- The need to encourage electric vehicles;

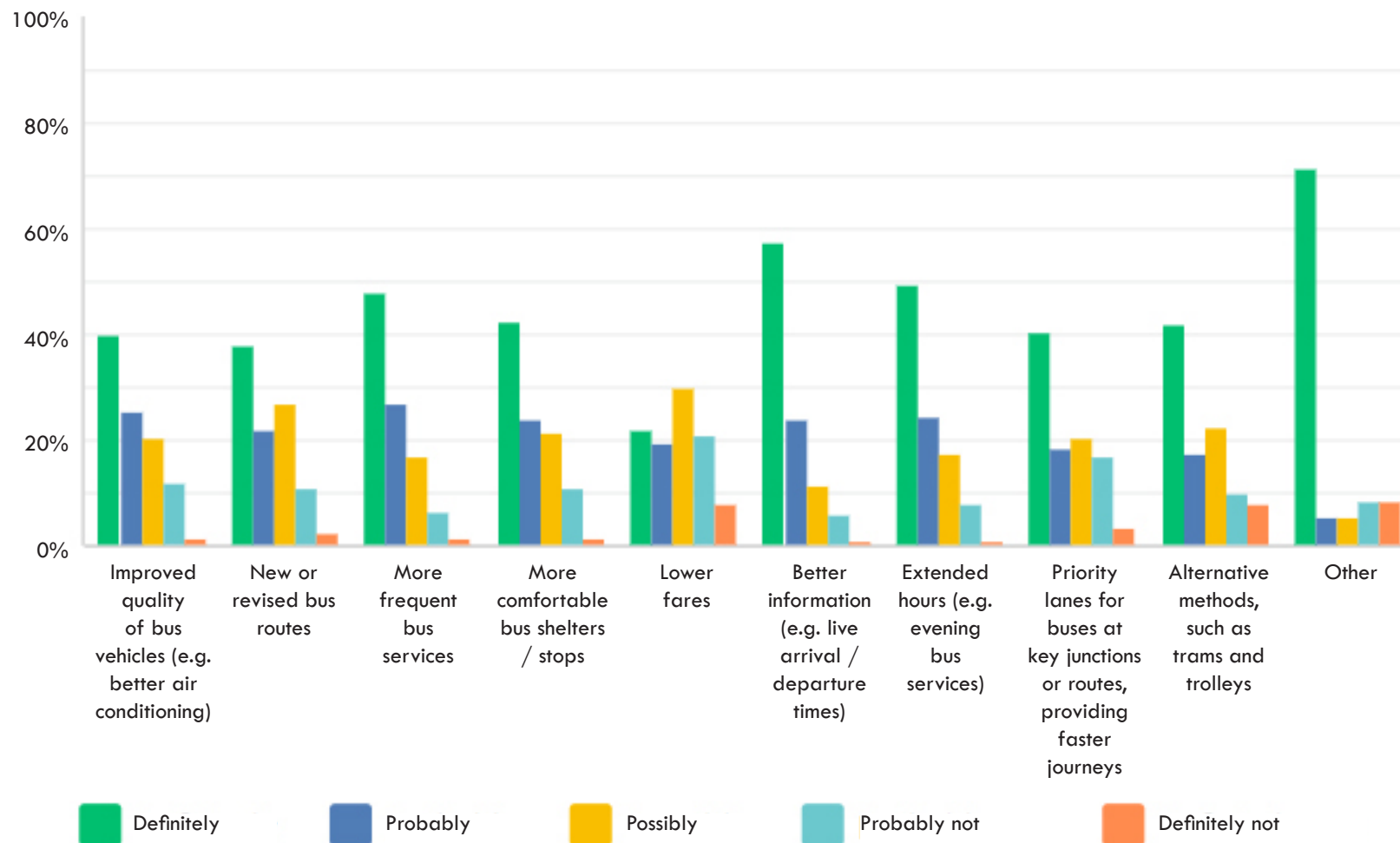
The DoP responses are as follows (please see Appendix F for full responses):

- The NPF acknowledges the need for a George Town parking masterplan that considers the feasibility of a range of parking solutions; and
- The usage of electric and hybrid vehicles is encouraged in the NPF which states that parking requirements should be updated to address alternative parking facilities, such as Electric Vehicle Charging Stations.

## Public Transportation (Section 6.6)

The consultation survey included a question relating to options for public transport (Question 11). 238 responses were received, the results of which are below.

Would any of the following improvements encourage you to use public transport more often?





With the exception of 'Lower Fares', all options were well-supported with the highest proportion of survey respondents for each suggested improvement indicating that the measure would 'definitely' encourage them to use public transport more often. The provision of better information (such as live arrival / departure times), extended hours (e.g. evening bus services) and more frequent bus services were all popular options.

Many respondents selected the 'Other' option and provided suggestions, and in total 91 comments were received in relation to Public Transportation which included the following suggestions (please see Appendix F for full responses):

- Better / safer drivers;
- Dedicated bus stops;
- An enforced schedule so that buses are more reliable; and
- Convenient and quick means of payment (i.e. with a card, rather than transaction);

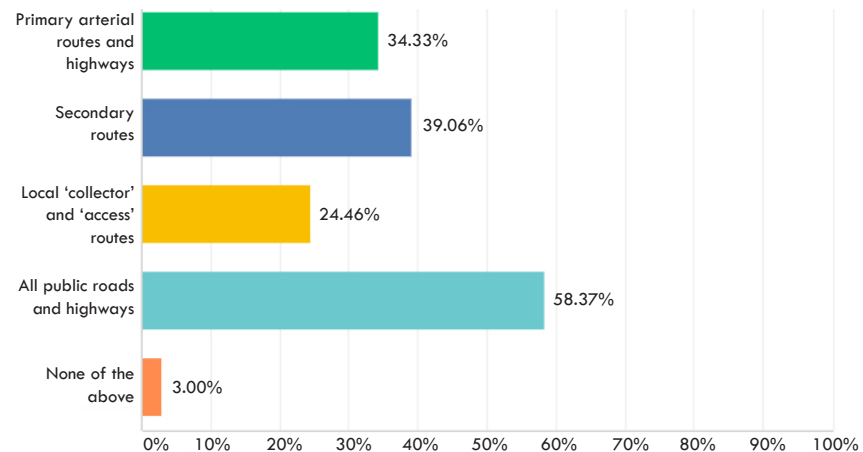
The DoP responses are as follows (please see Appendix F for full responses):

- The training and behaviour of individual drivers would be the responsibility of the Public Transport Board;
- The NPF acknowledges that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs;
- The NPF seeks to make improvements to the public transportation system that will make it an attractive alternative to the use of personal vehicles; and
- There is an opportunity to explore the feasibility of integrating public transportation infrastructure with advancing technology.

## Bicycle / Pedestrian Facilities (Section 6.7)

The consultation survey included a question on this topic (Question 10) and 233 responses were received, the results of which are below.

### On which roads do you think that facilities for pedestrians and cyclists (such as safe crossings and safe dedicated lanes / routes) should be provided?



The survey answers indicate that respondents felt overwhelmingly that facilities for pedestrians and cyclists should be provided, with the majority of respondents (58.37%) suggesting that they should be on all roads. 3% of respondents felt that pedestrian and cycle facilities shouldn't be provided on any roads.

In total 69 comments were received in relation to Bicycle and Pedestrian Facilities and among them the following issues were raised (please see Appendix F for all responses):

- It was suggested that George Town should be pedestrian-friendly; and
- It was suggested that 'walkable' communities should be created that give pedestrians greater priority.

The DoP responses are as follows (please see Appendix F for full responses):

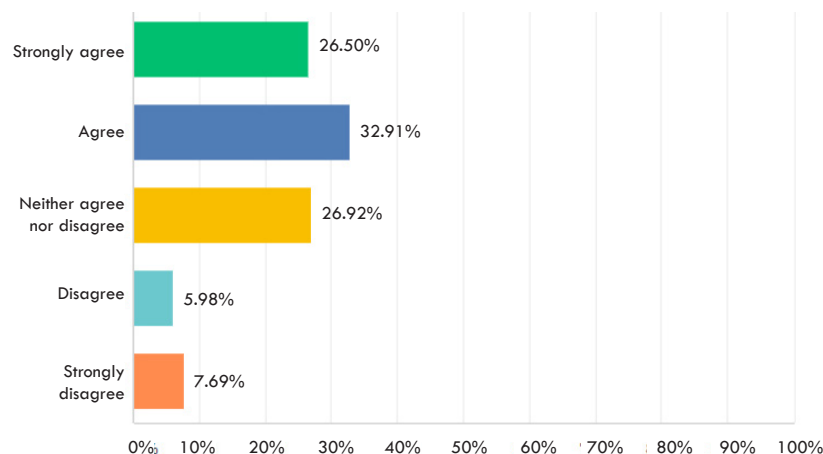
- Pedestrian facilities and the potential creation of pedestrian-only routes will be considered as part of the George Town Revitalization Initiative and the George Town Area Plan; and
- PlanCayman seeks to encourage walkable communities by encouraging

improved pedestrian environments and also by encouraging mixed use developments which could reduce the requirement for individual journeys by private vehicle.

### Water Taxi / Ferries / Tenders (Section 6.8)

The survey included 2 questions on this topic. The first of these received 234 responses and the results are as follows:

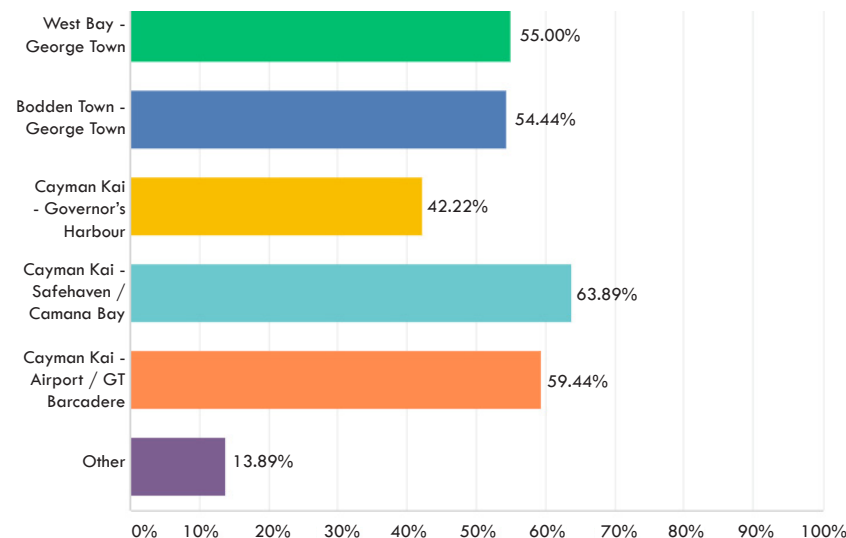
**Do you agree that ferry services should be explored as an alternative to car commuting?**



In general, the approach of the NPF to explore ferry services as an alternative to car commuting was supported with 59.41% of survey respondents either agreeing or strongly agreeing. It should be noted that a number of respondents (26.92%) neither agreed or disagreed with the approach, suggesting that more information / feasibility work is required. This consideration is reflected in the comments submitted.

The second question received 180 responses, the results of which are below.

**If you agree that ferry services should be explored as an alternative to car commuting, are there any particular routes you would support?**



Of the suggested potential ferry routes, the most popular was Cayman Kai to Airport / GT Barcadere (63.89%), while the least popular was Cayman Kai to Governor's Harbour (42.22%).

In total 77 comments were received on Water Taxis / Ferries / Tenders and among them the following issues were raised (please see Appendix F for all responses):

- Reservations about cost, practicality and environmental impact;
- Suggestions for additional / alternative routes;

The DoP responses are as follows (please see Appendix F for full responses):

- At this stage it is acknowledged within the NPF that feasibility work is required to assess the potential for water taxi commuter services and potential routes
- Additional suggested routes can be considered and assessed for their feasibility.

### Sea Ports (Section 6.9)

12 comments were submitted in relation to Sea Ports (Cruise, Cargo, Aggregate) and the following issues were raised in these comments (please see Appendix F for all responses):

- It was suggested that the NPF should acknowledge the need for future liquid fuel facilities; and
- It was suggested that the masterplan should be carried out prior to any decision over the George Town Cruise Berth facility;

The DoP responses are as follows (please see Appendix F for full responses):

- An action has been added to the NPF seeking to ensure that sea port facilities work in tandem with long-term fuel strategies.
- It is considered that rather than a masterplan, the Development Plan should focus identified sites for the provision of all marine facilities and supporting infrastructure, and ensure that adjacent land uses are compatible with future and existing port facilities. These will be considered during the preparation of Area Plans. Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.

### Airports (Section 6.10)

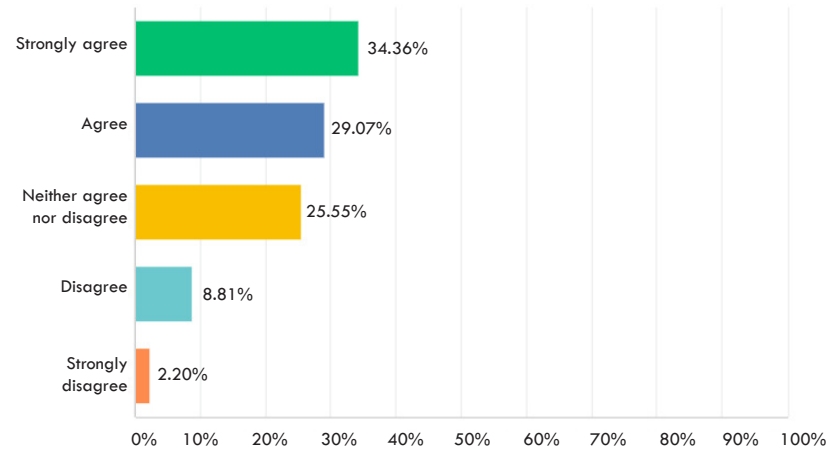
4 comments were submitted in relation to Airports, and these are displayed in full in Appendix F.

## 3.7 INFRASTRUCTURE

### Infrastructure Fund (Section 7.1)

The consultation survey included a question on this topic (Question 17) and 227 responses were received, the results of which are below.

**Do you agree that fees should be collected from developments in order to fund capital improvement programmes (schools, parks, roads) and to maintain those facilities?**



In general, the suggestion to collect fees from developments to fund infrastructure projects was supported with 63.43% of survey respondents either agreeing or strongly agreeing. It should be noted that a number of respondents (25.55%) neither agreed or disagreed with the approach, suggesting that more information on the level of fees was required. This consideration is reflected in the comments submitted.

In total 56 comments were received on the Infrastructure Fund and the following was the main issue raised (please see Appendix G for all responses):

- Suggestion that only projects over a certain size should contribute fees.

The DoP response is as follows (please see Appendix G for full responses):

- The NPF indicates that the true costs of all development types should be evaluated and so larger developments will have significantly greater infrastructure impacts and requirements and will therefore have much higher infrastructure fees.

### Capital Improvement Programme (Section 7.2)

9 comments were submitted in relation to the Capital Improvement Programme (CIP) and the following was the main issue raised in these comments (please see Appendix G for all responses):

- Concern that a 5-year plan is too short-term.

The DoP responses are as follows (please see Appendix G for full responses):

- The reason for a 5-year time-frame for the Capital Improvement Programme is so that funding, staffing, materials and equipment availability can be accurately projected to a reasonable level of confidence. The CIP is therefore an implementation plan that guides actual construction and/or design within a short-term planning window. If the time-frame were to be any longer the CIP would just be a conceptual plan that may or may not be implemented.

### Solid Waste (Section 7.3)

The survey included an open-ended question on this topic (Question 18) asking respondents the following:

**Are there any particular locations around the Island that you think would be appropriate as drop-off points for bulk waste materials and recycling?**

131 responses were received to the survey question and they can be categorised as being either (a) general or (b) specific suggestions. Of the general suggestions, the following were the most common (number in brackets is the number of times this was suggested):

Supermarkets (33)  
Each District (9)  
Large commercial developments / shopping centres (9)  
Schools (8)  
George Town (7)  
Collection from home (7)  
Gas Stations (7)  
Large Residential complexes (6)

Of the specific suggestions, the following were the most common:

Camana Bay (6)  
Walkers Road (3)  
Hurleys (2)

Kirk Market (2)  
Countryside Shopping Centre (2)  
Rum Point (2)  
Breakers DVDL Unit (2)

Suggested locations for bulk-waste drop-off and recycling facilities will be considered during the preparation of the Island-wide Recycling Programme and the establishment of a network of community recycling depots, along with relevant Area Plans, where appropriate.

### Septic Tanks / Sewer (Section 7.4)

9 comments were submitted in relation to Septic Tanks / Sewer and the following was the main issue that was raised (please see Appendix G for all responses):

- It was suggested that wastewater treatment and disposal should be considered in consultation with the Water Authority.

The DoP response is as follows (please see Appendix G for full responses):

- The Water Authority is recognised as having primary responsibility for wastewater collection and treatment and the DoP would always intend to consult with the Water Authority on these issues. A minor amendment to this section of the NPF is proposed to clarify this.

### Stormwater / Drainage (Section 7.5)

11 comments were submitted in relation to Stormwater / Drainage and the following was the main issue that was raised (please see Appendix G for all responses):

- It was suggested that an up-to-date assessment of flood-prone areas in Grand Cayman is needed.

The DoP response is as follows (please see Appendix G for full responses):

- The NPF acknowledges the need to re-examine and update the inventory of flood-prone areas identified in the 2003 report of the Stormwater Management Committee.

### Potable Water (Section 7.6)

10 comments were submitted in relation to Potable Water and the following were the main issues raised (please see Appendix G for all responses):

- It was suggested that water resource management and public water supply

should be considered in consultation with the Water Authority; and

- Encouragement of the use of cisterns.

The DoP responses are as follows (please see Appendix G for full responses):

- The Water Authority is recognised as having primary responsibility for Potable Water and the DoP would always intend to consult with the Water Authority on these issues; and
- The NPF encourages the use of cisterns and seeks to eliminate any policies that would discourage individual water harvesting for household irrigation.

### Electricity and Street Lighting (Section 7.7)

In total 30 comments were submitted in relation to Electricity and Street Lighting and the following were the main issues raised (please see Appendix G for all responses):

- Suggestions that lighting should avoid unnecessary impact on sensitive habitats or protected species;
- It was suggested that the plan should consider a requirement to place overhead utilities underground in certain zones; and
- Support for renewable energy from solar panels and concern for location of any wind turbines.

The DoP responses are as follows (please see Appendix G for full responses):

- The NPF seeks to minimise the environmental impacts of safety and security lighting and more detailed guidance can form part of the building and site design guidelines;
- Other sections of the NPF refer to roadway design standards incorporating criterion for underground utilities, including electric, telecommunication, sewer, and water, although a reference to this is proposed to be added this section; and
- The NPF supports the National Energy policy and acknowledges the need to identify requirements and potential locations for sites to accommodate alternative energy sources.

### Communication (Section 7.8)

7 comments were submitted in relation to Communication and the following was the main issue raised (please see Appendix G for all responses):

- Suggestion that power and communication lines should be placed underground.

The DoP response is as follows (please see Appendix G for full responses):

- The NPF seeks to investigate the feasibility of requiring the underground placement of new communication lines in order to minimise the visual impact of communication infrastructure.

### Fuel / Propane Gas (Section 7.9)

7 comments were submitted in relation to Fuel / Propane Gas and the following was the main issue raised (please see Appendix G for all responses):

- Suggested corrections regarding the fuel programmes and targets, and existing infrastructure;

The DoP response is as follows (please see Appendix G for full responses):

- Amendments to the NPF are proposed where necessary.



## 3.8 DESIGN

### Site Design (Section 8.1)

In total 24 comments were submitted in relation to Site Design and the following were the main issues raised (please see Appendix H for all responses):

- It was suggested that reference should be made to the need to review coastal setbacks; and
- Suggestions that the approved list of plants for new developments prioritises native species.

The DoP responses are as follows (please see Appendix H for full responses):

- Setbacks are to be reviewed through the Area Plan process as it is recognised that the character of different parts of the island may warrant differences in setback requirements. A specific reference to the need to review coastal setbacks is proposed to be added to this section of the NPF; and
- This section of the NPF is proposed to be amended to refer to native species in the Island-wide approved plant list.

### Building Design (Section 8.2)

In total 21 comments were submitted in relation to Building Design and the following were the main issues raised (please see Appendix H for all responses):

- It was recommended that this section of the NPF includes a reference to the National Energy Policy; and
- It was suggested that design should complement Cayman-style architecture.

The DoP responses are as follows (please see Appendix H for full responses):

- This section of the NPF is proposed to be amended to make reference to the aims of the National Energy Policy; and
- The NPF indicates that architectural guidelines and design standards are created which reflect the Island's traditional architectural style. This would form part of the Grand Cayman Comprehensive Design Guidelines document.

### Public Realm (Section 8.3)

4 comments were submitted in relation to Public Realm and the following was the main issue raised (please see Appendix H for all responses):

- It was suggested that public realm should include adequate shading, seating and existing trees.

The DoP response is as follows (please see Appendix H for full responses):

- The NPF lists the aspects of public realm design that are anticipated to be included in the Comprehensive Design Guidelines document. This includes street furniture and trees and it is proposed to include an additional reference to shading.

### Walls and Fences (Section 8.4)

4 comments were submitted in relation to Walls and Fences and the following was the main issue raised (please see Appendix H for all responses):

- It was suggested that gated communities are not needed in Cayman.

The DoP response is as follows (please see Appendix H for full responses):

- The Central Planning Authority reviews applications for gated residential schemes and determines based on their individual merits.

### Commercial Signage (Section 8.5)

3 comments were submitted in relation to Commercial Signage and these generally followed the proposed approach in the NPF. See Appendix H for all responses.

### Wayfinding Signage (Section 8.6)

4 comments were submitted in relation to Wayfinding Signage and these generally followed the proposed approach in the NPF. See Appendix H for all responses.

### Public Art (Section 8.7)

7 comments were submitted in relation to Public Art and the following was the main issue raised (see Appendix H for all responses):

- Suggestions for public art programmes and policies.

The DoP response is as follows (please see Appendix H for full responses):

- The NPF seeks to promote public art and design within public and private spaces and seeks to implement a programme for public art projects. Since the exact mechanism for encouraging developers to include art into their projects is yet to be determined, these examples can be considered in more

detail as a public art programme, or set of policies, is developed for the Cayman Islands.

#### **Comprehensive Design Guidelines (Section 8.8)**

2 comments were submitted in relation to Comprehensive Design Guidelines and these generally followed the proposed approach in the NPF. See Appendix H for all responses.

### **3.9 NATURAL RESOURCES**

#### **Natural Resources (General)**

11 comments were submitted with general comments on Natural Resources and among them the following issues were raised (please see Appendix I for all responses):

- It was suggested that more reference should be made to existing Mangrove management and protection; and
- Corrections were submitted on references to Multilateral Environmental Agreements (MEAs).

The DoP responses are as follows (please see Appendix I for full responses):

- The introductory text in Section 9 can be amended to include reference to the NCC Species Conservation Plan for Mangroves, and also that some areas are protected through National Trust ownership; and
- The list of Multilateral Environmental Agreements (MEAs) can be amended as necessary.

#### **Environmental Preservation (Section 9.1)**

In total 50 comments were submitted in relation to Environmental Preservation and among them the following issues were raised (please see Appendix I for all responses):

- Detailed comments on the wording of the action items, to reflect the instances when tree, native plant and habitat surveys, and stormwater management plans, should be submitted; and
- Support for protecting the environment and retaining natural areas.

The DoP responses are as follows (please see Appendix I for full responses):

- The action items can be amended to indicate that certain developments, over a particular size, will be required to submit additional information; and
- Where important natural and ecological features are identified, these will be considered for inclusion in Natural Resource Preservation Overlays (section 4.1) which provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.

### Coastal Zone Management (Section 9.2)

In total 52 comments were submitted in relation to Coastal Zone Management and among them the following issues were raised (please see Appendix I for all responses):

- Suggested amendments to the quoted figures for predicted sea level rise;
- It was suggested that coastal setbacks should be increased as much as possible;
- It was suggested that turtle friendly lighting should be a mandatory requirement for any developments along turtle nesting beaches; and
- It was suggested that the NPF should make more reference to Climate Change.

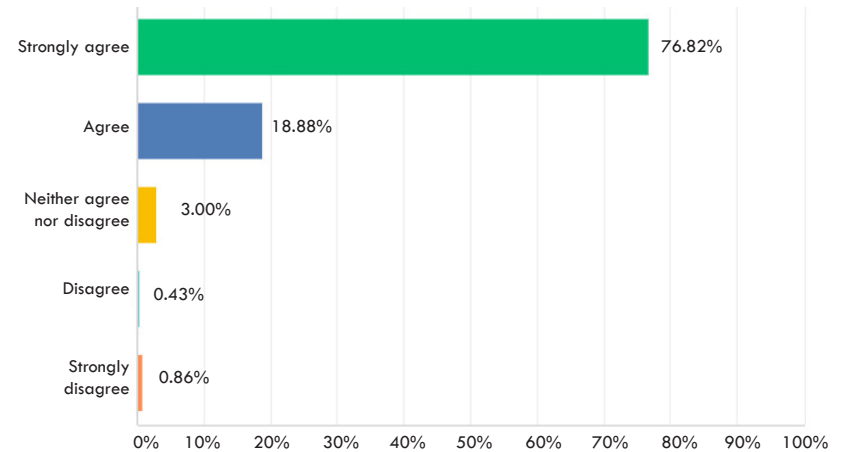
The DoP responses are as follows (please see Appendix I for full responses):

- The figures relating to predicted sea level rise can be amended to reflect more recent data;
- It is acknowledged that setbacks should be reviewed for all locations and that these may vary based on coastal type and offshore characteristics. This issue is identified in section 8.1 (Site Design).
- An action has been added to section 9.2 seeking to ensure that development enhances the ambiance of the coastline and minimises impacts, incorporating solutions such as turtle-friendly lighting, where appropriate. More detailed guidance can be included in Area Plans, as necessary.
- The National Planning Framework takes a holistic approach to climate change issues. Various elements of climate change adaptation are set out throughout the document in sections relating to coastal zone management, sustainable transportation, the natural environment, site and building design and tourism zones.

### Sustainable Design and Construction (Section 9.3)

The consultation survey included a question on this topic (Question 15) and 233 responses were received, the results of which are below.

**Do you agree that the use of alternative energy sources (such as wind turbines and solar panels) and sustainable building materials should be encouraged?**



The vast majority of survey respondents supported the use of alternative energy sources and sustainable building materials, with 95.7% either agreeing or strongly agreeing.

In total 36 comments were received on Sustainable Design and Construction and among them the following issues were raised (please see Appendix I for all responses):

- It was suggested that alternative energy sources need to be cost effective; and
- It was noted that wind turbines can be hazardous to birds, and can be noisy and unsightly.

The DoP response is as follows (please see Appendix I for full responses):

- Alternative energy technologies have significantly reduced in cost and are expected to continue to do so. The National Energy Policy acknowledges that consumers are entitled to receive reliable and efficient services at affordable costs; and

- The NPF acknowledges that the Island's natural environment should be safeguarded whilst renewable energy resources are developed.

#### **Aggregate / Quarry Operations (Section 9.4)**

11 comments were submitted in relation to Aggregate / Quarry Operations and among them the following issues were raised (please see Appendix I for all responses):

- It was suggested that quarries should be excluded from areas of ecological value and limited gain (e.g. wetlands); and
- It was recommended that the Aggregate Policy be updated.

The DoP responses are as follows (please see Appendix I for full responses):

- The Central Planning Authority has defined quarry siting through the identification of exclusion and sensitive areas. Any additions or amendments to these areas can be considered during any review of the CPA Aggregate Policy.
- The CPA Aggregate Policy will be reviewed as necessary.

### **3.10 COMMUNITY FACILITIES**

15 comments were submitted on all sections of the NPF relating to Community Facilities (sections 10.1 to 10.4) and among them the following issues were raised (please see Appendix J for all responses):

- It was recommended that access to ICT networks and other infrastructure services should be ensured for education and healthcare facilities; and
- It was suggested that new schools should be provided in all districts.

The DoP responses are as follows (please see Appendix J for full responses):

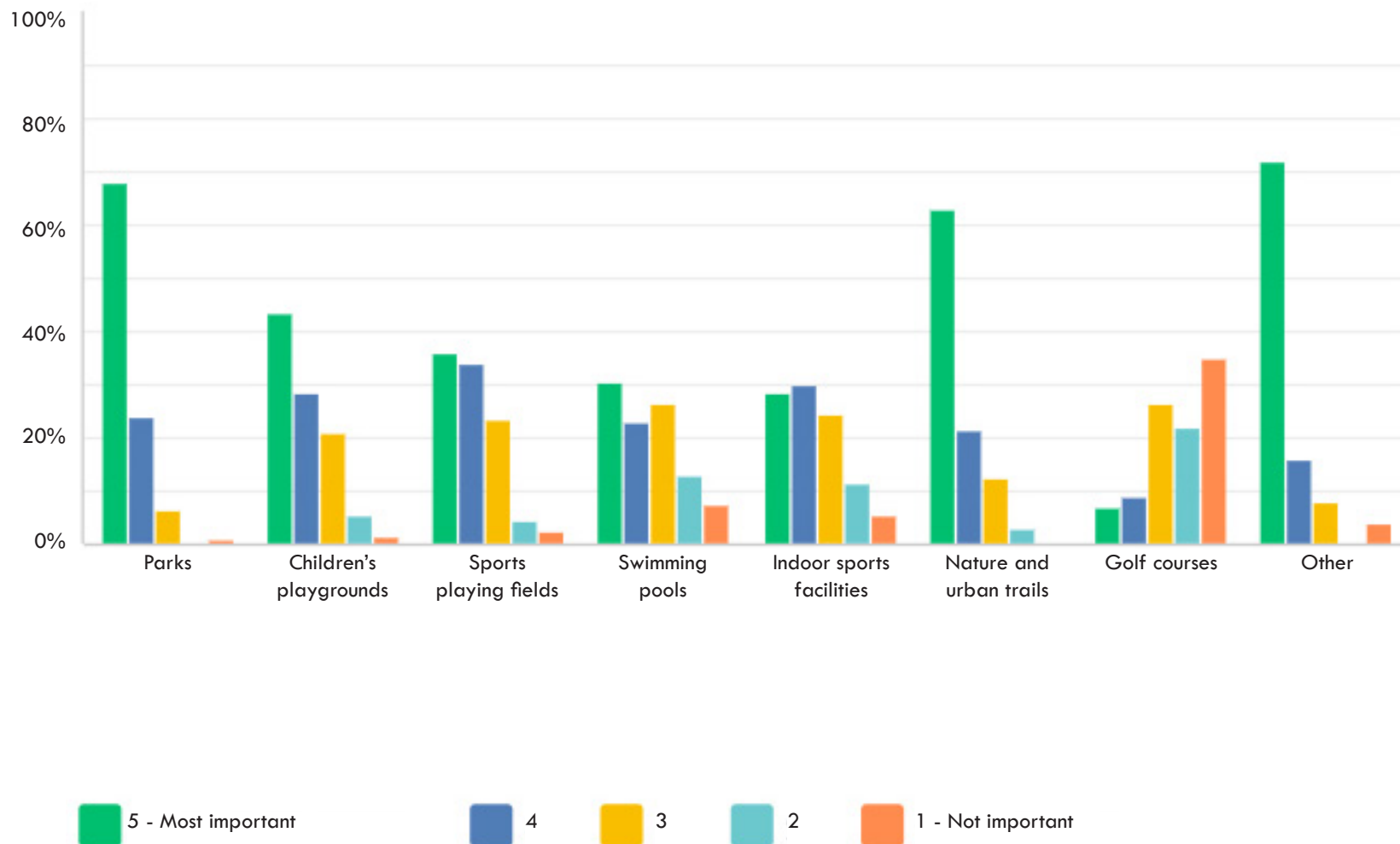
- Access to the necessary utilities will be considered at the application stage for all education, healthcare and entertainment / sports venues. Reference to these issues can be added to the NPF; and
- The NPF acknowledges the need to strategically locate community facilities in accessible locations that help to reduce traffic congestion. The DoP will work with the Ministry of Education to assess what facilities are required and the NPF seeks to dedicate land for the development of future public schools sites.

### 3.11 PARKS, RECREATION & OPEN SPACE

#### Comprehensive Parks, Recreation and Open Space Plan (Section 11.1)

The consultation survey included a question on this topic (Question 23) and 219 responses were received, the results of which are below.

Which of the following recreation and open space features do you think need to be provided in Grand Cayman in the coming years?



The survey answers indicate that parks and nature and urban trails were considered to be the most important recreation and open space features that need to be provided in Grand Cayman. Conversely, golf courses were considered to be the least important. Many survey respondents selected 'Other' and provided suggestions for recreation and open space facilities, which included:

- Wild / natural areas;
- 50 metre swimming pools;
- Hiking trails and biking paths; and
- Dog Parks.

Some respondents also suggested entertainment types of uses (such as laser tag, water parks and theme parks).

In total 61 comments were received in relation to Parks, Recreation and Open Spaces and the vast majority of these were suggestions for different types of facilities.

### **Funding (Section 11.2)**

6 comments were submitted in relation to Funding and the following was the main issue raised (please see Appendix K for all responses):

- It was suggested that the Environmental Protection Fund should not be allocated towards open space with little environmental value.

The DoP response are as follows (please see Appendix K for full responses):

- Appropriate funding mechanisms for recreation and open spaces will be identified based on the intended use and purpose of a given open space. The NPF identifies a number of potential funding sources for different types of recreation/open space, including infrastructure fees, environment fees and private-sector funding.

### **Lands for Public Purpose (Section 11.3)**

8 comments were submitted in relation to Lands for Public Purpose (LPP) and the following were the main issues raised (please see Appendix K for all responses):

- It was noted that some LPP land is used for conservation purposes and should not be for public use; and
- It was suggested that the recreational uses of open space or LPP should not be prioritised over the stormwater management and flood prevention

needs of the immediate or adjacent communities.

The DoP responses are as follows (please see Appendix K for full responses):

- The NPF notes that if environmentally sensitive lands are identified on a project site, the CPA may require these lands to be dedicated as LPP, and that environmentally protected areas may be exempt from the requirement to make such space accessible to the general public; and
- The NPF identifies the need to create a series of regional Stormwater Management Master Plans, and subdivision applications are required to submit details of drainage. Where Stormwater Plans and subdivision applications identify the need to use LPP land for flood prevention, these can be considered on a case-by-case basis by the CPA.

### **Performance and Design Standards (Section 11.4)**

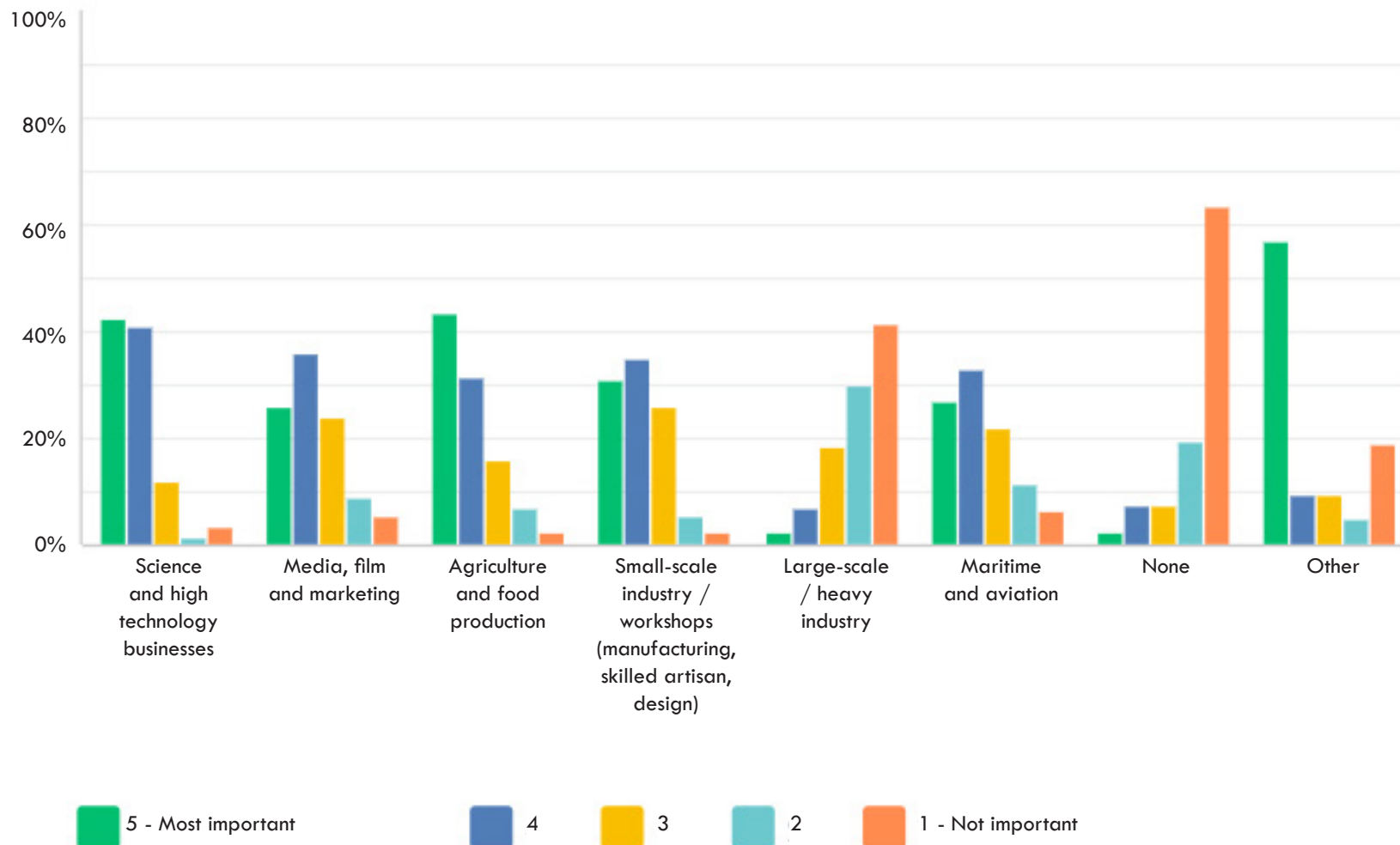
2 comments were submitted in relation to Performance and Design Standards with the main suggestion being that 'blue spaces' (such as ponds, lakes and canals) should be acknowledged. It was agreed that a reference could be added to this section of the NPF.

### 3.12 ECONOMIC ELEMENT

#### Employment Facilities (Section 12.1)

The consultation survey included a question on this topic (Question 19) and 221 responses were received, the results of which are below.

**What sort of new business activity do you think should be supported in Grand Cayman in future?**





The survey answers indicate that Agriculture / Food Production and Science / High Tech businesses were considered to be the most important business activities that should be supported in Grand Cayman. Small-scale industry / workshops (manufacturing, skilled artisan, design) was also considered to be important. The responses indicated that the least important option was 'None', suggesting that most respondents felt that new businesses and job opportunities are important for Cayman. Large-scale / heavy industry was also suggested as being 'not important'.

Many respondents submitted suggestions on business activities that they felt should be encouraged and supported in the future. There was no particular consensus on this as many of the suggestions were very specific, although to summarise it was technology-based businesses (such as crypto currency, data and financial services) that were generally suggested, i.e. those businesses which have less environmental or physical impact. A number of respondents also suggested education and training / technical schools.

#### **Tourism Land Use Policies (Section 12.2)**

In total 47 comments were submitted in relation to Tourism Land Use Policies and among them the following issues were raised (please see Appendix L for all responses):

- It was suggested that the needs of residents should be considered ahead of tourists;
- It was noted that the existing infrastructure for tourists is overcrowded; and
- It was suggested that small-scale tourism should be encouraged away from Seven Mile Beach.

The DoP response are as follows (please see Appendix L for full responses):

- The NPF is intended to be in accordance with the policies and objectives of the National Tourism Plan. Also, various sections of the NPF acknowledge the need to retain public accesses to beaches. The management of existing public spaces is an issue for the Public Lands Commission;
- The National Tourism Plan acknowledges the issue of overcrowding at key attractions and seeks to prepare a Visitor Management strategy to provide some immediate recommendations for better management of visitors around these key attractions. The NPF seeks to ensure that stay-over visitors have an adequate range of entertainment and recreation options, and encourages new and / or improved amenities for the use of tourists and

residents; and

- The NPF introduces the Neighbourhood Tourism zone (section 3.6) which allows for small-scale hotels, condominiums, and resorts which are aesthetically pleasing and designed with sensitivity towards the surrounding landscape, environment and character of the area.

#### **Cruise Ship Facilities (Section 12.3)**

13 comments were submitted in relation to Cruise Ship Facilities and among them the following issues were raised (please see Appendix L for all responses):

- It was suggested that the Cruise Berthing Facility should not be constructed; and
- Pedestrian facilities were suggested, including a boardwalk along the harbourfront.

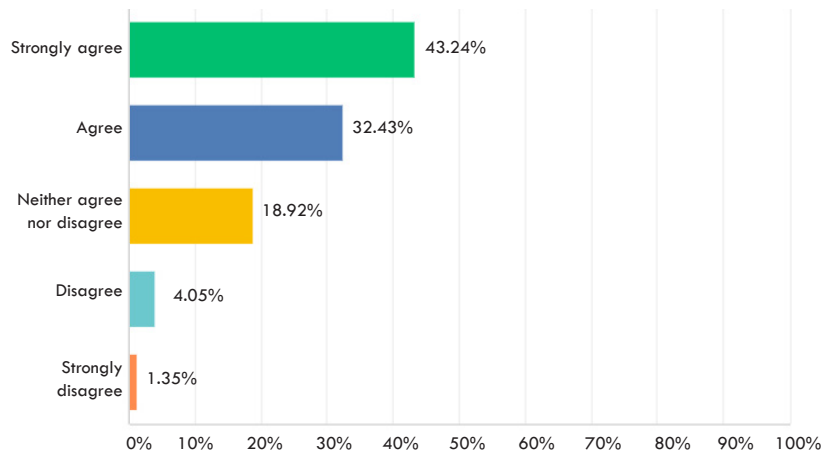
The DoP responses are as follows (please see Appendix L for full responses):

- Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman; and
- The NPF seeks to improve ground transportation and pedestrian amenities for cruise passengers and this will be considered as part of the Comprehensive Transportation Plan and also the GT Area Plan / Revitalization Initiative.

### Tourism Attractions and Facilities (Section 12.4)

The consultation survey included a question on this topic (Question 20) and 222 responses were received, the results of which are below.

**Do you agree that conference, function and international sporting facilities should be encouraged in Grand Cayman?**



The survey answers indicate that the provision of conference, function and international sporting facilities is largely supported, with 75.67% of respondents either agreeing or strongly agreeing.

In total 44 comments were submitted in relation to Tourism Attractions and Facilities and among them the following was raised (please see Appendix L for all responses):

- Suggestions for alternative / additional tourism attractions, such as maritime heritage, traditional crafts and the use of traditional buildings.

The DoP response is as follows (please see Appendix L for full responses):

- The NPF supports the protection of historic buildings and sites of heritage interest. The NPF also seeks to encourage new and / or improved amenities for the use of tourists and residents and identifies heritage trails and farmers' / craft markets as possible appropriate activities. The specific nature of tourism attractions is outside the scope of PlanCayman, but suggestions can be forwarded to the Department of Tourism.

### 3.13 OTHER COMMENTS

In total 77 comments were received on 'other' issues which either didn't correspond with a section of the NPF document, or were out of the scope of PlanCayman. Among these comments the following issues were raised (please see Appendix M for all responses):

- It was suggested to carry out a sustainability appraisal of the Plan;
- It was considered that the pace of development should be slowed;
- It was recommended that jobs need to be created in Cayman; and
- It was suggested that land ownership should be restricted.

The DoP responses are as follows (please see Appendix M for full responses):

- There is no legal requirement to carry out a sustainability appraisal of the plan, although sustainability considerations will be incorporated into the Plan review process, in consultation with relevant stakeholders;
- The role of the Development Plan is not to reduce the pace of development but to ensure that each new project meets the agreed objectives and policies as set out within the Plan;
- The NPF encourages appropriate development in all districts (such as small-scale tourism, neighbourhood commercial centres and locally-serving light industrial uses), subject to various environmental and infrastructure considerations, which would all help to create employment opportunities; and
- Private land purchases and ownership are outside the scope of PlanCayman.

## 4. WHAT HAPPENS NEXT?

### **Final draft National Planning Framework (NPF) document**

As indicated within the appendices to this Consultation Statement, a number of comments and suggestions submitted have led to proposed amendments to the draft NPF document. The next stage in the Development Plan review process is the preparation of a final draft NPF which incorporates these amendments. Once the final draft has been approved the CPA forwards it to Ministry for transmission to Legislative Assembly

### **Seven Mile Beach Tourism Corridor Area Plan**

Once the final draft NPF has been submitted to the LA for adoption, the DoP will commence work on the next stage of the Development Plan review; the preparation of an Area Plan for the Seven Mile Beach Tourism Corridor. The initial stages of this will involve some background evidence work and the preparation of a comprehensive inventory of the Seven Mile Beach area. Any relevant comments that were submitted during consultation on the draft NPF will also be reviewed and considered.

The DoP will then seek public and stakeholder input on a series of issues and options relevant to the area. The exact process for this will be publicised in due course through [www.plancayman.ky](http://www.plancayman.ky) and local media outlets.

The Department of Planning would like to thank everyone who has submitted comments on the Development Plan review so far. Public consultation on the National Planning Framework has been an extremely useful exercise and has helped not only to refine the content of this document, but has also raised some issues that will be addressed in other stage of the plan review. The Department looks forward to further opportunities to engage with all stakeholders and members of the public.





# CAYMAN ISLANDS GOVERNMENT

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