

APPENDIX A

Responses (Section 1 – Introduction)

1.1 OVERVIEW				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.001	The development plan is required to be reviewed every 5 years, but has not been in the past. A realistic target should be set, or measures outlining how the review process will be improved should be included.	W9	PlanCayman is intended to be a cyclical process so that once each of the components has been prepared it will be reviewed to check that it remains relevant and up-to-date. 5 Years is the timeframe established in Section 10(1) of the Planning Law.	None
1.002	The Development Plan needs to be extended to the sister islands urgently. There are large-scale subdivisions which should be reviewed in the context of a strategic plan, and without the strategic plan these developments are proceeding unchecked. The Vision for all three islands should be agreed at the same time. Specific plans for the three islands can be done at different times but it would be sensible to coordinate the overarching Vision as a country, rather than by island.	W9	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.003	We note the plan process only covers Grand Cayman. The Sister Islands would also greatly benefit from a strategic planning approach, so we hope that this process will lead to further development plans for the Sister Islands in due course.	W21	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.004	Sister islands should be included and not be an afterthought – this should be a plan to consider all of the Islands together as one Country. They could be presented in different sections but they should be considered and included in this report for public consultation as well at this time and not left without a plan, in particular with regards to basic infrastructure such as waste management, water availability, education, cargo port, transport.	W24	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.005	The Sister Islands should be included as areas in the Framework	W25	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.006	What about the sister islands. If they remain without a development plan this time around again we miss the boat	Q4	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.007	this needs a national development vision to drive/reinforce it. A zoning map isn't what we need. A REAL development plan is. The Cayman Islands deserve a proper National Development Plan. (No, I don't expect the Planning Department to achieve Vision 2028 but I expect whichever Minister is getting this report to get the Cayman Islands Government working on it.)	Q4	PlanCayman is intended to be a comprehensive Development Plan and, through the preparation of Area Plans, will create a vision for the various different parts of Grand Cayman.	None
1.008	It is gutless not to include the sister islands, though each of the 3 isles needs its own slant.	Q16	As explained on p. 1 of the draft National Planning Framework, 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	None

			appropriate.	
1.009	Comprehensive long term planning must be wholistic & consider past, present & future.	Q21	Noted. Section 1.4 notes the past, present and future issues which influence planning in the Cayman Islands.	None
1.010	Integrated approach to including a proper transaction of our population.	Q21	Noted.	None
1.011	There is no mention of the sister islands, which have specific issues and provide opportunities of use for the country as a whole.	Q263	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.012	The exercise should be extended to the sister islands. It is long past time that the sister islands are treated differently.	Q279	As explained on p. 1 of the draft National Planning Framework, 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.	None
1.013	Little Cayman and Cayman Brac should be included immediately and not continue on a path separate from the country as a whole.	Q279	As explained on p. 1 of the draft National Planning Framework, 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.	None

1.2 BACKGROUND				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.014	Under Section 1.2, 'Background,' it states that the Development Plan is intended to 'guide physical development' and the overall use of land on Grand Cayman. It is essential that the Development Plan is underpinned by the principles of sustainable development, as outlined in the covering submission.	W9	Sustainable Development principles are incorporated throughout the NPF and feature within many of the Goals and Objectives.	None
1.015	Limit the powers of the CPA so that they cannot grant approval to anything that breaches planning, environmental or conservation law, rather than rely on the Appeals process to halt projects which are in breach.	W25	The function and responsibilities of the CPA are established within Development and Planning Law.	None
1.016	I disagree with government policy that population growth should be pursued in order to drive development.	Q279	It is not government policy to pursue population growth. The Government has developed eight strategic broad outcomes and specific actions aimed to achieve these outcomes through the delivery of Government programmes, Cabinet policy actions and legislative changes. These outcomes are outlined below. 1. A Strong Economy to Help Families and Businesses 2. Achieving Full Employment – Jobs for All Caymanians 3. The Best Education Opportunities for All Our Children 4. Reducing Crime and the Fear of Crime 5. Access to Quality, Affordable Healthcare 6. Stronger Communities and Support for the Most Vulnerable 7. Ensuring Caymanians Benefit from a Healthy Environment 8. Stable, Effective and Accountable Government	None

1.3 PURPOSE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.017	A National Planning Framework differs from a Development Plan. The former provides an overarching strategic 'framework' of a Government's planning policies, which create the roadmap for the Development Plan and associated Area Plans. They should be two separate and distinct documents, serving different purposes. The current document as drafted is confusing as it is entitled the National Planning Framework, yet in parts it is written as if it were a Development Plan. Section 2 'Vision' states a vision and strategic objectives which underlie the policies of the Development Plan, yet the Development Plan should not have been drafted yet as the NPF has not undergone consultation and adoption.	W9	Noted. The National Planning Framework is indeed a strategic framework and roadmap for the Development Plan, rather the Development Plan itself. The Vision and Strategic Objectives were included in the draft NPF in order to provide a summary of some of the key aspects of the document. These will be amended as necessary in the final draft NPF. See section 2 for proposed amendments	None
1.018	Once the NPF is finalized, no large scale development should be approved that contradicts the high level ambitions of the plan, while the area plans are being rolled out. Possibly use overlay zone section to effect this.	W25	The NPF will provide strategic objectives although specific proposals and policies will only be developed with the preparation of Area Plans and subsequent amendments to the Development and Planning Regulations.	None

1.4 WHY PLAN NOW				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.019	Under Section 1.4, 'Why Plan Now?' there should be reference made to the legal requirement for Development Plans. There is also no mention of sustainable development under reasons to plan now, which is an important omission that should be rectified.	W9	Noted. Reference to the legal requirement for Development Plans to be added to section 1.2. Section 1.4 is intended to provide a very brief summary of the context for why a review of the Development Plan is needed at this time. Sustainable Development is an objective and principle which is incorporated throughout the NPF and features within many of the Goals and Objectives.	None
1.020	Under Section 1.4, 'Environmental Protection', the description of natural assets is limited to 'mangrove wetlands, scenic coastlines and open spaces'. Cayman has many more natural assets, such as primary habitat like forest and shrublands. There is also no reference to the importance of the principles of minimising impacts on and providing net gains for biodiversity. We should be moving towards an ecosystem-based approach to planning for natural resources, rather than simply picking out specific habitat types such as mangroves. Furthermore, open space is not defined in this section and it could relate to planning zones or developed recreation areas which are not natural assets. This section should be expanded to show appreciation for the key environmental assets of Cayman. Scenic coastline is not well protected, and there is little protection proposed	W9	Noted. This section is intended to provide a very brief summary of the context for why a review of the Development Plan is needed at this time. The section titled 'Environmental Protection' can be amended to reflect these suggestions.	None

	under this draft National Planning Framework (NPF) to give it such prominence under natural assets.			
1.021	Under Section 1.4, 'Transportation Choices', there should be consideration of the National Energy Policy as it contains transportation goals.	W9	Noted, although references to the National Energy Policy would be best-placed in the introductory text in Section 6, which makes reference to existing government studies, policies and plans. Amend final paragraph (p.38) to include reference to the National Energy Policy.	None
1.022	The concluding paragraph of page 2 makes reference to the draft NPF building on information and views gathered during previous public outreach programmes and studies. Details of this outreach should be elaborated on.	W9	Further details on the previous public outreach campaigns are set out in Section 1.7.	None
1.023	The graph showing population and planning milestones presented misses many important milestones related to planning and development, such as the development of the sea port or the introduction of marine parks.	W9	Noted. References to the construction of the original GT port, and the introduction of marine parks can be added to figure 1.1.	None
1.024	Climate change Insufficient emphasis is given in the draft NPF to climate change issues, particularly the effects of predicted sea-level rise and the impact increased storm activity will have on coastal developments. Coastal zone flood maps will need to incorporate modelling for the escalation of risks over time due to climate change within the lifetime of any proposed development.	W19	The National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, 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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.	None
1.025	Environmental protection The only natural assets listed in this section of the draft NPF are mangroves, wetlands, scenic coastlines and open spaces. It is worth noting that there are many other natural assets across the Cayman Islands. The NTCI is mandated under its law to protect and preserve areas of environmental significance. There are ancient dry forests, shrublands, sedge wetland, buttonwood wetlands, breeding habitats and notably marine parks etc. One simply needs to take a walk through any of the NTCI lands to see this unique biodiversity. This entire section needs to be expanded to encompass more than what is presently included.	W19	Noted. Section 1.4 is intended to provide a very brief summary of the context for why a review of the Development Plan is needed at this time. Section on 'Environmental Protection' is proposed to be amended, as set out above in response to comment 1.20	None
1.026	We note with interest that Building and Landscape Design Guidelines are mentioned throughout the document as well as Sustainable Building practices. These are guiding principles that are an integral part of our developments, as we have continuously made a great effort to achieve a high standard of design in our projects.	W20	Noted.	None
1.027	Why does the graph on page 3 exclude Hurricane Gilbert? This was very significant, if Ivan is included so should Gilbert.	W24	The diagram on page 3 is only intended to provide a snapshot of Cayman's history and key events, and is by no means exhaustive. Hurricane Ivan is generally considered to be the largest and most devastating Hurricane to hit the Cayman Islands in recent times.	None

1.5 PLAN ORGANISATION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.028	Page 4, Section 1.5 provides the 12 sections of the National Planning Framework, the website provides 13 topics, which differ from the 12 sections and section 2.2 provides 8 strategic objectives that underlie the policies of the Development Plan. The 12 sections, 13 topics and 8 strategic objectives do appear to have some overlap, but then there are also differences between them. There is no clear explanation of the linkage between the 12 sections, 13 topics and 8 strategic objectives.	W28	The 12 sections of the NPF are a combination of themes (such as Transportation, Design etc) and also components of the Plan review (such as Zoning, Overlays, Area Plans etc). It is recognised that there is some degree of overlap (i.e. goals and objectives relating to tourism, for example, are covered in both sections 2,3 and 12). Therefore, in order to be more user-friendly the 'Topics' on the plancayman.ky website take the Goals and Objectives in the NPF and group them into their relevant themes. This provides a quick and easy way to find out how PlanCayman is planning around topics that matter to a given user. It is anticipated that any policies or guidelines that are prepared within future Area Plans would also be added to the 'topics' section on the website so that users can find information on any given topic and the plan review progresses.	None

1.6 CONTENT OF EACH SECTION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.029	Goals need to be SMART – specific, measurable, achievable, realistic and time-bounded. In a document like this – the goals and objectives should be numbered consecutively as subbullet/paragraphs to enable clear referencing to goals and objectives in the respective chapters such as 7 Infrastructure Goal 7.1 Objective.7.1.1 Objective 7.1.2	W24	Agreed. The format of the Goals, Objectives and Actions will be amended in final draft NPF to include consecutive numbering.	None

1.7 DEVELOPMENT PLAN UPDATE PROCESS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
1.030	I have recently been informed that you are carrying out a survey related to development using this questionnaire. There has been no publicity that I am aware of about this survey and very few people, Caymanians and residents seem to be aware of it. I am sure the developers and their friends will reply and the results will therefore be biased. As there are only 3 weeks remaining, I strongly suggest that you use the media and other channels (for example circulating to all the strata managers of condominium and other housing groups, Chamber of Commerce members, churches) to promote this survey that is important to all of us Caymanians and residents alike..	W6	Consultation on the NPF was advertised extensively through the Cayman Compass, Cayman 27 and Radio Cayman / Rooster FM. A number of meetings / presentations were also carried out with various user groups. The NPF is just the first stage of the plan review, and gathers together the feedback gained from previous public outreach campaigns. Public engagement will be a key part of the preparation of each of the Area Plans and so there will be many other opportunities for public involvement.	None
1.031	There is a concerning lack of an up-to-date evidence base being used to inform the NPF and Development Plan. The	W9	Rather than being a Development Plan, the National Planning Framework (NPF) is a strategic document setting out the approach to the Development	None

	document notes throughout that additional information is required regarding past rates of housing development, economic development, capacity in educational facilities, open spaces, multi-modal transportation options etc. This information will be critical to assist with planning for the future of different land uses (residential, commercial, employment etc.) and to tackle issues that the country might face, such as social infrastructure requirements.		Plan review process. The NPF acknowledges that various studies, strategies and research items are required and identifies the agencies that will be involved in their preparation. This evidence will help to plan for future land use policies and infrastructure requirements.	
1.032	The process for preparation, review and adoption of the Development Plan review does not appear to be in conformity with the process prescribed in the Development and Planning Law (2017 Revision). Section 11 (3) (a) requires that if any objection or representation is made in writing to the Authority upon publication of any consultation draft development plan, the Minister for Planning shall refer the matter to the Tribunal or Development Plan Tribunal for an enquiry into all objections or representations. This precedes the plan or proposals then being submitted to the Legislative Assembly for approval. The Tribunal stage has not been included in the draft NPF flowcharts which explain the process leading to adoption of the NPF, Area Plans and General Plan (page 5).	W9	A Development Plan Tribunal will only be required for any objections relating to proposed zoning map amendments (stage 3 of the PlanCayman review process). The flowchart on page 5 should be amended to reflect this.	None
1.033	The DoE and the NCC were not invited to discuss any aspects of the draft NPF prior to its publication. Whilst the document makes reference to 'previous input from government agencies', it appears that this input is made with reference to engagement in 2002 with the Special Issues Committees of which the DoE was a member. This input was based on the environmental issues and legislative framework at that time. Some 16 years later, matters have clearly progressed and input should have been sought in advance of publishing the draft NPF. Of particular concern are those aspects of the NPF which conflict with the provisions of the National Conservation Law (2013) or have the potential to do so, as outlined in this submission.	W9	Noted. Since the NPF is not the Development Plan as such, but is the first stage of the review (therefore consisting of a framework which brings together previous public outreach, stakeholder involvement and various plans and strategies) it was considered most practical to publish the draft document and invite comments on whether the goals and objectives are still appropriate and correct. Comments received at this stage will be considered and incorporated into the final NPF, wherever possible. Once the DoP moves into the next stage of the Plan review; the preparation of Area Plans (which will provide Development Plan policies), it is anticipated that agencies, government departments and other stakeholders will again be invited to input into the process.	None
1.034	It appears that the National Conservation Law (NCL) was not considered during the preparation of the draft NPF, and it only receives a brief mention. It needs to be considered and integrated with the draft NPF, to ensure that both can work in harmony to provide a clearly defined process for reviewing proposals for development.	W9	Noted. References to the National Conservation Law will be added to the relevant sections of the NPF (most notably under section 3.8 - Open Space, section 4.1 - Natural Resource Preservation Overlay and section 9 - Natural Resources)	None
1.035	In addition, the National Biodiversity Action Plan (2012) and the Beach Review and Assessment Committee Report (2003) have not been considered (or at least are not listed under 'Document Review'). The latter provides valuable information on measures to conserve beaches in Cayman, particularly Seven Mile Beach.	W9	Noted. References to these documents will be added to section 1.7, and their recommendations and objectives will be considered during the course of the Development Plan review.	
1.036	The Climate Change Policy referred to is a draft document.	W9	Noted. Reference can be amended accordingly	None
1.037	The Department of Environment (DoE) was not recently	W9	Noted. The reference to consulted agencies refers to 'previous consultation'	None

	consulted on the draft NPF, although we are listed as being consulted.		but it is acknowledged that this may be a misleading. This section can be amended to clarify this.	
1.038	Introduction, page 5. OfReg is not mentioned as an agency being consulted rather the "Office of Telecommunications" is mentioned. Suggestion – Add "OfReg" as one of the agencies being consulted.	W15	Noted. Reference can be added.	None
1.039	No specific mention of Utilities or the services/networks/infrastructure operated by OfReg Licensees: a. ICT b. Water/Wastewater c. Fuels d. Electricity Suggestion – Include specific Goals which target the requirements for each sector	W15	Noted. The requirements for each of these utility and infrastructure sectors are set out in section 7 of the NPF, although will be reviewed and amended where necessary in line with OfReg suggestions and comments.	None
1.040	No specific consideration of the requirements by OfReg Licensees a. Access to communications / utilities corridors b. Access to structures (buildings, towers, poles, etc.) c. Infrastructure required in buildings to support provision of utilities d. Buried infrastructure as part of developments (strata corporations, resorts, PADs, etc.) to support provision of utilities Suggestion – OfReg and relevant OfReg Licensees be consulted.	W15	Noted. The requirements for each of these utility and infrastructure sectors will be amended and refined within the relevant sections of the NPF, in line with OfReg suggestions	None
1.041	Protection of Critical National Infrastructure (CNI) Suggestion – As OfReg develops its CNI Policy, Department of Planning and OfReg should work closely to ensure support for the protection of CNI is included in the National Planning Framework.	W15	Agreed. Reference to CNI can be added to section 7.	None
1.042	The introduction to the NPF document says that various government departments have been consulted for the technical review but, crucially, the Department of Environment and The National Trust were not consulted on the NPF. Consultation of these local experts on the island's ecological needs and capacity is essential.	W16B	Noted. The reference to consulted agencies refers to 'previous consultation' but it is acknowledged that this may be a misleading. See suggested amendment in response to comment 1.037 above.	None
1.043	Whilst the National Trust for the Cayman Islands (NTCI) supports the need for a revision of the National Development Plan, the Trust Council is deeply concerned that there has been a lack of initial stakeholder involvement by bodies such as the Department of Environment (DoE), the National Conservation Council (NCC) and us. The National Planning Framework (NPF) states on page 5 that it was prepared with input from the National Trust. First, we would like to emphasize the point that the NTCI is	W19	Noted. Since the NPF is not the Development Plan as such, but is the first stage of the review (therefore consisting of a framework which brings together previous public outreach, stakeholder involvement and various plans and strategies) it was considered most practical to publish the draft document and invite comments on whether the goals and objectives are still appropriate and correct. Comments received at this stage will be considered and incorporated into the final NPF, wherever possible. Once the DoP moves into the next stage of the Plan review; the preparation of Area Plans (which will provide Development Plan policies), it is anticipated that agencies, government departments and other stakeholders will again be invited to	None

	not a governmental agency. It is an independent non-governmental organization (NGO). Second, and more importantly, the NTCI was not consulted on the Plan before its release. The NTCI received the draft document at the same time it was sent out for public consultation. Consultation with key stakeholders such as the NTCI and the NCC should have taken place prior to public consultation.		input into the process. The reference to consulted agencies refers to 'previous consultation' but it is acknowledged that this may be a misleading. See suggested amendment in response to comment 1.037 above.	
1.044	We are concerned that existing laws such as the National Trust Law (2010 revision) and the National Conservation Law (NCL) have not been fully taken into consideration in the preparation of the draft NPF. Similarly, references to the National Biodiversity Action Plan (2012) and the Beach Review and Assessment Committee Report (2003) have also been omitted.	W19	Noted. Any amendments necessary to reflect National Trust Law and National Conservation Law will be added to the relevant sections of the NPF, in line with comments received. References to the National Biodiversity Action Plan and the Beach Review and Assessment Committee Report will be added (see response to comment 1.035 above).	None
1.045	We would like to congratulate the Department of Planning on the professional, thorough and comprehensive framework plan presented to the public for review. It is an excellent canvas on which to start defining guidelines for specific areas of the Development and Planning Law and Regulations, which need review and which provide strategies for the future sustainable development of the Cayman Islands, Grand Cayman in particular. We applaud the effort made to hear and include the community in this important process via an open invitation to consult. We, at DART, would be pleased to engage in this consultation exercise. Accordingly, we offer our support and look forward to a collaborative public consultation process.	W20	Noted.	None
1.046	Development Plans need to be based on a thorough understanding of the present and likely future needs of the Grand Cayman community and the current and likely future environmental and economic situation. This would include population projections and demographic change with associated potential increases / changes in demand for housing, transport, health and educational infrastructure or economic land-uses. Changes associated with climate change also need to be factored in, such as the potential impacts of increases in extreme storm events, droughts or sea-level rise. This baseline information and modelling may well already form part of the process, but it is not part of the consultation, making it hard to comment on some of the goals and objectives in the framework document.	W21	Cayman represents a unique situation where a small population has grown significantly around the opportunities presented by global economies. The population in Cayman is therefore relatively flexible since it responds to established and emerging economic sectors. In that respect Cayman is not a planned society and does not have established population growth patterns. The future population, and resulting infrastructure needs, cannot be predetermined in the same way as they might in other locations. It is therefore necessary for PlanCayman to take a performance-based approach where community and infrastructure needs are determined by the nature and scale of growth and development. The preparation of Area Plans will enable various capacity modelling scenarios to be tested, where the effect of growth on community infrastructure can be explored. Also, as development comes forward the resulting demand for 'hard' and 'soft' infrastructure will need to be fully understood. Sections 7.1 and 7.2 of the NPF set out the approach to infrastructure and seek to ensure that the impact of development is identified and the necessary infrastructure requirements are planned accordingly. PlanCayman's performance-based approach can be explained with additional text added to section 1 of the NPF. The National Planning Framework takes a holistic approach to climate	None

			change issues. Rather than focusing only on sea level rise, 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.	
1.047	It is good practice for strategic planning processes to be accompanied by strategic environmental assessment (SEA), an iterative process which informs policy and zoning options, including public and stakeholder consultation. If done well, SEA leads to better plan outcomes and is a key tool in ensuring sustainable development.	W21	There is no legislation for Strategic Environmental Assessment in the Cayman Islands although it is anticipated that the environmental impacts of the development plan will be considered through consultation with relevant stakeholders, such as the National Conservation Council and the Department of Environment, at each stage of the plan review process.	None
1.048	Based on discussions with representatives of these organisations, the Chamber of Commerce fully supports the need for an overhaul of the current Planning Law and Regulations and notes that this is long overdue in line with current legislation. The Chamber is also fully supportive of the Consultation Strategy and the engagement with the relevant public authorities, stakeholders and the community.	W23	Noted	None
1.049	The Chamber appreciates that the initial short timeframe for public consultation on the National Planning Framework was extended by a further month to the 28th February 2019. It is hoped, however, that this will not be the final opportunity for the public and other stakeholders to comment on the National Planning Framework and that further feedback will be invited on any changes made based on the initial round of consultation.	W23	Additional consultation on the National Planning Framework will be dependent on the extent of proposed amendments to the final document.	None
1.050	The Chamber also suggests that the use of a population calculator would be beneficial in long-term planning relating to our islands' infrastructure and other planning matters.	W23	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
1.051	There is no discussion of adaptive management, review of plans yes, but best practice suggests adaptive management plans should be used, and this terminology should be used within the report.	W24	It is not considered necessary to expressly state that the Plan will be prepared with adaptive management. The cyclical nature of the Development Plan review process will ensure that each component of the Plan will be reviewed with the benefit of learnings gathered during the preparation of previous versions of the plan.	None
1.052	The govt should be using the best practice technique of DPSIR framework to develop this type of plan – there is no mention in here of any such recognised framework [drivers, pressures, state, impact and response model of intervention].	W24	The environmental impacts of the development plan will be considered through consultation with relevant stakeholders, such as the National Conservation Council and the Department of Environment, at each stage of the plan review process.	None
1.053	There is no summary of terms and abbreviations included in document, this should be included.	W24	Noted. A summary of terms and abbreviations can be added to the final draft.	None
1.054	The use of idioms should not be in this type of document.	W24	Noted. Any idioms will be amended in the final draft document, as necessary.	None
1.055	There is a need to build in the need for Public Participation across all levels and increase participation not just social	W24	Consultation on the NPF was advertised extensively through printed media, radio and tv and a number of meetings / presentations were also carried out	None

	media and online –the MLA’s need to meet the constitutional requirement for district meetings and this should also be embedded into the planning process. There should also be public representation in the meetings for the planning framework, as well as MLA’s, whose judgment typically deviates from the public they represent once they are in office.		with various user groups and schools. The NPF is just the first stage of the plan review and during the preparation of Area Plans it is intended that a series of public meetings will also be held.	
1.056	The plan should be based around population projections for residents, stay-over tourism and cruise tourism to manage carrying capacity of these small islands and our attractions.	W24	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
1.057	There is a need to embed good environmental governance principles into this document: ‘ Sustainability principle (not to outstrip resources, Spaceship Earth) ‘ Polluter pays principle (cost burden on the polluter, not the consumer nor citizens) ‘ Precautionary principle (prudence) ‘ Equity principle (inter and intra generational) ‘ Human rights principle (Cayman/UK Environmental charter, Constitution) ‘ Participation principle (public participation)	W24	Consultation with the Department of Environment will ensure that any necessary environmental governance principles are incorporated into the NPF.	None
1.058	Some people felt that this process was rather under the radar given the release over the Christmas period, and as a result viewed it suspiciously. The extension of the response period did much to alleviate this, however with responses to the survey in the low hundreds, communication is clearly still a problem. We wonder if it would be possible to enlist the help of larger organisations/interested parties with distribution lists (large employers, National Trust etc.) to help spread the word and encourage wider participation. More extensive advertising could also assist.	W25	Consultation on the NPF was advertised extensively through printed media, radio and tv and a number of meetings / presentations were also carried out with various user groups and schools. The NPF is just the first stage of the plan review and during the preparation of Area Plans it is intended that a series of public meetings will also be held, along with more general media / online consultation.	None
1.059	Targets for population growth and climate change should be included to form a platform for the development plan. The plan should accommodate projected population numbers and allow for climate changes such as rising sea levels and more intense storms.	W25	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 . The National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, 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.	None
1.060	Consider including a representative from all related	W25	All related government departments are consulted throughout the	None

	departments (DOE, NRA etc.) on the NFP consultative team.		Development Plan review.	
1.061	National Conservation Law & National Trust Law The National Planning Framework must be adjusted in all relevant areas to be in harmony with the National Conservation Law and the National Trust Law.	W26	Noted. Any amendments necessary to reflect National Trust Law and National Conservation Law will be added to the relevant sections of the NPF, in line with comments received.	None
1.062	Given that small, low-lying islands such as the Cayman Islands are currently and will continue to be the most vulnerable to the adverse effects of climate change and sea level rise, the following submission focuses primarily on ensuring these issues are better integrated into the National Planning Framework (NPF). The NPF states that the 2011 draft Climate Change Policy (CCP) was reviewed prior to its production, however the CCP does not appear to have been extensively consulted. Climate change is mentioned only six times throughout the entire 108-page document. Neither the Vision statement nor the Strategic Objectives speak of addressing climate challenges, reducing natural hazard risks, enhancing climate resiliency across all sectors or genuinely promoting low-carbon development solutions that support a greener economy. For climate change considerations to be effectively mainstreamed into national planning decisions, a major tenant of the draft CCP, it should permeate throughout this document, and be clearly intentioned in goals, objectives and action items.	W27	The National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, 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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.	None
1.063	The lack of a national economic development plan is unfortunate and significantly hampers this planning initiative. The NPF is also devoid of any discussion on plausible development scenarios based on known or anticipated growth in existing economic sectors and planned initiatives for diversification into other industries and services. Likewise, no mention is made of a country-wide or island-specific population target ensuring the carrying capacities of districts, critical infrastructure and environmental services can support such growth. Lastly, the planning horizon remains unclear with references to 2030, “the next twenty years,” and beyond (2100) in some areas.	W27	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 . The varying dates / timescales identified in different parts of the NPF reflect either the data available (i.e. 2030 and 2100 relate to anticipated sea level rise data) or concern particular infrastructure issues and objectives. Wherever possible similar timescales will be used.	None
1.064	Section 1.7 Development Plan Update Process Document Review Documents consulted requiring clear references (i.e. dates) and recommended additions to this list: <ul style="list-style-type: none"> • National Environmental Framework, 2002 (date needed) • CH2MHILL Aggregate & Fill Study, 2002 (date needed) • National Climate Change Policy, 2011 (note draft policy) • Environment Charter, 2001 (missing from list) • National Conservation Law, 2013 (missing from list) • National Biodiversity Action Plans, 2009 (missing from list) • Cayman Islands Constitution Order 2009 Bill of Rights, Freedoms & Responsibilities, namely Section 18 Environment (missing from list) 	W27	Noted and thank you for the suggestions. Section 1.7 can be amended accordingly.	None

1.065	<p>Additional Technical Documents useful as background information:</p> <ul style="list-style-type: none"> • Enhancing Capacity for Adaptation to Climate Change in the Caribbean Overseas Territories (ECACC) Project, 2007-2011 o Climate Change Issues for the Cayman Islands: Towards a Climate Change Policy, 2011, the “Green Paper” (notably Chapters 4 and 7, Table 21 Adaptation and Mitigation Responses). o Vulnerability and Capacity Assessment of Climate Change and Sea-Level Rise Impacts on the Cayman Islands’ Tourism Sector, 2011 o Climate and Weather Assessment for the Cayman Islands, 2010 (Appendix 2 of Tourism VCA) • Preliminary Vulnerability Assessment of Grand Cayman, Disaster Assessment Consulting Group, 2009 • Regional Risk Reduction Initiative (R3i) o Cayman Islands Environmental Vulnerability Assessment: Lot 1 GIS and Vulnerability Assessment, 2012 o Other reports under this initiative held by Hazard Management Cayman Islands? • Caribbean Catastrophe Risk Insurance Facility o Cayman Islands Country Risk Profile, 2013 o Enhancing the climate risk and adaptation fact base for the Caribbean: Preliminary results for the Cayman Islands, 2010 • Climate Profile of the Cayman Islands: Variability, Trends and Projections, 2014 (Appendix B.2 of Proposed Cruise Berthing Facility Final Environmental Statement, Baird 2015) • Economic Commission for Latin America and the Caribbean (ECLAC) Report, The Impact of Hurricane Ivan in the Cayman Islands, 2004 	W27	Noted. These documents will be reviewed.	None
1.066	<p>The Framework does not address the physical impacts of climate change issues into detail, except in the third bullet point on page 80, which summarizes a very conservative predicted global sea level rise of 1 foot by 2100. It is likely that this 1-foot estimate is a significant under estimation of sea level rise. The framework is not proactive in respect of predicted sea level rise as a result of climate change.</p> <p>Minimum elevations for physical development need to be considered in light of current scenarios for predicted sea level rise and in the Water Authority’s view the Framework needs to address this issue.</p>	W28	<p>The figure for predicted sea level rise referenced in section 9.2 is proposed to be updated (see proposed amendments, section 9).</p> <p>Building design within the coastal zone will be considered, particularly as it relates to the siting and design of critical infrastructure (such as electricity, gas, telecommunication facilities etc).</p> <p>The National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, 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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.</p>	None
1.067	<p>Which brings us to the underlying PlanCayman fallacy. Without a decision on the acceptable population size being planned for on each island there can be no plan. You must stop PlanCayman until the Government and the country has</p>	W30	<p>PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that</p>	None

	the serious discussion of how many people, and how much development, we will accept on each Island. Until then Plan Cayman is just lipstick on a pig. And the Premier's 'thought experiment' proves it.		can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	
1.068	Take PlanCayman to the Premier's Office and tell them that it cannot proceed until the government, for the country, decide if it is going to pursue a high growth, greed-driven, or a limited/managed/sustainable growth, social-driven, population strategy.	W30	PlanCayman takes a performance-based approach (see response above).	None
1.069	[Goals, Objectives and actions in NPF] They need to be aligned with the goals, objectives, actions and strategies of other key economic and social sectors. Inter agency collaboration will be critical for coordinating and prioritizing the implementation of the final actions approved in this framework as well as obtaining the required resources to do so.	Q95	Agreed. PlanCayman is being prepared in consultation with other agencies, government departments and stakeholders, along with the wider general public.	None
1.070	Moving forward is important but our history must be preserved, our people should benefit from and in all areas. The board making these goals and objectives should be made up of more Caymanians educated at that with a passion for saving our islands and preserving it for the future generations.	Q148	PlanCayman is being prepared in consultation with a wide range of agencies, government departments and stakeholders, along with the wider general public. Section 4.3 sets out goals and objectives concerning preservation of the island's historical sites and structures.	None
1.071	Wider public participation via community meetings	Q158	The NPF is just the first stage of the plan review and during the preparation of Area Plans it is intended that a series of public meetings will also be held, in addition to other forms of public consultation.	None
1.072	more public consultation meetings. a simple survey i think is not enough. More advertisements on this survey on radio and social media.	Q201	Consultation on the NPF was advertised extensively through the Cayman Compass, Cayman 27 and Radio Cayman / Rooster FM. A number of meetings / presentations were also carried out with various user groups. The NPF is just the first stage of the plan review and during the preparation of Area Plans it is intended that a series of public meetings will also be held, in addition to other forms of public consultation.	None
1.073	We need to understand our carrying-capacity in terms of population, public open space, nationality diversity, and environmental sensitivity.	Q230	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
1.074	p.5: Was OfReg consulted?	Q268	Yes. OfReg is being consulted at each stage in the Plan review process.	None
1.075	NTCI is not an agency of government. It is a stand-alone statutory body.	Q279	Noted. Section 1.7 and the reference to stakeholders will be amended as it is acknowledged that not all of the listed organisations are government departments. Please see proposed amendment in response to comment 1.037 .	None
1.076	Were the National Conservation Council, QEII Botanic Park or Tourism Attraction Board consulted?	Q279	The National Conservation Council has been consulted. We welcome further discussion with the QEII Botanic Park and the Tourism Attraction Board.	None
1.077	Thank you for putting together the great start to his process. I would encourage more townhall type meetings for future phases to engage the public. In additional to a public workshop /exhibition, holding town hall type meetings in	Q306	The NPF is just the first stage of the plan review and during the preparation of Area Plans it is intended that a series of public meetings will also be held, in addition to other forms of public consultation.	None

	each major district well publicized in advance would be greatly appreciated.			
1.078	<p>The following should be involved for buy-in (but not for obstruction) in addition to the entities listed on page 5:</p> <ul style="list-style-type: none"> - OffReg - Energy companies - CUC, Home Gas, Clean Gas, Rubis, Sol, ReFuel - CI Aviation Authority (e.g. aircraft registry) - MACI (e.g. Shipping registry) - CIMA - DCI 	Q306	The suggested stakeholders are welcome to input into the development plan review process.	None

APPENDIX B

Responses (Section 2 – Vision & Strategic Objectives)

2. VISION AND STRATEGIC OBJECTIVES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
2.001	We first need to define, agree and publicise what the overall plan should be for Cayman; the industries we want to foster, the population in terms of size and demographics we want, what the consequent overall infrastructure, accommodation and environmental requirements will be, etc. Our focus should be 'Healthy Development for the Benefit of ALL Caymanians', not just the construction industry.	W6	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.002	The DoE was disappointed to see that the draft NPF is not expressly underpinned by the principles of sustainable development. As outlined in the UK's National Planning Policy Framework (2018), achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: a) An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; b) A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and c) An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. Whilst the draft NPF refers to some of these objectives independently, there are extremely limited linkages between the three.	W9	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.003	There is a lack of demographic analysis in the draft NPF, which would assist in understanding past growth rates and help to project future population changes. Population analysis is needed to identify problems and community needs, establish goals and objectives, assess alternative courses of action, allocate resources for plan implementation, and evaluate the ability of the plan to achieve goals and objectives. This demographic information would include not only population size but also composition, which allows for future planning of the country in terms of housing requirements (type, tenure, location etc.), economic growth, social infrastructure requirements (schools, health	W9	Cayman represents a unique situation where a small population has grown significantly around the opportunities presented by global economies. The population in Cayman is therefore relatively flexible since it responds to established and emerging economic sectors. In that respect Cayman is not a planned society and does not have established population growth patterns. The future population, and resulting infrastructure needs, cannot be predetermined in the same way as they might in other locations. It is therefore necessary for PlanCayman to take a performance-based approach where community and infrastructure needs are determined by the nature and scale of growth and development.	None

	care, child care provision, elderly accommodation etc.), physical infrastructure e.g. roads, utilities etc. Without population projections or growth scenarios (e.g. 1% per annum growth, 5% per annum growth etc.), it is impossible to know the level of growth that is being planned for. This is a totally unsustainable approach to Planning and we are concerned that following this course will be of serious detriment to the future of the country.		For further explanation see response to comment 1.046 . Demographic data will be incorporated where it becomes available, particularly following the census 2020. Area Plan boundaries are intended to align with the census enumeration area boundaries in order to assist with use of data.	
2.004	The vision raises a number of concerns: - The draft NPF stipulates the vision for the Development Plan. This is considered premature. The Development Plan vision should arise from the consultation of the draft NPF, otherwise how is this process consultative? - To define the country's vision in 3 sentences is very limiting and it should be based on how the Plan will address the challenges that the country faces. The vision makes no reference to social infrastructure, sustainable development, quality of life etc. These principles of sustainability, as outlined on page 1 of this submission, should be carried through to the 'vision' for the country. - The vision needs to be informed by an understanding of baseline conditions. For example, the vision calls for 'sustainable residential growth', yet it is acknowledged in the residential zoning section (page 12) that there are insufficient statistics to assess whether there is an under or oversupply of various types of housing stock. - If the vision is intended to be an overarching national vision then reference should be made to the Sister Islands; plans for the Sister Islands can be developed at a subsequent time, but they should at least be featured in the vision.	W9	The Vision and Strategic Objectives (section 2) are intended to provide a summary of the key themes of the National Planning Framework. It is acknowledged however that quality of life is a key objective of the NPF which has been overlooked in the vision statement and so the vision will be reworded to reflect this. It is envisioned that the development plan approach may be extended to the Sister Islands in due course, and so it would be premature to include a vision for the Sister Islands at this stage.	None
2.005	The strategic objectives are too focused on specific sectors and omit reference to the broader sectors or issues that we would expect to be referenced such as: social infrastructure (health care, educational facilities); health and well-being (e.g. minimising pollution, access to health, sport and recreational facilities and green infrastructure); climate change and energy (e.g. reduce dependency on fossil fuels, reduce local GHG emissions, climate change adaptation in development). This gathering of evidence should be done before proceeding any further and should involve engagement with key government and non-government stakeholders. This information should then form the basis for taking the plan forward.	W9	The Strategic Objectives are intended to provide a summary of the key themes of the National Planning Framework. The NPF itself merely provides a broad framework which will guide the preparation of more detailed policies and guidance within the series of Area Plans.	None
2.006	Under 2.2, 'Strategic Objectives' the equivocation that natural resources should be protected 'wherever possible' should be removed.	W9	The wording ' <i>wherever possible</i> ' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.007	I am a strong believer that Cayman needs healthy growth for Caymanians. Indeed, our Constitution requires the provision of a development plan which supports an economic plan for sustainable growth while maintaining our island heritage. Should we not first	W16B	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's	None

	<p>define, agree and publicize what the overall vision is for Cayman? By which I mean the industries we want to foster, the population in terms of size and demographics, and the consequent infrastructural, housing and environmental requirements. I find that the current NPF document does not put sustainability and the general community front and centre of the plan, which is very disappointing. Cayman should be leading the charge as an Overseas Territory with regards to the United Nations 17 Sustainable Development Goals.</p> <p>For example, the plan talks about hotel occupancy, but what about schools, hospitals, emergency services? These all need to expand alongside any increased development but no analysis is included. In order to develop an overall view of the Goals and Objectives for the NPF it would need to be supported by an assessment of Cayman's economic and tourism carrying capacity, its social carrying capacity, its physical carrying capacity and its ecological carrying capacity*.</p> <p>So I ask:</p> <ol style="list-style-type: none"> 1. Have these numbers been determined? And if not, how can Planning ensure the NPF will meet the targets without this data? 2. Also, as we do not yet have a Master Tourism Plan, how can Planning address infrastructure issues for tourism when we do not know the headcount we can or need to accommodate? 		<p>established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life.</p> <p>For further explanation see response to comment 1.046.</p>	
2.008	There needs to be a healthy balance and a priority of public issues as Mr. Pandohie rightly said on Crosstalk, this is about preserving the quality of life that we currently enjoy for future generations.	W16B	Agreed. Quality of life is a key objective of the NPF and this will be added to the Vision (see proposed amendment in response to comment 2.004 above).	None
2.009	Having a whole island vision is extremely important but without facts / figures / statistics it is difficult to understand what that vision should be. What is the anticipated population growth and where does it have to cap out based on the size of the country? What are the demographics of that population (and anticipated growth) to understand the future pressures on schools / hospitals / housing etc? What will the tourism industry focus be - Long stay tourism or cruise ship day visitors? What volume of visitors are we seeking to encourage? Who does the island want to encourage to come and live and work here as that may dictate the character of some of your Area Plans.	W17	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life.	None
2.010	The NTCI is troubled that there is an overall emphasis on development as opposed to sustainable development which does not fall in line with other major policy documents such as the National Tourism Plan.	W19	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.011	The NTCI supports the explicit inclusion of protection of the natural environment in both the Vision and Strategic Objectives of the draft National Planning Framework (NPF). We believe that the protection and enhancement of Grand Cayman's natural environment is a key element of successful sustainable development, delivered through the NPF and therefore ensuring a vibrant and resilient future economy.	W19	Noted. Sections 4.1 (Natural Resource Preservation Overlays) 9.1 (Natural Resources) would help to inform any future decisions on this issue.	None
2.012	Population growth projections It is vital for the NPF to take into consideration not only population	W19	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and	None

	growth but additionally demographics so that proposed infrastructure and development accurately reflects the changing needs of the Cayman Islands population. Planning for the provision of more schools, roads and utilities, low income housing and accommodation for the elderly is reliant on understanding growth projections. It is unclear how the NPF will achieve its goals and objectives without taking these critical factors into consideration.		scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	
2.013	The Vision It is insufficient to commit merely to protect natural assets "wherever possible". Protection of natural assets must be on an equal footing with social and economic goals otherwise no realistic sustainability will be achieved.	W19	The wording ' <i>wherever possible</i> ' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.014	The RSPB supports the explicit inclusion of protection of the natural environment in both the Vision and Strategic Objectives of the National Planning Framework. We believe that the protection and enhancement of Cayman's natural environment is a key element of successful sustainable development, delivered through the framework and ensuring a vibrant and resilient future economy. However, we are disappointed that the vision and objectives are not explicitly based around the need for sustainable development principles.	W21	Noted. Sections 4.1 (Natural Resource Preservation Overlays) 9.1 (Natural Resources) would help to inform any future decisions on this issue. Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.015	In UK National Planning Framework notes: "So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11)."	W24	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.016	Embedded in the report should be the UN sustainable development Goals (UN SDGs); Climate Change including sea level rise (2.44mm in the Cayman Islands); – recommendations from International Panel on Climate Change (IPCC) reports; UN Convention on Biological Diversity; RAMSAR sites (wetlands protection) and a list of other legal obligations the Country is required to report under. These should be included early in the context of the whole document, and not only in the small sub-sections which are fairly piece-meal at the moment, given the small land area of our island (76m2) and the way the 'overlays' will be used. There should be consideration of the Blue Economy and the widely recognised benefits this creates for small island states like ours.	W24	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives. Similarly 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.	None
2.017	The following statement in the vision is of great concern: "Natural environmental assets will be protected and enhanced wherever possible." This statement implies the environment is secondary to development and construction, and I strongly disagree with this assumption. The burden of proof (precautionary principle) should be on developers who intend to profit (polluter pays principle), not at the expense of the environmental loss to current and future generations (Human Rights, and Equity principles).	W24	The wording ' <i>wherever possible</i> ' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.018	We found the Vision rather confusing. How about:	W25	Noted. Please see proposed amendments in response to comment	None

	'The concept of sustainable growth will underpin all development in Grand Cayman serviced by an efficient infrastructure. High density developments and major commercial hubs will be located in suitable areas and locally serving neighbourhood centres and smaller scale tourism will be encouraged in other locations around the island. Natural environmental assets will be protected and enhanced.'		2.004 above.	
2.019	2.1 Vision – We do not accept that this narrow approach can be said to represent the views of the Caymanian people with respect to their aspirations for a national development plan which should aim to primarily foster sustainable development that equally balances economic, cultural, social and environmental needs of the Caymanian people.	W26	Noted. The vision is intended to provide a summary of the key themes within the National Planning Framework, and it is proposed to be amended to incorporate quality of life objectives (see proposed amendments in response to comment 2.004 above)	None
2.020	I agree that this should be island-wide as well as look at all of the various factors, especially transportation.	Q10	Noted	None
2.021	I need to know more about the vision	Q13	The Vision and Strategic Objectives are set out in section 2 of the draft National Planning Framework	None
2.022	First, you treat only one of our three islands. We are a small but heterogeneous country and this is unforgivable. Key factors in the other two could well affect the plan for the largest. Secondly, the vision gives short shrift to natural areas and the natural environment -- lumping "public open spaces" with natural areas, if I read correctly, and giving them a "whenever possible" status. Finally, "land is used to its full potential" has a strongly Anthropocene connotation, which I strongly reject as being at the root of our and the world's worst problems.	Q16	It is envisioned that the development plan approach may be extended to the Sister Islands in due course, and so it would be premature to include a vision for the Sister Islands at this stage. The Strategic Objectives are only intended to provide a very brief summary of the key themes within the National Planning Framework. More detail on the approach natural assets and open spaces is contained within sections 3.8 (Public Open Spaces), 4.1 (Natural Resource Preservation Overlays) and 9.1 (Natural Resources). Noted regarding the wording 'land used to its full potential'. It is intended to reword this reflect the desire to ensure a balance between different activities and to make more efficient use of resources. Please see proposed amendment in response to comment 3.003	None
2.023	Step One is a Population Policy. Should GC be 100,000, 75,000, 50,000 or 25,000? My preference would be 50,000 but more important is "POPULATION POLICY". We are a tiny country and must not be over-run with people and built places. This would be the EASIEST countries to have a population limit, if quality of education equalled the high price we pay for it.	Q16	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.024	Change "Transportation" to "Safe Transportation" and adjust description to "Incorporate facilities for pedestrians, cyclists and public transportation with improved opportunities to commute across the island with new and upgraded connections".	Q27	Section 6.1 indicates that a multi-modal approach to transportation is needed. The Strategic Objective can be reworded to demonstrate that a combination of approaches is needed, as it is acknowledged that the existing wording places more emphasis on new roads. Additional references to safe transportation are proposed for section 6 (see proposed amendments in response to comment 6.002)	None
2.025	We need a clear plan. We need to sometimes look at country over personal gain and recognize honestly that not everywhere is truly suitable for high rises and mass development. Turtle grass is in an area, because nature needs it there to protect the beach, bedrock formed because it help the beach, our coral reefs are spectacular-	Q28	Noted. Various sections of the NPF set out objectives relating to natural resources (sections 4.1, 9.1 and 9.3) and design (section 8)	None

	don't destroy them. GT harbor is charming and special. KEEP IT THAT WAY. lets have development with a bit more intelligence behind it, development that is sustainable and pretty and doesn't serve self interest.			
2.026	Sustainability should be at the forefront!	Q30	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.027	An assessment should truly be done to estimate how many people this island can actually accommodate and work backwards from there! We are already reaching a tipping point!	Q30	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.028	I find this too vague to have a strong opinion. My fear is that it's too non-specific to create any kind of commitment to responsible development.	Q41	Noted. The Vision and Strategic Objectives are intended to provide a summary of the key themes set out within the NPF. The NPF document itself provides further detail, which will be implemented through the preparation of Area Plans.	None
2.029	I would place emphasis on sustainable growth so that business and the environment can prosper well into the future	Q46	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.030	Cayman needs to focus on what is sustainable. We cannot continue to import people then have to change the island to accommodate them.	Q48	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.031	They must be planned SUSTAINABLY!	Q49	Noted.	None
2.032	This island is too small for more growth!	Q49	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.033	Develop the Eastern areas of Grand Cayman, the future of our islands is going to be ensuring we grow eastward	Q55	The preparation of a vision for the future of outer districts will form part of the Area Plan process.	None
2.034	There has to be an island-wide approach- but what does that mean exactly. Not sure whether I agree or disagree with it because it depends what the plan entails.	Q63	Noted. The Vision and Strategic Objectives are intended to provide a summary of the key themes set out within the NPF. The NPF document itself provides further detail, which will be implemented through the preparation of Area Plans.	None
2.035	We got enough to sustain these islands ... and oh yes we must remember that these are islands.... not China! Enough is just what it is ENOUGH!!	Q64	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.036	Why is the Vision for Grand only and does not include the Sister	Q74	As explained on p. 1 of the draft National Planning Framework, at this	None

	Islands? The Strategic Objectives should apply to Little and Brac as well, especially in Environment and Tourism.		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.	
2.037	Is there a projected population density that we are striving to achieve before we say enough?	Q74	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
2.038	Personally, Urban Density of GT, 7 Mile and WB are more than I like. But, I try to spend more time in the eastern districts where I lived for many years before marrying a George Towner. Rural living is for me, but I'm not opposed to more commercial development out east if it will benefit residents and tourism alike, without destroying the natural and historic heritage of the Cayman Islands.	Q74	Noted. The NPF identifies the considerations for neighbourhood scale commercial and tourism developments (section 3.3 and 3.6) indicating that they should be low intensity with sensitivity towards the surrounding landscape and character of the area.	None
2.039	Not enough emphasis on the vision and objectives to align with the United Nations Sustainable Development Goals, the United Nations Convention on Biological Diversity and the Intergovernmental Panel on Climate Change reports. These should be embedded within the strategy. Strategic objectives should include solid waste management. The Vision "Natural environmental assets will be protected and enhanced wherever possible." is inadequate and Cayman must recognise the value to residents and the tourism industry of a healthy environment and use Natural Capital Accounting to make the value of these ecosystems more prominent in the decision making process. This question should be more specific and not say Vision and Strategic Objectives as these are different things and therefore the answer selections are too vague	Q77	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives. 'The wording <i>'wherever possible'</i> was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.040	[alternative energy sources and sustainable building materials] This should be embedded as part of the vision and objectives for sustainable development in line with the United Nations Sustainable Development Goals and the Intergovernmental Panel on Climate Change requirements.	Q77	Sections 8.2 (Building Design) and 9.3 (Sustainable Design and Construction) provide goals and objectives on these issues.	None
2.041	The strategic objectives appear aspirational and also demonstrate a commitment to the type of development that has caused significant expense economically and socially. Transportation, for example, suggests new and upgraded roads and highways with incorporated features for public transport which is unnecessary. Congestion has worsened- less new roads- more investment in improved pedestrian and cycling facilities and reliable/affordable public transport.	Q87	It is considered that the approach to transportation will involve a combination of new and improved highways, pedestrian / cycle facilities and public transport. It is acknowledged that the Strategic Objective on this issue is misleading and places more emphasis on new roads. This can be amended (see proposed amendment in response to comment 2.024 above).	None
2.042	The government has to prioritise somehow.	Q88	Noted	None
2.043	Why is population growth or climate change not taken into consideration. We know sea levels are rising and we need to protect the mangroves which keep us safe. We don't have the infrastructure to support endless population growth. What number is your plan going to be based on? 85,000 or 120000 people?	Q89	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to	None

			<p>support a high quality of life. For further explanation see response to comment 1.046.</p> <p>The National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, 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</p>	
2.044	Transport and Coastal protections are the priority. There's a sensitive timeline to both. Quality of life for the general public should not decrease as the population expands. Extended travel times and limited access to the coast effect the quality of life.	Q91	<p>Noted. Amendments are proposed to the vision to acknowledge the need to preserve and enhance quality of life.</p> <p>Transportation goals and objectives are set out in section 6 of the NPF while coastal issues are set out in sections 3.9, 3.10 and 9.2.</p>	None
2.045	Sustainable growth of commercial developments should also be emphasized. For Housing strategic objective, include encouragement of incentives for more green developments. Add environmental management to Environment strategic objective. For tourism strategic objective, include low footprint accommodation and activities. For Transportation, include facilities for vulnerable groups and improved public transportation options. For planned area developments, they should be as self sustaining and environmentally friendly as possible.	Q95	<p>The strategic objectives are only intended to provide a very brief summary of some of the key themes in the NPF. Further detail is contained within the relevant sections of the document.</p> <p>Section 3.3 indicates that neighbourhood scale commercial development should give consideration to infrastructure, surrounding land uses, environmental features and economic conditions. Potential incentives for sustainable design and construction are set out in section 9.3.</p> <p>Section 3.6 indicates that neighbourhood tourism should be designed with sensitivity towards the surrounding landscape, environment and character of the area.</p> <p>Section 6.6 sets out goals and objectives for public transportation improvements, including considerations for seniors and disabled people.</p> <p>Section 3.7 provides goals and objectives for PADs indicating that they should be compatible with the surrounding area and have adequate infrastructure within the development.</p>	None
2.046	Although I agree with the fact that there needs to be an island-wide approach to various land use issues, I do not think Cayman can continue to separate commercial uses from neighbourhood centres and residential zones. People must be able to live, work and play without having to travel to a different location for each purpose, which will exacerbate our existing transportation issues.	Q96	<p>Agreed. Section 3.3 of the NPF sets out the approach to mixed uses and benefits it can have in terms of helping to reduce the need for automobile dependency.</p>	None
2.047	environment and controlled development and population is the future.	Q99	<p>PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life.</p> <p>For further explanation see response to comment 1.046.</p> <p>The Vision and Strategic Objectives identify the environment as a key issue for Cayman.</p>	None
2.048	i believe that the entertainment system needs to be improved with other things to do besides the one water slide at Margaritaville and a	Q133	<p>Section 11 of the NPF sets out goals and objectives relating to parks, recreation and open space, while section 12.4 seeks to provide a mix</p>	None

	movie at camana bay. other than that this island is heading in the right direction		of attractions and facilities for both tourists and residents.	
2.049	There are few specifics. It just says you will try hard and do your best but there are few details as to the criteria. How many acres of land do you expect will be built on now and how many will remain on hold for future generations, for example.	Q143	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 . The Natural Resource Preservation Overlays (section 4.1) will provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
2.050	I believe you are on the right track, making sure the integrity of Grand Cayman is maintained and growth is approached in a consistent manner	Q165	Noted	None
2.051	Reasonable approach if prioritized correctly	Q179	Noted	None
2.052	I agree with the idea of protecting the environment however i would like more affordability for locals and affordable infrastructure to support the growing scholar population that comes back.	Q182	Noted. Section 3.2 (Goal 1; Obj 2) of the NPF seeks to provide affordable housing that is integrated both physically and socially within the surrounding community.	None
2.053	The Objectives are very vague in the framework. The concept is good to keep certain areas as industrial, commercial or residential, but there is no guidance as to what will happen to existing and new zones. how easy will it be to re-zone an area? Once zoned under the new framework will it be impossible to change zones? What certainty is there that a residential area will not have to worry about commercial activities nearby? What about the development of the new CEC building in a new quiet residential area.	Q199	The National Planning Framework is just the first stage in the plan review and provides a broad framework to guide the development plan review process. The preparation of Area Plans will provide more detailed policies and guidance on the potential mix and balance of uses and will be undertaken with input from stakeholders and members of the public. This approach will then inform the zoning of individual parcels at a later date. In terms of the relationship between commercial uses and existing residential areas, section 3.3 (Goal 2; Obj 2) notes that when identifying suitable locations for district commercial uses consideration will be given to factors such as infrastructure, surrounding land uses, environmental features and economic conditions. Similarly, section 3.7 indicates that Planned Area Developments (PADs) should be compatible with surrounding areas.	None
2.054	Having a vision is a guide to our future	Q229	Noted	None
2.055	We need an overall plan for these Islands, to guide our development in a long-term and sustainable fashion for the next 25-50 years. All aspects and impacts have to be considered, and the frank conversations held. We are a small low lying set of Islands in a popular hurricane zone. Hello!!	Q230	Agreed. PlanCayman is intended to be a long-range comprehensive plan used to guide physical development and the overall use of land on Grand Cayman.	None
2.056	We also need to have a national conversation about the right balance, and the long-term vision of the Islands; the young people must be encouraged to participate if they want to shape the future. Cultural sensitivity and awareness, and the compliance with our values and heritage is important to ensure, and to inform new residents of these.	Q230	Noted. The whole community - including stakeholders, government departments and members of the public - is invited to input into each stage of the Development Plan review.	None
2.057	I agree in that the land uses shouldn't be strictly restricted to certain	Q232	Noted. Opportunities for neighbourhood commercial centres and	None

	areas. A bit of decentralisation could be beneficial in taking the strain off of some locations and resources.		locally-serving industrial uses will be considered during the preparation of Area Plans	
2.058	And ensure that any developments and approaches are prepared for future expansions as well	Q235	Noted. PlanCayman is intended to be a long-range comprehensive plan that will be reviewed every five years to ensure that it's policies are still appropriate and relevant.	None
2.059	It is important that plans are made holistically.	Q236	Agreed. PlanCayman is being prepared with reference to a wide variety of issues and topics, and with input from a variety of stakeholders.	None
2.060	A very general statement, but little specific.	Q263	The Vision and Strategic Objectives are intended to provide a very brief summary of the key themes of the NPF document. More detail can be found within the relevant sections of the NPF document.	None
2.061	Emphatically agree with the Strategic Objectives elements: Environment ... enhance public open spaces wherever possible Transportation ... incorporating facilities for pedestrians, cyclists and public transportation Heavy Industrial ... restrict the infringement of retail, office, and residential uses in these areas Design ... provide attractive and comfortable places that everyone can enjoy	Q268	Noted	None
2.062	Cayman has to hear what the common resident thinks about transportation, environment, housing, tourism, immigration and many of its laws.	Q271	Agreed. Residents and stakeholders are invited to provide comments on every stage of the development plan review.	None
2.063	Sister Islands are in immediate need of same planning actions.	Q279	As explained on p. 1 of the draft National Planning Framework, 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.	None
2.064	Sustainable growth in residential development must recognise the vast stock of existing undeveloped residential lots and seek an equitable way of completing those developments before allowing further sub-divisions to proceed. Similarly, redevelopment of existing stock of residential, commercial and mixed use sites (ie brown field) should be incentivised ahead of development of primary habitat.	Q279	The NPF supports the reuse of existing buildings (section 12.2) and encourages infill development (section 12.1).	None
2.065	It is insufficient to commit merely to protect natural assets "wherever possible". Protection of natural assets must be on equal footing with social and economic goals otherwise no realistic sustainability will be achieved.	Q279	The wording ' <i>wherever possible</i> ' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.066	Omits agriculture - why?	Q279	The Vision and Strategic Objectives are only intended to provide a very brief summary of some of the key themes in the NPF. Goals and Opportunities relating to agriculture are set out in section 3.1.	None
2.067	The current strategic objectives do not adequately address the ecological future of Cayman as a result of the increasing prevalence of plastic and other harmful materials.	Q285	The Vision and Strategic Objectives are only intended to provide a very brief summary of some of the key themes in the NPF. Section 7.3 (Goal 2) of the National Planning Framework seeks to reduce the existing and future amounts of solid waste and supports the waste hierarchy of reduction, re-use and recycling of material. This section of the NPF also seeks to identify the planning requirements that will facilitate and encourage recycling in the Cayman Islands.	None
2.068	The Plan must have a vision to PROTECT Cayman's natural habitats	Q286	Sections 4.1 and 9.1 set out the considerations with regard to natural	None

	and environmentally protected zones. Absolutely protect and not allow diversions or changes to the Vision to PROTECT.		resources and the approach that will be taken to protect key habitats, sensitive landscapes and vulnerable ecological areas.	
2.069	I think the strategic objectives should include some provision for the financial services industry	Q295	The Vision and Strategic Objectives are only intended to provide a very brief summary of some of the key themes in the NPF. Other sections of the NPF (such as those relating to communication infrastructure and employment facilities) would support finance and banking industries. Section 12.1 seeks to protect existing commercial land and safeguard employment opportunities, and to maintain Cayman's reputation as one of the leading Financial Centres of the World.	None
2.070	"...Natural environmental assets will be protected and enhanced wherever possible...." NOTE: PLEASE ABIDE BY MANDATE IN CI CONSTITUTION 2009:- "Protection of the environment 18.—(1) Government shall, in all its decisions, have due regard to the need to foster and protect an environment that is not harmful to the health or well-being of present and future generations, while promoting justifiable economic and social development. (2) To this end government should adopt reasonable legislative and other measures to protect the heritage and wildlife and the land and sea biodiversity of the Cayman Islands that— (a) limit pollution and ecological degradation; (b) promote conservation and biodiversity; and (c) secure ecologically sustainable development and use of natural resources."	Q303	Section 4.1 (Natural Resource Preservation Overlays) provides the mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. This section of the NPF, along with section 9.1 (Environmental Preservation) set out the considerations and environmental review standards that will be applied in these areas.	None
2.071	The Vision must be completely overhauled! Its a very sad and narrow minded vision for a National Planning Framework! Overall there must be more of a focus on sustainable development, not just development, which takes in to account the cultural, social and environmental needs of Caymanians in addition to their physical development needs. Transportation Objective: re-order 1) public transport not more roads. Heavy Industry and the Dump (Waste management facility should stay where they are, no new locations.	Q305	Amendments to the vision are proposed in order to better reflect the importance of enhancing quality of life (see proposed amendment in response to comment 2.004 above). Also, the Transportation strategic objective is to be amended to demonstrate that a combination of approaches is needed, as it is acknowledged that the existing wording places more emphasis on new roads (see proposed amendment in response to comment 2.024 above). Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	None
2.072	1. Mitigating the rate of human induced Climate Change and its impacts being of existential importance to humankind should be mentioned in the Vision (I realized that it is mentioned in the details). 2. Following on from (1), Vision statement should make it clear that it is not optional. "Natural environmental assets will be protected and enhanced wherever possible." - this reads like it is optional regardless of detail content in the report. 3. The foregoing should not be misinterpreted. I am in favour of responsible national infrastructure development where it serves the common good and some environmental impact is unavoidable. Such as the new cruise and cargo port. Future private developments regardless of the scale and promise of billions of investment dollars should be environmentally neutral.	Q306	The National Planning Framework takes a holistic approach to climate change issues and so 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. 'The wording 'wherever possible' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None
2.073	Island-wide approach IS necessary, but staying focussed on the needs of Caymanians, above tourists, businesses that thrive on tourism and others who are there for investment purposes, is paramount	Q317	Noted. The NPF seeks to preserve and enhance the quality of life for Caymanians and Cayman residents by setting out goals and objectives on various land use issues.	None
2.074	In agreement with housing for Caymanians. Strongly disagree with	Q318	Noted. The approach to tourism zones is set out in sections 3.6, 12.2,	None

	expanding tourism. We only have a limited amount of natural resources and are disgusted with all the over-crowding on our beaches etc. There is only limited space to accommodate the current market. We need to stop pushing out our Caymanians.		12.3 and 12.4 and is intended to be consistent with the National Tourism Plan.	
2.075	Agree with housing for Caymanians. Strongly disagree with expanding tourism due to natural resources (Turtle Farm, Stingray City, Beaches). There is only limited space in these areas to accommodate current tourism market.	Q319	Noted. The approach to tourism zones is set out in sections 3.6, 12.2, 12.3 and 12.4 and is intended to be consistent with the National Tourism Plan.	None

APPENDIX C

Responses (Section 3 – Zoning)

3. ZONING				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.001	It seems to me the the height of buildings ought to remain short (4 stories or so) on the water front, and planning should allow for taller buildings in land. That way more people can see the beauty of the water and the island, rather than feel trapped in-land. Currently seven mile beach is becoming a wall of condo that you can't see over. It would have been preferable to have less density/ lower structures on the beach and more residences / office spaces having a high tower - water view - over looking the water front residences.	W4	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation of Area Plans
3.002	Would love to see 10 story developments ACROSS from SMB.	W7	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.003	Section 3 'Zoning' states: 'A land use plan is required to ensure that land is used to its full potential with limited adverse impacts on neighbouring land owners. Land use planning provides the tools to organise between competing and sometimes conflicting desires, to ensure orderly development of land' (p.9). The DoE disagrees with this narrow perspective of the purpose of land use planning; its purpose is so much greater than this and should ensure a presumption in favour of sustainable development, which results in net economic, social and environmental gains. It is unclear what the use of land 'to its full potential' might entail. Furthermore, it is unclear why the overriding consideration is limiting adverse impacts on neighbouring land owners; this is undoubtedly an important consideration, but there are also impacts to the environment which should be minimised to the greatest extent possible when considering land use planning.	W9	Noted. This section can be amended to reflect the fact that a land use plan is required to manage the development of land, ensure a balance between different activities and make more efficient use of resources, in order to promote more desirable economic, social and environmental outcomes.	None
3.004	There should be a row for Protected Areas in the table which has the spatial extent of these Protected Areas.	W9	Table 3.1 summarizes the existing Development Plan land use zones and therefore only lists existing Planning Zones.	None
3.005	I applaud the general direction the proposed Plan is taking. Certainly the recognition that there needs to be a bit of flexibility within each zone is welcome.	W12	Noted	None
3.006	Zoning There is no zoning for protected areas. As it stands, the NPF conflicts with NCL Part III that defines and establishes Protected Areas.	W19	Designated Protected Areas will be identified within the Natural Resource Preservation Overlay (section 4.1)	None
3.007	Whilst acknowledging political and cultural sensitivities to land ownership, NTCI strongly believes that strict planning controls need to be in place to protect key habitats and protected species from damaging development. As such, Council would encourage specific zoning for protected areas, conservation areas and key habitats. This would not necessarily preclude all development within or affecting these areas but would make it clear that the conservation of their biodiversity value is the primary purpose.	W19	Noted. 'Natural Resource Preservation Overlays' (section 4.1) would provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None

3.008	In section 3, it would be preferable if all zoning considered requiring roofs to be structurally designed to enable solar panel installation and electricity production. This would support the government's National Energy Policy.	W22	Noted. Building Design Guidelines (section 8.2) can consider the structural and orientation requirements to support solar panel installation.	Consider during preparation of Building Design Guidelines
3.009	The development plan uses zoning to stimulate and regulate specific development in specific zones. What we have seen historically is that developers want to establish specific development in an area that is not necessarily zoned compatibly. What is the mechanism to require development to comply with the zoning, rather than allowing development in zones that are not necessarily compatible with the zoning?	W28	Land Use zoning, along with the guidelines set out within the various components of the Development Plan, will provide the basis for future decisions on planning applications. The Central Planning Authority is then the statutory authority appointed by Cabinet to oversee and review the physical development of Grand Cayman. Based on reviews and recommendations provided by the Department of Planning and other Government Agencies, the CPA decides whether to support or not support an application for Development and dictates any conditions of approval if applicable. In certain situations the CPA has discretion to grant a variation from the Development and Planning Regulations.	None
3.010	The height of Hotels, condos, and apts., or any other type of building, MUST be restricted to NO more than 12 - 15 stories high for the next 12 years, or longer, as in my opinion, such tall buildings are NOT suitable for the small size of Grand Cayman and is a great strain on our infrastructure. Our visitors, tourists and guests have already expressed their deep concerns about unsightly tall buildings on Grand Cayman which they came here to get away from. They are also very concerned about over-crowding on the beaches and said they DO NOT want to be jammed up; they need space to be comfortable to enjoy their visit, and do not want any over-crowding where they will reside. Our very own Caymanians are already stressed to the max at the fast rate that our economy has been allowed to grow and we all feel like we have been trampled upon and cheated of our peace and tranquility which we all enjoyed so much for most of our lives. We feel deprived and like we have been ignored and forgotten about. This should NEVER be!!	W29	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.011	No super-tall buildings. To be clear, no building taller than what we have now. We need to be controlling growth, not letting it steam-roll us. Ideally we would pull the heights of buildings back over time to 'tree height' but I don't expect such control to be politically acceptable but I hope that 'we now have max height' will at least be accepted. (And that we can find some taller trees.)	W30	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.012	The suggestion that super-tall buildings (on seven mile beach no less) will somehow improve the environment by creating more open space for the public and more openness on the beach is an insult to our intelligence. Apparently the Dart-bought traitors within Government have sold their analytical ability but more people means more people and more people take up more space. To suggest otherwise, even supposedly just to stir debate, suggests a level of intellect normally precluded from managing their own affairs much less the affairs of a country. And a wilful blindness to the public exclusion already happening on Dart properties in favour of the paying users of that property. Setting the Kimpton back from the beach - their example of 'good' development - has in no way created more high quality environmental space for the public to enjoy. "long setbacks" are simply code for more 'both sides of the removed road' developments.	W30	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan

3.013	There should be more explicit separation of zoning areas. A hotel should not be permitted in an area where only single family homes exist. In addition to setbacks from the sea, setbacks from adjacent land owner's property should also be set.	Q36	The Development Plan review provides an opportunity to review land use zoning, within the context of the National Planning Framework and the guidelines established within each Area Plan, as it is recognised that the conditions, character and constraints vary throughout Grand Cayman. Each land use classification currently has setback requirements, in addition to coastal setback, and these are set out within the Development and Planning Regulations.	None
3.014	Keep buildings 3 stories and under - this isn't Miami. Getting too concrete jungle like - no one lives or visits the island for that.	Q53	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.015	FYI 50 storey buildings are not inkeeping with anything!	Q63	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.016	I don't think we also need 50 story buildings here, but I would allow up to 15 in certain areas.	Q69	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.017	I agree that developers should be allowed to build higher where appropriate. This would be especially beneficial in George Town which is badly in need of redevelopment and investment. Allowing developers to go up to 20 floors is the only way to make the economics work and incentivise them to take down old buildings to put up new ones. This has worked on SMB, it is much needed in GT. Combined with proper urban planning and mixed use of course.	Q88	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation GT and SMB Area Plans
3.018	Building in the eastern districts could lead to a better distribution of businesses, better living and more job opportunities	Q139	Noted. The NPF includes a number of objectives which encourage smaller scale development in the districts outside of George Town	None
3.019	Land use should depend upon location, feasibility and case by case	Q154	Noted	None
3.020	ten story. Holding as along West Bay road need to be confined to south of the Kimpton Hotel. Areas north of Kimpton though zoned hotel tourism should be preserved as quiet areas with development no higher than three stories to be compatible with the present surroundings. Ten story building are Not compatible with present surroundings.	Q191	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.021	Does Table 3.1 on page 10 include the "Central Mangrove Wetlands" referred to on pages 27 and 35?	Q203	The table in 3.1 relates to existing land use zoning classifications. There is no 'Central Mangrove Wetlands' land use zone, much of this area is currently zoned Agricultural/Residential.	None
3.022	Make a moratorium on height of buildings and then remove it? So what was the point of having it in the first place? Was a good effort to start but you should have never let that one go.	Q227	The Development Plan review provides an opportunity to review building heights and these will be discussed and considered, with public participation, during the preparation of the each Area Plan as it is recognised that different parts of Grand Cayman have much different context for development	None
3.023	Return the height of a building to 5 - 6 storeys	Q261	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans
3.024	All planning should be underpinned and driven by the actual needs of the country and not encouraged merely to provide growth that benefits the few at the expense of the wider community.	Q279	Noted. The NPF sets out a range of goals and objectives on various issues that reflect the needs of the country as a whole.	None
3.025	Cayman does not need a tower. It is not fitting in an island paradise and will detract from the appeal of Cayman.	Q300	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	Consider during preparation Area Plans

3.1 AGRICULTURAL ZONE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.026	The map of agricultural land capacity is misleading and outdated. The map is known to be based on faulty data and is from 1996. The map shows nearly all of George Town as having high agricultural potential, which is not the case. In addition, the map shows many environmentally important areas as having high agricultural capability.	W9	Noted and agreed. The map can be deleted from the NPF	None
3.027	Properties that are 'in their natural undeveloped state' are proposed to be zoned for agriculture. Primary habitat (i.e. land in a natural undeveloped state) has a high environmental value and is often completely unsuitable for agricultural use (e.g. ironshore or wetlands). Agricultural zones should be determined through aerial image analysis as the areas which have been under some form of cultivation for at least 10 years.	W9	Data on agriculturally suitable and environmentally sensitive lands should be submitted to the Department of Planning where it can be assessed and used to inform the preparation of Agricultural Zones (section 3.1) and Natural Resource Preservation Overlays (section 4.1).	None
3.028	Under the Agricultural Zone Goal 1, we offer the following comments: <ul style="list-style-type: none"> · Primary habitat areas should be excluded from the inventory of prime agricultural land as there are already large areas of previously cleared agricultural land that can be used. · Aggregate extraction may take precedence over agricultural use in some situations. It may be useful to have aggregate as an overlay zone or its own planning zone. · Horticulture has not been mentioned in the body of the National Planning Framework but appears under Goal 1 and so does not connect with the text. Furthermore, high quality agricultural land is not needed for horticulture, which has separate requirements. Justification for the need of this objective should be provided in the body of the framework. · We support the development of native vegetation nurseries. · The Department of Planning should work with the DoE, the Department of Agriculture and the National Conservation Council (NCC) to assist in the identification of land and assess long term needs. 	W9	Noted. Once data on primary habitat areas has been collected and submitted to the Department of Planning, it can be assessed and considered to become a Natural Resource Preservation Overlay (section 4.1). Section 3.1 (Goal 1; Obj 2) notes that aggregate extraction should not be sited on prime agricultural land. The Central Planning Authority has identified quarry exclusion areas and sensitive areas which deserve special consideration for protection. Once prime agricultural land has been identified it can be considered for inclusion into the quarry siting criteria map. It is acknowledged that high quality agricultural land is not required for horticulture although potential locations for horticultural uses would need to be considered as this use would have certain impacts on the locality. Text justifying the inclusion of an objective and action items relating to horticulture can be added to section 3.1. The department of Planning welcomes the opportunity to work with the DoE, Department of Agriculture and National Conservation Council (NCC) to identify land and long term needs for horticulture. A reference to the DoE and the National Conservation Council (NCC) can be added to section 3.1.	None
3.029	The map highlighting agricultural areas is incorrect. There is no agricultural capability in George Town and many of the environmental sites in the eastern districts of Grand Cayman are shown as having agricultural capability which is troubling to the NTCI.	W19	Noted and agreed. The map can be deleted from the NPF	None
3.030	3.1 Agricultural Zone (AG) This section concerns the NTCI as it must be noted that land in its natural or undeveloped state, means that it is often land of environmental significance. This section needs to be reworked carefully. As stated in the NPF, agriculture is not a massive industry and therefore land which has previously been cleared should be used first and foremost rather than the clearing of potentially valuable environmental habitats.	W19	Noted. Once data on primary habitat areas has been collected and submitted to the Department of Planning, it can be assessed and considered to become a Natural Resource Preservation Overlay (section 4.1).	None

3.031	3.1, Objective 3 Horticulture does not have to have specific land set aside for it. The NTCI would be pleased to work in more depth alongside the Department of Agriculture and other stakeholders in framing this Objective. It is vital to include in this discussion stakeholders such as the Queen Elizabeth II Botanic Park and other native plant nurseries.	W19	Agree that horticulture does not require specific land in the same way as agriculture, although potential locations for horticultural uses would need to be considered as it would have certain impacts on the locality. Section 3.1 (Obj 3) can be amended to reflect this. The DoP welcomes the opportunity to discuss further with NTCI, QEII Botanic Park and plant nurseries (see proposed amendment in response to comment 3.028)	None
3.032	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review new zoning classifications o Agricultural (AG), Estate Residential (ER)	W20	Noted	None
3.033	In Agricultural zones greater consideration (such as import tax incentives) should be given to more modern and efficient forms of food production such as aquaponics and hydroponics to increase the efficient use of land.	W25	Noted. This would be an issue for the Department of Agriculture to consider	Forward comment to DoA
3.034	This section needs to recognize that certain agricultural practices do impact the sustainability of fresh water lenses, groundwater and soil, and that agricultural activities need to be screened for impact on water resources. Examples are waste management of agricultural facilities for chickens and pigs, and use of pesticides which have the potential to significantly impact fresh water lenses, groundwater and soil.	W28	Noted. These issues are assessed on a case-by-case basis by the relevant consulted departments / agencies. A reference to the potential impact of agricultural uses on water resources and soil quality can be added.	None
3.035	Does Planning view the recently proposed chicken farm in East End as being compatible/suitable with agricultural zoning, or should this be viewed as an industrial activity that should be located in an industrial zone instead?	W28	The details of this particular application are not relevant to the NPF document.	None
3.036	Too much high density tourism accommodations/ facilities can potentially harm our environment as much land that can be used for agricultural purposes such as farming will have to be destroyed. So keep it to a minimum and ensure we don't lose all of our agriculture.	Q198	The goal of section 3.1 is to ensure that prime agricultural land remains viable for agricultural use.	None
3.037	Providing our own agriculture will allow for less reliance on imports of goods which will reduce the ecological footprint of this island, and reduce the sales prices of foods and produce for the locals on island. This will also lead to a more sustainable healthy lifestyle.	Q235	Noted. The NPF seeks to support agriculture and horticulture	None
3.038	Nor impacting protected areas or species.	Q279	Noted. 'Natural Resource Preservation Overlays' (section 4.1) would provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
3.039	Botanic Park expertise is available for this.	Q279	Agreed. See response to comment 3.028 above and reference to QEII Botanic Park	None
3.040	In terms of agriculture, more advanced forms of agriculture such as larger greenhouses are need given Cayman's small size and lack of suitable soil in most places.	Q297	Noted. The DoP intended to identify opportunities for horticulture and support nursery growth, in consultation with relevant stakeholders.	None
3.041	...as long as all grown products are pesticide free...no Monsanto products...and others that are toxic	Q317	The Department of Agriculture would be responsible for any regulations concerning grown products	None

3.2 RESIDENTIAL ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.042	There may be a benefit to incorporating residential-led mixed use into the planning zones, although this has been expressly forbidden in the framework.	W9	The approach to mixed use is set out in section 3.3 where it is considered to be more appropriate to be commercial-led mixed use (i.e. commercial on lower floors and residential above). This broad model is intended to support a more 'urban' approach (vibrant outside of work hours, pedestrian friendly, higher density etc) although can be applied to both general and neighbourhood commercial areas. The identification of suitable locations for this type of mixed use will be considered during the preparation of Area Plans. Certain compatible uses are permitted in Residential zones (as explained in the introductory text to section 3.2) which therefore allows an element of residential-led mixed use.	None
3.043	Is there an identified need for estate areas? This definition could be redefined to incorporate protection of natural areas around very low density, low impact development. In certain circumstances, classifying primary habitat as estate residential zone may be a more appropriate zoning than classifying them as agriculture. However, agricultural uses should be more clearly defined and restrictive in this zone.	W9	As stated in section 3.2, Estate Residential zoning will address the need for large-lot single-family residences outside urban areas. These areas will typically be adjacent to agriculturally zoned land and therefore reflect existing allowable densities and uses. The typically allowable agricultural uses are described in section 3.2 (page 12).	None
3.044	The development of a single-family residential zone is likely to increase urban sprawl. This zone should be used with caution, particularly as Home-Owners Associations can provide this level of control in certain areas.	W9	Noted and appreciate the concern that too much zoning of this time would increase sprawl. It is likely that only residential areas with particular necessary characteristics will be zoned as single-family residential and that this type of zoning will serve to protect the existing character of that location.	None
3.045	The acknowledgement of 'the need to improve the level of housing statistics being collected in order to better inform the planning process for the island' and that 'such statistics elevate the level of debate over housing and allow policy makers to determine if there is an under or over supply in a certain type of housing stock or if the levels are adequate given absorption rates' is welcomed. This evidence base will be critical to the process of planning for future residential development (numbers of units, type, tenure, location etc.).	W9	Agreed. This issue is set out in section 3.2 (Goal 1; Obj 3).	None
3.046	Under Goal 2, for residential subdivisions, there are a number of existing issues which should be remedied, namely the issue of assumed permission to clear vegetation in subdivisions, permission given to impact Mangrove Buffer Zone and unenforced clearing without permission. Speculative clearing and filling is also an issue. These problems need to be reflected in the decisions of the Central Planning Authority (CPA).	W9	This is a Development and Planning Law issue, which in section 15 (2)(a) states that planning permission allows applicants to carry out works in connection with the development authorised by the permission.	None
3.047	Under Goal 2, there is a suggested requirement for the submission of a tree, native plant and habitat survey with all subdivision applications. This may be too onerous and unnecessary in many situations. The DoE, on behalf of the NCC, reviews planning applications and already provides a high-level assessment of habitat(s) on the site including maps and often including a site visit to confirm. Instead of requiring all subdivisions to undertake a survey, the DoE's assessment of habitat on the site should be given more weight in the CPA's decisions. There are certain areas where a habitat survey could be useful, but should only be triggered in certain	W9	Noted. This section can be amended and further discussions with DoE can take place to determine the situations when Tree, Native Plant and Habitat surveys are required.	None

	circumstances (e.g. by the presence of primary habitat, or the natural resource preservation overlay). We would be happy to work with the Department of Planning to develop a policy for determining when a habitat survey should be undertaken.			
3.048	Figure 3.6 shows a highly modified area and has an odd caption for discussing natural resources. It describes canals as being sensitive areas worthy of protection. We would be happy to provide images and relevant captions for showcasing Cayman's natural resources.	W9	Noted. This figure can be replaced.	None
3.049	Our fragile environment is taking a hammering. Developers have been buying large tracts of land, subdividing these and then removing all the native vegetation. In many cases the land then lies dormant and unused. Non-native plant species invade and the loss of habitat is permanent. Can I suggest that the new plan insists on (a) a (significant) portion of native vegetation being retained when these subdivisions are done, and (b) that it be a requirement that any building work be commenced immediately a lot is cleared? This would involve ensuring that proper financing is in place and would delay the irreparable harm now being done to our precious environment. Can I further suggest that the size of lots being subdivided be increased, not decreased...especially in lesser populated areas like East End and North Side? This might preserve the quality of development and hopefully also some of the vegetation.	W14	<p>This is a Development and Planning Law issue, which in section 15 (2)(a) states that planning permission allows applicants to carry out works in connection with the development authorised by the permission.</p> <p>Section 3.2 (Goal 2; Obj 1) seeks to ensure that residential subdivision design retains natural vegetation and key landscape features.</p> <p>The reference to allowing smaller lots (section 3.2; Goal 1; Obj 2) is in order to allow for higher density and therefore more affordable housing.</p>	None
3.050	As a resident in the South Sound community it is important to ensure proper low-density zoning is kept in character with the existing land blocks so that any future development or higher density zoning both in building structure, height as well as capacity will not be to the detriment of the existing neighborhood. South Sound Road does not equate to one large overall zone for South Sound and I don't think it is sufficiently clear in the NPF how neighborhoods will be separately defined.	W16A	Agreed. The character and appropriate land use zoning for South Sound will be considered during preparation of the relevant Area Plan (Inner Suburb Area Plan). Each Area Plan will not constitute a single overall land use zone but provides an opportunity to consider the whole area in more detail and to apply the various land use zoning categories within it.	None
3.051	Sub-divisions continue to be granted where land is cleared and filled devoid of any vegetation without the necessary funding or sales to proceed to the next stage for construction. Apart from the loss of vegetation, there needs to be stops put in place that will only allow land clearing and prospecting to proceed where guarantees are provided to build within a reasonable timeframe and for the completion of the project. Furthermore, enforceable penalties and/or government reserve funds need to be collected to mitigate failed or abandoned projects. Any landclearing for sales purposes could possibly just include the primary access section of the development rather than the destruction of the entire project. Again, these are issues that need proper consideration in the NPF document.	W16A	This issue is acknowledged although, under Development and Planning Law section 15 (2)(a), 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. It is not clear how funds could be collected for the reinstatement of land (should a project be abandoned) as the funds required may make the project unviable.	None
3.052	We think it is important for established residential areas to be allowed to maintain their identity and character. Pirate Cove Estates (South Sound Block 21E) is a well-established low density residential area made up almost exclusively of single family homes with large, attractive gardens. The wide buffer zone along Mary Read Crescent and Anne Bonny Crescent was specially planned by the developers to give a sense of space and to provide the opportunity for additional planting and screening. Restrictive covenants allowing only single-family houses to be built on each lot were imposed by the developers in the initial purchase agreements and recorded on the Land Registers in order to set up a building scheme so that the residential	W18	Noted. It is intended that an Area Plan will be prepared for this location (Inner Suburb Area Plan) which will provide planning policies and approaches specific to that location. Public participation will be a key element of the process for preparing the Area Plan and any existing legal agreements will be considered and reflected as necessary.	Consider during preparation of Inner Suburb Area Plan

	character of the area was maintained. Building schemes have been recognised by the Courts in Cayman and taken into account by the Central Planning Authority in considering applications for planning permission. As such it appears that Pirate Cove Estates will be zoned single-family residential and due regard will be given to the restrictive covenants which are in place. We look forward to receiving confirmation of this.			
3.053	Residential Zones The NTCI believes in sustainable development and as such is greatly concerned regarding the current pace of development presently underway. There seems to be little or no work done to understand the housing needs for the current population and longer term requirements for population growth over the next five years.	W19	Section 3.2 (Goal 1; Obj 3) acknowledges the need to conduct an assessment of residential unit capacity and to forecast long-term residential demand. PlanCayman however takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibly in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
3.054	The NTCI believes that population growth as already mentioned herein, must be factored into the NPF for it to work as desired. Excessive land clearing (often without permission) is already underway in many different districts of Grand Cayman and the Sister Islands, sadly not included in this Plan.	W19	Please see response above (in response to comment 3.053 regarding population growth forecasts). The issue of land clearing is acknowledged although, under Development and Planning Law section 15 (2)(a), 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.	None
3.055	The NPF should encourage, if not mandate, that developers work with organisations such as the NTCI, the Orchid Society and native nurseries to salvage precious native plant species before clearing starts. This requirement should be a condition of Planning Permission. It does not need to be a cost to the developers if scheduled ahead of commencement of construction. Often encompassing native vegetation into developments can save developers money as clearly demonstrated at Health City.	W19	Noted. Section 3.2 (Goal 2; Obj 1) suggests that residential subdivision design shall retain natural vegetation, while section 8.1 (Site Design) seeks to adopt standards that encourage the preservation and/or relocation of healthy existing vegetation on development sites.	None
3.056	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review new zoning classifications o Single-Family Residential (SFR) • Subdivision design requirements	W20	Noted	None
3.057	It is noted that a significant part of the National Planning Framework are changes to the current zoning which has been in existence since 1997. The Chamber agrees that changes are long overdue and is supportive of the addition of two further residential zones (Estate and Single-Family) in order to provide greater certainty with respect to future land-use and development.	W23	Noted	None
3.058	Drainage is considered but what about waste management and infrastructure requirements? Recycling and separating of waste/ incentives	W24	These infrastructure issues are addressed in sections 7.3 (Solid Waste), 7.4 (Septic Tanks / Sewer) and 7.6 (Potable Water)	None

	to reduce waste, provide facilities for curb-side recycling; in addition to household water waste management and sewerage – there is nothing noted in this section to acknowledge these requirements. What about rain water collection / harvesting such as cistern's– which should be required to reduce our total impact from water extraction from desalination and as part of hurricane preparedness.			
3.059	<ul style="list-style-type: none"> • <i>Goal 2 – Require the submission of a tree, native plant, and habitat survey with all subdivision applications.</i> • <i>Require developers to construct sidewalks that are sensitive to topographical and vegetative features prior to final approval of the housing scheme or subdivision.</i> <p>This should be standardised by government and part of the roads authority remit to design consistent pavements for pedestrians as well as cycle lanes – developers should not be responsible for the pavements which end up being mis-aligned, differing heights above road level and more dangerous than a nationwide pavement scheme.</p>	W24	Section 6.7 identifies the need for a master bike and pedestrian plan that includes design standards for sidewalks and cycle lanes	None
3.060	<p>Subdivisions</p> <p>Goal 2, Objective 1: Residential subdivision design shall embrace Grand Cayman's natural environment by retaining natural vegetation, key landscape features, and environmentally significant elements while controlling and retaining storm-water runoffs and protecting property from flood damage.</p> <p>Further, the practice of clearing land without permission for subdivisions must be stopped by Planning. Also the law must be changed to prevent what happened with the Kaaboo site where the landowner was able to clear cut their land without input from the NCC/DoE. Large subdivision applications must be subject to review by the DoE/NCC and their recommendations must be including as conditions for subdivision approval.</p>	W26	<p>Land clearing without permission would be an enforcement issue.</p> <p>The issue of land clearing for subdivisions is acknowledged although, under Development and Planning Law section 15 (2)(a), 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.</p> <p>The Department of Environment would be consulted on any applications for major subdivisions.</p>	None
3.061	A stated core strategy for these zones is to be “sustainable over multiple generations” however this is unlikely if they are not climate-resilient.	W27	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.	None
3.062	Goal 1 should include housing options that are climate-smart as well as safe and comfortable.	W27	Issues of sustainable design and construction are set out in other sections of the NPF (sections 8.2 and 9.3), thereby addressing a variety of land uses.	None
3.063	In Objective 2 affordable housing should not only be integrated physically and socially within the surrounding community but also affordable to operate and maintain, thus truly aiding the lower-to-middle income cohorts these dwellings are meant to service.	W27	Agree with the suggestion although this is more detail than is necessary in this section of the NPF. These issues will be considered during the preparation of the Island-wide Affordable Housing policy.	Consider during preparation of affordable housing policy
3.064	Action items for Goal 2 would be wise to consider retention and enhancement of green infrastructure for stormwater management and flood control noted in the Objective.	W27	Stormwater management objectives and actions are set out in section 7.5 of the NPF	None
3.065	<p>Page 12 - Estate Residential Zoning</p> <p>There is a risk that limited livestock raising expands beyond what was envisioned. From time to time the Water Authority is requested to deal with waste management practices of development that has grown from a limited livestock operation to something much larger and it is hard to address the issues of these operations once they are established. What checks and balances will be there to avoid that limited</p>	W28	Operations which grow beyond their permitted scale and scope would be addressed through enforcement action.	None

	livestock operations grow beyond what was intended and that they become a nuisance for the neighbourhood and a threat to the environment.			
3.066	Section 3.2 – Page 13 – Objective 2, action item 1 smaller lot sizes The action item considers to review Planning Regulations for smaller lot sizes. Please note that smaller lot sizes result in a higher population density; if these areas are not within the area covered by the central sewer system, the Water Authority may consider requiring aerobic treatment units instead of the standard septic tank to achieve a higher level of wastewater treatment.	W28	Noted. The infrastructure implications of amendments to residential zoning and regulations need to be fully understood and so it is vital that all relevant agencies / departments / stakeholders are consulted at all stages of the Development Plan review.	Consider during preparation of Area Plans and revisions to regulations
3.067	Goal 2 on residential subdivision on p.14 -As part of subdivision design, the NRA fully endorses the requirements of master grading and drainage plan. In some circumstances, the latter two plans may essentially determine the subdivision design layout.	W36	Noted.	None
3.068	As part of your review, the NRA would also recommend that right-of-way of the internal roads be widened to thirty-six (36) feet as the road reserve accommodates travel lanes, drainage conveyance, road signage as well as CUC's power lines and other above-ground utility providers such as multiple vendors of communication services and cable. The current 30 feet standard is too restrictive to accommodate all of these services which are all competing for space in a constrained corridor. (CUC has advised the NRA that they are now experiencing difficulties in upgrading their service in existing subdivision as many landowners will not allow them to place their poles and guywires on private lands.) On that basis, the NRA would be willing to endorse a reduction of the travel lane widths down to 10 feet lane except at intersections where the standard 12 foot lanes should be retained.	W36	Noted. These requirements can be considered, particularly in terms of utility corridors, during the review of Subdivision design standards and Development and Planning Regulations.	Consider when preparing design standards for subdivisions, and reviewing Development and Planning Regulations.
3.069	Additionally, the NRA strongly suggest that subdivision roads be stand-alone parcels as opposed to private right-of-ways as this eventually become a liability to government when making such "roads" public due to acquisition cost for land from people's yards and incurred cost for works accommodation.	W36	Noted. This would be a Development and Planning Regulation issue and can be considered in any review of the regulations.	Consider when reviewing Development and Planning Regulations.
3.070	The NRA is also of the view that the intended type of development for a subdivision should dictate that subdivision layout and therefore the intended land use of the land should form part of the decision of granting planning permission on subdivision plans, including identifying upfront multi-family lots within residential subdivisions. Please note that for commercial or industrial development based subdivisions, the NRA would not suggest reduction of travel lanes to 10 feet due to the nature and intensity of vehicular traffic but the NRA would however recommend that all main corridors in subdivision for commercial / industrial development be at a minimum width of 40 feet.	W36	The size of individual parcels within subdivision applications typically implies the intended land use.	None
3.071	Climate change! Not taking that into account means that your affordability & sustainability goals will fail. Retains Natural Vegetation is different from, and more important than, 'good quality landscaping'. Which is in the eye of the beholder and, a la Camana Bay, is terrible for the environment and the people (social cohesion) of the country. Also all new developments should be mixed-use, i.e., neighbourhood commercial. Camana Bay, where the 'wealthy' will be seperated by miles of road corridor from the 'workers' is	Q4	Issues of sustainable design and construction techniques are set out in other sections of the NPF (sections 8.2 and 9.3), thereby addressing a variety of land uses. Noted. Section 3.2 (Goal 2; Obj 1) suggests that residential subdivision design shall retain natural vegetation, while section 8.1 (Site Design) seeks to adopt standards that encourage the preservation and/or relocation of healthy existing vegetation	None

	simply going to drive social disparagement further. This needs to be avoided.		on development sites. Mixed use development is considered in section 3.3 although section 3.2 identifies the types of uses that may be compatible with residential locations.	
3.072	Develop where has already been developed, preserve what hasn't been developed yet. Simple. Sustainable. Cheaper. And easier to adapt a few areas to climate change than adapting the whole place. - This goes double for the Brac and treble for Little Cayman.	Q4	The NPF supports the reuse of existing buildings (section 12.2) and encourages infill development (section 12.1).	None
3.073	Affordable housing' is not just about the base price of the property, you have to take into consideration the 7.5% stamp duty, plus 1.5% on the loan, furnishings etc AND THEN running costs of utilities, strata and insurance. Again connectivity is key, because you can build something affordable in Bodden Town but if you have to work in West Bay you spend all your money and time on transport.	Q6	Section 3.2 (Goal 1; Obj 2) acknowledges that an affordable housing policy is needed which will consider these issues of fees, start up costs and utilities etc. Improvements to public transportation are considered in section 6.6.	Consider during preparation of affordable housing policy
3.074	finish the EW Arterial, then ask the question again! [Where do you think new homes should be located?]	Q6	The road network throughout Grand Cayman would form part of the Comprehensive Transport Plan (section 6.1). The East-West Arterial is still a planned route and is likely to be developed in stages, subject to funding.	None
3.075	Grand Cayman is a perfect example of urban sprawl, where we live, work, shop and go to school is all so remote from each other that we end up sitting hours in our cars going to and from these places and everyone is doing the same, so we spend a lot of time in traffic jams. More roads do not solve this, we need to put cluster living, working, shopping, education better to make Grand Cayman more liveable	Q8	Agreed. 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.	None
3.076	New housing should be built where there is available land, interest from prospective buyers and in places that can handle the transportation effects, especially during peak times.	Q10	Noted. Appropriate locations for different types of housing will be identified during the preparation of Area Plans.	None
3.077	Dedicate high density zone to few areas on the island to protect the lower density housing areas.	Q13	Agreed. 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. These higher-density mixed use locations will be identified during the preparation of Area Plans	None
3.078	Strict regulation to ensure happy communities. Control of noise, cats, rats, chickens, dogs ... provision of communal play areas. Affordable housing is passe with an acute accent on the final e.	Q16	District sanitation and pest control are issues for the Department of Environmental Health	None
3.079	Short term focus on interconnection between neighbouring communities and extending commute accessibility between them.	Q27	Transportation goals and objectives are set out in section 6 of the NPF, which seeks to improve functionality in the highway network, enhance public transport and improve walking and cycling facilities, among other issues.	None
3.080	Again-- sustainability!!!!	Q30	Sustainable design objectives are set out in section 8 (Design) and section 9.3 (Sustainable Design and Construction).	None
3.081	My choices [Location of Homes] relate to single family homes. Condominiums should not be zoned in the same areas as single family.	Q36	Agreed. Section 3.2 identifies the various residential zones and the types of homes that would be permitted in each of them.	None
3.082	Vastly more important than any of the above is a conscientious effort to minimize environmental impact and protect the scarce treasures that the island still retains. Read the comments on tourism posts and forums - the continued paving over and Miamiification of Cayman is not going unnoticed.	Q41	The NPF encourages general and neighbourhood centres with mixed uses (section 3.3) in order to better utilise land. Meanwhile, section 4.1 (Natural Resource Preservation Overlay) provides a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable	None

			ecological areas.	
3.083	The government should carefully plan housing development in the eastern districts so that they preserve the peace and tranquility that attracts people to that side of the island. Imagine if every district was as busy as 7-mile? Who would want to live there?	Q46	It is acknowledged that different parts of Grand Cayman have different character and therefore different opportunities for future development and growth. The preparation of Area Plans (section 5) will enable the issues of each of these areas to be fully considered and for guidelines and policies to be established which best address the needs of those locations.	Consider during preparation of Area Plans
3.084	[New housing features] I would have said important if this development was for Caymanian .. but it not is for these new comers users and abusers. We need to put a stop to this madness. They have their own country they need to stay there.	Q64	The National Planning Framework sets out goals and objectives of national importance for the whole community	None
3.085	There will be those who like living in an urban area and being able to walk to a nearby restaurant or park. And those who prefer a more suburban lifestyle.	Q74	Agreed. Section 3.2 identifies the various residential zones and the types of homes that would be permitted in each of them. The preparation of Area Plans (section 5) will enable the needs of particular parts of Grand Cayman, including housing requirements, to be considered in detail.	None
3.086	We do not want shanty towns which divide people into us and them, but rather incorporate affordable housing with other developments where we unite people of all walks of life so that we can learn from each other and grow into a community of love for our neighbours.	Q74	Agreed. Section 3.2 (Goal 1; Obj 2) seeks to provide affordable housing that is integrated both physically and socially within the surrounding community.	None
3.087	Unless something can be done to change it, land is too expensive in George Town and along West Bay Road for an Affordable Housing scheme.	Q74	Section 3.2 acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.	Consider during preparation of affordable housing policy
3.088	Realestate combined with offices and shops drives up the price to rent. I believe housing needs to be more affordable in Cayman. We have a surplus of condominiums but they are too expensive for many Caymanians.	Q79	Section 3.2 (Goal 1; Obj 2) seeks to provide affordable housing that is integrated both physically and socially within the surrounding community.	None
3.089	I don't agree with the mass urbanization of East End and I feel that West Bay densely packed with unused housing.	Q79	Agreed. Section 3.2 identifies the various residential zones and the types of homes that would be permitted in each of them. The preparation of Area Plans (section 5) will enable the needs of particular parts of Grand Cayman, including housing requirements, to be considered in detail.	None
3.090	Affordable, sustainable design- rather than catering and permitting expensive and environmentally destructive developments that are never fully occupied or properly utilised. Also, from the past examples, pushing lower income housing into particular areas with poor connectivity to work and other services (with many Caymanians spending a minimum of 2 hours a day simply commuting).	Q87	Section 3.2 (Goal 1; Obj 2) seeks to provide affordable housing that is integrated both physically and socially within the surrounding community. Sustainable design objectives are set out in section 8 (Design) and section 9.3 (Sustainable Design and Construction).	None
3.091	There is a crisis level shortage of smaller and more affordable accommodation in the SMB corridor. This will shortly cause massive wage inflation which could persist for a decade and cause serious problems for business (in other words wages go up and never back down even if the driver recedes). Cayman has an abundance of mid and high end 2/3 bed apartments and townhomes. Young professionals and lower earners have very little to choose from. Young professionals in London and other cities happily rent tiny (400-600 sq ft) studio apartments for the same price as 2 bed townhomes in Cayman. Developers are more interested in the higher level, larger homes because the margins are higher. The government should encourage developers through zoning and incentives to vary the types of accommodation being offered and ensure there is a better mix	Q88	Section 3.2 acknowledges than an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community. In addition, section 3.2 (Goal 1; Obj 3) acknowledges that residential zoning categories and requirements may need to be revised including allowed uses and design standards. These will be considered during the preparation of Area Plans as certain parts of Grand Cayman may be more appropriate for higher density residential development with a greater mix of unit types and size.	Consider during preparation of affordable housing policy and Area Plans

	that meets the needs of the growing population.			
3.092	sidewalks for all developments including residential	Q97	Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	None
3.093	we do not need gated communities in Cayman that just leads to crime	Q100	The Central Planning Authority reviews applications for gated residential schemes and determines based on their individual merits.	None
3.094	Remember whose country this is actually and plan so the not so well off can afford to live here as well. There no point having a dwelling if you can't afford to live in it.	Q100	Section 3.2 acknowledges than an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.	None
3.095	[New Homes located throughout the island] so citizens have the option to buy a house wherever they want	Q104	The preparation of Area Plans (section 5) will enable the needs of particular parts of Grand Cayman, including housing requirements, to be considered in detail.	None
3.096	The eastern districts need to get filled up because not many people live there so the dense areas get filled and are very crowded. But there is nothing really over the eastern side but if you put more industrial and commercial buildings over there and develop that side it would be better and more even.	Q115	Noted. The preparation of Area Plans (section 5) will enable the needs of particular parts of Grand Cayman, such as the Eastern Districts, to be considered in detail. This includes the potential for housing and other uses in these locations.	None
3.097	For Environment provide large recycling bins for Neighborhoods and Compost	Q131	Section 7.3 sets out the objectives for solid waste and recycling	None
3.098	[Location of new housing] It should not be only housing because without communal services such as schools, shops hospitals, import and more, there is no hope in spreading the population among the districts.	Q134	Noted. The preparation of Area Plans (section 5) will provide a mechanism to consider the future appropriate uses and services in different parts of the island.	None
3.099	Where the houses are placed so that everyone is close to everything so that people dont have to drive far to pick up kids or grocery shop. This would link in with environmental issues because there wouldnt be as many cars and people would ride bikes or even walk.	Q141	Agreed. The NPF encourages general and neighbourhood centres with mixed uses (section 3.3) in order to better utilise land and to provide opportunities to live, work and socialise in the same location without driving to different places for different activities.	None
3.100	Children should not be living in upper level homes above offices, etc. They need to be able to go out their front door and plan. They should not be living in the middle of a town as you describe!	Q143	Noted. Greater choice of housing types is needed to meet the needs of the whole community. This may include upper level homes for first-time buyers and young professionals, while more suburban-type homes may be more appropriate for families with children. Section 3.2 (Goal 1; Obj 1) seeks to increase housing diversity while section 3.2 (Goal 1; Obj 3) acknowledges that residential zoning categories and requirements may need to be revised including allowed uses and design standards. These will be considered during the preparation of Area Plans as certain parts of Grand Cayman may be more appropriate for higher density residential development with a greater mix of unit types and size.	None
3.101	plans for collective wastewater treatment in planned developments. Need to require a legal entity of property owners (similar to strata) that will be responsible for shared infrastructure	Q147	Applicants for Subdivisions and Planned Area Developments are required to submit proposals for satisfactory sewage disposal systems	None
3.102	A lot of the roadways that were previously residential are now boarding on commerical due to the amount of traffic they receive (Crew Road as an example) and it only makes sense to allow a certain amount of commercial activity as many of these older homes are now no longer primary residence	Q151	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. The Area Plan process (section 5) will enable a detailed review of the character of various parts of the island and its suitability for future land	Consider when preparing Area Plans

	but being converted to multifamily and commercial applications.		uses	
3.103	Planning should not dictate where residential buildings may be placed. Land owners should have an option in any area for residential.	Q154	The Development Plan serves to ensure a balance between different activities and to organise between competing and sometimes conflicting desires, to ensure orderly development of land. It is for this reason that the Plan Review will assess the potential for different parts of the island to accommodate different land uses, based on various social, economic and environmental considerations.	None
3.104	"Affordable" is a relative term Provide community gardens for growing foods. Delete notion of low density area: we have limited land space	Q158	Community gardens can have many positive impacts on communities, safety and health. This suggestion will be added to the Comprehensive Parks, Recreation and Open Space Plan. Noted re. low density. The NPF encourages increased housing diversity to meet the needs of the whole community. Acknowledge that more higher-density areas will be needed, in identified locations, in order to prevent sprawl etc	Consider during preparation of Comprehensive Parks, Recreation and Open Space Plan
3.105	Affordable housing is one of most important factors. Something that may be worth considering is the position land owners and landlords on this island; I'm not overly confident about protection policies in Cayman, but land owners/landlords may find themselves in a position of significant power or control. It's my belief that this would be something negative.	Q179	Section 3.2 acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.	None
3.106	I agree with the idea of protecting the environment however I would like more affordability for locals and affordable infrastructure to support the growing scholar population that comes back.	Q182	Section 3.2 (Goal 1; Obj 2) acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.	None
3.107	I live in a so-called "neighbourhood commercial" area on Northwest Point Road. There are private residences sandwiched in between commercial enterprises which cater to the tourists. The net effect of this is that sometimes you cannot leave your house because of all the tourist buses blocking your egress and ingress. Residential communities should not have to deal with this. We should be totally separate from the commercial side of things. It also increases the noise level of the community.	Q192	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. The Area Plan process (section 5) will enable a detailed review of the character of various parts of the island and its suitability for future land uses	Consider when preparing Area Plans (particularly North West Point Area Plan)
3.108	The government should build apartments for the poor and NAU clients. That will save govt. a lot of money down the road because they would not have to pay expensive hotel bills for their clients or face rejection by homeowners. In New York they have what is called the "projects", where all the poor people are housed (those that cannot find jobs or who don't have enough money to take care of themselves and their family).	Q192	Section 3.2 (Goal 1; Obj 2) acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community.	None
3.109	The poor need to be close to main thoroughfares because they lack personal transportation. So this way they can get buses easier.	Q192	Section 3.2 (Goal 1; Obj 2) acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community. Section 3.3 outlines the opportunities created by mixed uses in commercial areas, which may limit sprawl and enable residents to work and socialise in the same location without travelling for different activities. Public Transportation improvements are considered in section 6.6	Consider during preparation of affordable housing policy and Area Plans
3.110	Designed to attract a reasonable mixture of Caymanian and Expat residents	Q193	Section 3.2 seeks to provide safe and comfortable housing options for all income levels.	None

3.111	New residential units should be built hand in hand with commercial developments so that there are jobs available within easy commuting distances.	Q193	The NPF encourages general and neighbourhood centres with mixed uses (section 3.3) in order to better utilise land and to provide opportunities to live, work and socialise in the same location without driving to different places for different activities. The preparation of Area Plans will enable the identification of suitable locations for these centres.	None
3.112	All roads should have local trees planted down them. And it must be a condition of planning approval for all new housing subdivisions.	Q195	Section 3.2 (Goal 2; Obj 1) seeks to establish design standards for subdivisions which take landscaping into consideration.	Consider during preparation of subdivision design standards and Site Design / Landscaping Guidelines
3.113	until obvious traffic bottleneck highlighted in 5 above no new homes should be planned for eastern districts	Q203	Transportation considerations are outlined in section 6 of the NPF and the National Roads Authority are working on various projects to alleviate traffic congestion issues	None
3.114	we need to redevelop what we already have not more to provide greener sustainable and affordable homes	Q204	The NPF supports the reuse of existing buildings (section 12.2) and encourages infill development (section 12.1).	None
3.115	We don't need to build more homes but the redevelopment of existing homes and the creation of 'tiny home laws; and to address the massive problem of luxury developments for global investment purposes only where properties remain largely empty.	Q204	Noted. The Area Plan process will enable a review of residential zoning categories, requirements and design standards, potentially to encourage higher density residential development in suitable locations.	None
3.116	[Location of new homes] Dispersed around the island but in higher density in areas that are currently lower density. Therefore decreasing the factor of new traffic and keeping it dispersed rather than condensed and keeping the environmental factors that make Cayman attractive in the first place.	Q208	Agreed. The Area Plan process will enable a review of residential zoning categories, requirements and design standards, potentially to encourage higher density residential development in suitable locations. This will be considered alongside the identification of mixed-use commercial areas, to reduce the need to travel for various activities.	None
3.117	More pre-built homes for sale	Q212	The provision or availability of pre-built homes will be a consideration for the private sector. The Building Design Guidelines (section 8.2) can consider any requirements that such structures would need to meet	Consider during preparation of Building Design Guidelines
3.118	New community neighborhoods need to be constructed	Q212	The preparation of Area Plans (section 5) will enable the needs of particular parts of Grand Cayman, including housing requirements, to be considered in detail. This will include the potential for areas to accommodate new communities and / or neighbourhood commercial centres	None
3.119	I feel in GT and WB there are more housing and construction taking place causing it to become over crowded and in my opinion losing the island feeling and becoming more Miami type which isnt what we are	Q220	Noted. The Area Plans for these locations will consider the existing conditions and set out a vision for the future of these areas.	Consider during preparation of GT and SMB Area Plans
3.120	Affordable homes throughout the islands, around 60-75k so that middle to low income Caymanians can afford a mortgage. Banks could also play an important role in making loans more accessible and making payments lower over an extended period of time. Therefore, these measures may result in Less repossessions, more stable housing for Caymanian individuals and families. Also the idea of building Small Homes (with weekly monitoring, cleanup facilities and security) might be helpful to Caymanians as well as the economy.	Q231	Section 3.2 (Goal 1; Obj 2) acknowledges that an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community. This section also acknowledges that the Planning Regulations may need to be revised to allow for smaller lot sizes and higher densities	Consider during preparation of affordable housing policy
3.121	Land designated within subdivisions for parks, are to be initiated by government workers, supported with government funding. The planning	Q231	Section 11.3 identifies the need to improve the Land for Public Purposes requirements	Consider during review of LPP regulations

	and security of the park and its contents should be discussed with the residents who are more aware of any issues within the neighborhood.			
3.122	Affordability of housing affects almost everyone no matter the background as if someone is struggling to afford a roof over their head, then it impacts their education, jobs and so forth. If developers are willing to build lots of affordable houses, it can financially make sense to sell little but often. Connectivity is also important to not only housing but the development of the island. This incorporates having pavements and sustainable living spaces with the environment and a developing cities.	Q235	Section 3.2 (Goal 1; Obj 2) acknowledges than an affordable housing policy is needed which will need to identify ways in which affordable housing can be integrated into the community. Section 3.3 outlines the opportunities created by mixed uses in commercial areas, which may limit sprawl and enable residents to work and socialise in the same location without travelling for different activities.	Consider during preparation of affordable housing policy and Area Plans
3.123	[Location of new homes] Dispersed throughout the island makes the most sense other than in heavily industrialized areas such as the Industrial park. This is why it would be best to keep that area as primarily industrial and leave any future waste to energy plant there.	Q236	Agreed. Section 3.4 (Goal 1; Obj 2) encourages industrial uses to locate in industrial areas and to restrict the infringement of retail, office and residential uses in these areas.	None
3.124	Mandatory sidewalks would be welcome	Q239	Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	None
3.125	[New housing development] Alternative housing such as prefab and pod housing	Q245	The provision or availability of prefab and pod housing will be a consideration for the private sector. The Building Design Guidelines (section 8.2) can consider any requirements that such structures would need to meet	Consider during preparation of Building Design Guidelines
3.126	[New Housing Development] if affordable housing can only be established in Eastern district or low density then we must also consider proper public transportation	Q245	Section 3.2 (Goal 1; Obj 2) seeks to integrate affordable housing into the community and recognises the need for an island-wide affordable housing policy	None
3.127	[New Housing development] Must look good with tree planting etc. Electric cables must go underground. Wires all over the place look shoddy. For a poor place, not Cayman.	Q248	Noted. Site and landscaping design considerations will be established within design guidelines (section 8.1). Also, section 7.4 recognises the need to minimise the visual impact of communication infrastructure and to investigate the feasibility of placing communication lines underground.	None
3.128	[Locations for new housing] West Bay Rd is too busy already. Its too expensive for affordable housing which should go to cheaper locations.	Q248	Section 3.2 (Goal 1; Obj 2) seeks to integrate affordable housing into the community and recognises the need for an island-wide affordable housing policy. The potential for individual areas to accommodate housing, along with other uses, will be considered during the preparation of Area Plans	Consider during preparation of affordable housing policy and SMB Area Plan
3.129	[Location for new housing] I think where the individual would like to live is important as long as it does not disrupt the natural waterways and mangroves	Q261	Noted. Various sections of the NPF (such as sections 3.9, 3.10, 9.1 and 9.2) seek to protect the Island's waterways, mangroves and coastline.	None
3.130	p.14 Goal 2 Objective 1: Include requirements for wheelchair accessibility.	Q268	Design issues and guidelines, including wheelchair accessibility, will be considered in the preparation of Site and Building Design Guidelines (sections 8.1 and 8.2)	Consider during preparation of Site and Building Design Guidelines
3.131	Existing housing need to be reviewed, as probably are not compliant with hurricane regulations, have little to no control about mosquito breeding grounds, garbage disposal, broken down cars and more.	Q271	Planning guidelines and policies will relate to new housing. Any major code compliance issues with existing housing would be addressed by the Building Control Unit during the construction of any additions or extensions to existing properties. Issues concerning garbage disposal are for the Department of Environmental Health to consider. Any issues concerning	None

			unauthorised development would be investigated by the Department of Planning's Enforcement Team.	
3.132	Pedestrian, cycle lanes and public transport connections are critical	Q275	Agreed. These issues are addressed in section 6 of the NPF.	None
3.133	Housing can be anywhere on island provided we promote the development of pedestrian, cycle and public transport	Q275	Noted. Sections 6.6 and 6.7 encouraged improvements to public transportation and pedestrian and cycling facilities.	None
3.134	The stock of existing partially and undeveloped sub-divisions and other brown field sites must be promoted for completion before new additions are made. Government should explore methods to achieve equitable outcomes for developers to avoid continued conversion of primary natural habitat for speculative purposes.	Q279	The issue of land clearing for subdivisions is acknowledged although, under Development and Planning Law section 15 (2)(a), 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.	None
3.135	A great majority of work offered in Cayman is located in West Bay and George Town, building affordable housing in the Eastern Districts will penalize those who can not afford consistent car travelling across island for work.	Q285	Section 3.2 (Goal 1; Obj 2) seeks to provide affordable housing that is integrated both physically and socially within the surrounding community. It is important therefore that is it distributed throughout Grand Cayman.	None
3.136	[Location for new housing] Only in areas where natural beauty and habitat are least disturbed.	Q286	Noted. Section 4.1 (Natural Resource Preservation Overlay) provides a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
3.137	[Location for new housing] Dispersed throughout the island subject to environmental protection and preservation most arable land for farming	Q306	Section 4.1 (Natural Resource Preservation Overlay) provides a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. Meanwhile, section 3.1 seeks to identify prime agricultural land and retain it for future agricultural use.	None
3.138	Yes for retaining natural vegetation...but "quality landscaping" no.	Q317	Noted. Section 3.2 (Goal 2; Obj 1) suggests that residential subdivision design shall retain natural vegetation, while section 8.1 (Site Design) seeks to adopt standards that encourage the preservation and/or relocation of healthy existing vegetation on development sites.	None
3.139	[Location for new housing] To, again, stay focussed on Caymanians needs...close to better public transpotation, for work purposes	Q317	Section 3.2 seeks to provide safe and comfortable housing options for all income levels. Section 6.6 sets out the objectives for public transportation improvements. Section 3.3 acknowledges that mixed use development, in certain locations, can prevent sprawl and reduce the need to travel for various activities.	None
3.140	Detached homes needed in suitable areas of GT for some of our elderly Caymanians / residents. Nice affordable landscaping and suitable trees to keep the place cool. No loud music as it is often a disturbance.	Q318	Noted. The Area Plan process will enable a review of residential zoning categories, requirements and design standards that best meet the needs of a given location. Landscaping standards will be identified within the preparation of Site Design Guidelines (section 8.1).	None
3.141	We need to provide opportunity in the workplace so Caymanians can achieve their own home. Most people don't like hand outs. We have to be careful of providing cheap homes while rich persons buy all the new stuff	Q319	Noted. Section 3.2 seeks to provide safe and comfortable housing options for all income levels and acknowledges that a forecast of long-term residential demand is required.	None

3.3 COMMERCIAL ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.142	We need less commercial land in SMB corridor.	W7	The balance of future land uses in the Seven Mile Beach corridor will be considered during preparation of the relevant Area Plan.	Consider during preparation of SMB Tourism Corridor Area Plan
3.143	The National Tourism Strategy provides helpful information on the tourism goals of the Cayman Islands and should be used to help inform commercial zoning.	W9	Noted. The National Tourism Plan has been reviewed as part of the background research informing the preparation of the NPF and references to this will be added into the NPF where necessary. The Department of Tourism has also been consulted on the draft NPF. The National Tourism Plan will be further reviewed during the preparation of Area Plans.	Consider during preparation of Area Plans.
3.144	In order to ensure the attractiveness of Mixed-Use Developments and enhance the well-being of both workers and inhabitants, significant consideration should be given to including landscaping and outdoor communal areas that are not all taken up by parking lots or a few palm trees – the right example of this would be Cricket Square.	W16A	Agreed. Section 3.3 (Goal 1; Obj 1) includes an action to identify urban design guidelines to create high quality, safe and accessible commercial centres and buildings. Also, landscaping and Public Realm guidelines will be established in the preparation of design guidelines (sections 8.1 and 8.3)	None
3.145	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review uses in commercial zones to include mixed-uses, including residential	W20	Noted	None
3.146	The Chamber also encourages the creation of Mixed Uses in commercial zones as it is of the opinion that this is vital to bring life back into these areas and central George Town through the introduction of certain types of residential accommodation into commercial areas.	W23	Noted	None
3.147	The creation of Light Industrial Zones and commercial uses in District Areas is also supported as the Chamber recognizes and supports the need for decentralization from George Town and the Seven Mile Beach areas.	W23	Noted	None
3.148	Marine Commercial zone should separate cargo and port facilities from watersports related activities – these should be separate zones and not included together under one zone. The activities are very different.	W24	Noted. While Marine Commercial zones do relate to a wide range of marine activities, the specific activities in different locations will be identified during the preparation of Area Plans.	None
3.149	The NRA fully endorses commercial zones that supports and encourages mixed-use developments as such facilities could contribute to an overall reduction of traffic demand on Grand Cayman's road network.	W36	Noted	None
3.150	Constrained corridor - Shamrock Road by Grand Harbour. The island cannot continue having all the eastern district traffic drive to and from two major employment centres (George Town CBD & Camana Bay). Future planning zones outside of George Town must allow for employment centres East in order to balance the home-work-home trips which contribute most to AM & PM peak conditions. The Travel Demand Model will be able to show 10, 20 & 30 year traffic volumes and identify areas where the road network will experience total breakdown if both engineering and land-use planning solutions are not put in place.	W36	Noted. The NPF seeks to encourage mixed-use development in Neighbourhood Centres around Grand Cayman and suitable locations for new or enhanced commercial centres will be identified during the preparation of Area Plans.	None
3.151	Mixed Use !!!! We need more urbanised mixed-use planning (which includes green spaces as people need fresh air for their mental health, etc.) allowing us to leave large swathes of the Cayman Islands undeveloped for	Q4	Agreed. Section 3.3 encourages mixed-use development in commercial areas to create all-inclusive liveable communities. Other climate change adaptation measures are referenced	None

	environmental and social reasons. Also climate change mitigation & adaptation is easier under this model than with heavily distributed development and minimal conservation ethic now evidenced in our development planning		throughout the NPF (Parks and Open spaces, sustainable modes of transportation, landscaping etc). Also, sustainable building techniques will be encouraged through the preparation of Building Design Guidelines (section 8.2)	
3.152	Neighbourhood commercial must not equate to light-industrial however. Those are two different things. Not incompatible, you could have neighbourhood-industrial and neighbourhood-commercial as two types of neighbourhoods, or more like a continuum of neighbourhood. But the question, as worded, seems concerning.	Q4	Agreed. Section 3.3 (Goal 2; Obj 2) sets out the objectives for neighbourhood commercial development, while section 3.4 (Goal 1; Obj 3) relates to locally-serving industrial uses. These are indeed different land use classifications with separate considerations.	None
3.153	All areas should be neighbourhood commercial, differentiated only by density. The more we can integrate and build up the easier we can adapt to climate change and leave great swathes of Cayman undeveloped and preserved as nature parks (and climate change buffers)	Q4	Appropriate locations for neighbourhood commercial centres will be identified through the Area Plan process. It is recognised however that this approach isn't suitable for all areas in Grand Cayman and that various other factors need to be considered and a range of residential types and commercial / industrial spaces need to be provided.	None
3.154	Encourage mixed use buildings ie retail/office and residential in one building, reducing the need for parking and traffic in congested areas. Libraries are outdated, but they could also be community centres?	Q6	Agreed. Section 3.3 encourages mixed-use development in commercial areas to create all-inclusive liveable communities. The future role of libraries is the responsibility of the Cayman Islands Public Libraries Service although the NPF supports community facilities	None
3.155	Mixed use is important of the general commercial areas to avoid ghost towns after business hours and to keep a lively and liveable commercial area. Cutting up the George Town Central Areas with more and more roads does not make sense.	Q8	Section 3.3 encourages mixed-use development in commercial areas, particularly in George Town, in order to add more vitality and security outside of work hours. Other approaches in George Town will be considered through the preparation of the GT Area Plan and through the GT Revitalization Initiative.	Consider as part of GT Area Plan and GTRI
3.156	We need to get away from putting everything in George Town, neighbourhood commercial centres are a way of re-vitalising the districts and limit dependency on the car	Q8	Agreed. Section 3.3 (Goal 2; Obj 2) encourages commercial development in district centres	None
3.157	High density commercial spaces should be very selectively chosen or use the existing commercial spaces so not to disrupt the suburbans lower density zones to preserve quality of life and to protect the value of real estate in that zone.	Q13	Noted. Section 3.3 (Goal 2; Obj 2) acknowledges that the identification of suitable locations for neighbourhood commercial centres will consider infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.158	Wild places can exist in urban areas, and can teach us about ourselves and our lives. Urban forests, ponds and wetlands are features of livable towns and cities in the best ordered countries around the world. "Parks and public spaces" are fine for swing sets but forests and ponds contribute to fresh air, natural beauty and contemplation. Small paths can exist for pleasure and for walking/cycling to work or to shop.	Q16	Noted. Public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and each Area Plan can include consideration of 'wild / natural' features in 'urban areas', where possible.	Consider during preparation of Area Plans. Forward relevant suggestions to GTRI staff
3.159	[Commercial in District centres] Agree with reservation. Concentration makes for better land use -- leaving more for nature or even pastoral uses.	Q16	Noted. Section 3.3 acknowledges that creating vibrant and dense mixed-use commercial centres can reduce the need to travel and limit sprawl.	None
3.160	If we had small-urban "pods" and the rest of the country for greener purposes, we could achieve much through neighborhood commercial centres. "Everyone should be able to walk or ride a bike to buy milk, bread and other staples." Also, every child should be able to access wild places to explore, on foot or by bike. As a boy I could do these things and as a man on the Brac, I still can	Q16	Section 3.3 acknowledges that vibrant and dense mixed-use commercial centres can provide opportunities for living, working and socialising in the same location.	None
3.161	[Mixed Use] All commercial centres, in addition, there should be mixed-use residential-led zoning. The draft NPF says that this will be 'by exception' but	Q19	The approach to mixed use is set out in section 3.3 where it is considered to be more appropriate to be commercial-led	None

	I disagree with this.		mixed use (i.e. commercial on lower floors and residential above). This broad model is intended to support a more 'urban' approach (vibrant outside of work hours, pedestrian friendly, higher density etc) although can be applied to both general and neighbourhood commercial areas. The identification of suitable locations for this type of mixed use will be considered during the preparation of Area Plans. Certain compatible uses are permitted in Residential zones (as explained in the introductory text to section 3.2) which therefore allows an element of residential-led mixed use.	
3.162	I would love to see some more mixed-use development spaces - shops below/residential above, etc.	Q20	Section 3.3 encourages mixed-use development in commercial areas to create all-inclusive liveable communities.	None
3.163	True Sustainable towns / villages should encompass all aspects of life & be flexible to change as land use demands evolve. All required is a common vision.	Q21	Noted. The preparation of Area Plans will provide a mechanism to develop a vision for different parts of Grand Cayman.	None
3.164	[Neighbourhood Commercial] Providing environmentally sound rules for waste, noise, smell, air and water borne emissions and waste removal / treatment is tightly enforced.	Q23	Noted. Section 3.3 (Goal 2; Obj 2) acknowledges that the identification of suitable locations for neighbourhood commercial centres will consider infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.165	[General Commercial areas] Ensure population density is high.	Q27	Noted.	None
3.166	[General Commercial areas] OPEN spaces with areas that showcase our natural beauty. We need to be Cayman not Miami or Cancun. Keep areas with character and flavor. Everything in Cayman is becoming GENERIC. In other words it looks like it could be any where else in the world. Same shops, same chain restaurants, same high buildings. We need unique and interesting.	Q28	The NPF sets out a number of design, public realm and public art objectives and these issues can be considered in more detail during the preparation of each Area Plan and also through the GT Revitalization Initiative.	Consider during preparation of Area Plans and GTRI
3.167	[Mixed Use] I honestly don't really understand your terminology. The more you mix uses that are comparable the nicer areas are, but unless you create parks and green spaces with the residential aspects, you are asking for slums and poor housing	Q28	Public realm improvements will be considered during the preparation of each Area Plan and through the GT Revitalization Initiative. Section 3.3 (Goal 1; Obj 1) acknowledges that design standards will need to be considered to allow residential and commercial uses in close proximity.	None
3.168	Cayman needs to retain it's uniqueness- it is possible to have sustainable small businesses and protect our harbour environment alongside a commercial product if that is the mandate.	Q29	Noted	None
3.169	Neighbourhood commercial centres should be friendly and support community based activities. I do not support mixed-use development, taller structures, in outer communities.	Q29	Mixed use development would support community based activities as it would encourage vibrancy and activity throughout the day and after work hours. Noted, re taller structures. Section 3.3 (Goal 2; Obj 2) seeks to encourage commercial development in district centres at a neighbourhood scale, while the introductory text (p.15) indicates that there would be limits on building height in Neighbourhood Commercial zones.	None
3.170	Urban areas should be kept to a minimum!!!!	Q30	Noted. Section 3.3 (Goal 2; Obj 2) acknowledges that the identification of suitable locations for neighbourhood commercial centres will consider infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.171	[Uses in General Commercial zone] Mix	Q33	Noted	None
3.172	[Neighbourhood Commercial in suitable locations around the Island] Again, this is very vague and subjective. What is considered neighborhood	Q41	Section 3.3 indicates that neighbourhood commercial zones provide for low intensity commercial, retail, and/or office uses,	None

	commercial? How do you define “suitable”?		with limits on building height and site coverage and that this includes shops and businesses that service the local community. Section 3.3 (Goal 2; Obj 2) suggests that suitable land parcels will be identified with consideration given to factors such as infrastructure, surrounding land uses, environmental features and economic conditions	
3.173	[Mixed Use] Very confusing question	Q45	The Goals and Objectives for commercial centres and mixed uses are set out in section 3.3.	None
3.174	Neighbourhoods should be free of commercial centres!	Q49	Noted. Section 3.3 (Goal 2; Obj 2) acknowledges that the identification of suitable locations for neighbourhood commercial centres will consider infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.175	[Neighbourhood commercial] In areas like east end and North side and Cayman Brac	Q66	Noted. Suitable locations for neighbourhood commercial centres will be considered during the preparation of Area Plans.	None
3.176	Make George Town a mixed residential/commercial building zone to allow it to grow again.	Q69	Agreed. Section 3.3 indicates that mixed-use development would be particularly encouraged in George Town	None
3.177	[Neighbourhood Commercial] This is where tourists and locals alike could learn about local traditions such as thatch work and catboat building. Items made of thatch and wood could be sold to the public.	Q74	Noted. Section 12.4 (Goal 1; Obj 3) seeks to encourage new and/or improved amenities for the use of tourists and residents, and this includes activities such as heritage trails, farmers' and craft markets. These types of traditional activities could be considered as part of the GT Revitalization Initiative	Forward comment to GT Manager
3.178	[Neighbourhood Commercial] It is not clear what 'should be encouraged' refers to - is this government subsidy or by designated as this type of land use? I can not agree with a question so vague and not explained in the framework document in more detail	Q77	The objectives for commercial zones are set out in section 3.3 of the NPF. Commercial uses will be encouraged primarily though land use designations and planning regulation amendments.	None
3.179	All the commercial centre descriptions include mixed use in the planning framework- perhaps these need to be made more clear to differentiate such as what proportion of the development should be of the different use types.	Q77	The proportion of different uses may differ by location and so may be considered as part of the Area Plan process. At this stage it is sufficient to differentiate between General Commercial and Neighbourhood Commercial in broad terms relating to building heights, site coverage, and whether the commercial uses are high intensity or serve the local community.	Consider during preparation of Area Plans
3.180	Camana Bay has demonstrated that not allowing mixed use commercial/residential buildings in George Town during the 80s and 90s, was a mistake.	Q86	Noted. Mixed use issues in George Town will be considered as part of the GT Area Plan and the GT Revitalization Initiative	None
3.181	Since the vast majority work in the SMB/GT area, building in any other area would only add to traffic. If businesses had better incentives to disperse around the island then it would make more sense to disperse the housing. For example, companies could be offered much lower work permit fees to be based in East End or Bodden Town. Someone would build an office building and those towns could begin to improve economically. Based on the status quo and for the foreseeable future we will continue to get higher and higher density in SMB/GT where all the jobs and amenities are and only extremely low density in the rest of the island(s) where there are few jobs and amenities.	Q88	Work permit fees for companies is not a planning issue. The Development Plan will encourage commercial uses in appropriate locations through land use zoning. The preparation of Area Plans will provide an opportunity to consider appropriate locations for commercial centres.	None
3.182	Decentralize government services, expand e-government services and allow residents to work closer to their homes and workers to telecommute.	Q95	E-Government services are continually expanding. Mixed use is supported by the NPF in order to encourage residents to work closer to their homes and reduce the need to	None

			travel.	
3.183	Although I agree with the fact that there needs to be an island-wide approach to various land use issues, I do not think Cayman can continue to separate commercial uses from neighbourhood centres and residential zones. People must be able to live, work and play without having to travel to a different location for each purpose, which will exacerbate our existing transportation issues.	Q96	Section 3.3 supports mixed uses in commercial zones and indicates that residential uses would be encouraged in both General Commercial and Neighbourhood Commercial zones. This approach will provide opportunities for living, working and socialising in the same location and preventing unnecessary journeys.	None
3.184	[Potential uses and facilities in urban areas - from survey] None of these uses and facilities are mutually exclusive - segregating them according to arbitrary zoning requirements will exacerbate existing traffic issues.	Q96	Agreed. Section 3.3 supports mixed uses in commercial zones in order to provide opportunities for living, working and socialising in the same location. The proportion and balance of different uses may differ by location and so may be considered as part of the Area Plan process	None
3.185	By encouraging business into the local economy is good for country instead of restricting it to Georgetown and SMB.	Q100	Agreed. Section 3.3 seeks to identify locations for locally-oriented Neighbourhood Commercial centres that help to contribute to a 'neighbourhood heart' that serves as a social and commercial crossroads for residents and visitors.	None
3.186	[Mixed Use] These are the the future along with having local facilities allowed in subdivisions such as a simple food store or restaurant.	Q100	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. Mixed use, incorporating commercial and retail activities, will be encouraged in commercial zones.	None
3.187	[Uses in Urban areas] Theme parks or more activities for kids and young adult.	Q105	Recreational and entertainment facilities are generally considered to be appropriate uses in General Commercial zones.	None
3.188	[Uses in Urban areas] nature reserves (other than the botanical gardens) that inform people about the nature of Grand Cayman and a place where people can go and enjoy the UNTOUCHED nature that shows what Cayman truly has to offer!	Q108	Noted. Public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan and can include consideration of 'wild / natural' features, where possible.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
3.189	[Uses in Urban areas] Theme parks/ water parks and more activities for teens. Also more clothing stores for locals.	Q111	Recreational and entertainment facilities, as well as shops, are generally considered to be appropriate uses in General Commercial zones.	None
3.190	The eastern districts need to get filled up because not many people live there so the dense areas get filled and are very crowded. But there is nothing really over the eastern side but if you put more industrial and commercial buildings over there and develop that side it would be better and more even.	Q115	Noted. Section 3.3 of the NPF supports the identification of suitable locations for neighbourhood commercial zones and locally-serving industrial uses.	None
3.191	[Uses in Urban areas] clubs less expensive places	Q125	Noted	None
3.192	[Uses in Urban Areas] Laser Tag	Q130	Recreational and entertainment facilities are generally considered to be appropriate uses in General Commercial zones.	None
3.193	[Uses in Urban areas] things that you would find in the us like bowling and lazer tag	Q133	Recreational and entertainment facilities are generally considered to be appropriate uses in General Commercial zones.	None
3.194	[Uses in Urban Areas] Laser Tag	Q134	Recreational and entertainment facilities are generally considered to be appropriate uses in General Commercial zones.	None
3.195	[Mixed use] This idea does work for areas in neighbourhoods because I believe that residencial areas should be in the same locallity. Therefore having these type of developments in a commercial centre would not be	Q134	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. Mixed use, incorporating commercial and retail activities, will be	None

	favourable for business itself due to the fact that these types of establishments are pictured by the general public as 'ideal neighbourhood stores'.		encouraged in commercial zones.	
3.196	There aren't any parks in higher density areas because they are mostly just for tourists such as shops and restaurant.	Q141	Public realm improvements, including public parks, will be considered during the preparation of each Area Plan and through the GT Revitalization Initiative. Section 12.2 (Goal 1; Obj 2) seeks to create a town square or public park in George Town with appropriate street and park furniture.	None
3.197	[Mixed Use] Where the houses are placed so that everyone is close to everything so that people don't have to drive far to pick up kids or grocery shop. This would link in with environmental issues because there wouldn't be as many cars and people would ride bikes or even walk.	Q141	Agreed. Section 3.3 supports mixed uses in commercial zones and indicates that residential uses would be encouraged in both General Commercial and Neighbourhood Commercial zones. This approach will provide opportunities for living, working and socialising in the same location and prevent urban sprawl.	None
3.198	[Uses in Urban Areas] Affordable apartments and townhouses, tourism attractions and activities locals can use.	Q148	Section 3.2 seeks to provide affordable housing that is integrated physically and socially into the community. Recreational and entertainment facilities are generally considered to be appropriate uses in General Commercial zones.	None
3.199	A lot of the roadways that were previously residential are now boarding on commercial due to the amount of traffic they receive (Crew Road as an example) and it only makes sense to allow a certain amount of commercial activity as many of these older homes are now no longer primary residence but being converted to multifamily and commercial applications.	Q151	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. The Area Plan process (section 5) will enable a detailed review of the character of various parts of the island and its suitability for future land uses	Consider when preparing Area Plans
3.200	[Neighbourhood Commercial Centres] This development should be centrally located within the smaller communities and not spread throughout.	Q165	Agreed. Section 3.3 seeks to identify locations for locally-oriented Neighbourhood Commercial centres that help to contribute to a 'neighbourhood heart' that serves as a social and commercial crossroads for residents and visitors.	None
3.201	[Uses in Urban Areas] Medical universities and more tertiary education options	Q171	Noted. Section 10.1 supports future education development at all types and levels and the requirements for future facilities will be determined in consultation with the Ministry of Education. Education development is typically permissible in any zone where it meets the needs of the community.	None
3.202	Because these high density urban areas are small, and it's growth appears limited, it would appear reasonable to keep them as commercial centers rather than dedicating too much space to leisure. That said; making it a comfortable environment could stimulate more tourism and make it a better work environment - so some space dedicated to restaurants could be important	Q179	It is considered that a mix of uses in commercial areas will help to better utilize land and ensure that such areas are vibrant and safe after typical work hours	None
3.203	I live in a so-called "neighbourhood commercial" area on Northwest Point Road. There are private residences sandwiched in between commercial enterprises which cater to the tourists. The net effect of this is that sometimes you cannot leave your house because of all the tourist buses blocking your egress and ingress. Residential communities should not have to deal with this. We should be totally separate from the commercial side of things. It also increases the noise level of the community.	Q192	Section 3.2 identifies the types of compatible uses that are typically permitted in residential areas. The Area Plan process (section 5) will enable a detailed review of the character of various parts of the island and its suitability for future land uses	Consider when preparing Area Plans (particularly North West Point Area Plan)
3.204	New residential units should be built hand in hand with commercial developments so that there are jobs available within easy commuting distances.	Q193	Noted. This approach will be more appropriate in some locations rather than others and so section 3.3 sets out the considerations that would be involved when identifying	None

			locations for commercial zones	
3.205	[Mixed Use] specifically parts of GT again utilizing what is already there not adding	Q204	Section 12.1 (Goal 1; Obj 1) encourages infill and brownfield development on vacant parcels within existing developed areas to minimise development sprawl and minimise the negative effects of neglected and empty properties.	None
3.206	[Uses in General Commercial zone] Clothing franchises	Q211	Shops are generally considered to be appropriate uses in General Commercial zones.	None
3.207	[Uses in urban areas] No houses	Q226	Section 3.3 encourages residential uses in commercial areas as it helps to better utilize land and ensure that such areas are vibrant and safe after typical work hours	None
3.208	I think that urban core areas should still maintain a level of environmental usage - keeping natural parks, and that these areas should be somewhere with plenty of leisure and dining options for locals	Q221	Public realm improvements, including public parks, will be considered during the preparation of each Area Plan and through the GT Revitalization Initiative. Section 12.2 (Goal 1; Obj 2) seeks to create a town square or public park in George Town with appropriate street and park furniture. The proportion of different uses in commercial areas may differ by location and so may be considered as part of the Area Plan process	Consider during preparation of Area Plans and GTRI
3.209	[Neighbourhood Commercial Centres] I agree but in moderation, so as to preserve as much of the natural environment as possible	Q221	Noted. Section 3.3 (Goal 2; Obj 2) indicates that determining suitable locations for neighbourhood commercial centres will involve a consideration of various factors including infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.210	[Mixed Use] Question not clear but GT only.	Q227	Noted, although section 3.3 sets out the benefits of incorporating mixed uses in all commercial zones. It is considered that this approach can better utilize land and ensure that such areas are vibrant and safe after typical work hours. The identification of suitable locations for neighbourhood commercial centres will require a consideration of various factors including infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.211	Mixed use would be good for George Town, for example shops or restaurants downstairs and residential quarters in the upper floors. Sufficient public parking is also a must.	Q230	Agreed. Section 6.5 (Goal 3) seeks to address the parking needs in central George Town	None
3.212	[Neighbourhood Commercial] Would need more details on this; if a dedicated area or areas could be zoned for this, and allow room for expansion in the future, that would be ideal.	Q230	Detail on the broad land use considerations for Neighbourhood Centres, and the factors influencing the identification of suitable locations, is set out in section 3.3	None
3.213	[Mixed Use] George Town, Camana Bay, Savannah, Frank Sound, and Stake Bay Cayman Brac.	Q230	Noted and thank you for the suggestions. Section 3.3 (Goal 2; Obj 2) indicates that determining suitable locations for neighbourhood commercial centres will involve a consideration of various factors including infrastructure, surrounding land uses, environmental features and economic conditions. This will be conducted as part of the Area Plan preparation process.	Consider during preparation of Area Plans
3.214	These mixed use developments encourage citizens to come to the centres which will benefit all services such as the retail, offices and residential	Q235	Agreed	None
3.215	[Mixed Use] I see this is a Camana Bay type question. I think this works - if the safety standards are also at the same level.	Q236	Noted. The encouragement of mixed uses is considered to improve general safety as it would ensure that areas remain vibrant after the end of the workday. More specific issues on	None

			safety, in relation to public realm and pedestrian movement will be considered as part of Design Guidelines (section 8)	
3.216	[Neighbourhood Commercial] sure but they do not need to be tall ten storey buildings	Q245	Section 3.3 indicates that neighbourhood commercial zones provide for low intensity commercial, retail and/or office uses with limits on building height.	None
3.217	[Uses and facilities in Higher density urban core] Not industrial	Q248	Agreed. Industrial uses are unlikely to be compatible with urban core commercial uses. Section 3.4 sets out the goals and objectives for industrial zones	None
3.218	Neighbourhood commercial should be for retail/ restaurants, not industrial.	Q248	Agreed. Section 3.3 indicates that Neighbourhood Commercial zones provide for low-intensity commercial, residential, retail and/or office uses. Section 3.4 sets out the goals and objectives for industrial zones and while it seeks to allow for locally-serving light industrial areas throughout Grand Cayman, these would only be provided in suitable locations with consideration given to infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.219	[Mixed use] but not more than 3 floors in neighbour hood commercial	Q248	Section 3.3 indicates that neighbourhood commercial zones provide for low intensity commercial, retail and/or office uses with limits on building height. The exact number of floors may vary by location and will be considered during the preparation of Area Plans.	None
3.220	Do not destroy the West End with large commercial buildings.	Q257	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	None
3.221	[Neighbourhood Commercial Centres] this would be a case by case decision based on the details of the case.	Q263	Detail on the broad land use considerations for Neighbourhood Centres, and the factors influencing the identification of suitable locations, is set out in section 3.3	None
3.222	Urban core areas may be suitable for some cultural facilities e.g. museums. Evening activities could enable revitalization of the urban centre and improve opportunities for urban restaurants.	Q268	Noted. The need for cultural facilities, and their appropriate locations, will be determined in consultation with relevant agencies / stakeholders. In general, such activities would positively contribute to the mix and vibrancy of urban areas. Agree that evening activities in urban areas would add more vitality and security outside of work hours.	None
3.223	[Facilities in General Commercial areas] pedestrian zones	Q275	Agree. Section 3.3 acknowledges that mixed use commercial areas would be pedestrian oriented. Section 6.7 considers the key objectives for pedestrian and cycle facilities and opportunities for pedestrian enhancements will be considered through the preparation of Area Plans.	None
3.224	Mixing uses creates more diverse and integrated environments that reduce amount of traffic and people can walk between home, shop and work.	Q275	Agreed.	None
3.225	Allow more mixed use development	Q275	Agreed. Section 3.3 encourages mixed-use development in commercial areas to create all-inclusive liveable communities.	None
3.226	It depends on the intention of the higher density urban areas. If the goal is to minimize traffic and create a vibrant community then residential, entertainment and community and leisure facilities are key.	Q278	Noted. As identified in section 3.3, the goals for commercial zones are to allow for mixed-use development in order to create all-inclusive liveable communities, and also to ensure an adequate supply and distribution of office and commercial properties.	None
3.227	[Neighbourhood commercial centres] I agree but this also can create traffic issues.	Q278	The traffic implications of neighbourhood commercial centres will be considered, along with other infrastructure, surrounding land uses, environmental features and economic	None

			conditions.	
3.228	[Facilities in General Commercial areas] Effective pedestrian access	Q279	Agree. Section 3.3 acknowledges that mixed use commercial areas would be pedestrian oriented. Section 6.7 considers the key objectives for pedestrian and cycle facilities and opportunities for pedestrian enhancements will be considered through the preparation of Area Plans.	None
3.229	[Neighbourhood Commercial Centres] Highly important that such suitable locations be selected with public input and with commitment to adoption as a long term plan.	Q279	Agreed. The location of Neighbourhood commercial centres will be considered through the Area Plan process, which will be prepared with public input.	None
3.230	In higher density urban core areas one would also expect to see mixed use buildings, such as multi-storey buildings with offices/residential spaces above stores/restaurants. Also expect to see multi-storey parking garages	Q297	Agreed. Section 3.3 encourages mixed-use development in commercial areas to create all-inclusive liveable communities. Section 6.5 considers parking standards and Goal 3; Obj 1 notes that the feasibility of developing centrally located parking garages would be considered along with other urban parking solutions.	None
3.231	More work employment opportunities need to happen in each district / area, meaning there should be less cars / vehicles going into GT and West Bay Road or Seven Mile Beach. Strive to encourage work / employment in each district.	Q318	Agreed. Section 3.3 encourages commercial developments in district centres that are of a neighbourhood scale.	None
3.232	[Neighbourhood Commercial] This provides employment for persons including young persons who want job skills / trade schools.	Q319	Neighbourhood commercial centres could provide a range of employment opportunities	None
3.233	If more work / employment opportunities are available in each district / area less cars / transport will have to come to town or SMB. Keep employment in each district, push east per previous answers at #7, #6	Q319	Agreed. Section 3.3 encourages commercial developments in district centres that are of a neighbourhood scale.	None

3.4 INDUSTRIAL ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.234	More light Industrial zoned land: IE, the kind of mixed-use warehouse space. So the front of the warehouse is an office, showroom and the back is the warehouse, we have it in Toronto on in Medley, Florida for example. Then some in heavy industrial zoning where car mechanics, large equipment repairs.	W7	Noted. Section 3.4 identifies the key differences between light and heavy industrial zones and the considerations involved when identifying suitable locations for them.	None
3.235	It is not clear where quarrying fits into the industrial zones.	W9	The Central Planning Authority has defined quarry siting through the identification of exclusion and sensitive areas, rather than specific land use zoning	None
3.236	There are many unusual instances of residential development within industrial areas in Cayman. There does not seem to be much new inappropriate development in the industrial areas. How would these be addressed after-the-fact?	W9	As stated in section 3.4 (Goal 1; Obj 2) new residential or commercial uses (other than those which are an accessory or service for industrial uses) would be permitted in industrial zones. There would be no provision made for existing residential uses in industrial areas.	None
3.237	Reference is made to conducting an industrial lands inventory in order to ensure an adequate supply of land to meet the demand and absorption rates for industrial land on Grand Cayman. However, without any growth projections or future development scenarios outlined in the Framework, it is unclear how it will be determined if that supply is 'adequate' for the needs of the Plan period.	W9	PlanCayman takes a performance based approach and seeks to identify industrial land requirements based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
3.238	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review new zoning classifications o Airport Industrial (AI)	W20	Noted	None
3.239	In section 3.4 and 6.9 the addition of a Liquid Fuel Terminal Zone and the desire for a future Liquefied Natural Gas import port to reduce greenhouse gases and stabilise electricity prices should be considered. The existing Jackson Point fuel facility is a valuable asset to the island and should be zoned accordingly to protect it and facilitate its future development. If its future development cannot be protected through zoning, then alternative locations should be zoned to support Cayman's future energy requirements. In order to support government policy on reducing greenhouse gas emissions, the National Planning Framework should enable Liquefied Natural Gas facilities to be included in an existing Liquid Fuel Terminal Zone and any future alternative locations.	W22	The existing Jackson Point fuel facility is acknowledged as being an important infrastructure asset to the island and, in conjunction with section 7.9, the NPF seeks to ensure that there are adequate bulk fuel storage facilities to meet the island's demand. It is recognised that long-term plans should be established for future fuel port facilities (see proposed amendment in response to comment 6.373). It is also proposed to add a reference to protecting critical infrastructure into section 7 (see proposed response to comment 1.041).	
3.240	The creation of Light Industrial Zones and commercial uses in District Areas is also supported as the Chamber recognizes and supports the need for decentralization from George Town and the Seven Mile Beach areas.	W23	Noted	None
3.241	Similarly, the Chamber supports the restriction of alternative land uses in industrial zones in order to retain land in these areas for future industrial use.	W23	Noted	None
3.242	[Locally-serving light industrial] Agree with reservation. Concentration	Q16	Section 3.4 (Goal 1; Obj 3) indicates that suitable locations for	None

	makes for better land use -- leaving more for nature or even pastoral uses.		locally serving light industrial will be identified with consideration given to infrastructure, surrounding land uses, environmental features and economic conditions	
3.243	[Locally-serving light industrial] Providing environmentally sound rules for waste, noise, smell, air and water borne emissions and waste removal / treatment is tightly enforced.	Q23	Section 3.4 (Goal 1; Obj 4) seeks to ensure that industrial property has minimal impact on non-industrial uses and natural resources and identifies the need for design standards to minimise noise, runoff, lighting, odour and emissions.	None
3.244	Keep towns town like and keep dirty industrial buildings away from our tourist areas.	Q28	Noted. Section 3.3 identifies the potential mix of uses which would be encouraged in commercial centres in order to create vibrant centres that serve the community. Industrial uses are unlikely to be appropriate in these locations. Section 3.4 identifies the potential for locally-serving light industrial uses, although acknowledges that a range of issues (such as infrastructure, surrounding land uses and environmental features) would need to be considered	None
3.245	[Locally serving light industrial] In areas like east end and North side and Cayman Brac	Q66	Noted. Suitable locations for locally-serving light industrial uses will be considered during the preparation of Area Plans.	Consider during preparation of Area Plans.
3.246	[Locally-serving Industrial] It is not clear what 'should be encouraged' refers to - is this government subsidy or by designated as this type of land use? I can not agree with a question so vague and not explained in the framework document in more detail	Q77	The objectives for industrial zones are set out in section 3.4 of the NPF. Industrial uses will be encouraged though land use designations and planning regulation amendments	None
3.247	[Locally serving light industrial] If the light industrial uses are including the use of farm land for sustainable farming and supporting the local community	Q79	The goals and objectives for agricultural zones are set out in section 3.1, which seeks to ensure that prime agricultural land remains viable for agricultural use.	None
3.248	The eastern districts need to get filled up because not many people live there so the dense areas get filled and are very crowded. But there is nothing really over the eastern side but if you put more industrial and commercial buildings over there and develop that side it would be better and more even.	Q115	Noted. Section 3.4 of the NPF supports the identification of suitable locations for locally-serving light industrial zones throughout the island.	None
3.249	I believe that the current locations of these uses are already effective and we do not have to change this. Most warehouses, storage and commercial centres correspond with import locations such as the Cayman islands customs agency, port authority and the airport.	Q134	Noted, although as indicated in section 3.4, the Development Plan needs to ensure an adequate long-term supply of industrial land and is therefore required to identify suitable sites for future industrial areas,	None
3.250	Light industrial does not belong mixed everywhere randomly. Define a "suitable" location	Q143	Agreed. Section 3.4 (Goal 1; Obj 3) indicates 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.	None
3.251	Light industrial should be kept on the periphery of any commercial use	Q154	Noted. Section 3.4 indicates that suitable locations for Light Industrial uses will be identified with consideration given to factors such as infrastructure, surrounding land uses, environmental features, and economic conditions.	None
3.252	[Locally-serving Industrial] This development should be centrally located within the smaller communities and not spread throughout.	Q165	Noted. Suitable locations for locally-serving light industrial uses will be considered during the preparation of Area Plans. Section 3.4 indicates that suitable locations for Light Industrial uses will be identified with consideration given to factors such as infrastructure, surrounding land uses, environmental	None

			features, and economic conditions.	
3.253	It's important for small local industry to thrive and have locations with lower rent.	Q179	Agreed. Section 3.4 seeks to create light-industrial opportunities in outlying districts for local needs.	None
3.254	[Locally serving industrial] I agree but in moderation, so as to preserve as much of the natural environment as possible	Q221	Section 3.4 (Goal 1; Obj 3) indicates that suitable locations for locally serving light industrial will be identified with consideration given to infrastructure, surrounding land uses, environmental features and economic conditions. Also, section 3.4 (Goal 1; Obj 4) seeks to ensure that industrial property has minimal impact on adjacent non-industrial uses and natural resources.	None
3.255	[Locally serving industrial] Would need more details on this; if a dedicated area or areas could be zoned for this, and allow room for expansion in the future, that would be ideal.	Q230	Section 3.4 sets out the goals and objectives for industrial uses and indicates that that suitable locations for locally serving light industrial will be identified with consideration given to infrastructure, surrounding land uses, environmental features and economic conditions	None
3.256	I don't believe that industrial areas should expand to the more serene areas of the island. These should be preserved for residential and tourism focused activities. (I guess this depends on what you are terming as "light"-industrial. In my opinion I worry about leaving too much open to the interpretations of our representatives and gov't officials. Sorry once bitten and all.	Q236	Noted. Section 3.4 encourages industrial uses to locate in industrial areas but allows for locally-serving light industrial uses throughout the island. The identification of suitable locations for locally serving light industrial will consider infrastructure, surrounding land uses, environmental features and economic conditions and it is acknowledged that industrial property should have minimal impact on adjacent non-industrial uses and natural resources. The Light Industrial zone would accommodate uses such as storage and warehouses, agricultural related industry, marine related industry, and small scale industrial uses that are non-noxious and relatively benign in nature.	None
3.257	[Residential] Dispersed throughout the island makes the most sense other than in heavily industrialized areas such as the Industrial park. This is why it would be best to keep that area as primarily industrial and leave any future waste to energy plant there.	Q236	Agreed. Section 3.4 encourages industrial uses to locate in industrial areas and restricts the infringement of retail, office, and residential uses into these areas.	None
3.258	This seems to be nonsense, locally serving light-industrial uses? what does that mean? Do you mean the propane gas facilities right next to John Gray High School and residential houses? Of course that is inappropriate.	Q244	No. Section 3.4 describes locally-serving light industrial uses and states that the Light Industrial zone would accommodate uses such as storage and warehouses, agricultural related industry, marine related industry, and small scale industrial uses that are non-noxious and relatively benign in nature.	None
3.259	[Locally Serving industrial] sure but they do not need to be tall ten storey buildings	Q245	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan	None
3.260	[Locally Serving Industrial] this would be a case by case decision based on the details of the case.	Q263	Detail on the broad land use considerations for light industrial zones, and the factors influencing the identification of suitable locations, is set out in section 3.4	None
3.261	[Locally Serving Industrial] I agree but this also can create traffic issues.	Q278	The traffic implications of industrial zones will be considered, along with other infrastructure, surrounding land uses, environmental features and economic conditions.	None
3.262	[Locally serving Industrial] Highly important that such suitable locations be selected with public input and with commitment to adoption as a long term plan.	Q279	Agreed. The location of light industrial zones will be considered through the Area Plan process, which will be prepared with public input.	None
3.263	More work employment opportunities need to happen in each district / area, meaning there should be less cars / vehicles going into GT and West	Q318	Agreed. Section 3.4 encourages locally-serving light industrial areas throughout the Island.	None

	Bay Road or Seven Mile Beach. Strive to encourage work / employment in each district.			
3.264	[Locally serving industrial] This provides employment for persons including young persons who want job skills / trade schools.	Q319	Locally-serving light industrial zones could provide a range of employment opportunities	None
3.265	If more work / employment opportunities are available in each district / area less cars / transport will have to come to town or SMB. Keep employment in each district, push east per previous answers at #7, #6	Q319	Agreed. Section 3.4 encourages locally-serving light industrial areas throughout the Island.	None

3.5 INSTITUTIONAL, EDUCATION AND CIVIC ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.266	There should be proper planning of institutional, education and civic zones so that they do not exacerbate the traffic problems in Cayman (e.g. the large number of schools all located on Walkers Road causes traffic problems).	W9	Agreed. Section 3.5 seeks to designate land throughout the Island to ensure adequately distributed institutional facilities in all districts and acknowledges that an assessment of all civic buildings, education facilities and institutional uses is required to determine the Island's future demands for these facilities..	None
3.267	The concluding paragraph of section 3.5 states that, 'In order to properly plan for these uses [institutional, education and civic uses], an assessment of the existing uses and the demand for future uses will be conducted'. However, it is not possible to plan for future uses if there is no demographic analysis, growth scenarios or population projections developed.	W9	PlanCayman takes a performance based approach and seeks to identify land requirements based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
3.268	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review new zoning classifications o Education (EDU), Civic (CIV)	W20	Noted	None
3.269	Separating Institutional Zones (INS) and Educational Zones (EDU) should be more clearly worded, given educational zones and schools are types of institution- for example, Institutional (Non-Education) Zone would be more appropriate for 1. Institutional Zone (INS) to provide a clear difference to 2. Education Zone (EDU)	W24	Noted, although the descriptions of the different zones and the facilities they include on p.19 is considered to be sufficiently clear.	None
3.270	Spread out schools so that they aren't clumped together.	Q20	Section 3.5 seeks to designate land throughout the Island to ensure adequately distributed institutional facilities in all districts.	None
3.271	Include new schools in different districts.This would help to alleviate traffic congestion in existing traffic corridor bottleneck areas and major urban centres.	Q95	Section 3.5 seeks to designate land throughout the Island to ensure adequately distributed institutional facilities in all districts.	None

3.6 TOURISM ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.272	It seems to me the the height of buildings ought to remain short (4 stories or so) on the water front, and planning should allow for taller buildings in land. That way more people can see the beauty of the water and the island, rather than feel trapped in-land. Currently seven mile beach is becoming a wall of condo that you can't see over. It would have been preferable to have less density/ lower structures on the beach and more residences / office spaces having a high tower - water view - over looking the water front residences.	W4	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.273	4. I participated in hours of public meetings on the previous "Vision" exercise as a NS representative and feel the NS district, outside of the Cayman Kai area, wished to see a continuation of similar to existing small boutique hotels and tourist accommodations , restaurants, bars, farming operations etc and hoped to improve that product to increase revenue. I did not hear anyone who wished to increase density or change the character of the area. In large part that was the driver for the Cayman Kai owners to undertake the legal steps necessary to keep the area as it had always been. 5. It has been my experience that those who come to North Side appreciate all that make it so special and will work with government to keep that very special character that sets the district as a different and unique part of the island.	W8	Noted. The NPF contains objectives relating to smaller-scale tourism-related developments in suitable locations, but the detailed planning guidance and approaches to North Side would be considered during the preparation of the North Side Area Plan. Public participation will be a key element of the process for preparing the Area Plan.	Consider during preparation of North Side Area Plan
3.274	Many of the existing problems with existing hotel tourism areas such as beach erosion, and inappropriate development could have been avoided. There are ongoing problems with lack of beach ridge protection, setbacks not adhered to and overdevelopment of parcels. Minimum coastal setbacks need to be required in all situations and treated as a minimum. In some cases, setbacks should be required to be increased. Precedent should not be relied upon to justify these planning decisions. This is particularly important given the climate change and sea level rise predictions for the region, and the bullet point list on page 20 should be updated to include reference to the importance of climate change adaptation.	W9	<p>Section 3.6 (Goal 1; Obj 1 and 2) indicates that setback requirements should be reviewed and revised in tourism zones. Section 8.1 (Site Design) reiterates the need to review existing setback standards while section 9.2 (Goal 1; Obj 3) seeks to define clear setbacks for coastal development sites. 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.</p> <p>The bullet point list in section 3.6 includes references to maintaining natural features and avoiding interference with coastal processes and reef systems.</p> <p>Furthermore section 9.2 includes an objective that developments along coastal areas be designed with appropriate hazard risk reduction strategies. This applies to all land use types and zones in coastal areas and is considered to be more appropriate.</p>	Consider coastal setbacks during preparation of Area Plans.
3.275	In addition, maintenance of local beach access has not been raised in the draft NPF.	W9	Public access to the beach is identified as a goal of the Hotel/Tourism Zone on p.20. Also section 9.2 acknowledges the issues concerning the public's right to beach access and states that assurance of public access must be addressed.	None
3.276	Setbacks should be increased as much as possible. The justification for this	W9	Section 3.6 (Goal 1; Obj 1 and 2) indicates that setback	Consider during

	is clear when observing the beach in locations such as Royal Palms, the Marriott and Morritts. Climate change should also be addressed explicitly here. Setbacks should be rationalised through consideration of coastline type and offshore characteristics, e.g. presence of fringing reef, proximity of deep water to the shore, presence and spatial extent of lagoons, presence of seagrass beds to help attenuate wave energy, wave energy characteristics of the coastline etc.		requirements should be reviewed and revised in tourism zones. Section 8.1 (Site Design) reiterates the need to review existing setback standards while section 9.2 (Goal 1; Obj 3) seeks to define clear setbacks for coastal development sites. 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.	preparation of Area Plans, when reviewing setbacks
3.277	The draft NPF should be updated to include reference to the role of the Public Lands Commission.	W9	Noted. Reference to the Public Lands Commission can be added to section 9.2 (Coastal Zone Management)	None
3.278	Environmental preservation should encourage eco-tourism, e.g. mangrove tours require mangrove preservation, bioluminescence requires control of light pollution etc. The National Tourism Strategy should also be considered here.	W9	Noted, and sections 4.1 and 9 of the NPF set out goals and objectives relating to environmental preservation. Sections 3.6 (Goal 1; Obj 2; bullet point 2) and 12.4 (Goal 1; Obj 2) encourage further development of nature tourism activities. A reference to the National Tourism Plan can be added to section 3.6	None
3.279	It is not clear why the regulations for the setback requirements for the Eastern Districts require revision. As a general principle, setbacks should be based on the specific characteristics of the coastal environment, not assessed based on a district-by-district basis (see comments above regarding setbacks). The entire country's setbacks should be revisited comprehensively to ensure that the setback requirements are assessed based on environmental conditions.	W9	Noted and agree that existing wording may be unclear. Section 3.6 seeks to review setbacks for all tourism developments, and throughout Grand Cayman. This section is separated into two objectives; high-density tourism (Objective 1) and low-density tourism (Objective 2). There is a reference to reviewing setbacks in both of these objectives, although the reference in objective 2 can be revised to be less specific towards East End.	None
3.280	No examples are given as to what Neighbourhood Tourism is ie what is meant by "small scale"?	W16A	Noted. The exact design and scale of developments in the Neighbourhood Tourism zone will vary depending on location, although as noted in section 3.6, the scale of development in this zone will be compatible with surrounding properties. Developments in the Neighbourhood Tourism Zone will be aesthetically pleasing and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.281	3.6 Tourism The NTCI is concerned about the change in maximum allowable building heights – now ten stories high. Coastal setbacks need to be vigorously enforced and actually increased for new developments due to climate change impacts and sea level rise which has not been sufficiently addressed through the draft NPF. The NTCI is mandated by its law to preserve historical places of significance and yet there are no laws to protect any heritage or architectural valuable sites.	W19	Building heights throughout Grand Cayman will be discussed and considered, with public participation, during the preparation of each of the Area Plans. Section 3.6 (Goal 1; Obj 1 and 2) indicates that setback requirements should be reviewed and revised in tourism zones. Section 8.1 (Site Design) reiterates the need to review existing setback standards while section 9.2 (Goal 1; Obj 3) seeks to define clear setbacks for coastal development sites. A reference to climate change is proposed for section 3.6 (see proposed amendment in response to comment 3.274). In general, the National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, various elements of climate change adaptation are set out throughout the document in sections relating to coastal zone management, sustainable	None

			<p>transportation, the natural environment, site and building design and tourism zones.</p> <p>Section 12.4 includes an objective to establish legal protection for historic buildings or sites of heritage interest.</p>	
3.282	Smaller scale or eco-tourism facilities that fit in the natural environment should be encouraged.	W19	Agreed. The NPF introduces the Neighbourhood Tourism zone, which provides for aesthetically pleasing developments designed with sensitivity towards the surrounding landscape, environment and character of the area. Sections 3.6 (Goal 1; Obj 2; bullet point 2) and 12.4 (Goal 1; Obj 2) encourage further development of nature tourism activities.	None
3.283	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Review new zoning classifications <ul style="list-style-type: none"> o Neighbourhood Tourism (NT) • Long-range plan for tourism areas including Eco Tourism 	W20	Noted	None
3.284	<p>1. <i>Hotel/Tourism (HT)</i></p> <ul style="list-style-type: none"> • <i>The prevention of the over-development of sites and to ensure that the scale and density of development are compatible with and sensitive to the physical characteristics of the site;</i> • <i>To ensure proposals are not detrimental to the natural or visual quality of the area by reason of its location, size, design, or appearance;</i> <p>2. <i>Resort Residential (RR)</i></p> <p><i>Sites and areas do not become overly dense by adopting amendments to the Developing and Planning Regulations that limit densities and site coverage;</i></p> <ul style="list-style-type: none"> • <i>Project sites are aesthetically pleasing and compatible with surrounding land uses; and</i> <p>3. <i>Neighbourhood Tourism (NT)</i></p> <ul style="list-style-type: none"> • <i>Aesthetically pleasing developments designed with sensitivity towards the surrounding landscape, environment and character of the area.</i> <p>How will the above be managed? As over-development is already a problem with the buildings which were built over 5 stories and above the tree line – this should be a priority that these buildings build no larger, and that on any renovations or change in building structure the buildings must not be allowed to build over 5 stories on these sites, these sites could be grandfathered in to the over-development level they currently sit at until any repairs or renovation are needed – at which point the height MUST be reduced to remedy the damage already caused to the visual quality of the area. Certainly no building should EVER be built reaching 50 stories -this is an insult to the people of Cayman, and the loyal visitors who have come back year after year to enjoy Cayman's low density accommodation and beaches.</p>	W24	<p>While it is not possible to reduce building heights in existing high-density tourism areas, building heights throughout Grand Cayman will be discussed and considered, with public participation, during the preparation of each of the Area Plans. Area Plans will also consider the potential suitable locations for each of the Tourism Zone classifications. As noted in section 3.6, the Hotel/Tourism zone would accommodate high-intensity tourist development, while the Resort Residential and Neighbourhood Tourism zones would create opportunities for smaller-scale tourism development.</p>	Consider during preparation of Area Plans
3.285	It is imperative that design criteria for waterfront developments include risk reduction measures for current weather-related hazards and those to future-proof against climatic impacts and sea level rise. However, accommodation and facilities in all zones should strive to be climate-resilient and therefore such language should be incorporated into Goal 1	W27	A reference to climate change is proposed for section 3.6 (see proposed amendment in response to comment 3.274). In general, the National Planning Framework takes a holistic approach to climate change issues. Rather than focusing only on sea level rise, various elements of climate change	None

	and its Action Items.		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.	
3.286	The height of Hotels, condos, and apts., or any other type of building, MUST be restricted to NO more than 12 - 15 stories high for the next 12 years, or longer, as in my opinion, such tall buildings are NOT suitable for the small size of Grand Cayman and is a great strain on our infrastructure. Our visitors, tourists and guests have already expressed their deep concerns about unsightly tall buildings on Grand Cayman which they came here to get away from. They are also very concerned about over-crowding on the beaches and said they DO NOT want to be jammed up; they need space to be comfortable to enjoy their visit, and do not want any over-crowding where they will reside. Our very own Caymanians are already stressed to the max at the fast rate that our economy has been allowed to grow and we all feel like we have been trampled upon and cheated of our peace and tranquility which we all enjoyed so much for most of our lives. We feel deprived and like we have been ignored and forgotten about. This should NEVER be!!	W29	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan. A future vision for the Seven Mile Beach area will also be developed during the preparation of the Area Plan, with consideration given to the balance of future land uses and building heights.	Consider during preparation of Seven Mile Beach Area Plan
3.287	My suggestion is to highlight where the National Planning Framework aligns with our government policies/plans such as the National Tourism Plan – I didn't notice any footnotes/citations on where there is alignment.	W34	The NPF is considered to be consistent with the Goals and Strategies of the National Tourism Plan. However, references to the National Tourism Plan can be added where possible in the NPF.	None
3.288	One suggestion that I have, (and could not find any reference to it on the plan Cayman site), is the emerging issue of existing residential accommodations being converted to short term tourism accommodation. In consideration of other objectives to encourage tourism development, we should be amending planning requirements for residential homes to be such that the conversion to short term tourism accommodation would be as seamless as possible. e.g. any apartments built in certain "zones" should be compatible with tourism accommodation requirements.	W35	Any requirements involved in converting residential accommodation to short-term tourism accommodation are not planning policy or code issues. They typically arise from the Tourism Accommodation License process.	None
3.289	At a recent HLB meeting, Board members also suggested that there be better streamlining of national policies in relation to each other and also the requirements and processes for obtaining various licenses to make it less cumbersome.	W35	Licensing issues are outside the scope of PlanCayman and lie with the various licensing boards.	None
3.290	[High Density Tourism] It should be discouraged on SMB as well. Though that's probably too late now maybe we can not let it go any further North.	Q4	Noted. A future vision for the Seven Mile Beach area will be developed during the preparation of the SMB Area Plan, with consideration given to the balance of future land uses and building heights. This will be prepared with public participation.	Consider during preparation of SMB Tourism Corridor Area Plan
3.291	We should be focusing everything on smaller-scale, i.e., sustainable and wealth distributed, developments & activities. sustainability means social sustainability (and keeping more Caymanians involved in tourism) not building ever larger buildings and operations that can only be funded, managed and staffed by foreign entities.	Q4	The NPF seeks to allow for appropriately scaled hotel and resort developments and therefore sets out objectives for both high-density tourist accommodation and facilities and smaller-scale tourism operations. The preparation of Area Plans will provide a mechanism to identify the suitable locations for each of these.	Consider during preparation Area Plans
3.292	Seven Mile Beach is getting too congested, and is out-pricing the residential sector on the WB Rd corridor, there are plenty of other areas like Rum	Q6	Noted and thank you for the suggestions. The NPF seeks to allow for appropriately scaled hotel and resort developments	Consider during preparation Area Plans

	Pt/Cayman Kai, East End, Spotts and South Sound, NW Point that are attractive to tourists.		and therefore sets out objectives for both high-density tourist accommodation and facilities and smaller-scale tourism operations. The preparation of Area Plans will provide a mechanism to identify the suitable locations for each of these.	
3.293	Quality B&B's, private rentals and boutique resorts for sure, maximise experiences like Pedro and Botanic Gardens, move away from tacky tourist traps like the Dolphins and Turtle Farm	Q6	Noted. The NPF introduces the Neighbourhood Tourism zone which allows for small-scale hotel operations. Section 12.4 considers tourism attractions and facilities and seeks to encourage new and/or improved amenities for the use of tourists and residents. The Department of Tourism would consider the suitability of individual attractions.	None
3.294	Many residents and tourists care here to enjoy the unspoiled character of the eastern districts, we need to preserve that as it is our treasure	Q8	Noted. Sections 4.1 and 9 of the NPF sets out goals and objectives relating to environmental preservation. Section 3.6 meanwhile introduces the Neighbourhood Tourism zone which allows for small-scale hotel operations that are designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.295	SMB is too busy from the beach to the road. There is no need for more SMB hotels.	Q10	Noted. 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	Consider during preparation of SMB Tourism Corridor Area Plan
3.296	[High-density tourism accommodation and facilities] Old Man Bay and the entrance to Frank Sound	Q12	Noted and thank you for the suggestions. The potential locations for future tourism zones will be considered during the preparation of Area Plans	Consider during preparation of North Side, Outer Suburb and East End Area Plans
3.297	[Smaller scale tourist accommodation and activities in certain parts of the island] To provide business opportunities for persons in smaller districts	Q12	Agreed. Smaller-scale tourism accommodation and facilities in suitable locations throughout Grand Cayman would create business opportunities	None
3.298	A ratio of commercial and green spaces should be addressed, increasing the ratio of parks and relaxing places in high density areas to cool the ground surface since the black asphalt will double the radiant heat generated. Incorporating tall shade trees.	Q13	Noted. Various sections of the NPF (such as sections 3.8, 8.1, 8.3 and 11.1) acknowledge the need for adequate and well-designed parks and open spaces. The appropriate locations for these will be considered in more detail through the preparation of Area Plans and also with the preparation of the Comprehensive Parks, Recreation and Open Spaces Plan.	Consider during preparation of Area Plans and Comprehensive Parks, Recreation and Open Spaces Plan.
3.299	SMB area is already over crowded	Q14	Noted. 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	Consider during preparation of SMB Tourism Corridor Area Plan
3.300	The remainder of the island should be encouraged to provide more eco friendly options. Lower density, higher quality, eco friendly tourism continues to trend upwards & is something that Cayman should encourage in order to keep our status as a higher quality destination.	Q18	Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities that are appropriately scaled and encourage alternative tourism opportunities such as nature-tourism, agri-tourism and heritage tourism. As noted in section 3.6, the Department of Tourism would be consulted on all applications for tourist development.	None
3.301	[Small-scale tourist accommodation in certain parts of the island] Each area should reflect the natural characteristics and blend in as smoothly as possible.	Q21	Agreed. Section 3.6 (Goal 1; Obj 2) seeks to create design standards and urban design guidelines that reflect the unique characteristics of lower-density tourism areas. The NPF introduces the Neighbourhood Tourism zone which allows for small-scale hotel operations that are designed with sensitivity	None

			towards the surrounding landscape, environment and character of the area.	
3.302	[High Density tourism accommodation] I think we risk SMB being a long line of hotels if we don't encourage other locations as well.	Q22	Noted. The potential locations for future tourism zones will be considered during the preparation of Area Plans	Consider during preparation of North Side, Outer Suburb and East End Area Plans
3.303	I think boutique accommodation is becoming more and more popular and it would be great to showcase other areas of our island with this approach.	Q22	Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities that are appropriately scaled and encourage alternative tourism opportunities such as nature-tourism, agri-tourism and heritage tourism.	None
3.304	Tourist accommodation should be allowed to develop organically. The financial risk is on the developer, they will do their studies and know whether they can thrive in one area or another.	Q23	The role of the Development Plan is to guide future tourism development and ensure that it is appropriate and compatible with neighbouring uses and national goals. The application for, and development of, tourism accommodation will be the responsibility of the private sector developer.	None
3.305	We have lost all character on Seven Mile Beach! Come on people!!! No more beaches for locals to use and all upper end high density properties. There is nothing for locals or stay over tourists on SMB outside of their individual complex.	Q28	Noted. The character and 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	Consider during preparation of SMB Tourism Corridor Area Plan
3.306	Seven Mile Beach is a disgrace- high rises are not in keeping with the size of the land mass we are on. Smaller scale tourist accommodations based on Cayman sleepy heritage not imported ideas of grandeur!	Q29	Noted. The character, potential for future development (for all land use types) and building heights in the Seven Mile Beach area will be considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.307	Preserve the natural environment and let 7-mile be the major tourist hub. Tourism is strong-- growth is NOT necessary-- in fact it can be detrimental!	Q30	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans	None
3.308	I think it's important to balance the island, and concentrating the bulk of the high rises in one area helps prevent the destruction of other areas. That being said, I do think it's appropriate for tourism to encompass other areas - for example morritts and the Wyndham are high-capacity but manage to be so in an unobtrusive way. And it's separated enough from 7 mile that it's appropriate	Q41	Noted. The potential locations for future tourism zones will be considered during the preparation of Area Plans.	None
3.309	I think there is room for tourism to expand to other areas. An eco lodge type place might be nice for those who want to create less impact and would like a more natural experience. I STRONGLY disagree with any attempt to create an installation at stringray city or similar areas. The jungle gym thing at starfish is an eyesore	Q41	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations. Section 3.6 also seeks to encourage alternative tourism opportunities such as nature, agri and heritage tourism. The potential locations for future tourism zones will be considered during the preparation of Area Plans. Section 12.4 considers tourism attractions and facilities and notes that environmental, social and economic impacts should be considered for any new facilities.	None

3.310	I do not think there should be 10 story hotels across the island. It is unsightly and does not fit in with the natural topography (i.e. flat landscape) well. There was a good reason 20 years ago we had limits on the number of floors a hotel could have on 7-mile. Our baseline has shifted since then to allow for more floors on the 7-mile corridor but for now let's keep the baseline lower for the rest of the island (e.g. 4-6 stories).	Q46	Section 3.6 (Goal 1; Obj 2) seeks to allow for appropriately scaled development across the island and identifies the need to create design standards and urban design guidelines that reflect the unique characteristics of lower-density tourism areas. Building heights throughout Grand Cayman will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.311	[High Density tourism accommodation] They could be located in areas around Morritts. New areas should never be developed without the approval of the people of the affected districts.	Q49	Noted. The potential locations for future tourism zones will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.312	[Small-scale tourist accommodation in certain parts of the island] Very small condo complexes would be fine.	Q49	Section 3.6 (Goal 1; Obj 2) seeks to allow for appropriately scaled development across the island and identifies the need to create design standards and urban design guidelines that reflect the unique characteristics of lower-density tourism areas.	None
3.313	7 mile is too dense already	Q53	Noted. The character, potential for future development (for all land use types) and building heights in the Seven Mile Beach area will be considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.314	[High-density tourism accommodation and facilities in any other locations beyond Seven Mile Beach?] Only if environmental impact to reef, sea floor, flora and fauna is not an issue	Q62	Section 3.6 introduces Neighbourhood Tourism zones which allow for small-scale hotels, condominiums, and resorts where the visual and physical impacts are minimal. It is noted that Neighbourhood Tourism zones should allow for aesthetically pleasing developments that are designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.315	There is no longer anywhere along seven mile beach for locals to enjoy the beaches we all are meant to enjoy	Q66	Section 3.6 identifies the need to provide adequate and unrestricted public access to beaches and the sea, and this is also referenced in section 9.2 of the NPF (Coastal Zone Management)	None
3.316	[High Density Tourism Accommodation] More development needs to be pushed out to the Eastern End.	Q69	Noted. The potential locations for future tourism zones will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.317	Seven Mile Beach has already been established as the tourist destination for those who like to mingle with lots of other people on the beach, in night clubs, etc. Please leave the eastern districts for those tourists who prefer the unspoilt natural beauty of Silver Thatch Palms, Cayman Parrots, Wild Banana Orchids and uncrowded beaches.	Q74	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans. Section 12.4 considers tourism attractions and facilities and notes that environmental, social and economic impacts should be considered for any new facilities.	None
3.318	[Small-scale tourist accommodation in certain parts of the island] I've been to the Brac and spoken with tourists who have stayed on Grand many times in the 70's, 80's and 90's, but will never stay again. Why? Too commercial and impersonal. It's not the Cayman they used to know and love. Also I've	Q74	Noted. The approach to tourism accommodation and facilities in the NPF is intended to be consistent with the National Tourism Plan, which identifies the need to protect, manage and enhance, as appropriate, cultural and natural resources.	None

	spoken with tourists who choose to stay at Rum Point/Cayman Kai and East End and get similar responses. Listen, the beauty of Cayman is in the generational Caymanian people who take a genuine interest in you and tell you the history of these islands; the wild sea with turtle grass, turtles, coral heads and fish that you can snorkel among in their natural environment; and the peace and tranquility of much less traffic and noise.		The Department of Tourism will also be consulted on applications for tourism-related activities and facilities	
3.319	The Island is already over-saturated with high-density tourism and no more should be encouraged - the main attractions are over-subscribed and environmental degradation is already severe, this is incompatible with maintaining a good quality tourism product and quality of life for residents. The waste infrastructure and transport can already not handle the current level of visitors and residents and this needs to be addressed prior to even considering any more high-density tourism accommodation.	Q77	Noted. The approach to tourism accommodation and facilities in the NPF is intended to be consistent with the National Tourism Plan, which identifies the need to protect, manage and enhance, as appropriate, cultural and natural resources. The Department of Tourism will also be consulted on applications for tourism-related activities and facilities. The character of different areas in Grand Cayman and their potential for future tourism development will be considered, with public participation, during the preparation of each of the Area Plans. Infrastructure and transportation issues will also be considered.	None
3.320	[Small-scale tourist accommodation in certain parts of the island] This should be eco-tourism focused and the primary objective should be to ensure sustainable low-impact tourism	Q77	Agreed. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities, away from high-density tourism locations, that encourage alternative tourism opportunities such as nature-tourism, agri-tourism and heritage tourism. It is noted that the visual and physical impacts from these developments should be minimal.	None
3.321	[High Density Tourism Accommodation] Other areas of the island need to be protected from this type of development. Alternatives such as East End should not be sabotaged by large resorts.	Q79	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations.	None
3.322	[High Density Tourism Accommodation] Quality of beaches and other water-related locations is problematic over most of the Island for high-density tourism development- possible exceptions are Beach Bay and Rum Point precincts	Q83	Noted and thank you for the suggestions. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.323	Low-density tourism development (10 or less guestrooms, bed/breakfast guesthouses) should be clustered in non-SMB precincts where local place or streetscape can support development without loss of charm- e.g. Bodden Town core, Old Man Bay, East End core etc	Q85	Noted and thank you for the suggestions. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities, away from high-density tourism locations.	Consider during preparation of Area Plans
3.324	There are some areas of the island where there are smaller hotels already, and their support facilities, where larger hotels could be accommodated, providing more opportunities in the tourism sector for people living in the eastern districts.	Q86	Noted. The potential locations for future tourism zones (both high-intensity and smaller-scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.325	There are many places where boutique type hotels could thrive, that would support those local communities with employment opportunities, provided they fit in with the prevailing architectural style of the area.	Q86	Agreed. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities and notes that such developments should be appropriately scaled and reflect the unique characteristics of lower-density tourism areas.	None
3.326	High end, experiential and environmental tourism should be encouraged east so as to preserve the ecological and cultural quality of the area, but provide economic opportunity for residents in those areas.	Q87	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities, away from high-density tourism locations, that encourage alternative	None

			tourism opportunities such as nature-tourism, agri-tourism and heritage tourism.	
3.327	High density/high rise in Central George Town and otherwise only on 7 Mile beach corridor, both sides of W Bay Rd. Maintain low rise character of Bodden Town, Eastern districts and West Bay.	Q97	Noted and thank you for the suggestions. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.328	[smaller-scale tourist accommodation and activities] In areas like Bodden Town which should have a Historic Overlay zoning. Make the by pass the principal highway so that shoreline and village of Bodden Town can develop as a local community with boutique style accommodations, local stores and prioritize walkability or bicycle means of transport. Same for Cayman Kai and Rum Point.	Q97	Noted and thank you for the suggestions. The potential locations for future tourism zones, and Heritage Preservation Overlays (section 4.3) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.329	There is nothing wrong with high density tourism any where on the island but vertical high density tourism is a different matter as long as it fits in to the existing built environment then it acceptable ie SMB or East End but other areas restrict to the old rules of 3 storeys.	Q100	Noted. The potential locations for future tourism zones, and building heights, will be discussed and considered, with public participation, during the preparation of each Area Plan. Section 3.6 identifies the need to create design standards and urban design guidelines that define, encourage and emphasize locally compatible development	Consider during preparation of Area Plans
3.330	[Small-scale tourist accommodation in certain parts of the island] It should be encourage every where and not restricted to certain parts to is the secret to high end tourism.	Q100	The role of the Development Plan is to ensure a balance between different activities and make more efficient use of resources. The potential locations for future tourism zones, and building heights, will be discussed and considered, with public participation, during the preparation of each Area Plan	None
3.331	high density means a lot of buildings and not a lot of areas for nature parks and nature reserves. tourist generally come for high density areas such as america they don't want to come to a Caribbean island just to see more clustered buildings.	Q108	Noted. Various sections of the NPF (such as sections 3.8, 8.1, 8.3 and 11.1) acknowledge the need for adequate and well-designed parks and open spaces. The appropriate locations for these will be considered in more detail through the preparation of Area Plans and also with the preparation of the Comprehensive Parks, Recreation and Open Spaces Plan.	Consider during preparation of Area Plans and Comprehensive Parks, Recreation and Open Spaces Plan.
3.332	yes small scale allows for the real Cayman beauty to be seen as well as accommodate tourism.	Q108	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities and notes that such developments should be appropriately scaled and reflect the unique characteristics of lower-density tourism areas.	None
3.333	More hotels more money nicer infrastructure	Q112	Noted. Sections 7.1 and 7.2 set out the goals and objectives for infrastructure funding and projects	None
3.334	[Small scale tourist accommodation and activities] They don't have a large affect on the industry.	Q112	Noted	None
3.335	But there needs to be more activities for tourists in the other locations too so they will want to go there	Q115	Section 12.4 considers the provision of tourism attractions and facilities and seeks to ensure that a mix of facilities is provided.	None
3.336	[High Density Tourism] Mostly on Seven Mile beach but could kind of be good around other beaches by the sea but not only seven mile	Q116	Noted. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.337	On one side, having all tourists in one area would be good because then this section can be tourist concentrated e.g. activities and souvenir shops. On the other hand, other areas would benefit from tourism as they would get more money.	Q141	Noted. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	Consider during preparation of Area Plans
3.338	High density should not exist ANYWHERE!! All it does is encourage the need	Q143	Seven Mile Beach already contains high-density tourism	None

	for more and more foreign workers. We need better schools to produce citizens for the more advanced jobs and skills so we can start to replace foreign workers with highly skilled local workers and stop this weird drive to build more and more and wreck the land the style of this quiet laid-back, sought after country.		development and so it is important for the development plan to address this and provide a long range plan and vision for these areas which protects product quality and encourages locally compatible development. Goals and objectives concerning education are set out in section 10.1 of the NPF.	
3.339	Yes, stay with small scale accommodation spread out throughout the Cayman Islands.	Q143	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities and notes that such developments should be appropriately scaled and reflect the unique characteristics of lower-density tourism areas.	None
3.340	[High Density beyond SMB] The character of other locations will be lost.	Q147	Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities although indicates that such developments should be appropriately scaled and reflect the unique characteristics of lower-density tourism areas.	None
3.341	[Small scale tourist accommodation and activities] Makes for more intimate experience for the visitor	Q147	Noted	None
3.342	[High Density beyond SMB] yes but in a controlled way - with allowed beach and iron shore access to locals	Q148	Section 3.6 identifies the need to provide adequate and unrestricted public access to beaches and the sea, and this is also referenced in section 9.2 of the NPF (Coastal Zone Management)	None
3.343	[High Density beyond SMB] I believe it should as going "up" does allow for greater green space to be preserved and also further setbacks from the shoreline. From what i also understand most hotel Brands will not consider branding a project unless it has a minimum amount of rooms.	Q151	Noted. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.344	[Small scale tourist accommodation and activities] there is definately room for the niche market as not everyone wants to be on vacation only to share facilities with 100 other persons.	Q151	Noted	None
3.345	At the present time there is sufficient high density tourism accommodation in the Seven Mile Beach area. It would not make sense to develop the other parts of the island to the same extent as that will totally take away the ambience that tourists travel here to find. At the present time there is still peace and quiet in the eastern side of the island.	Q152	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for smaller-scale hotel and tourist related activities, away from high-density tourism locations. Section 3.6 introduces Neighbourhood Tourism zones which allow for small-scale hotels, condominiums, and resorts where the visual and physical impacts are minimal. It is noted that Neighbourhood Tourism zones should allow for aesthetically pleasing developments that are designed with sensitivity towards the surrounding landscape, environment and character of the area. Suitable locations for this will be considered during the preparation of Area Plans, which will be prepared with public participation.	None
3.346	[High Density beyond SMB] It would help regenerate those other locations and encourage retailers and other suppliers of services to set up in those locations.	Q153	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans.	None
3.347	[Small scale tourist accommodation and activities] The existing tourist	Q153	Noted.	None

	accommodation along Seven Mile Beach may tend to price out less well off visitors to the Islands			
3.348	[High Density beyond SMB] Seven Mile is filling up. the better the disbursement, the better the disbursement of Tourism income to other districts.	Q154	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans.	None
3.349	[High Density beyond SMB] We can encourage such developments in other districts but height restrictions need to be enforced/ensured;no higher than 5-7 storeys	Q158	Noted. Building heights will be discussed and considered during the preparation of Area Plans.	Consider during preparation of Area Plans
3.350	Stimulate tourism in different parts of island	Q179	Noted. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale hotels and tourist related activities in other locations. Suitable locations for future tourism zones will be considered during the preparation of Area Plans.	None
3.351	Too much concentration in one area will lead to the need for more infrastructure to support the masses that will be there, and the Western peninsula is not wide enough to fully accommodate what would be needed.	Q183	Noted.	None
3.352	[High Density beyond SMB] If not, you have too much concentration in one area of the island and the rest has not enough.	Q192	Noted	None
3.353	[Small scale tourist accommodation and activities] Areas would have to provide adequate activities and attractions for the tourist, or they won't use the accommodation nearby.	Q193	Section 12.4 considers the provision of tourism attractions and facilities and seeks to ensure that a mix of facilities is provided.	None
3.354	I think high density accommodation creates environment risk, also shoreline interruptions. We should have a limit on floors otherwise we will be like any other tourist destination. People like Cayman because it's small bigger accommodations destroys this and our beaches	Q197	Noted. Building heights will be discussed and considered during the preparation of Area Plans.	Consider during preparation of Area Plans
3.355	I believe that there should be tourists facilities all around Grand Cayman. But these facilities should be planned carefully and made sustainable. Too much high density tourism accommodations/ facilities can potentially harm our environment as much land that can be used for agricultural purposes such as farming will have to be destroyed. So keep it to a minimum and ensure we don't lose all of our agriculture.	Q198	Noted. Section 3.6 seeks to guide tourism accommodation and facilities into suitable locations and notes the design standards that would be required. Section 3.1 seeks to identify prime agricultural land and retain it for future agricultural use.	None
3.356	Smaller scale tourist accommodations can be very important as it can generate money also and it can be safer, also can pose less threat to our environments.	Q198	Noted. Section 3.6 indicates that Neighbourhood Tourism should be aesthetically pleasing and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.357	There is a risk that, with increased density and height of tourism accommodation and facilities on the Seven Mile Beach corridor, Seven Mile Beach could become a little Miami or other overbuilt beach destination. What makes Cayman special is that it retains that island feel and the more concrete we put down in one small space, the less we feel like an island. By spreading the high-density tourism around the island, we retain the benefit of increased tourism whilst still retaining that island feel.	Q202	Noted. The potential locations for future tourism zones (both high-intensity and smaller scale) will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.358	[High Density beyond SMB] no other area suited for "high-density" accommodation and facilities	Q203	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of	None

			tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	
3.359	[Small scale tourist accommodation and activities] yes but only as a means of redeveloping existing structures and making better use of what we have to reverse the idea that the solution is only ever to build more	Q204	Agreed. Section 12.2 (Goal 1; Obj 1) supports the reuse of existing buildings	None
3.360	Our CBD needs to be as concentrated as possible with tourist numbers for the best economic benefits.	Q212	Section 12.2 (Goal 1; Obj 2) seeks to regenerate George Town and this will be explored further through the preparation of the GT Area Plan and the GT Revitalization Initiative	None
3.361	I believe that the increases in high density tourism has made it difficult for locals to be able to enjoy the beach, due to lack of access to the nicest beach areas. It has also caused crowding, and if this spread further around the island would cause more issues	Q221	Noted. Section 12.2 indicates that a sustainable and balanced approach to tourism is needed, that meets the policies outlined in the National Tourism Plan. Public access to the beach is identified as a goal of the Hotel/Tourism Zone on p.20. Also section 9.2 acknowledges the issues concerning the public's right to beach access and states that assurance of public access must be addressed.	None
3.362	[Small scale tourist accommodation and activities] To an extent this could cause benefits for other areas, but would have to be managed to prevent excessive spreading	Q221	Noted. The potential locations for Neighbourhood Tourism zones will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.363	[Small scale tourist accommodation and activities] So that different aspects of the island can be exploited whilst still preserving nature	Q223	Noted. Section 3.6 indicates that Neighbourhood Tourism should be aesthetically pleasing and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.364	[High Density beyond SMB] I don't think West Bay should not be overcrowded.	Q228	Section 3.6 (Goal 1; Obj 1) seeks to guide high-density tourist accommodation and facilities into suitable locations, which will be considered, but public participation, during the preparation of Area Plans	Consider during the preparation of Area Plans
3.365	Eastern districts should be encouraged. I suggest we are careful with overcrowding SMB & West Bay. It will only increase traffic congestion on this side of the island again like it was 15 years ago. There is only one way in and out of this area and over development would be disastrous. SMB & West Bay should be preserved as best as possible. These two areas have the most popular restaurants, popular beaches, most popular docking locations to take tourists to Stingray City etc., most hotels & condos so West Bay & SMB should be carefully thought out and preserved to strike the right balance. Tourists are not bussed to any other zones/districts as much as they are to SMB/WB and this is why I strongly disagree that more should be encouraged here, but it should be in eastern side of island.	Q228	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for new hotel and tourist related activities on other parts of the island for the traveller who does not want high-density vacation opportunities.	None
3.366	[High density beyond SMB] We may need to disperse abit, otherwise the carrying-capacity of one area could be compromised.	Q230	Agreed. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for new hotel and tourist related activities on other parts of the island for the traveller who does not want high-density vacation opportunities.	None
3.367	I am fortunate that I have been able to visit this beautiful county for the last two plus decades. The draw has always been the quiet & beautiful beaches. I understand the need to plan for growth as it is coming like it or not, however having grown up in a resort beach town in the US & seeing how it has grown to a point that it is no longer a place I recognize or care to visit, I urge caution when I see high density plans. Keep the big hotels and	Q233	Noted. The character, potential for future development (for all land use types) and building heights in the Seven Mile Beach area will be considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan

	condos on the lower half of seven mile beach. They are already there so continuing to build that type of property won't be out of character for the area. Not every visitor wants to be crammed body to body on the beach.			
3.368	[Small Scale Tourism] There can be development; however, the development needs to be ensure that policies of connectivity to the local citizens and environment. These developments need to think about the future and future expansion of the island. For example, if a tourism attraction would like to go to East End, then ensure that it is willing to partake in Plastic Free Cayman's 345 Pledge sustainability goals, and have boardwalks/pavements so that there are other sustainable and healthy means of transportation, and that this tourism site accommodates affordably both public and tourists to enjoy the offers of Cayman. However, there should be certain amounts of beach that cannot be built on and protected areas by the National Trust too.	Q235	Section 3.6 seeks to create opportunities for smaller-scale hotels and tourist related activities, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans. Objectives relating to pedestrian facilities are set out in section 6.7.	None
3.369	I agree that all areas of the island should have the benefit of tourism as long as it is not industrial. I do feel that too many of these facilities spread out throughout the island will be bad for tourism. Although it does not seem to me that the is enough energy focused on tourism or the quaintness of the island would have been preserved. Seems you can have your cake and eat it.	Q236	Section 3.6 seeks to create opportunities for smaller-scale hotels and tourist related activities, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered, with public participation, during the preparation of Area Plans.	None
3.370	[Small Scale Tourism] Not just certain parts but all parts. I think encouraging large scale projects like the Ritz, Watercolor and the Kimpton looses the charm of "island living." We don't need to be the island that time forgot, but we can still be an island with first world sensibilities without needing to have high rise buildings and cruise birthing facilities that take away the charm of island life.	Q236	Section 3.6 seeks to guide the development of high-density tourist accommodation and facilities into suitable locations, while also creating opportunities for smaller-scale hotels and tourist related activities in other areas, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered, with public participation, during the preparation of Area Plans. The NPF is intended to be consistent with the National Tourism Plan and the Department of Tourism will be consulted on applications for tourism attractions and facilities.	None
3.371	Expanding higher end facilities throughout the Island would benefit all residents and create diversity for visitors to explore outside the Seven Mile Beach area.	Q239	Section 3.6 seeks to guide the development of high-density tourist accommodation and facilities into identified suitable locations, while creating opportunities for new hotel and tourist related activities on other parts of the Island for the traveller who does not want high-density vacation opportunities.	None
3.372	Keep the west end of seven mile beach for small, less than four stores, guest houses. Do not continue expanding large hotel.	Q257	Section 3.6 seeks to guide the development of high-density tourist accommodation and facilities into identified suitable locations. These will be considered during the preparation of Area Plans	Consider during preparation of SMB Tourism Corridor Area Plan
3.373	Do fill seven mile beach with high rise hotels	Q257	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.374	Believe the building code should be no more than 5 story buildings on Seven Mile Beach. We are chasing the tourist away with the 10 story building.	Q261	Noted. Building heights in Seven Mile Beach will be discussed and considered, with public participation, during the preparation of the Seven Mile Beach Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
3.375	High-density tourism accommodation should be limited to the present	Q268	Noted. Section 3.6 seeks to guide the development of high-	Consider during

	areas of concentration of high-density tourism accommodation: Seven Mile Beach, and Colliers/East End.		density tourist accommodation and facilities into identified suitable locations. These will be considered during the preparation of Area Plans	preparation of Area Plans
3.376	Preserve the laid-back "Caribbean vacation" vibe of areas like Bodden Town / Pease Bay / Breakers / Frank Sound / north coast / Rum Point / Cayman Kai with smaller-scale (2-storey maximum) developments, with neighbourhood commercial and tourist activities developed in those areas to support that scale of tourism.	Q268	Noted and thank you for the suggestions. Section 3.6 introduces the Neighbourhood Tourism zone which would allow for small-scale hotels and resorts along with supporting commercial uses and apartments. The potential locations for these uses will be considered, with public participation, during the preparation of Area Plans.	Consider during preparation of Area Plans
3.377	p.21 Goal 1 Objective 1: Review and revise ... add: setback requirements from the sea. Objective 2: ...and heritage tourism add: health tourism.	Q268	Noted and amendments to section 3.6 can be made accordingly.	None
3.378	NOT high-density accommodation. Mass tourism is undesirable and have led to many other known cities around the world (Barcelona, Venice and Edinburgh to name a few) to have problems with housing, quality of life, affordability, traffic, garbage collection, noise levels.	Q271	Noted. Section 3.6 (Goal 1; Obj 1) seeks to develop a long range plan and vision for the high-density tourism areas to protect product quality. This will be undertaken in line with the Cayman Island's National Tourism Plan.	None
3.379	Smaller boutique like hotels are much more desirable than mass tourism sites.	Q271	Noted. Section 3.6 introduces the Neighbourhood Tourism zone which allows for small-scale hotels, condominiums and resorts which are intended to have minimal visual and physical impacts.	None
3.380	Provided sewage and traffic can be dealt with correctly, should be able to develop large scale tourism in areas other than 7 mile	Q275	Sections 6 and 7 of the NPF set out goals and objectives relating to transportation and infrastructure and these issues will be considered alongside any land use proposals identified within each Area Plan	None
3.381	Should be a diverse mix across the whole island - not pocketing of small vs large	Q275	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None
3.382	[High Density Tourism] I think East End (around Morritts) should be considered but I am opposed to high-density tourism in North Side/Rum Point, Bodden Town and West Bay (north of the Yacht Club roundabout).	Q278	Noted and thank you for the suggestions. Section 3.6 seeks to identify suitable locations of both high-density and smaller-scale tourism accommodation and facilities and these will be considered during the preparation of Area Plans	Consider during the preparation of Area Plans
3.383	I live on the north section of Seven Mile Beach and the smaller scale atmosphere is what attracts a significant number of the tourists that stay on this part of the island.	Q278	Noted. The potential suitable locations for different types of tourism accommodation and facilities will be considered during the preparation of Area Plans	Consider during preparation of the SMB Area Plan
3.384	High density tourism is not the model that Cayman promotes and is not the reason our visitors come to the Islands	Q279	Noted. Section 3.6 seeks to develop a long range plan and vision for the high-density tourism areas to protect product quality. This will be undertaken in line with the Cayman Island's National Tourism Plan.	None
3.385	How are RR and NT different from each other? It is not clear.	Q279	The scale of tourism operation is the primary difference between Resort Residential and Neighbourhood Tourism zones. The Resort Residential (RR) zone is intended to provide a buffer between high-intensity tourism and adjacent residential areas and so development in this zone will generally have the appearance of residential development in scale and massing. The Neighbourhood Tourism (NT) zone meanwhile provides for smaller-scale hotels, condominiums, resorts and supporting commercial uses and apartments.	None

3.386	[Goal 1] The only way this could honestly be achieved would be to reduce heights back to 2 storey. No interference - should be mandatory Higher or lower?	Q279	Noted. Building heights will be discussed and considered during the preparation of Area Plans, in the context of establishing design standards and guidelines that define, encourage and emphasise locally compatible development.	Consider during preparation of Area Plans
3.387	This is home to over 60,000 people, most want to escape to their home, not a tourist centre, at the end of each day. You should be able to choose whether to live close by a tourist centre or not.	Q280	Section 3.6 indicates that tourism accommodation and facilities will be guided to identified suitable locations and should be designed to be compatible with surrounding properties.	None
3.388	[Small-scale tourism] If it is tastefully done and appropriate - for example small boutique dive hotels in appropriate location due to dive sites eg Sunset House. IT is in keeping with surrounding area and only attracts those keen on diving - no need for a night club or late night bars as dive all day, eat and go to bed early - in keeping with the residents in that area.	Q280	Noted. Section 3.6 indicates that small-scale tourism accommodation and facilities (Neighbourhood Tourism) should have minimal visual and physical impact and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
3.389	Tourism as an industry should be dispersed around the island to allow locals who live in Eastern Districts better job opportunities near their homes, but these accommodations should not interfere with local housing developments or disrupt local communities.	Q285	Noted. The potential locations for Neighbourhood Tourism zones will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
3.390	Smaller-scale tourism would be more beneficial for those in Eastern Districts since many tourists would rather stay near 7MB, but incentivising smaller-scale tourist accommodations will allow for economic development in the Eastern Districts.	Q285	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for small-scale tourism in other parts of the island away from high-density tourism accommodation and facilities. The potential locations for this will be considered during the preparation of Area Plans.	Consider during preparation of Area Plans
3.391	[High Density Tourism] Only in areas that may be suitable and where a high density accommodation would be more sensible than small scale.	Q297	Agreed. Section 3.6 (Goal 1; Obj 1) seeks to guide the future development of high-density tourist accommodation and facilities into identified suitable locations.	None
3.392	[Small Scale Tourism] The eastern districts might lend themselves to be more suitable to smaller boutique hotels.	Q297	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for small-scale tourism in other parts of the island away from high-density tourism accommodation and facilities. The potential locations for this will be considered during the preparation of Area Plans.	Consider during preparation of Area Plans
3.393	No high density outside of 7MB (and the already existing Morrits area in East End).	Q305	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None
3.394	New high density development should not be allowed on the beach / cost anywhere. Furthermore where allowed such developments should be as eco-friendly with minimal negative environmental impact.	Q306	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations. Section 3.6 indicates that waterfront tourist development should be designed to avoid interference with natural coastal processes and reef systems;	None
3.395	More high- density tourism accommodations anywhere should be stopped...what is the benefit to locals?	Q317	Section 12.2 indicates that a sustainable and balanced approach to tourism is needed, that meets the policies outlined in the National Tourism Plan. This includes guiding future development of high-density tourist accommodation and facilities into identified suitable locations.	None

3.396	[Small Scale tourism] No more	Q317	As above, the National Planning Framework seeks to encourage a sustainable and balanced approach to tourism that meets the policies and objectives of the National Tourism Plan. This includes creating opportunities for new hotel and tourist related activities in suitable parts of the Island	None
3.397	7 Mile beach is already too over-crowded. Go to other districts.	Q318	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None
3.398	Seven mile beach is overwhelmed. Other districts should be considered as this will be allowing growth and opportunity to Caymanians in these districts. Some cannot commute to SMB from eastern districts	Q319	Noted. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None

3.7 PLANNED AREA DEVELOPMENT				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.399	We note that the stated goal of planned area developments is 'to provide a mechanism for quality master-planned mixed-use developments'. Under the action items to deliver this goal, we recommend the inclusion of reference to the Environmental Impact Assessment (EIA) provisions of the NCL (section 43). An EIA is a tool to ensure that the design of a project is of a high quality and provides the greatest socio-economic and environmental net gains. It is a tool to ensure that decision-makers (in this case CPA and Development Control Board) can take into account the positive and negative effects of a project in the decision-making process, and include appropriate conditions of planning approval to minimise or mitigate the impacts of a development.	W9	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.	None
3.400	Planned Area Development (Section 3.7, Page 22) a) Utilities are a key element of the design of PADs b) Above ground infrastructure, although perhaps less costly at outset, is not as secure c) Adding below ground infrastructure to existing developments can be much more costly d) Technology or Commercial focused PADs have much greater demand & requirements for utilities Suggestion – set specific Goal and Action Items for PADs which focuses on requirements for the Infrastructure, Networks and Services of OfReg Licensees, and ensure Utility Corridors are present for every PAD, especially on the PAD boundaries to ensure connectivity of the PAD to existing Utility Infrastructure outside the PAD.	W15	Noted. Section 3.7 (Goal 1; Obj 1) 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. An action relating to infrastructure considerations can be added to section 3.7	None
3.401	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Planned Area Development zone, regulations and processes	W20	Noted	None
3.402	I wouldn't describe Camana Bay as high-quality so much as socially-uncaringly greed-centred. All development needs to be socially driven. They need to fit in with a vision for Cayman, not make the people's vision contort around their financial/commercial desires. But, yes, high-quality medium-density mixed-use should be the general overall goal for the country. Build here - leave over there natural. Its the best way to adapt the country to climate change. High-quality is a given (who can argue with that), planned (yes please) but NOT high density (except in those areas already sacrificed to it; and even then we should drive future development to better aspirations).	Q4	Noted. The objective of Section 3.7 is to allow for high-quality master-planned developments that are compatible with the surrounding area. It is acknowledged that appropriate locations and potential land uses need to be identified.	None
3.403	Both developments [Camana Bay and Health City] have had a very positive impact. Mixed use is the way to go instead of separating the different development designations	Q8	Agreed. Mixed use development is encouraged in the NPF through both Planned Area Developments (section 3.7) and also within commercial centres (section 3.3)	None
3.404	[Suitable location] Frank Sound.	Q12	Noted and thank you for the suggestion.	Consider when identifying suitable locations for PADs

3.405	Only if they allow the maximum natural areas to be protected NOT if they require ripping out mangroves, like Camana Bay, or ripping up seashores (like some goofy music extravaganza coming our way). Camana Bay, by the way, seems ultra sterile to me, but not to you if I read your captions correctly.	Q16	Noted. Section 3.7 seeks to allow for high-quality master-planned developments that are compatible with the surrounding area. This section of the NPF also notes that PADs should protect the site's physical and environmental characteristics.	None
3.406	As long as they are truly compatible with their surrounding area!	Q28	The objective of Section 3.7 is to allow for high-quality master-planned developments that are compatible with the surrounding area. It is acknowledged that appropriate locations and potential land uses need to be identified.	None
3.407	These become bubbles that are distinctly separate from the island culture and community! More thought needs to be put into how to mend the island's community through creative and natural spaces!	Q30	Section 3.7 seeks to allow for high-quality master-planned developments that are compatible with the surrounding area. This section of the NPF also notes that PADs should protect the site's physical and environmental characteristics.	None
3.408	If the definition of "suitable locations" and "compatible" use the reasonable man tenent. Cayman enterprise city for example - that mangrove swamp location in south sound is not "suitable" nor is its location to single family homes "compatible"	Q36	Noted. Section 3.7 (Goal 1; Obj 1) indicates that the Department of Planning need to identify standards to determine where PADs may be appropriate, along with the potential land uses that they may include.	None
3.409	One in East end would be great.	Q39	Noted and thank you for the suggestion.	Consider when identifying suitable locations for PADs
3.410	If they are to be given the go ahead they should have limited scope so as not to completely change the character of the island and alter the culture of its people	Q45	Noted. Section 3.7 (Goal 1; Obj 1) notes that PAD schemes should be compatible with surrounding areas.	None
3.411	Camana bay is very sterile and has totally lost the Cayman feel, it could be any outdoor mall anywhere in the world. It is not worth the environmental degradation and mangrove deforestation to put these types of concrete jungles in their place. It is totally not suited to the Cayman lifestyle and the bridges over the road are monstrosities. This is totally inappropriate for our low lying little Island and allowing such large scale development to be monopolised by one developer is not in the best interests of the rest of the Caymanians other than that one landowner.	Q77	PADs allow for large-scale developments to be designed and planned as a cohesive unit. This has many benefits in terms of mixed uses, public realm, building and site design and maintenance of property. Section 3.7 acknowledges that standards will need to be identified which determine where PADs may be appropriate and the potential land uses that they may contain.	None
3.412	Camana Bay has demonstrated that not allowing mixed use commercial/residential buildings in George Town during the 80s and 90s, was a mistake.	Q86	Noted. Section 3.3 sets out objectives for encouraging mixed uses in commercial centres and this will be considered in more detail for George Town as part of the GT Revitalization Initiative and the GT Area Plan	None
3.413	As long as they are open to the public - we do not need gated communities in Cayman that just leads to crime.	Q100	Noted. PAD applications are required to submit a Development Statement which sets out, among other issues, the proposed design and site planning for the scheme. Proposals are then reviewed by the Central Planning Authority and determined based on their individual merits.	None
3.414	There is enough development already here in addition to the projects for which permission is currently being sought .	Q152	Section 3.7 seeks to provide the mechanism for high-quality master-planned developments, in appropriate circumstances and locations.	None
3.415	We don't need to arbitrarily limit PADs to a defined acreage size; why 40, not 20 or 10 acres?	Q158	The draft NPF acknowledges that the 40 acre threshold for PADs could be reviewed to encourage more schemes of this type. However, on reflection, it is considered that 40 acres is the minimum size needed to enable true mixed-use communities. Any smaller and PADs are likely to be focussed on a particular land use.	None

			The Draft NPF should be amended to reflect this.	
3.416	Who decides if they are compatible, suitable or high quality	Q193	The Central Planning Authority would decide whether or not to support a PAD application. This decision would be informed by consultation with relevant government agencies and stakeholders.	None
3.417	no new development should be encouraged only redevelopment	Q204	While the NPF supports the reuse of existing buildings (section 12.2) and encourages infill development (section 12.1) this will not always be adequate or suitable for the provision of high-quality premises and accommodation	None
3.418	Infrastructure Infrastructure Infrastructure	Q227	Noted. Section 3.7 (Goal 1; Obj 1) 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. It is proposed to amend section 3.7 to make reference to the need for PAD schemes to consider infrastructure, network and utility requirements along with connectivity to existing utility infrastructure (see proposed amendment in response to comment 3.400 above).	None
3.419	Is hard to look at this one as a double edged sword. Which came first the Chicken or the egg. One could say that a Camana Bay type development did not start out the way it is turning into. It is running-a-muck and spanning the width of the WBR.	Q236	PADs can be expanded although any extension would be required to go through the application process.	None
3.420	mixed use development should not be limited to PAD, you should not have to have a 40 acre site to have mixed use	Q275	Agreed. Section 3.3 identifies opportunities for mixed uses in General and Neighbourhood Commercial centres	None
3.421	PAD system needs to be overhauled to ensure that the entire scope of the proposal receives proper scrutiny, including Environmental Impact Assessment. Current system of "getting foot in the door" has demonstrably failed - vis so-called Ironwood at Frank Sound.	Q279	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.	None
3.422	Whilst the construction of a PAD may be permitted to occur over time the entire Master Plan should be the subject of review, public consultation and approval before any part of the development is allowed to proceed.	Q279	Each application within a PAD goes through the planning approval process.	None
3.423	Enough is enough, Dart!!	Q284	Planned Area Developments are available to any applicant seeking to develop a large mixed-use and master planned scheme	None
3.424	We do not need more PADs!	Q305	Noted. The NPF seeks to provide a mechanism for PADs where they are compatible with their surrounding area	None
3.425	Eastern Districts. Keeps employers there	Q319	Noted and thank you for the suggestion.	Consider when identifying suitable locations for PADs

3.8 OPEN SPACE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.426	<p>Section 3.8 'Public Open Space' of the NPF also has the potential to be in conflict with the Protected Area provisions of the NCL. In respect of Public Open Space, the NPF refers to nature preserves owned by Government as being open space for the public. However, Government ownership of land does not necessarily confer 'public access' to those lands, and access rights needs to be in accordance with the Management Plan for the Protected Area.</p> <p>Additionally, an area may be protected for conservation purposes ('Conservation Areas') through the use of a Conservation Agreement (section 13 & 14, NCL). These conservation areas remain within private ownership, with the owner entering into an Agreement with Cabinet '...that the land be made subject, either permanently or for a specified period, to an easement or to a condition restricting the use or development of the land in such a way as may be specified in the agreement' (14, (1)).</p>	W9	<p>The designation of land as being 'Public Open Space' does not imply public access and it is recognised that certain spaces, such as nature reserves, will have particular management / conservation arrangements that prohibit or restrict public access. An additional sentence is proposed for section 3.8 to recognise this.</p> <p>It should be noted that Natural Resource Preservation Overlays can also be applied to provide a level of protection from development.</p>	None
3.427	<p>As drafted, there is potential for the Section 3.8 'Community Open Space' of the NPF to conflict with this provision in the Law. In some instances, a Conservation Agreement may be for the 'Land for Public Purpose' (LPP) component of a subdivision. For example, where Schedule 1 Part 1 protected species are present on a development site, rather than recommending refusal of an application, the DoE (on behalf of the National Conservation Council (NCC)), may recommend repositioning of the LPP to overlay the protected species and/or its habitat, with a Conservation Agreement being a tool to agree the management measures for the LPP to ensure the species continued survival. Restriction of public access to this land may be one such management measure that forms part of the Agreement. Therefore to state that Community Open Space (which will replace LPP), which includes land in private ownership, will be accessible to the immediate community has the potential to conflict with the provision of future Conservation Agreements. The draft NPF requires amending to ensure that it is not in conflict with this provision.</p>	W9	<p>Noted. It is recognised that some community open spaces will have particular management / conservation arrangements that prohibit public access. Section 3.8 can be amended to remove the suggestion that all community open spaces are free to access.</p>	None
3.428	<p>There could be three categories of Open Space: Public Open Space, Community Open Space and Conservation Areas. Conservation Areas would include privately owned land which has a Conservation Agreement or is LPP dedicated to conservation. Access to these areas would be in accordance with a Management Plan, which may include being inaccessible to the public. The interaction of this with section 11.3 Lands for Public Purpose (LPP) would need to be reviewed.</p>	W9	<p>The designation of a Conservation Area would be a private agreement, rather than a land use zoning. Please see proposed amendments in response to comments 3.426 and 3.427 which remove the suggestion that all community open spaces are free to access.</p>	None
3.429	<p>We have some reservations about the definition of open space. There is reference to 'passive open space' typically being undeveloped natural areas such as mangroves and beaches however, not all undeveloped natural areas are open space – many are densely vegetated. Increasing land access to many natural sites could compromise their integrity, through habitat fragmentation. Therefore, it is not clear where these protected areas should go and how they should be treated.</p>	W9	<p>The designation of land as being 'Open Space' does not imply either public access or any particular state of vegetation / clearance. It is recognised that certain spaces will have particular management / conservation arrangements that prohibit or restrict public access. Please also see the response to comments 3.426 and 3.427 which remove the suggestion that all community open spaces are free to access.</p> <p>It should be noted that Natural Resource Preservation</p>	None

			Overlays can also be applied to provide a level of protection from development.	
3.430	<p>Public Open Spaces (Section 3.8, Page 23)</p> <p>a) These areas can be a “good fit” for location of Utility infrastructure which is of benefit to the surrounding communities once the infrastructure is designed in a manner to be in harmony with the space in which it is located.</p> <p>Suggestion – set specific Goal and Action Items for Public Open Spaces which focuses on requirements for the Infrastructure, Networks and Services of OfReg Licensees and ensuring these are in harmony with the Public Open Space.</p>	W15	Noted. A reference to infrastructure can be added to section 3.8.	None
3.431	<p>Government needs to ensure that all districts and residential communities have sufficient open space and community parks. I note that an audit is being undertaken but what is the target for each Zone or District?</p> <p>Community space should also not just be limited to beaches, boardwalks or playgrounds. It needs to include recreational open space not as large but like the Botanic Park with grass and trees where people can roam freely to gather with family and pets to walk, exercise, bike etc. in a safe environment free from traffic, commercialism or urbanization. This would provide a vital wellness component to the plan, including air quality.</p> <p>Current development trends mean we are losing the ambience of the ocean, daylight and fresh air. These natural elements are being blocked by walls, fences and buildings that are detrimental to public health.</p>	W16A	<p>PlanCayman takes a performance based approach and seeks to identify community infrastructure needs, such as open spaces and parks, based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life.</p> <p>The types of recreation facilities and open spaces that are needed will be identified through the preparation of the Comprehensive Parks, Recreation and Open Spaces Plan.</p>	None
3.432	<p>3.8 Open Space</p> <p>Zoning overlays cannot be allowed to impose requirements contrary to the NTCI Law in respect of NTCI property.</p> <p>For the avoidance of doubt, Crown land Protected Areas and NTCI reserves are not the same thing. The NTCI would not want the public to have unauthorized access to some of its undeveloped natural reserves which under the NPF would be deemed as Community Open Space. Some of the NTCI's reserves are used for release of endangered Blue Iguanas and NTCI would not want the sensitive flora in these reserves to be disturbed.</p>	W19	<p>Noted. 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. Please see proposed amendment in response to comments 3.426 and 3.427 which remove the suggestion that all community open spaces are free to access.</p> <p>It should also be noted that Natural Resource Preservation Overlays can also be applied to provide a level of protection from development.</p>	None
3.433	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Review new zoning classifications <ul style="list-style-type: none"> o Community Open Space (COS) • Rezoning of existing LPP to one of two Open Space classifications 	W20	Noted	None
3.434	<p>3.8 <i>passive and active open space</i></p> <p>This terminology is not helpful for balancing conservation efforts What about 'natural' and 'developed' or 'modified' open spaces?</p>	W24	The terminology reflects the use of the space and is considered to be appropriate.	None
3.435	Increase provision for open spaces and trees (for shade, oxygen and water retention).	W25	Section 9.1 acknowledges the importance of trees in Grand Cayman, while section 11.1 seeks to ensure that there is proper planning for the future of the Island's recreation facilities and open spaces.	None
3.436	Less (over) development more open space.	Q4	Noted.	None
3.437	p.23 ...picnic areas, boath launches add: boat docks, fishing piers,	Q268	These facilities could be considered as part of the	Consider as part of

	boardwalks (through forests or mangroves or scenic coastal zones).		Comprehensive Parks, Recreation and Open Spaces plan (section 11.1).	Comprehensive Parks, Recreation and Open Spaces Plan.
3.438	Zoning overlays cannot be allowed to impose requirements contrary to the NTCI Law in respect of NTCI property.	Q279	Noted. 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. Please see proposed amendments in response to comments 3.426 and 3.427 which remove the suggestion that all community open spaces are free to access. It should also be noted that Natural Resource Preservation Overlays can also be applied to provide a level of protection from development.	None
3.439	For the avoidance of doubt Crown land protected areas an NTCI reserves are not the same thing.	Q279	Noted and thank you for the clarification.	None

3.9 COASTAL MANGROVE BUFFER				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.440	Coastal Mangrove Buffer (CMB) Maybe a new objective here could be added regarding enforcement?	W3	The enforcement of regulations that protect mangroves from development is a matter for the Central Planning Authority.	None
3.441	The existing Planning and Development Regulations do provide some tools to preserve the island's natural mangroves, however the regulations are not strictly followed and to state that 'the Coastal Mangrove Buffer zone affords protection for existing mangroves in order to maintain both their storm buffer function and their ecological role' is misleading. Any proposed Mangrove Buffer Zone should be extended to any remaining coastal mangroves. There should be stricter restriction on allowing access through and encroachments need to be enforced. As can be seen from the DoE's analysis of aerial imagery from 1976 to 2013 there has been a 69% loss of wetlands on the west side of Grand Cayman (see Figure 1), which includes mangroves designated as Mangrove Buffer Zone (formerly Storm Buffer in the 1977 Development Plan). This wetland loss is already five years outdated and analysis of the 2018 aerial imagery will likely show further wetland loss. The DoE, on behalf of the NCC, has prepared a Mangrove Species Conservation Plan under the NCL. This Plan will be subject to public consultation imminently and therefore we recommend that reference to this is included in the draft NPF.	W9	The enforcement of regulations that protect mangroves from development is a matter for the Central Planning Authority. Section 3.9 acknowledges that Development and Planning Regulations, along with Mangrove Buffer zoning boundaries, should be reviewed and amended to ensure adequate protection for coastal mangroves. Once the Mangrove Species Conservation Plan has been formally adopted it can be reviewed and will assist in any revisions to Coastal Mangrove boundaries and regulations.	None
3.442	3.9 Coastal Mangrove Buffer – Goal 1 The NTCI believes that current regulations regarding clearing of mangrove buffer zones are not being enforced. The loss of wetlands is both significant and alarming when one considers the environmental protection that mangroves provide. There needs to be stricter enforcement regardless of who the developer is or what is proposed for development.	W19	The enforcement of regulations that protect mangroves from development is a matter for the Central Planning Authority.	None
3.443	The NTCI fully supports the provision of policy and tools to protect	W19	Noted. Any amendments to regulations and boundaries for	None

	Cayman's mangroves from the negative effects of development, and to review the buffer zones to ensure they are adequate. The action items do not indicate what mechanisms will be used in the amended regulations to protect these features, but the NTCI Council suggests these provide strong precautionary protection from negative development impacts. We also suggest that the Mangrove Buffer Zone review should encourage the restoration of areas of previously degraded mangrove.		Coastal Mangroves will be undertaken in consultation with relevant stakeholders (including, but not limited to, the Department of Environment and the National Conservation Council). Planning and Development Regulations would help to protect the mangroves from future development. Any approach to restore previously degraded mangroves would need to come via other Department of Environment initiatives and projects.	
3.444	The RSPB fully supports the provision of a policy and tools to protect Cayman's mangroves from Development, and to review the buffer zones to ensure they are adequate. The action items do not indicate what mechanisms will be used in the amended regulations to protect these features, but we suggest that these need to provide strong precautionary protection from development impacts. We also suggest that the Mangrove buffer review should consider areas of previously degraded mangrove that could be restored.	W21	Noted. Any amendments to regulations and boundaries for Coastal Mangroves will be undertaken in consultation with relevant stakeholders (including, but not limited to, the Department of Environment and the National Conservation Council). Planning and Development Regulations would help to protect the mangroves from future development. Any approach to restore previously degraded mangroves would need to come via other Department of Environment initiatives and projects.	None
3.445	In relation to the Coastal Mangrove Buffer zoning, the Chamber would like to ensure that appropriate transparent and certain planning restrictions are implemented to preserve these vital areas of Cayman's ecology. There is a concern that previous planning measures have been inadequate for this purpose and too much mangrove buffer has already been lost.	W23	The enforcement of regulations that protect mangroves from development is a matter for the Central Planning Authority.	None
3.446	What about zones already deforested but not yet developed on? The mangrove should be required time to recover eg south sound. What about inland wetlands such as the KAABOO Site where mangrove was destroyed – this should not be allowed	W24	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.	None
3.447	Coastal mangrove forests are known to have a higher rate of carbon sequestration than many other habitat types. Therefore, their value in greenhouse gas abatement efforts, an obligation the Cayman Islands has under the UNFCCC as stated in the Natural Resources section and the NEP, should be indicated here. The extent of loss of North Sound fringing mangrove forests to reclamation and development in recent decades should be recognized. Maintaining and enhancing their size and function as storm buffers is vital to effective ecosystem-based adaptation which is promoted in the draft Climate Change Policy referenced in Section 1.7.	W27	Noted. The introductory text in section 3.9 can be amended to reflect the value of coastal mangrove forests.	None
3.448	do not remove any remaining mangroves making the island vulnerable to any storms etc	Q261	The coastal Mangrove Buffer (section 3.9) seeks to ensure the long-term protection of the Island's mangrove buffer.	None
3.449	p.24 CMB: Should allow for scenic elevated boardwalks through the mangroves i.e. that don't interfere with water flow.	Q268	The potential for this type of recreation feature would need to be determined on a case-by-case basis to ensure that it does not have any negative impact on habitats the ecological role of the mangrove.	None

3.10 COASTAL ZONE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
3.450	6. The enforcement of strict environmental protections especially affecting	W8	The purpose of identifying a Coastal Zone (section 3.10) is to	None

	the marine environment needs to be a priority if the NS area is to remain viable and I personally feel the entire tourism product is dependent on that as is the quality of life for all residents in to the future. I would like to see oversight remain separate from Planning and development driven decisions as I believe it must be a balance.		ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	
3.451	The NPF proposes to create a coastal zone boundary on the zoning map. Given that coastal areas are diverse in function, form and are highly dynamic they generally do not lend themselves well to definition by strict spatial boundaries. Unlike a watershed, there are no exact natural boundaries that unambiguously delineate coastal areas and the utility of attempting to define such a zone in the Development Plan is unclear, particularly as the whole island could be considered a 'coastal zone'. We support recognition of the vulnerability of coastal areas, particularly to climate change (which disappointingly is not mentioned in the coastal zone section, but is referenced later in the document). We also support the inclusion of integrated coastal zone management principles within the overall approach to approving development on our coastline.	W9	Noted. Section 3.10 acknowledges that options for coastal zone boundaries would need to be considered and that they could be a uniform designation around the island, or separate zones which reflect adjacent land-side land uses.	None
3.452	Section 3.10 makes reference to development that takes place seaward of the mean high water mark (coastal works) being brought under the jurisdiction of the Central Planning Authority, rather than Cabinet (as is now the case). This conflicts with the provisions of the NCL (section 21), which authorises Cabinet to issue permits for works in Cayman waters. In principle the DoE supports the idea that the approval of development proposals which span land and sea should take a holistic approach. However, assuming that the legal conflicts could be resolved and that Cabinet would be willing to relinquish their decision-making power, placing the approval authority for coastal developments solely with the CPA would also require other changes such as to the membership of the CPA, which should be much broader in order to reflect the community it serves, and the presence of relevant technical expertise at CPA meetings.	W9	Noted. 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. As indicated in section 3.10, this will also involve agreement on the following: <ul style="list-style-type: none"> • Considerations, principles and policies in Coastal Zones. • Coastal Zone boundaries;, such as: • Design standards for coastal works; and • Submission requirements, consultation arrangements and process for issuing permits for Coastal Zone applications. 	None
3.453	The NPF states that a Coastal Works License is administered by the Department of Environment. Under the NCL, coastal works are issued permits (not licenses) and they are administered by the Ministry of Environment (not the DoE). The DoE, on behalf of the NCC, is a consultee for coastal works applications i.e. they are invited to provide advice to Cabinet on the environmental impacts of a project. The Department of Planning and the Department of Lands & Survey are also consultees for all coastal works applications. The DoE and the NCC were not consulted on this proposal to remove the decision-making authority from Cabinet.	W9	Noted. Section 3.10 can be amended to reflect these corrections. The Ministry of Environment has been contacted on this issue although it is acknowledged that further discussion with all interested government departments and agencies is necessary.	None
3.454	Additionally, the DoE enforces the provisions of the NCL which relate to development works in Cayman waters and the conditions of coastal works permits. There is also regular monitoring of permitted coastal works, which the DoE conducts. There will be a requirement to amend the Development and Planning Law and Regulations to reflect these additional enforcement provisions that will now fall to the Planning Department if these works are brought under the power of the CPA. The DoE is concerned if marine works fall within the jurisdiction of the CPA; often the DoE recommends to	W9	Noted. The regulatory mechanism for considering applications in a coastal zone is yet to be established and it is envisaged that further discussion with relevant departments and agencies is required to determine this. Section 3.10 also acknowledges that the Development and Planning regulations would need to be amended to reflect any revised mechanisms.	Consider during discussions on changes to Coastal Works applications process.

	Cabinet conditions of approval e.g. the use of best management practices, deployment of silt screens etc. to minimise the impacts of a project. Cabinet follows the recommendations of the DoE and includes such conditions in its coastal works permits. From our experience of reviewing planning applications and making recommendations to the CPA, there is an inconsistent approach to following recommendations for conditions put forward by the Department. There is a long-standing legacy of conditions being ignored by the CPA, which is of significant concern if coastal works applications will fall within their jurisdiction.			
3.455	The coastal zone section also makes no reference to the role of the Public Lands Commission in the determination of application affecting Crown property.	W9	Noted. The Public Lands Commission would be included in any discussions concerning future arrangements for determining Coastal Works applications.	None
3.456	Coastal Zone (Section 3.10, Page 25) a) Consideration of Utilities access i) Submarine Cables ii) Renewable Energy iii) Fuels delivery Suggestion – Department of Planning to work with OfReg, Dept of Environment, National Conservation Council, and other relevant stakeholders, focusing on choice of locations and standards to ensure best outcomes for all.	W15	Noted. Utilities access will be considered as part of any changes to the regulatory process for determining coastal works applications. OfReg will be consulted wherever necessary.	Consider during discussions on changes to Coastal Works applications process.
3.457	I do NOT support coastal applications being brought under the CPA. Coastal works applications must remain as they are in Law as it is the only mechanism providing a backstop to protect our Constitutional rights. Crown Lands are protected under our Constitution and therefore Cabinet and the Governor as the peoples' representatives should continue to hold overall responsibility. The same principles and guidelines are provided for under UK planning rules. The current public consultation regarding the application for Barkers turtle grass removal is an example of where the public interest is being protected in the public domain. IF the NPF is to bring coastal applications or the coastal development component of a project under the CPA then (a) it must be found to be critical that the notification of the public comment component as it currently stands comes with it ie advertise those applications to allow island wide public feedback on the application; (b) provide clear guidelines that if the DOE or public opinion do not support the application then the board must deny the project the right to move forward; and (c) that based on the Auditor Generals' report outlining concerns of a conflict of interest in regards to how the CPA board is made up, consider whether there should be a separate Coastal Board Authority to deal with coastal works applications to give more transparency and regulation to the process.	W16A	As indicated in the 2015 Auditor General report, the current arrangement of Cabinet being responsible for Coastal Works Licences involves politicians in operational decision making which is inconsistent with their policy-only role defined in the Public Management and Finance Law. It is acknowledged that the regulatory mechanism for considering applications in a coastal zone is yet to be established and it is envisaged that further discussion with relevant departments and agencies is required to determine this. Section 3.10 also acknowledges that the Development and Planning regulations would need to be amended to reflect any revised mechanisms and that considerations, principles, design standards and submission requirements (including consultation arrangements) would need to be reviewed.	None
3.458	3.10 Coastal Zones A key point of concern is that the coastline as a distinct zone is not given any real appreciation in the draft NPF and is currently offered little protection – it is a natural asset that should be considered for protection at all costs. Coastal zones feature beaches and dunes and natural habitats such as mangroves, coral reefs and sea grass beds which are vital for storm protection, nature conservation, recreation and tourism. The NTCI fully supports the introduction of an integrated coastal zone management to	W19	Noted. The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None

	protect and enhance these resources, whilst allowing sustainable development to take place. This is particularly important in building in resilience to climate change and its impacts.			
3.459	<p>Coastal Works License</p> <p>Council strongly objects to the Central Planning Authority (CPA) having the power to approve marine works instead of an elected body. This power must remain with a constitutionally elected body especially when the current constitution of the CPA is considered not to be reflective of the broader community. Further cause for concern to NTCI is that the CPA has on occasions not taken key environmental recommendations made by DoE on behalf of the NCC.</p> <p>Furthermore, this section goes completely against the current provisions in s. 21 NCL.</p>	W19	<p>As indicated in the 2015 Auditor General report, the current arrangement of Cabinet being responsible for Coastal Works Licences involves politicians in operational decision making which is inconsistent with their policy-only role defined in the Public Management and Finance Law.</p> <p>It is acknowledged that 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.</p>	None
3.460	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Review new zoning classifications <ul style="list-style-type: none"> o Coastal (CZ) • Identify considerations, principles and policies to guide development in Coastal Zones 	W20	Noted	None
3.461	As stated in the Framework document, the coastal zone hosts geomorphological features (beaches and dunes) and natural habitats (mangroves, coral reefs and sea grass beds) which provide vital services for storm protection, nature conservation, recreation and tourism. As such the RSPB fully supports the introduction of integrated coastal zone management to protect and enhance these resources, whilst allowing sustainable development to take place. This is particularly important in retaining and building in resilience to climate change and its impacts.	W21	Noted	None
3.462	Although in principle bringing Coastal Works Licences from the DoE to the Central Planning Authority would bring all terrestrial and coastal consents processes under one competent authority, we are concerned that this would require amendments to the National Conservation Law which has only been in force for a relative short time. We therefore question whether this is the right time to do this, especially if it does not address an identified problem with the current system.	W21	It is acknowledged that 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, along with consideration of how this would relate to the National Conservation Law.	None
3.463	The transfer of decision making from the Department of Environment (DoE) to the Central Planning Authority also raises concern for the Chamber. The Chamber is of the opinion that the DoE must retain a strong say on matters regarding coastal works.	W23	Noted. It is envisaged that further discussion with relevant departments and agencies, including the Department of Environment, is required before any changes are made to the regulatory mechanism for considering coastal works applications.	None
3.464	Strongly disagree with this proposal given the Auditor General reports which clearly state that the CPA needs to be restructured with persons with the required qualifications and to remove the current conflicts of interest of the current persons sitting on the Authority – Coastal works should clearly remain with the DOE for the best interest of the Cayman Islands citizens and the flora and fauna of the islands. Below the high water mark is crown land, and as such is the right of all the citizens of the Cayman Islands to use and protection from development should not be diluted under the	W24	The purpose of identifying a Coastal Zone (section 3.10), and the suggestion to bring decision making under the Central Planning Authority, is so that a holistic approach can be taken to development proposals which span land and sea. It is acknowledged that considerations, principles and policies for development in these locations would need to be identified (through discussion with relevant departments and agencies, including the Department of Environment) before any changes	None

	pressure of developers plans above the high water marks. https://caymannewsservice.com/2016/03/cpa-chair-admits-dismissing-technical-advice/		are made to the regulatory mechanism for considering coastal works applications. A review of the process would also enable the creation of design standards for works in these locations, along with a review of submission requirements and consultation arrangements for Coastal Zone applications.	
3.465	If the grant of Coastal Works licences is transferred from Cabinet to the CPA they should be subject to the approval of the DOE not just advice.	W25	Noted. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None
3.466	<p>3.1 Coastal Works License</p> <p>We strongly object to the Central Planning Authority (CPA) having the power to approve CWL instead of Cabinet. This suggested change apparently comes from the Auditor General's 2015 report (to bring all planning matters under the same body) which also warns of the strong bias within the CPA towards development and lack of consideration of other important socio-economic and environmental factors, however these serious problems identified within the CPA have largely not yet been addressed.</p> <p>'In the report, National Land Development and Government Real Property¹, the OAG raised serious concerns about how the CPA was managing development, making closed-door, unjustified decisions, generally dismissing the advice of experts and behaving at times outside the laws. The auditors said it was not operating efficiently and outside good practices for good governance.'² – OAG 2015</p> <p>Again in January 2019 the Office of the Auditor General renewed their call for more diversity in the composition of the CPA³.</p> <p>Coastal Works License must now be publically advertised within the newspapers, giving the public the opportunity to give feedback for consideration to Cabinet, a democratically elected body, who also take in to consideration the wider views and concerns of their constituents and are able to consider wider social, environmental and economic considerations. However the notification area for CWL's if brought under the CPA would likely be reduced to property owners within the immediate vicinity (e.g. 1,500 ft). CWL Must Not Be Moved to the CPA.</p> <p>Furthermore, this proposal also goes completely against the current provisions in s.21 of the NCL.</p> <p>If changes are to be made to the process for CWL this should be delayed until extensive consultation with the NCC, National Trust, DoE, and the general public. Any proposed changes should then be available for public review and feedback before any changes are enacted.</p> <p>The seabed is not private property, it is Crown land and by virtue the collective asset of all citizens of the Cayman Islands.</p>	W26	<p>Noted. 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. As indicated in section 3.10, this will also involve agreement on the following:</p> <ul style="list-style-type: none"> • Considerations, principles and policies in Coastal Zones. • Coastal Zone boundaries;, such as: • Design standards for coastal works; and • Submission requirements, consultation arrangements and process for issuing permits for Coastal Zone applications. 	Consider during discussions on changes to Coastal Works applications process.
3.467	A suggestion for an alternative body Coastal Board made up of representatives of Planning and DoE/NCC – where DOE/NCC has equal decision making authority as Planning. Only applications which are approved by the Coastal Works Board can then go to the CPA.	W26	Noted. The relationship between each agency / government department in the regulatory mechanism for coastal works applications will be discussed in due course.	Consider during discussions on changes to Coastal Works applications process.
3.468	This section is titled "Coastal Zone", but the singular goal only speaks to permitting of specific activities at or beyond the high-water mark, essentially the existing Coastal Works process. The overarching goal of this	W27	Section 3.10 indicates that considerations, principles and policies for development in coastal zones need to be identified, along with design standards, and these can consider climate	Consider during discussions on changes to Coastal Works

	zone should include an assurance that development is climate-resilient, accounts for continued sea-level changes, not mal-adaptive, and does not increase the hazard risk of the built environment. An Action Item should be to ensure input is sought from Hazard Management Cayman Islands on developments within the coastal zone and flood risk areas.		issues and hazard risks. It is also acknowledged that consultation arrangements need to be clarified, at which point the interested agencies and government departments will be identified and consulted.	applications process.
3.469	Save the Coastal Zone! (from development) please, please, please, please.	Q4	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses.	None
3.470	Please do not spoil our coast line by allowing buildings in or over the water surrounding Grand Cayman. It is a developer's dream to make money, but it will be our collective nightmare	Q8	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses.	None
3.471	Typically, when government gets involved in "guiding" anything, it is not done correctly. We do not need more bureaucracy, especially in government.	Q10	Noted. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None
3.472	Yes, but the CPA should keep their hands far away from it. They cannot be trusted to make decisions in the public interest.	Q19	Noted. 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.	None
3.473	Would enable alternative transportation means via ferry.	Q27	The considerations for any potential water taxi / ferry service are set out in section 6.8 of the NPF.	None
3.474	coastal works applications need to stay with Cabinet as these decisions affect the entire population. the CPA have made notoriously bad decisions in some cases and they do not allow comments from the general public, only those on close boundaries	Q29	As indicated in the 2015 Auditor General report, the current arrangement of Cabinet being responsible for Coastal Works Licences involves politicians in operational decision making which is inconsistent with their policy-only role defined in the Public Management and Finance Law. It is acknowledged that the regulatory mechanism for considering applications in a coastal zone is yet to be established and it is envisaged that further discussion with relevant departments and agencies is required to determine this. Notification and consultation requirements for planning applications are set out in Development and Planning Regulations.	None
3.475	Very important especially with the current ocean situation.	Q30	Noted	None
3.476	As public and crown lands, NO physical development should be allowed in, on, or over the water except that which is minimally needed to facilitate water access.	Q36	Section 3.10 indicates that considerations, principles and policies for development in coastal zones need to be identified, along with design standards. It is also noted that the overarching goal of the Coastal Zone is to ensure that development that takes place in these areas has the least possible impact on the marine environment and the context and character of nearby land-side uses.	None
3.477	Yes absolutely! Anything done in these areas needs to be extremely carefully managed. The current dock proposed is an abomination and will decimate the harbor and surrounding reefs.	Q41	Noted. Section 3.10 indicates that considerations, principles and policies for development in coastal zones need to be identified, along with design standards.	None
3.478	I think that development on the ocean needs to be highly regulated and prevented. The details of which must be outlined as soon as possible to	Q79	Noted. Section 3.10 seeks to ensure that development that takes place in these areas has the least possible impact on the	None

	prevent construction of potentially detrimental projects in our beautiful seas		marine environment and the context and character of nearby land-side uses.	
3.479	There are precincts that may lend themselves to over-water or immediately adjacent to shoreline such as North Sound Rum Point- development standards have to be commensurately high	Q83	Noted. Section 3.10 indicates that considerations, principles and policies for development in coastal zones need to be identified, along with design standards.	None
3.480	No one should be able to build a structure permanently in on or over the water anything other than a dock.	Q85	Section 3.10 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 that considerations, principles and policies for development in coastal zones need to be identified, along with design standards.	None.
3.481	However, enforcement and a willingness to actually obey such guidance would be appreciated- given that government has proven time and time again to break its own rules (such as development within marine parks) which makes such plans and rules pointless.	Q87	The identification of a Coastal Zone is intended to ensure that there are proper tools in place to preserve the Island's coastline and waters. Existing marine protection designations are intended to remain in place. Enforcement of any Coastal Zone policy would be the responsibility of the decision-making body.	None
3.482	An appropriate integrated coastal zone management system would also be needed.	Q95	Noted. Section 9.2 of the NPF identifies the issues typically considered as part of Integrated Coastal Management.	None
3.483	If the CPA is to become the deciding authority for coastal works licences, it should consist of more than just developers. Development should be considered holistically, not just from one perspective.	Q96	The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None
3.484	The coastal areas should have very little if any huge unsightly concrete structures.	Q99	Noted. Section 3.10 seeks to ensure that development that takes place in these areas has the least possible impact on the marine environment and the context and character of nearby land-side uses.	None
3.485	Climate change is here to stay thus more extreme weather will be the normal with more storm surge due higher sea levels. coastal housing should be built on piles to allow free flow of water and thus less damage to buildings and sand erosion.	Q100	Section 9.2 (Goal 1; Obj 4) seeks to ensure that development in coastal areas is designed with appropriate hazard management strategies.	None
3.486	the coast line should be pretty	Q112	Noted	None
3.487	This way everyone is informed about sensitive places and don't disturb them unintentionally.	Q141	Noted	None
3.488	There should be NO MORE development on the coast. We are hemmed in now as it is. There is no view of the water or the beaches in many parts of the island. Even driving along our public beach has been stolen by collusion between Mr Bush and Mr Dart. Such violations of public interest must be stopped. Protections must be implemented and KEPT! Children being born today want to see their homeland as beautiful as we saw it forty years ago. Keep that in mind. Forty years is just one generation growing up and watching their children play on the beach.	Q143	Preventing any more development on the coast is unrealistic as it is anticipated that development will continue to take place throughout Grand Cayman, as dictated by demand. The role of the development plan is to ensure that any growth is balanced with the necessary infrastructure and community facilities to support a high quality of life, along with protection of the environment. The preparation of Area Plans will provide a mechanism to consider the future for different parts of the island and how different land uses can be balanced, and which environmental assets should be protected.	None
3.489	no large scale destruction of coastal areas such as Barkers	Q147	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be	None

			determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	
3.490	We should not approve any further dredging or removal of turtle grass until we have fleshed out this plan	Q158	The established regulatory process for determining Coastal Works applications will remain in place until such time as any revised mechanism is agreed with all interested parties.	None
3.491	You have to define what a coastal zone is before I can answer	Q186	Section 3.10 indicates that the boundaries for a coastal zone need to be determined and that it could be a uniform designation around Grand Cayman or a series of separate zones which reflect adjacent land-side land uses	None
3.492	Anything to protect our coast line and keep the beaches available to the locals.	Q261	Noted	None
3.493	p.25: In Coastal Zones this should also include fishing piers. In addition, it is vital to also have CPA insist on provision of public access to beaches, and to ensure no construction or land use or infrastructure inhibits public rights to access the beach, walk on the beach and swim from and to the beach.	Q268	<p>The list in section 3.10 of works that typically take place in Coastal Zones includes docks and jetties.</p> <p>Public access to the beach is identified as a goal of the Hotel/Tourism Zone on p.20. Also section 9.2 acknowledges the issues concerning the public's right to beach access and states that assurance of public access must be addressed. It is acknowledged in section 3.10 that considerations, principles and policies for development in Coastal Zones needs to be identified. Public access issues can be considered as part of that.</p>	Consider during preparation of Coastal Zone principles and policies.
3.494	I strongly disagree with the proposal to instal the CPA as the decision making body in relation to what is Crown land and represents the largest environmentally protected area of the Island. It is clear that there are conflicting statutory provisions as between - NCL, Public Lands, Planning Law and that this entire area needs substantial revision / alignment.	Q279	It is acknowledged that the regulatory mechanism for considering applications in a coastal zone is yet to be established and it is envisaged that further discussion with relevant departments and agencies is required to determine this. Section 3.10 also acknowledges that the Development and Planning regulations would need to be amended to reflect any revised mechanisms and that considerations, principles, design standards and submission requirements (including consultation arrangements) would need to be reviewed.	None
3.495	This is the same as possible land development...by designating certain areas as "coastal zones" it leave possibilities for development to all areas outside this zone. Leading the people into believing that our environment is being protected, but there is a "plan" behind this	Q317	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None

APPENDIX D

Responses (Section 4 – Overlay Zones)

4. OVERLAY ZONES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
4.001	The Doppler Radar overlay appears to be missing from the National Planning Framework. This is particularly important as it influences the locations of development within a radius of the radar, particularly wind turbine installations.	W9	It is not considered necessary to identify this as a land use planning overlay as the suitability of development within proximity to the radar will be considered on a case-by-case basis. Additionally, the National Energy Policy (section 3.3.1.16) seeks to review the exclusion zone requirements and restrictions for a doppler radar station, recognising the benefits of such station coexisting with renewable generation, to consider whether and how to revise exclusion zones to accommodate utility scale wind energy facilities on Grand Cayman.	None
4.002	As a preface to my points below I wish to highlight our international obligations such as the RAMSAR convention (wetlands protection) and the UN Convention on Biological Diversity which requires us to treasure globally rare natural flora and fauna and with which we are blessed to have here and it is our duty to the world to protect, not just for us. These values need to be embedded in the NPF. Furthermore, under our Constitution Section 18.—(1) “Government shall, in all its decisions, have due regard to the need to foster and protect an environment that is not harmful to the health or well-being of present and future generations, while promoting justifiable economic and social development.”	W16A	Both the UN Convention on Biological Diversity and the Convention on Wetlands of International Importance (Ramsar Convention) are referenced in section 9 of the NPF (Natural Resources) and influence the goals and objectives relating to Natural Resource Preservation.	None
4.003	COASTAL HERITAGE PRESERVATION OVERLAY – Addendum? Shipwrecks are an important part of our heritage. Shipwrecks are also habitats for underwater flora and fauna, including rare and endangered species and they can be easily damaged. Existing shipwrecks are already identified on our dive maps and provide a healthy economic benefit to our tourism product and deserve to be preserved. Similar protection is afforded under U.K. law.	W16A	Section 4.3 (Heritage Preservation Overlay) identifies shipwrecks as one of many historically significant features which could be protected under Heritage Preservation Overlays.	None
4.004	EXTRAORDINARY PRESERVATION OVERLAY - Addendum? Consider including an overlay zone that would encourage environmentally sympathetic development. This type of zoning would be to protect identified areas that deliver important environmental, social and health benefits and are used as a community resource and provide recreational benefits. Block 21E was a sub-division created in the late 60's to provide large home lots for single family residences supported by wide mature landscaping buffers and is home to the national recreation clubs for rugby, squash and tennis. The planting and scale of vegetation vs dwellings is evidently 50/50 in ratio which gives the area it's unique character both on the coast as well as the land. If the undeveloped land is not sympathetic to a preservation overlay that clearly defines the higher ratio of community space to structure then it would ruin the neighborhood character forever. This designation would marry well with Section 9.1 Environmental Preservation and please can this be adopted at the NPF level. Because of this I don't subscribe to describing communities along the South Sound Road as inner suburbs and feel that including overlays at the NPF level that intend to retain the character of the different districts	W16A	Thank you for suggestion. It is considered however that the NPF provides sufficient protection of environmental and community resources. The introduction of a 'Single-Family Residential' zone will apply to residential areas where only single-family residences are allowed. Also, the preparation of design guidelines (section 8) will further encourage well-designed buildings and spaces that respect their surroundings. The preparation of Area Plans will enable a more detailed review of different parts of the island to understand their individual needs and pressures, and to prepare planning policies and approaches specific to that location. The character and appropriate land use zoning for South Sound will be considered during preparation of the relevant Area Plan (Inner Suburb Area Plan). Each Area Plan however will not constitute a single overall land use zone but provides an opportunity to consider the whole area in more detail and to apply the various land use zoning categories within it. Public participation will be a key element of the process for preparing the Area Plan and any existing legal agreements will be considered and	None

	would give more teeth to the values envisaged. The South Sound boardwalk is an example of where the 'healthy development' concept has been mis-interpreted by the lack of clear guidelines or in this case a preservation overlay. Some shrubs, a concrete boardwalk and a dangerous bicycle lane with no room for cars to overtake and no access to the beach from the boardwalk (a very steep drop), is a very good example of how wrong we can get it without proper community input and guidelines.		reflected as necessary.	
4.005	The Chamber fully supports the general concept of overlay zones in order to address additional considerations beyond zoning.	W23	Noted	None
4.006	The idea of overlay zones creates a grey area and over-complicates the planning process – these sites should be offered full protection if that is what they require	W24	Individual Natural Resources will have different characteristics and levels of protection and so it is considered appropriate to designate them within an overlay and then to consider their circumstances on a case-by-case basis. For example, some Natural Resources are Protected Areas under NCL and therefore have different considerations to others where sensitive development with particular design requirements may be possible.	None
4.007	I recommend a marine protection layer zone as well which includes ship wrecks for example. This should be extended to the 200nautical mile Exclusive Economic Zone for the Cayman Islands. While most of this is very deep water, there is activity there, in terms of deep sea fishing, the banks, extremely vulnerable ecosystems being researched for mineral deposits etc, research for cosmetics. This should be more transparent, and the Cayman people have the opportunity to understand all of the activity happening in Cayman's waters, and in certain instances for profit.	W24	The Coastal Zone (section 3.10) will provide planning tools to guide development taking place in, on or over Crown Lands below the high water mark. Section 4.3 (Heritage Preservation Overlay) identifies shipwrecks as one of many historically significant features which could be protected under Heritage Preservation Overlays. The Department of Environment has guidelines and policies for the marine environment.	None
4.008	Section 4 – Overlay Zones - Caves The framework does not include provisions to protect caves in Grand Cayman, so basically caves have no protection and there is nothing to stop developers from destroying caves. In our view consideration should be given to include caves in the Natural Resource Preservation Overlay or in the Heritage Preservation Overlay.	W28	Noted. Section 4.1 of the NPF notes that 'other areas with important natural and ecological features' can be included within the Natural Resource Preservation Overlay. Caves can be included in this designation, depending on their particular characteristics.	Consider when identifying properties to include in Natural Resource Preservation Overlay.
4.009	Section 4 – Overlay Zones – Quarry Overlay Zone The Water Authority recommends to include a provision for a quarry overlay zone in the framework. This recommendation is based on ongoing discussions within the Aggregate Advisory Committee to avoid island wide proliferation of quarries and to designate a specific area as a quarry overlay zone that is most suitable for commercial quarries. Also refer to our comments in section 9.4 on Aggregate/Quarry Operations.	W28	Noted and thank you for the suggestion. It is considered however that rather than identifying a 'quarrying zone' it would be more appropriate to review and possibly update the Central Planning Authority's identified quarry exclusion and sensitive areas. See section 9 for further response.	None

4.1 NATURAL RESOURCE PRESERVATION OVERLAY				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
4.010	The Natural Resource Preservation Overlay needs to work in tandem with the NCL and all of this section should be compatible with the NCL. This section again has not recognised the value of our terrestrial assets beyond the mangroves or the existence of Part 1 Species under the NCL.	W9	Noted. Section 4.1 of 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.	None
4.011	Section 4.1 proposes a 'Natural Resource Preservation Overlay' (NRPO), which has the goal of 'providing a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas' (p.28). Properties that are listed for inclusion in this overlay include the Barkers area, the Central Mangrove Wetland, Lower Valley Forest and the Mastic Reserve. However, there is no reference to the protection that is given to many such areas through the National Conservation Law (2013). Under the NCL, there are a number of designated legally Protected Areas, with the permissible activities allowed on such sites being documented in Management Plans (section 10, NCL). Part 3 of the NCL deals comprehensively with the conservation of natural resources (both on land and in Cayman waters) and the National Planning Framework needs to be amended to ensure that it is not in conflict with the provisions of NCL.	W9	It is not the intention of this section to undermine any legal protection that exists through Conservation Law. References to NCL Protected Areas can be added to section 4.1.	None
4.012	For the avoidance of doubt, the NCL calls for a protected area to have one or more of the following purposes or objectives: 8. (1) (a) To conserve, maintain and restore habitats and their associated ecological systems critical to the survival and recovery of species which are endangered, threatened, endemic or migratory species or of special concern for any other reason; (b) To conserve, maintain and restore examples of representative or unique ecological systems and their physical environment of adequate size to ensure their long-term viability and to maintain biological and genetic diversity; (c) To conserve, maintain and restore the ecological productivity of ecological systems and natural resources that provide economic or social benefits or are important for the protection and maintenance of life-support systems, including air and water and other ecological processes; (d) To facilitate the regeneration of wildlife in areas of special concern; (e) To conserve, maintain and restore areas of special biological, scientific, recreational, archaeological, ecological, cultural, educational or aesthetic value, including areas of special concern and areas whose ecological or biological processes are beneficial to the functioning of the ecosystems of the wider Caribbean; and (f) To encourage ecologically sound and appropriate use, understanding and enjoyment of the area.	W9	Noted and thank you for the information.	None
4.013	We recommend that the draft NPF includes a Protected Areas layer which is based on those areas which are statutorily protected under the NCL. In	W9	It is not considered necessary to include an additional layer as Protected Areas can be classified under the Natural Resource	None

	order to become a Protected Area, the Crown has to buy the land (with the owner's consent, public consultation and Cabinet approval). The draft NPF envisages a process of acquisition of private property for, inter alia, nature reserves, preservation of environmentally sensitive land and preservation of endangered and threatened species habitat (p. 31). We recommend removal of these categories from the NPF as they are covered by the NCL.		Preservation Overlay. It is proposed to amend section 4.1 to acknowledge that any development or activities in Protected Areas should be in accordance with the relevant Protected Area Management Plan. Please see proposed amendments below (section 4.4) in relation to the Land Subject to Acquisition Overlay.	
4.014	The Department supports the principle of zoning of environmentally sensitive areas, which warrant special consideration when designing development projects in such locations e.g. the use of low impact construction techniques, low density development, clustering etc. However, this needs to be clearly differentiated from those locations which are statutorily protected under the NCL.	W9	It is proposed to amend section 4.1 to acknowledge that any development or activities in Protected Areas should be in accordance with the relevant Protected Area Management Plan.	None
4.015	Therefore, although this may not cover all instances of conflict with the NCL, we recommend the following: · A Protected Areas Overlay, which will include existing land which is protected under the NCL. These lands are already owned by Crown and protected by law, therefore there will be no conflict with private ownership in having this layer. This layer would be in addition to the Natural Resource Preservation Overlay. · The Natural Resources Preservation Overlay will be used for environmentally sensitive areas (but not Protected Areas) in order to give special consideration to projects in these locations.	W9	It is not considered necessary to include an additional layer as Protected Areas can be classified under the Natural Resource Preservation Overlay. It is proposed to amend section 4.1 to acknowledge that any development or activities in Protected Areas should be in accordance with the relevant Protected Area Management Plan.	None
4.016	Goal 1 should enable the recognition of environmentally sensitive land. Preservation is a matter for the NCL. Management and Species Conservation Plans for mangrove forests etc. under the NCL will influence this goal and should be recognised within the text.	W9	The existing text for Goal 1 is considered appropriate to describe the intention of the overlay.	None
4.017	Mitigation measures MUST be required to offset all development impacts. (The NPF says they "may" be required.) https://caymannewsservice.com/2018/06/conservation-people-wildlife/ George Town's ironwood forest should be a protected area, free from all development, as it is the last remaining natural habitat of Cayman's endangered ghost orchid. The ghost orchid is symbiotic only with a moth found in George Town and relocated orchids to the Botanic Park have never been successfully pollinated. These orchids are critically endangered and one example of many endemic species in Cayman. Please include this important area as part of the proposed NPF, which provides vital natural vegetation in an area that is now well developed. Perhaps add an additional overlay designated a 'No Touch' zone so that some public lands or beaches can be preserved from any type of development except for walking or swim access to be enjoyed by future generations in their natural state.	W16A	The existing wording regarding mitigation measures is considered appropriate as this would be determined on a case-by-case basis depending on the type of development proposed and the location. 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. George Town's ironwood forest can be considered at this time. Protected Areas, under National Conservation Law, provide a means of preserving public lands and protecting them from development. It is proposed that the Natural Resource Preservation Overlay will include designated Protected Areas.	None
4.018	4.1 Overlay Zones This section must be thoroughly reviewed or removed. It should follow the current provisions of Protected Areas under NCL.	W19	Noted. It is proposed to amend section 4.1 to acknowledge the National Conservation Law and Protected Areas. Please refer to proposed amendments in response to comment 4.011 .	None
4.019	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop guidelines for the Development and Planning Regulations to	W20	Noted	None

	include: o Natural Resource Preservation Overlay			
4.020	RSPB supports the identification of sensitive habitats, landscapes and vulnerable ecological areas as a planning layer, with associated policies to protect these assets. However, it is unclear from the action items for Objective 2 what 'appropriate environmental review standards and processes' would be, and more clarity on these would be useful at this stage (eg: EIA or habitat survey etc). Whilst acknowledging the political and cultural context of land ownership in Cayman, we strongly believe that strong planning controls need to be in place to protect key habitats and protected species from damaging development. As such we would encourage specific zoning for protected areas, conservation areas and key habitats. Indeed, this would seem to be a requirement in order for the Plan to be in compliance with Part 3 of the National Conservation Law (NCL). This would not necessarily preclude all development within or affecting these areas, but would make clear that the conservation of their biodiversity value is their primary purpose, and the primary planning consideration.	W21	<p>Section 4.1 refers to 'appropriate environmental review standards and processes' as it is acknowledged that the exact type of review (i.e. whether it is EIA or Habitat Survey, for example) would depend on the type of development proposed and the form of environmental review would be determined by the National Conservation Council.</p> <p>The identification of properties for a Natural Resource Preservation Overlay provides the mechanism to protect habitats, sensitive landscapes and ecological areas from damaging development. It is proposed that the Natural Resource Preservation Overlay will include designated Protected Areas (under National Conservation Law) and so any development or activities in these locations should be in accordance with the relevant Protected Area Management Plan. For all other properties in this overlay, mitigation measures, design standards and environmental considerations will be key planning considerations.</p>	None
4.021	identification and recommendations of mitigation measures is not sufficient legal protection to manage sensitive habitats such as noted such as the Barkers area, the Central Mangrove Wetland, Lower Valley Forest, Salt Creek Mangroves, the Mastic Reserve and any other ecologically important lands.	W24	<p>Section 4.1 (Goal 1; Obj 2) seeks to ensure that development is sensitive to natural resources and protects important natural and ecological features. It is also acknowledges that any features of these properties that should be protected from development should be identified.</p> <p>It is proposed to amend section 4.1 to acknowledge Protected Areas under National Conservation Law, which have further protection considerations under their relevant Management Plans (see proposed amendment in response to comment 4.011).</p>	None
4.022	The incentives structure suggested is extremely unclear and needs more explanation for the consultation to provide comments on. 'Recommended for protection' is insufficient protection.	W24	<p>At this stage it is acknowledged that certain incentives could be introduced to help protect natural resources, and the broad types of incentives are described in section 4.1. These will be developed and refined in due course in consultation with relevant agencies and government departments.</p> <p>Where development is proposed in the Natural Resource Preservation Overlay and it is consistent with the policies of this Development Plan and the Development and Planning Regulations, various environmental aspects, design standards and mitigation measures will be considered, in consultation with relevant stakeholders and recommendations will be put forward to the Central Planning Authority.</p>	None
4.023	Ensure that all 'Protected' areas under the NCL become zoned as 'Protected' to afford them true protection. Protected should mean protected and such land should remain so.	W25	Noted. It is proposed to amend section 4.1 to acknowledge the National Conservation Law and Protected Areas. Please refer to proposed amendments in response to comment 4.011 .	None
4.024	Many of the larger, relatively intact areas mentioned in this section are important for their function as carbon sinks and reservoirs in addition to their ecological and biodiversity values which should be recognized in this section.	W27	This section of the NPF only provides a brief overview of the issue and the types of natural resources that may be included in this overlay. It is not considered necessary to provide further detail in this overarching document.	None

4.025	Section 4.1 – Page 27 - Natural Resource Preservation Overlay The Water Authority recommends to expand the land above water lenses by a buffer of 1,650 ft (500m) to be included in the Natural Resource Preservation Overlay. In 2002 the Water Authority included this bufferzone in its policies for protecting the fresh water lenses, and we recommend that the Natural Resource Preservation Overlay framework matches this policy.	W28	Noted. The buffer around water lenses will be considered during the identification of properties to be included in the Natural Resource Preservation Overlay.	Consider when identifying properties to include in Natural Resource Preservation Overlay.
4.026	Please, please protect these areas, we have already destroyed quite a bit and once they have been destroyed you will never get them back. We also need to preserve caves - there are caves in North Side and Bodden Town (outside of the Crystal Caves) that are not protected at all.	Q8	Noted. Section 4.1 of the NPF notes that 'other areas with important natural and ecological features' can be included within the Natural Resource Preservation Overlay. Caves can be included in this designation, depending on their particular characteristics.	Consider when identifying properties to include in Natural Resource Preservation Overlay.
4.027	Although I read most of the "required reading" I did not study Section 4.1. I do have a preference for key habitats, sensitive landscapes and vulnerable ecologic areas: HANDS OFF. They need protection. To the extent we have lost many, they need "Re-Wilding". This is more important than the "built environment" which is beloved by architects, engineers, planners, governments, commercial people but which does not rate high among our incredible, unique heritage of trees, plants, birds, critters, ferns, unknown life-forms and slime molds (under-studied).	Q16	Section 4.1 and the identification of a Natural Resource Preservation Overlay seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
4.028	It is not strong enough for environmental protections. It is very weak.	Q19	The Natural Resource Preservation Overlay is a new designation that seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. The overlay is intended to incorporate Protected Areas (under National Conservation Law) along with other identified important natural and ecological features.	None
4.029	Any development, irrespective of where it is located, that destroys key habitats (even if land locked), needs to be accountable and pay an offset cost to the environment fund so additional lands can be purchased elsewhere to protect from development.	Q29	Rather than impose financial penalties that restrict development, section 4.1 seeks to establish incentive policies in the Development and Planning Regulations to protect valuable natural resources. This could include clustering of development, transfer of development rights to properties that are non protected, or other alternatives.	None
4.030	Absolutely imperative!!!!	Q30	Noted	None
4.031	With NO private profit on public or crown lands	Q36	Noted	None
4.032	The global standard of having 20% of natural areas protected should be our aim as a country. However, that 20% should be representative of all habitat types on the island and have connectivity between protected areas wherever possible. Supporting DoE budget to buy protected lands is essential.	Q46	The Natural Resource Preservation overlay is intended to incorporate Protected Areas, as defined under National Conservation Law. This programme of purchasing land is being led by the Department of Environment which has identified a target of a minimum of 20% overall protected land area in the Cayman Islands.	None
4.033	If there was a box ABOVE "strongly" agree, I would tick it!	Q49	Noted	None
4.034	We really must be crazy to even think that wet land etc etc do not serve a purpose. Man we gone crazy.... these are islands and everything work together. Will we ever learn. Look at the last northwester !!!! We keep digging the beaches ... mashing up the iron shores building on the iron shores and beaches and then wondering what is happening !!!! This is what happens when we stupid people is over run with greed.	Q64	Section 4.1 and the identification of a Natural Resource Preservation Overlay seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None

4.035	This overlay approach creates a grey area and over-complicates the planning process – these sites should be offered full protection if that is what they require – identification and recommendations of mitigation measures is not sufficient legal protection to manage sensitive habitats such as noted such as the Barkers area, the Central Mangrove Wetland, Lower Valley Forest, Salt Creek Mangroves, the Mastic Reserve and any other ecologically important lands. The incentives structure suggested is extremely unclear and needs more explanation for the consultation to provide comments on. ‘recommended for protection’ is insufficient protection. The Natural Resource protection overlay should be an embedded part of the planning vision and objectives.	Q77	<p>Section 4.1 (Goal 1; Obj 2) seeks to ensure that development is sensitive to natural resources and protects important natural and ecological features. It is also acknowledges that any features of these properties that should be protected from development should be identified. It is proposed to amend section 4.1 to acknowledge Protected Areas under National Conservation Law, which have further protection considerations under their relevant Management Plans (see proposed amendment in response to comment 4.011).</p> <p>At this stage it is acknowledged that certain incentives could be introduced to help protect natural resources, and the broad types of incentives are described in section 4.1. These will be developed and refined in due course in consultation with relevant agencies and government departments. Where development is proposed in the Natural Resource Preservation Overlay and it is consistent with the policies of this Development Plan and the Development and Planning Regulations, various environmental aspects, design standards and mitigation measures will be considered, in consultation with relevant stakeholders and recommendations will be put forward to the Central Planning Authority.</p>	None
4.036	While I agree, I think more effective and aggressive protection of Cayman's natural resources is needed.	Q79	The Natural Resource Preservation Overlay is a new designation that seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. The overlay is intended to incorporate Protected Areas (under National Conservation Law) along with other identified important natural and ecological features.	None
4.037	I think there is always a need to balance the need to conserve natural resources with other benefits to the community. I'm not in favour of protecting arbitrary areas and thereby frustrating potential development unless there is a genuine long term or significant community interest.	Q88	Noted. The Natural Resource Preservation Overlay seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. Criteria will be developed in order to assess which properties should be included.	None
4.038	15% on average of a country is protected habitat as people can not be trusted to protect it with out laws.	Q100	The programme of purchasing land to be designated as Protected Areas is being led by the Department of Environment which has identified a target of a minimum of 20% overall protected land area in the Cayman Islands.	None
4.039	I agree that it is very important to protect the environment but I think that there should be more measures to do so (more strict)	Q141	The Natural Resource Preservation Overlay is a new designation that seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. The overlay is intended to incorporate Protected Areas (under National Conservation Law) along with other identified important natural and ecological features.	None
4.040	But make a plan and STAY with it, Stop this business of declaring a place for protection then destroy it when the big wants to. Case in point -- the marine protected areas in George Town harbour and now the protected area at Barkers!	Q143	Noted. While certain areas will be protected under National Conservation Law, section 4.1 notes that where development is permitted, certain elements of a natural resource may be recommended for protection from development and/or certain design and submittal requirements will be required to help protect the property's natural resources, Furthermore, incentives may be offered to protect valuable natural resources (such as clustering of	None

			development, transfer of development rights to properties that are non protected, or other alternatives.	
4.041	There definitely should be regulations in place that prohibit the destruction of natural environments. Otherwise Grand Cayman will no longer be an attractive place to live.	Q165	Section 4.1 and the identification of a Natural Resource Preservation Overlay seeks to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
4.042	I agree with the idea of protecting the environment however i would like more affordability for locals and affordable infrastructure to support the growing scholar population that comes back.	Q182	Noted. Other sections of the NPF provide goals relating to affordable housing (section 3.2) and infrastructure (section 7).	None
4.043	We must protect ourselves in any way possible from future hurricanes and bad weather. It would be foolish not to do so. We are a small island and need all the protection we can get. The mangroves and coral reefs help to keep back the storms.	Q192	Noted. Section 3.9 acknowledges the need to protect mangroves, for both their ecological and storm buffer function.	None
4.044	There seems a lot of destruction of mangroves too	Q197	Section 4.1 notes that the Natural Resource Preservation Overlay will include applicable areas within the Central Mangrove Wetlands. In addition, section 3.9 seeks to ensure the long-term protection of the Island's mangrove buffer from development pressure.	None
4.045	I fell we are too overcrowded	Q220	Several sections of the NPF acknowledge the need to maintain and provide open spaces for recreation and environmental protection.	None
4.046	Seems like a poor idea to reclaim wetlands/swamps etc.	Q227	Section 4.1 notes that the Natural Resource Preservation Overlay will include applicable areas within the Central Mangrove Wetlands.	None
4.047	YES YES YES great idea and it would be the best thing to come out of this Plan. Support 10000%	Q228	Noted	None
4.048	This must be a priority in any further development of the Islands, as it must be in any significant further development plans.	Q251	Noted	None
4.049	do not remove any remaining mangroves making the island vulnerable to any storms etc	Q261	Section 4.1 notes that the Natural Resource Preservation Overlay will include applicable areas within the Central Mangrove Wetlands. In addition, section 3.9 seeks to ensure the long-term protection of the Island's mangrove buffer from development pressure.	None
4.050	There should be greater protections in place for vulnerable ecological areas. A separate zoning classification should be considered. Development at the expense of Cayman's unique or sensitive habitats will not serve the island well in the long run.	Q278	It is not considered necessary to include an additional layer as Protected Areas can be classified under the Natural Resource Preservation Overlay. It is proposed to amend section 4.1 to acknowledge that any development or activities in Protected Areas should be in accordance with the relevant Protected Area Management Plan.	None
4.051	This an important first step but it is not sufficient to ensure that such areas are properly protected.	Q279	Noted. The approach to Natural Resources can be monitored and reviewed with any subsequent development plan review.	None
4.052	Appropriate standards in accordance with International Commitments of the Cayman Islands. There should be no watering down of NCL in this respect. (This is re EIA)	Q279	Section 4.1 refers to 'appropriate environmental review standards and processes' and it is acknowledged that the exact type of review (i.e. whether it is EIA or Habitat Survey, for example) would depend on the type of development proposed and the form of environmental review would be determined by the National Conservation Council.	None
4.053	But it must not be in conflict with the National Conservation Law and NCL's Protected Areas. The Overlays should be informed by the NCC and the current and potential protected areas.	Q305	It is proposed to amend section 4.1 to acknowledge Protected Areas under National Conservation Law, which have further protection considerations under their relevant Management Plans	None

			(see proposed amendment in response to comment 4.011).	
4.054	And marine habitats	Q316	The Department of Environment has guidelines and policies for the marine environment.	None
4.055	Agree, but...by defining certain areas as "natural reserves"...,this only gives developers more available landscape to destroy for the purposes of their own needs.	Q317	While certain areas will be protected under National Conservation Law, it is noted in section 4.1 that where development is permitted, certain elements of a natural resource may be recommended for protection from development and/or certain design and submittal requirements will be required to help protect the property's natural resources, Furthermore, incentives may be offered to protect valuable natural resources (such as clustering of development, transfer of development rights to properties that are non protected, or other alternatives.	None

4.2 AIRPORT APPROACH OVERLAY				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
4.056	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop guidelines for the Development and Planning Regulations to include: o Airport Approach Overlay	W20	Noted	None
4.057	• <i>Identify those land uses that should be prohibited or restricted within the Airport Approach Overlay due to safety, noise, and public welfare concerns such as schools, hospitals, and fuel storage.</i> How can this be done now given the current location of schools and the hospitals beneath or in very close proximity to the airport? What about the shooting range being so close to the airport and aviation fuel tanks?	W24	The Airport Approach Overlay would be a new overlay and so the land uses that should be prohibited or restricted within it would need to be identified. Section 4.2 notes that this may include schools, hospitals, and fuel storage. This would relate to applications for new development of these and any other similar uses.	None

4.3 HERITAGE PRESERVATION OVERLAY				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
4.058	The Public Lands Commission should be consulted on the Heritage Preservation Overlay.	W9	Noted. The Public Lands Commission is an identified consultee for all aspects of the Development Plan review, but the Department of Planning will ensure to consult with them on this issue.	Consider when identifying properties / areas to include in the Heritage Preservation Overlay
4.059	Much of our heritage architecture is located on Harbour Drive. How exactly do the planning regulations propose to protect and preserve these historic sites from developments such as roads, buildings and transport which will result from the construction of a cruise pier? It is unacceptable to relocate or try to replicate our history.	W16A	Section 4.3 indicates that for each Heritage Preservation Overlay the DoP 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. These will be considered within the context and character for each overlay.	None

4.060	<p>4.3 Heritage Preservation Overlay (HPO)</p> <p>The NTCI notes with satisfaction the recommendation that the NTCI should be consulted on the preservation of historical properties as noted on page 30 of the draft and welcomes its inclusion. Positive long-term protection of individual historic buildings, sites and properties will be ensured by expanding the application of the HPO to include NTCI-designated properties as well as other heritage sites throughout Grand Cayman, to identify buildings, structures, wells, walls and other artifacts worthy of preservation due to their historic, architectural or heritage context and to propose alterations and extensions to historic buildings deemed acceptable, Council presumes, to CPA by way of recommendations from NTCI. This then is the most important aspect of the draft NPF that is relevant to NTCI and if ratified, will require it to play a significantly more expanded and responsible role in the future conservation of places of historic and cultural significance in Grand Cayman.</p>	W19	Noted. The DoP looks forward to working with the NTCI and any other interested stakeholders to identify historic sites and properties and to create guidelines on their protection, along with allowable uses and alterations.	None
4.061	There are some concerns, however, regarding how the Heritage Preservation Overlay may be implemented regarding private property and ownership rights. Where any property may be 'blighted' by the implementation of such an overlay then the Chamber would hope that appropriate mechanisms for compensation would be available to the owner.	W23	The identification of properties to be included in Heritage Preservation Overlays will be carried out in consultation with property owners and so all issues relating to the designation will be considered and explained.	None
4.062	Hog sty bay should certainly be included in this, at high risk of destruction by the current government. Areas of Outstanding Natural Beauty are recognized in the UK and are given protection, this should also be applied in Cayman.	W24	Any historic properties in central George Town will be considered for inclusion in a Historic Preservation Overlay.	Consider when identifying properties / areas to include in the Heritage Preservation Overlay
4.063	Historic Preservation includes Incorporation. The GT library is a good local example.	Q4	Noted.	Consider when identifying properties / areas to include in the Heritage Preservation Overlay
4.064	We have lost a lot already and there is no designation or protection of historical buildings, this should be improved	Q8	Noted. Section 4.3 seeks to preserve and protect the Island's heritage sites and structures.	None
4.065	The picture shows the original GT post office. There is nothing in that building that makes it special or significant. This building is in the middle of GT and is the cause of a lot of traffic congestion.	Q10	The GT Post Office building dates from 1939 and is one of the most historic buildings in central George Town. The DoP will consider which properties to include in historic preservation overlays in consultation with interested stakeholders.	Consider when identifying properties / areas to include in the Heritage Preservation Overlay
4.066	Absolutely! There should also be a covenant on surrounding buildings to preserve the quaintness and photographic appeal. Research the Savannah, Georgia Historic District: Modern exteriors are not allowed there.	Q12	Noted. Section 4.3 indicates that for each Heritage Preservation Overlay the DoP 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. These will be considered within the context and character for each overlay.	None
4.067	Architecture should kept in mind if upper levels are to be added.	Q13	Noted	None
4.068	They aren't already!? Terrible. Toronto does a great job at this http://heritagetoronto.org/ https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-	Q20	Noted and thank you for the example of heritage preservation. Lessons from other locations will be used to help develop Cayman's approach to heritage preservation.	None

	register/			
4.069	Please protect what few historic buildings are left in Cayman!!!!	Q28	Noted. Section 4.3 and the identification of Heritage Preservation Overlays seeks to preserve and protect the Island's heritage sites and structures.	None
4.070	And buy land around them so that the areas can be preserved in their historical state eg by pedestriasing the road in front of the Post Office, landscape with some national trees and force the use of satellite parking. Trolley bus can be provided for handicapped or elderly persons.	Q29	Section 4.3 indicates that for each Heritage Preservation Overlay the DoP 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. Other public realm / transportation related measures for this example in George Town will be considered as part of the GT Area Plan and the GT Revitalization Initiative.	Consider as part of GT Area Plan and GT Revitalisation Initiative
4.071	These must include sea areas as well	Q36	Section 4.3 notes that Heritage Preservation Overlays may include ship launching sites, lighthouses and shipwrecks.	None
4.072	It is extremely important to Cayman and future generation to protect its heritage and identity for future generations.	Q38	Noted	None
4.073	Who are we as people without our history?	Q46	Noted	None
4.074	The number of historic homes and sites that are being destroyed by development is unprecedented. Generations past took pride in their homes and maintained them. Today, many unoccupied family homes are dilapidated as a result of heirs not maintaining them. Some cannot afford the cost but others have the means. A private/public fund should be in place to help those families in genuine need maintain them. Use of Service Clubs, Churches, general volunteers and prisoners could do the labour. Then when developers buy the property, these homes can either be incorporated into their building plans or moved to Crown/Private property where paid tours could take place. School children, tourists and locals would learn about Caymanian culture and history.	Q74	Noted and thank you for the suggestions. The Heritage Preservation Overlay seeks to identify buildings and areas that are worthy of preservation due to their historic, architectural, traditional or other interest. 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.	None
4.075	Absolutely. Already we have lost too many historic buildings - has the horse already fully left the stable!. We need to urgently do more to protect the few sites remaining	Q89	Noted	None
4.076	Yes, in areas like Bodden Town which should have a Historic Overlay zoning.	Q97	Noted.	Consider during identification of Overlays and relevant Area Plan
4.077	Cayman's shipbuilding and traditional lifestyle/buildings should be celebrated on a scale and in a manner that highlights their part in the cultural heritage of these islands. Historic Overlay zones ought to be established for Bodden Town, those parts of Central George Town (eg Goring Avenue, frontages on North and South Church Street and Harbour Drive) with incentives to encourage and commend those developments.	Q97	Noted and thank you for the suggestions.	Consider during identification of Overlays and relevant Area Plans
4.078	follow the UK and Euro countries that have tried and true plans.	Q99	Section 4.3 seeks to identify historic areas and sites and establish guidelines on allowable uses and acceptable alterations	None
4.079	As Cayman starts to develop outside the traditional areas to the west of the island and moves east as can be seen by the rapid growth in the	Q100	Agreed. The Goal of section 4.3 is to preserve and protect the Island's historical heritage sites and structures by identifying	None

	Savannah area over the past decade, we need to look at the historic building which still remain and preserve them before our past history is wiped away. Even it means moving the buildings to a central location which would become a tourist attraction. There needs to be a balance between new and old.		historic areas and sites and establishing guidelines on allowable uses and acceptable alterations. Section 12.4 (Goal 1; Obj 5) supports legislation that legally protects historic buildings. The establishment of a tourism attraction would be at the discretion of the Ministry of Tourism or private enterprise.	
4.080	Everyone needs to remember where we have come from so we get see where we are going and learn from the past - take housing traditional housing in Cayman was far more green than modern housing is now. How much have we forgotten in such a short period of time.	Q100	Noted	None
4.081	It is part of the culture and should be remembered.	Q141	Noted	None
4.082	Long overdue! This should include wooden structures. In many countries historic buildings must be preserved and maintained on the exterior but the inside can be renovated significantly.	Q147	Noted	Consider during identification of acceptable alterations and extensions to historic buildings
4.083	Very much and some of our older homes also	Q148	Noted	None
4.084	By all means. Without a doubt. We have to preserve our heritage for future generations.	Q192	Noted	None
4.085	These absolutely need to be protected. There are many historical and cultural areas that are destroyed in the name of bigger and better. We are losing our culture at the expense of expansion. We need to consider who we want to be and how we want to develop before destroying our history.	Q199	Agreed. The Goal of section 4.3 is to preserve and protect the Island's historical heritage sites and structures	None
4.086	Better hurry. Almost too late.	Q227	Noted	None
4.087	YES YES YES, This is a must not an option	Q228	Noted	None
4.088	Too late however.	Q236	Noted	None
4.089	Keep areas on the island that reflect the "old Grand Cayman.	Q257	Agreed. The Goal of section 4.3 is to preserve and protect the Island's historical heritage sites and structures	None
4.090	p.31 [p.30] re HPO: See comments above re p.25; it is of vital importance to ensure clearing, protecting and preserving public access to and use of beaches.	Q268	Noted. Section 4.3 notes that rights of way, including access to the sea, could be included in Heritage Preservation Overlays.	None
4.091	[Protect historic buildings and areas] should be a case by case basis	Q275	Section 4.3 seeks to incorporate a heritage review into all development applications, which would therefore be considered on a case-by-case basis	None
4.092	But Dart doesn't care.	Q284	Noted	None
4.093	We can not afford to lose our history and we need to have our history protected.	Q285	Agreed. The Goal of section 4.3 is to preserve and protect the Island's historical heritage sites and structures	None
4.094	Try to keep the original doors, color schemes, interiors of the historic buildings.	Q286	Noted.	Consider during identification of acceptable alterations and extensions to historic buildings (4.3, Goal 1, Obj 2)
4.095	We cannot get these things back.	Q293	Noted	None
4.096	The protection of the few that are left must be a high priority.	Q301	Noted	None
4.097	GT Post Office. GT Public Library. GT Town Hall. All libraries in the districts as well. Old Cayman homes. Elmslie Church on GT waterfront. The old Glass House / Government Administration Building on Elgin Avenue, GT.	Q318	Noted and thank you for the suggestions	Consider during identification of properties to include

				in Heritage Preservation Overlays
4.098	Areas with special heritage character should definitely include beaches.	Q320	Section 4.3 lists the types of historically significant features that would be considered for inclusion in Heritage Preservation Overlays. This includes rights of way (including access to the sea) and ship launching sites. Section 9.2 (Coastal Zone Management) considers the environmental importance of beaches in Cayman, while section 4.1 indicates that scenic coastlines could be included in Natural Resource Preservation Overlays.	None

4.4 LAND SUBJECT TO ACQUISITION OVERLAY				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
4.099	The Lands Subject to Acquisition Overlay for conservation purposes should have input from the DoE and the NCC as the NCL is the primary process driver for protected areas.	W9	Noted. It is acknowledged that the NCL provides the primary means of acquiring and preserving lands for environmental reasons. Please see proposed amendments in response to comment 4.100 below.	None
4.100	The Lands Subject to Acquisition Overlay should not be used in conflict with the NCL and the description of the Lands Subject to Acquisition Overlay should remove mention to nature reserves, environmentally sensitive land, and preservation of endangered and threatened species habitat.	W9	Noted. Section 4.4 can be amended accordingly.	None
4.101	Land Subject to Acquisition (Section 4.4, Page 31) a) Consideration for Utilities access to road corridors and right of ways Suggestion – in designing acquisition methodology ensure consideration for access for Infrastructure required by OfReg Licensees. Create space for Utilities Corridors whenever possible in the design, redesign, resurfacing, or alteration of roadways.	W15	Noted. These issues are reflected in section 7 (infrastructure) and are also referenced in section 6.3 (Street Hierarchy).	None
4.102	4.4 Land Subject to Acquisition Overlay As a major landowner, NTCI has serious concerns regarding the Government obtaining additional powers for the compulsory acquisition of privately-owned land. Such policy should consider and not interfere with the statutory protected status of NTCI properties.	W19	Section 4.4 seeks to clarify and make transparent Government land acquisitions and indicates that extensive research and public participation will be included when determining land to be included in the Land Subject to Acquisition Overlay. Section 4.4 also seeks to protect the rights of private property owners.	None
4.103	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop guidelines for the Development and Planning Regulations to include: o Land Subject to Acquisition Overlays	W20	Noted	None
4.104	Similarly, the Land Subject to Acquisition Overlay must give rise to appropriate compensation for any diminution in the Market Value of private property as a result of this overlay, at the time of its implementation. It must not be used as a tool by the Government to 'hold' land for future public purposes, without providing the right to compensation at that time.	W23	Noted and this issue will be considered during the preparation of regulations and standards for the Lands Subject to Acquisition Overlay.	Consider during preparation of LSAO regulations and standards

4.105	Climate change adaptation should be added to the list for legitimate reasons why Government may wish to acquire land in the public interest. This may be green infrastructure needed to ameliorate existing or future flooding and other stormwater management issues.	W27	Section 4.4 already notes that land acquisition may be necessary for open spaces, which could relate to flooding, stormwater or climate change adaptation requirements.	None
4.106	Section 4.4 – Page 31 – Land Subject to Acquisition Overlay Consider to use this overlay also for properties that should be designated for use by utilities. By way of explanation, as Grand Cayman continues to develop, the Water Authority will need additional properties for facilities for water supply and wastewater collection and treatment. Also refer to comment 1.6.	W28	Noted. Section 4.4 can be amended to reflect the needs of utilities and critical infrastructure.	None
4.107	Future Road Alignments: Pursuant to the Roads Law, Section 26 titled "Modification of Development and Planning Law (2005 Revision)" re long term projection of road corridors" would essentially falls under that category such a gazette was actually put into effect in May 2005 with the publication of the East-West Arterial Corridor with Collector Road Connections. The latter plan was unfortunately not endorsed by the then Director of Planning in early 2005 and Cabinet in Council at the time elected to nonetheless published the gazette. The 2005 Road Plan was internally updated and approved by the NRA Board of Directors in 2009 and forwarded to the Minister responsible for roads at the time but it never received endorsement. More recent updates to the long-term road corridor plan have been made by the NRA to reflect known or planned developments in the pipeline that the NRA is aware of for the long term.	W36	Noted	None
4.108	In NRA's view, planning for road corridors on Grand Cayman must be done beyond a Five (5) Planning Horizon which the Development Plan only seems to address. A planning horizon of 5 years (in transportation planning terms) is only a short-term plan; it is critical that plans have to be made much further beyond since now many of the approved PAD projects have much longer development horizons - e.g. Cayman Enterprise appears to have a development schedule set over 30 years (but are already behind in their program) whereas Cayman Health City has a 10 - 15 year development plan but it is only starting to get some traction. While the NRA recognizes that the Development Plan operates on a 5-year review basis, planning for the expansion of Grand Cayman's road network has to be done on a horizon period of 10 to 25 years - a medium to long-term basis. Section 26 of the Roads Law allows for the long-term planning of road corridors and the NRA cannot emphasize enough that it is critical that the Central Planning Authority and the Planning Department endorses the process of a Section 26 gazette. Additionally, a mechanism needs to be in-place to have the Section 26 corridors identifiable on Cayman's Land Registry Maps.	W36	<p>The Development Plan is to be reviewed every 5 years (as required under Development and Planning Law) in order to ensure that the policies and approach set out within the Plan are still relevant and appropriate. The projects referenced in the Plan can have longer-term horizons, and it is helpful to acknowledge these wherever possible.</p> <p>The Land Subject to Acquisition Overlay is proposed to identify lands that the Government intended to acquire. Once the Government has made the necessary commitment to acquisition, there is no reason why it cannot be identified within this overlay, regardless of the timescales involved.</p>	None
4.109	On a related matter, there remain several road plans that were gazetted years (even decades) ago pursuant to Section 3 gazette notices (Notification of proposal to take land) under the Roads Law 2005 (e.g. extension of the Linford Pierson Highway to Walkers Road (BP398) or the Extension of John McLean Drive to High Rock Drive (BP503)). Additionally, older gazette schemes which declared many of Cayman Roads as public	W36	Noted	None

	roads in the 1970's and 1980's pursuant to the Roads Law (197 4) with declared nominal widths that have not been surveyed. And finally, there is the planned coastal road in Bodden Town which intended to connect Manse Road to Pedro Castle Road - a road corridor planned in 1979 and known as BP40.			
4.110	A vast change in the current infrastructure is needed to meet the demands. This may involve relocation of people's houses but to meet the needs of the islands, some times the needs of the many will outweigh the needs of the few.	Q69	Noted	None
4.111	How is this going to integrated with the provisions of the NCL ?	Q279	Noted. Amendments to section 4.4 are proposed (see proposed amendment in response to comment 4.100)	None
4.112	Such policy should take into account and not interfere with the statutory status of the NTCL protected properties.	Q279	Noted. Amendments to section 4.4 are proposed (see proposed amendment in response to comment 4.100)	None

APPENDIX E

Responses (Section 5 – Area Plans)

5. AREA PLANS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
5.001	Invite resident(s) from each Area to be part of the team for putting together the development plan for their Area. This should assist in the communication process between Planning and Residents. The resident should not be conflicted politically or have family connections in the building / construction trade.	W17	Noted and thank you for the suggestion. It is considered however that sufficient opportunities for public engagement will be provided through the proposed methods of consultation on Area Plans. There may also be issues in terms of appointing members of such a resident group, particularly in locations where a large number of individual want to be involved in this way.	None
5.002	The Chamber acknowledges that the use of Area Plans will be a useful planning tool and will assist in implementing areas specific variations to meet the local needs. It also applauds the additional public participation that the Area Plans will provide. The Chamber does note that variations in such matters such as density, set-backs, parking requirements etc. will add a significant additional level of complexity to the planning framework and hopes that these will be transparent and easily identifiable by developers, property professionals and indeed the general public.	W23	Noted. Area Plans will generate variations in certain planning requirements / guidelines. However, it is hoped that by going through this process and preparing area-specific planning policies, this will more adequately meet the needs of each particular planning area. Also, by engaging the community and stakeholders in the process for preparing each Area Plan, all parties will have a clearer sense of the objectives and approach in each Area Plan.	None
5.003	Consider inviting members of the public from the relevant areas to be representatives in the teams preparing the area plans.	W25	Noted and thank you for the suggestion. It is considered however that sufficient opportunities for public engagement will be provided through the proposed methods of consultation on Area Plans. There may also be issues in terms of appointing members of such a resident group, particularly in locations where a large number of individual want to be involved in this way.	None
5.004	Could the area plans be finalized more quickly with additional resources? At three months for each of 20 areas this will take 5 years.	W25	Area Plans are intended to be prepared one after another over the 5 year Plan review period. Additional resources within the Department of Planning will be sought as necessary	None
5.005	Section 5 – Area Plans Once Area Plans are developed, the plans need to identify the impacts/requirements/needs for water supply and wastewater infrastructure.	W28	Agreed. Area Plans will be prepared in consultation with infrastructure and utility providers, along with many other stakeholders / agencies. See proposed amendment to NPF alongside comment 5.015 below	None
5.006	How will the commonalities in the Area Plans that impact infrastructure needs be integrated in overall infrastructure planning? For the Water Authority, as a water and wastewater utility, it is important to know what future development will take place and where it will take place to properly plan its upgrades/expansion of water and wastewater related infrastructure. This has to be done in the context of an island wide development plan, as it will be hard, if not impossible to plan water and wastewater related infrastructure within the confines of a series of area plans.	W28	Any infrastructure needs identified within each Area Plan will be added to the Island-wide Capital Improvement Programme (CIP) (Section 7.2), which is intended to be updated on an annual basis. It is also intended that each Area Plan will be prepared in consultation with infrastructure and utility providers, along with many other stakeholders / agencies.	None

5.1 SEVEN MILE BEACH TOURISM CORRIDOR AREA PLAN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action

5.007	It seems to me the the height of buildings ought to remain short (4 stories or so) on the water front, and planning should allow for taller buildings in land. That way more people can see the beauty of the water and the island, rather than feel trapped in-land. Currently seven mile beach is becoming a wall of condo that you can't see over. It would have been preferable to have less density/ lower structures on the beach and more residences / office spaces having a high tower - water view - over looking the water front residences.	W4	Noted. 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.008	We need less commercial land in SMB corridor	W7	Noted. The future mix of uses in the SMB Tourism Corridor will be considered during preparation of the Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
5.009	Would love to see 10 story developments ACROSS from SMB.	W7	Noted. 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.010	Goal 1 seeks to 'provide the proper planning tools to ensure the Seven Mile Beach Tourism Corridor remains vibrant both socially and economically'. There is no mention of the environment. This is a clear example of the draft NPF not being underpinned by the principles of sustainable development, as there is no reference to the interrelationship between the economy, society and the environment. There is no mention of the environment in the 'Goal', 'Objective' or 'Action Items' for the Seven Mile Beach Tourism Corridor Area Plan, which is a major omission. As a minimum, the inventory of the Seven Mile Beach area should include reference to environmental resources, for example, Seven Mile Beach itself (which has been the subject of numerous studies, which have not been referred to in the evidence base/background documents for the draft NPF), the marine protected areas and the presence of turtle nesting (given that this is the country's highest density nesting area and presents a huge opportunity for low-season ecotourism). In terms of Seven Mile Beach coastal system, the Beach Review and Assessment Committee Report of 2003, made a number of recommendations for Seven Mile Beach which should be considered in the Area Plan, including: a. Establishment of a 'Strategic Beach Management Plan'; b. Establishment of the Historic Vegetation Line using sustainable archived aerial photography as the benchmark for determining setbacks on all beaches; c. Immediately implement a policy of Opportunistic Nourishment (return of stockpiled beach sand from previously approved development and any sand removed from the beach ridge during the construction of foundations, seawalls and pools); d. Developers and residents shall be encouraged to use native beach vegetation to assist beach stabilisation both before and	W9	Noted. The omission of a reference to the environment in 5.1 (Goal 1) is an oversight which should be rectified in the final version of the National Planning Framework. The list of inventory items is acknowledged as not being exhaustive and it is agreed that it should make reference to environmental resources. The list of documents in section 1.7 is acknowledged as not being exhaustive, and suggestions of further documents to add are welcomed. Recommendations from the Beach Review and Assessment Committee Report will be accommodated where possible.	Consider issues raised during preparation of SMB Tourism Corridor Area Plan

	after storm events.			
5.011	The action items under Goal 1 state that upon approval of the Seven Mile Beach Tourism Corridor Area Plan, the Area Plan will supersede all other regulations related to land use for this area, unless specifically noted in the Plan. How would this work, particularly in the context of other regulations? Who would approve the Area Plans and how would it be implemented?	W9	The reference to ' <i>the Seven Mile Beach Tourism Corridor Area Plan superseding all other related policies and regulations related to land use for this area</i> ' simply means that when 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. Each Area Plan would be adopted by the Legislative Assembly.	None
5.012	As a visitor to Grand Cayman for over forty years, I have been increasingly concerned with the destructive development of the island. What many of us cherished was the quite beaches and the noncommercial atmosphere of the island. This has been eroding at an alarming rate. The proposed new ten story building will destroy the last remaining section of seven mile beach. It will ruin that part of the beach and alter the character of West Bay. There is no need of it. To approve this application will alter forever what so many of us have come to love about Grand Cayman. Please say no.	W10	Noted. 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.013	In regards to the proposed timing, which indicates the review would start first with the Seven Mile Beach zone and would take about three years to complete. Given the existing and approved development of that zone already, by the end of three years, this zone will likely be fully developed. So a new plan will be moot. Rather, I suggest that the first priorities be the zones immediately adjacent to the Seven Mile Beach zone where development is less intense but will be experiencing more pressure as the SMB zone fills up. Thus, there is a chance to have more of an impact on development in those zones.	W12	The Area Plans are intended to be prepared one after another, over the 5-year Plan review period. The Seven Mile Beach Tourism Corridor Area Plan is intended to be prepared first and therefore would be complete much sooner than 3 years.	None
5.014	And I note that the proposed Northern boundary for the SMB zone appears to be along Yacht Club drive, which is very appropriate. North of this area is identified as West Bay and that is very appropriate as the current state of development in this area is significantly different from the SMB zone and I believe should be maintained.	W12	The exact boundaries for the Area Plans have not yet been determined and the map on the PlanCayman website, and also on page 35 of the draft National Planning Framework, 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. The caption for figure 5.2 can be re-named to reflect the indicative nature of the boundaries.	None
5.015	Area Plans (Section 5, Page 33) a) There is mention of "infrastructure" we need to ensure that proper consideration of the OfReg Licensees is given (e.g. can sidewalks be adapted to accommodate ICT duct corridors, thereby reducing the work on road surfaces) b) Considering the upcoming developments in ICT services (e.g. 5G) and the different service delivery models, ensuring adequate access to structures by ICT Service providers will ensure the communities will receive best service quality (e.g. rooftop access for radio networks). Suggestion – set specific Goal and Action Items for Area Plans which focuses on requirements for the Infrastructure, Networks and Services of OfReg Licensees and ensuring these are in harmony with the Area Plans. Ensure all Area Plans accommodate Utility Corridors along roadways and within	W15	Agreed, and consultation with OfReg will be a key part of the Area Plan process, and the preparation of the Capital Improvement Programme (CIP) (section 7.2) Noted. An additional action item should be added to 5.1 (Goal 1) regarding the need for Area Plans to have regard to infrastructure requirements.	None

	larger housing developments and corporate office parks.			
5.016	Using the Seven Mile Beach tourism corridor area plan as a pilot to model development for the rest of the island seems contrary to what the plan outlines for zoning. Further, Seven Mile Beach is unique in Cayman; no other beach on the island begins to have its width. So why use it for a model? Surely this is unhelpful. Given the time it will take to provide the necessary NPF there are many that would argue that the tourism corridor having benefited from significant development already is not where the needs of the island would best addressed from an infrastructure standpoint or as the pilot project.	W16A	The Seven Mile Beach Tourism Corridor was selected as the first Area Plan because it faces the most pressure from development and therefore has the greatest need for clear planning guidelines. There are also significant opportunities for public realm / highway improvements in the area, which the Area Plan can help to realise.	None
5.017	NTCI is pleased to see Historic Sites mentioned in the Seven Mile Beach (SMB) area plan although Council is not sure what historical sites still remain in this area.	W19	Noted. Part of the Area Plan preparation process is to prepare an inventory of existing conditions, which includes historic sites and resources. It is acknowledged however that there may be very few in some areas.	None
5.018	The environment is not included in the list of bullets and is of notable concern. As mentioned at the outset, sustainable development is a key issue for the NTCI. The SMB area is the jewel in the Cayman Island's tourism crown and if not protected with appropriate and enforced setbacks, protected marine parks etc, the Cayman Islands risks serious consequences to this critically important area from an environmental, tourism, and therefore an economic standpoint. The NTCI is of the opinion that the recommendations in the Beach Review and Assessment Committee report of 2003 be assimilated into this section.	W19	Noted. Amendments are proposed to section 5.1 to make reference to the environment and the recommendations of the Beach Review and Assessment Committee (see proposed amendment in response to comment 5.010)	None
5.019	The last bullet point under Goal 1 for SMB Plan is concerning regarding this superseding other related policies and plans. This is too vague and gives Council pause for concern as to what it really means.	W19	The reference to ' <i>the Seven Mile Beach Tourism Corridor Area Plan superseding all other related policies and regulations related to land use for this area</i> ' simply means that when 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.	None
5.020	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop Seven Mile Beach Tourism Corridor Area Plan	W20	Noted	None
5.021	This area is already overdeveloped for residents, too close development to the high tide line, restrictions of beach access and parking for the general public to access the beach, over-sized buildings making the 7 mile corridor very unattractive.	W24	These issues will be considered during preparation of the SMB Area Plan which will seek to provide clear guidelines and policies for future development in the area.	Consider issues raised during preparation of SMB Tourism Corridor Area Plan
5.022	There is need to consider the public beach areas for number of persons eg m/person available for residents, as well as the densities assuming a maximum occupancy in the hotels and condos.	W24	Noted. Capacity modelling exercises will be carried out as part of the SMB Area Plan to understand the impact of various zoning scenarios in the area.	Consider issues raised during preparation of SMB Tourism Corridor Area Plan
5.023	• Upon approval the Seven Mile Beach Tourism Corridor Area Plan will supersede all other related policies and regulations related to land use for this area, unless specifically noted in the	W24	The Area Plans are intended to implement the objectives identified in the NPF and be consistent with the overall approach of PlanCayman. They are therefore the mechanism for identifying overlays, such as environmental considerations.	None

	<p><i>Plan.</i></p> <p>This should not occur – all other environmental and protection overlays should occur, other regulations should not be superseded in a blanket manner as this leaves room for abuse by developers at the expense of the Cayman residents.</p>		<p>The reference to '<i>the Seven Mile Beach Tourism Corridor Area Plan superseding all other related policies and regulations related to land use for this area</i>' simply means that when adopted each Area Plan will be the most up-to-date land use 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.</p>	
5.024	Consider electric trams/train system for busy parts of the island such as SMB and GT.	W25	Public transportation options will be considered as part of the SMB Tourism Corridor Area Plan, in consultation with the NRA. The public transportation network will also be reviewed as part of the Public Transportation Plan (NPF section 6.6)	Consider during preparation of SMB Tourism Corridor Area Plan
5.025	Would adequate seating and shading fall under “Pedestrian facilities”? The local warming trend shows more hot days and nights. With continued warming a higher heat index and humidex events are anticipated, which visitors and residents alike may become susceptible to heat exhaustion or strokes without the aid of appropriately sited shaded seated and respite areas.	W27	Yes. These issues would be considered but agree that this could be made clearer and so an additional bullet point can be added to section 5.1 (Goal 1, Obj 1)	Consider during preparation of SMB Tourism Corridor Area Plan
5.026	The NRA strongly endorses the concept of Area Plans and particularly the SMB corridor plan. At the request of the Ministry of CIP, the NRA prepared a preliminary conceptual plan for Complete Street Redesign of West Bay Road from Eastern Avenue to Lawrence Blvd as a first step. The conceptual plan has been praised by the Ministry staff and the Honourable Minister, and there is intention to extend that concept along West Bay Road to public beach. The ideas of the concept plans have not been circulated to the public and the Development Plan Review is an opportunity to solicit public input and buy-in to the concept.	W36	Noted, and agree that the Area Plan process will provide a mechanism to invite public comment on highway / public realm design concepts	None
5.027	A tram/trolley from George Town, along 7mile, up to West Bay is an excellent idea - it might also help reduce the number of drunk drivers.	Q20	Section 5.1 acknowledges the need to review circulation and bus and taxi facilities and transportation options, both in terms of public transportation and highway network, will be considered during preparation of the SMB Tourism Corridor Area Plan, in consultation with the NRA, other relevant stakeholders / agencies / government departments and the public	Consider during preparation of SMB Tourism Corridor Area Plan and Comprehensive Transportation Plan
5.028	We have lost all character on Seven Mile Beach! Come on people!!! No more beaches for locals to use and all upper end high density properties. There is nothing for locals or stay over tourists on SMB outside of their individual complex.	Q28	The future character and vision for Seven Mile Beach will be considered during preparation of the SMB Tourism Corridor Area Plan	None
5.029	For public transit, it has been suggested many times to have a tram system along west bay road or a more clear bus route.	Q79	Section 5.1 acknowledges the need to review circulation and bus and taxi facilities and transportation options, both in terms of public transportation and highway network, will be considered during preparation of the SMB Tourism Corridor Area Plan, in consultation with the NRA, other relevant stakeholders / agencies / government departments and the public	Consider during preparation of SMB Tourism Corridor Area Plan and Comprehensive Transportation Plan

5.030	7 mile beach should have remained untouched as a gem in the Caribbean for all to enjoy, not a mini South Beach. Grand Cayman is small, everything is in driving distance within the hour and each district has their own unique attraction to offer.	Q85	The future character and vision for Seven Mile Beach will be considered during preparation of the SMB Tourism Corridor Area Plan	None
5.031	Cayman is a perfect environment for greener forms of transport like cycling and the increasingly-popular e-scooters and longboards etc. It would simultaneously ease congestion, reduce traffic accidents, improve health and quality of life. But we NEED safe cycling routes. This would be the best use of government money in my mind. As a first step, planning the routes should be a priority. This worked with highways. They were planned decades ago, the land slowly acquired and finally construction when demand and finances allowed. This would at least prevent further development in key areas that might prevent safe cycle routes. With the new excellent highway parallel to West Bay Road, the traffic on that road needs a major rethink. Buses speed up and down the road stopping at random and overtaking in the turning lane. Sidewalks are narrow and often non-existent. The turning lane should go and be replaced by mini roundabouts that allow cars to turn and go the other way for access. Having two lanes instead of three (with proper bus stops) would allow much wider sidewalks, landscaping and cycle path. You should also consider making the section of WBR between Cimboco and Fidelity House one way. This is a horrible section for traffic and really there is no need for southbound traffic to take this route now that we have an excellent road past/through Camana Bay. Allowing northbound only traffic on that section would allow everything to flow much more smoothly and reduce the chaos and risk of accidents.	Q88	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.	Consider during preparation of SMB Tourism Corridor Area Plan and Comprehensive Transportation Plan
5.032	Park and ride for downtown George Town and Seven Mile Beach area.	Q147	Section 5.1 acknowledges the need to review circulation and bus and taxi facilities and transportation options, both in terms of public transportation and highway network, will be considered during preparation of the SMB Tourism Corridor Area Plan, in consultation with the NRA, other relevant stakeholders / agencies / government departments and the public	Consider during preparation of SMB Tourism Corridor Area Plan and Comprehensive Transportation Plan
5.033	Pedestrian air bridges on Seven Mile Beach area	Q147	Section 5.1 acknowledges the need to review pedestrian facilities 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.034	Eastern districts should be encouraged. I suggest we are careful with overcrowding SMB & West Bay. It will only increase traffic congestion on this side of the island again like it was 15 years ago. There is only one way in and out of this area and over development would be disastrous. SMB & West Bay should be preserved as best as possible. These two areas have the most popular restaurants, popular beaches, most popular	Q228	Noted. Section 5.1 indicates that capacity modelling will be carried out to determine the impact of potential growth scenarios in the area, along with impacts on traffic in consultation with the NRA.	Consider during preparation of SMB Tourism Corridor Area Plan

	docking locations to take tourists to Stingray City etc., most hotels & condos so West Bay & SMB should be carefully thought out and preserved to strike the right balance. Tourists are not bussed to any other zones/districts as much as they are to SMB/WB and this is why I strongly disagree that more should be encouraged here, but it should be in eastern side of island.			
5.035	[Locations for new housing] West Bay Rd is too busy already. Its too expensive for affordable housing which should go to cheaper locations.	Q248	Noted. The future mix of uses in the SMB Tourism Corridor will be considered during preparation of the Area Plan	Consider during preparation of SMB Tourism Corridor Area Plan
5.036	[Facilities for pedestrians and cyclists] GT and West Bay Rd	Q248	Section 5.1 acknowledges the need to review pedestrian facilities 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.	None
5.037	West Bay Road could lose its quality if low grade development is permitted on the inland side or too much 10 storey is permitted.	Q248	Noted. 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.038	Do not create another Miami Beach on seven mile beach.	Q257	Noted. The SMB Tourism Corridor Area Plan will be an opportunity to define a vision for the future of the area.	None
5.039	Believe the building code should be no more than 5 story buildings on Seven Mile Beach. We are chasing the tourist away with the 10 story building.	Q261	Noted. 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.	Consider during preparation of SMB Tourism Corridor Area Plan
5.040	p.34 Goal 1 Objective 1: ...pedestrian facilities Add: bicycle paths	Q268	Facilities for cyclists (including bicycle paths and bicycle parking etc) will be considered as part of the Seven Mile Beach Area Plan. Agreed this should be reflected in 5.1 (Goal 1, Obj 1)	None

5.2 FUTURE AREA PLANS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
5.041	<p>1. As a named party in the Grand Court lawsuit that recognized Cayman Kai as a "scheme of development" and formed the Cayman Kai Property Owners Association to enforce the legally binding covenants recorded on all residential parcels and set out the only commercial or condo parcels allowed and lays out roads within, the parcels and restrictions contained within that court order are legally recognized and not subject to any Planning "changes". We are a legally formed HOA and subject to it's rules.</p> <p>2. It is my hope that Planning will recognize the above as legally binding on all parties and not allow development which subjects owners to a continuous legal fight with those violating the law by granting permission for projects within that violate our court order and the scheme of development.</p> <p>3. I have not seen any plans published for the Cayman Kai/Rum Point area as yet and realize the 7 Mile beach corridor has been the focus but can see our area as subject to future "Planning" so wanted to raise the issue now.</p>	W8	Noted. It is intended that an Area Plan will be prepared for Rum Point / Cayman Kai as part of the Development Plan review. As with all Area Plans, it is intended that it will provide planning policies and approaches specific to that location. Public participation will be a key element of the process for preparing the Area Plan and any existing legal agreements will be considered and reflected as necessary.	Consider during preparation of Rum Point / Cayman Kai Area Plan
5.042	4. I participated in hours of public meetings on the previous "Vision" exercise as a NS representative and feel the NS district, outside of the Cayman Kai area, wished to see a continuation of similar to existing small boutique hotels and tourist accommodations , restaurants, bars, farming operations etc and hoped to improve that product to increase revenue. I did not hear anyone who wished to increase density or change the character of the area. In large part that was the driver for the Cayman Kai owners to undertake the legal steps necessary to keep the area as it had always been. 5. It has been my experience that those who come to North Side appreciate all that make it so special and will work with government to keep that very special character that sets the district as a different and unique part of the island.	W8	Noted. The NPF contains objectives relating to smaller-scale tourism-related developments in suitable locations, but the detailed planning guidance and approaches to North Side would be considered during the preparation of the North Side Area Plan. Public participation will be a key element of the process for preparing the Area Plan.	Consider during preparation of North Side Area Plan
5.043	6. The enforcement of strict environmental protections especially affecting the marine environment needs to be a priority if the NS area is to remain viable and I personally feel the entire tourism product is dependent on that as is the quality of life for all residents in to the future. I would like to see oversight remain separate from Planning and development driven decisions as I believe it must be a balance.	W8	Section 9.2 sets out many of the considerations relating to Coastal Zone Management, which all Area Plans would be consistent with and seek to implement.	Consider during preparation of North Side Area Plan
5.044	I would like confirmation that the objectives of previous carefully thought out building schemes, protected by covenants, will not be ignored when it comes to drawing up Area Plans. By way of example, areas of South Sound, such as Pirates Cove Estates, are low density, single dwelling communities that have attracted families for that reason. The character of the neighbourhoods is protected by covenants on	W17	Noted. Public participation will be a key element of the process for preparing Area Plans and any existing legal agreements will be considered and reflected as necessary.	Consider during preparation of relevant Area Plan (Inner Suburb)

	the Land Register and residents have made long term investments (at a premium) with that protection in mind. Residents will seek to protect the low density residential character of these communities and would object, for example, to applications to pull down an existing single dwelling and replace it with condos or another Tides.			
5.045	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Other Area Plans as necessary	W20	Noted	None
5.046	Very vague and non-detailed description and map in the consultation plan, therefore there is inadequate information for an informed feedback in the consultation – more information is required to be provided to the public.	W24	The exact boundaries for the Area Plans have not yet been determined and the map on the PlanCayman website, and also on page 35 of the draft National Planning Framework, 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.	None
5.047	Consider electric trams/train system for busy parts of the island such as SMB and GT.	W25	Public transportation options will be considered as part of the GT Revitalization Initiative and the GT Area Plan, in consultation with the NRA. The public transportation network in George Town will also be reviewed as part of the Public Transportation Plan (NPF section 6.6)	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.048	SMB and GT have been selected as the first to develop Area Plans. The third area should be a residential area in order to satisfy the vision of the NPF for locally-serving neighborhoods and smaller scale tourism.	W25	Noted.	Consider when selecting preparation of future Area Plans
5.049	Make GT car free, with boardwalks on the Harbour.	W25	Pedestrian facilities and potential creation of pedestrian only routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.050	[GT] Ensure that any revitalization prioritises residents to ensure that Grand Cayman doesn't become a cruise visitor theme park/shopping mall and a ghost town in the evenings. If our capital is redeveloped taking in to account residents, stay over visitors and cruise visitors, in that order, it will retain the authenticity it needs to be genuinely usable and enjoyable for all.	W25	The GT Revitalization Initiative is taking an holistic approach to improve the downtown area for residents and visitors alike. Along with the GT Area Plan, the GTRI seeks to create a vibrant and dense commercial area with a mix of uses and significantly improved pedestrian environment.	None
5.051	The NRA notes on Figure 5.2 CPA intention to treat Grand Harbour as a separate Area Plan. The NRA would suggest expanding the boundary of that Area Plan to include lands between the Silver Oaks and the Tomlinson roundabouts and treat that area as a Corridor Area Plan as this corridor is made up of a multitude of land use serviced by the most heavily used road corridor. The NRA identifies that corridor as the most critical road link on Grand Cayman roadway network as residential growth continues at a significant rate east of Selkirk Drive.	W36	Noted, and thank you for the suggestion. The Area Plan boundaries are only indicative at this stage and can be amended as necessary. Extending the 'Grand Harbour' Area Plan boundary to the east will certainly be considered.	Consider when defining Area Plan Boundaries (Grand Harbour / Inner Suburb)
5.052	The George Town Revitalization effort: -	W36	The GT Revitalization Initiative, and the GT Area Plan, will consider all circulation	Consider during

	<ul style="list-style-type: none"> • Parking considerations (park n ride, paid parking, etc); • Mixed use development (allows people to live above commercial developments and keeps the town centre alive after hours); • Changes to GT traffic circulation patterns; The TOAM will allow the NRA to test out different traffic circulation patterns to see which works best. There is also an add-on module called VISSIW ALK that models pedestrian Levels of Service; this could be used to look at pedestrian modeling for the CBD especially if the mega ships become a reality. • Government buildings and services; traffic pros and cons of decentralization of government services. Government should lead by example and create more core government services outside of the GT Business District. E-Govt could be a big help in future years. 		<p>and movement improvements in George Town, including the construction of new routes, potential pedestrian-only spaces, and public transport solutions.</p> <p>Section 3.3 encourages mixed used in commercial zones and these will certainly be encouraged in central George Town.</p> <p>The DoP will look to consult with the NRA closely on any proposed changes to traffic circulation in George Town and welcomes the opportunity to test traffic scenarios and pedestrian modelling options.</p>	<p>preparation of GT Area Plan.</p> <p>Forward relevant suggestions to GTRI staff</p>
5.053	<p>George Town's problems are bigger than 'cruise crossings'. It needs to be redeveloped (mixed-use) with park-and-ride, public transport and pedestrianisation. Construction of more roads is needed, but as part of a plan, e.g., pedestrianization of George Town, not to feed the continuing unplanned development of the country. So construction of more roads to reduce traffic congestions in a 2, since it is not a god solution in isolation. Roads are a support tool, not a solution.</p>	Q4	<p>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.</p> <p>Section 3.3 (Goal 1) seeks to encourage the creation of vibrant and dense commercial centres, such as George Town, by permitting developments which include a mix of land uses on a single site. The GT Area Plan will consider amendments to planning regulations and design standards to enable this, along with any incentives that may be required to support the approach.</p>	<p>Consider during preparation of GT Area Plan.</p> <p>Forward relevant suggestions to GTRI staff</p>
5.054	<p>GT Waterfront: Digging down all overhead utilities from Oceana to Rackhams, including telecoms, fiberoptic, sewerage (to service residential), power lines. Planting shaded palms along the water front (not potted/less maintenance). Cobbled Road pavers from Boilers Road to Mary Street with ambient colors to reduce temperature. Inbuilt benches made from Epay wood and stainless steel. Prohibit non-essential traffic from Mary Street to Boilers Road from 6am to 11pm, consider Electric Bollards.</p> <p>GT Waterfront: Until the cargo facility is moved, it will be difficult to bring George Town to become alive at night and spur residential developments. Consider private sector deal to move and expand cargo facilities to Breakers.</p> <p>Incentivize businesses and developers of residential development units with duty waivers and concessions.</p> <p>Physical police presence during the evening on the waterfront.</p> <p>Install monitored security cameras around George Town Central.</p> <p>Install uniform way-finding and signage with historical trails.</p>	Q7	<p>NPF section 7.8 (Goal 2) seeks to reduce the visual clutter created by antennae, poles, wires and satellite dishes throughout Grand Cayman. Opportunities for this in GT will be explored as part of the GT Revitalization Initiative and the GT Area Plan.</p> <p>Public realm improvements (including landscaping, street furniture and potential pedestrianisation) will also be considered as part of the GT Revitalization Initiative and the GT Area Plan.</p> <p>Decisions concerning the Cruise and Cargo Berthing Facility are outside the scope of PlanCayman.</p> <p>Section 3.3 (Goal 1) seeks to encourage the creation of vibrant and dense commercial centres, such as George Town, by permitting developments which include a mix of land uses on a single site. The GT Area Plan will consider amendments to planning regulations and design standards to enable this, along with any incentives that may be required to support the approach.</p> <p>Safety and security issues will be considered as part of the GT Revitalization Initiative, and supported by PlanCayman.</p> <p>Sections 8.5 and 8.6 support design improvements for commercial and wayfinding signage and section 12.4 (Goal 5) supports the National Trust in providing information and signage for tourists regarding the location of historic properties and structures.</p>	<p>Consider during preparation of GT Area Plan.</p> <p>Forward relevant suggestions to GTRI staff</p>

5.055	Limit the number of taxi drivers in general and the amount of buses during cruise ship times. Traffic in GT along the water grounds to a halt for everyone coming from South Sound because of these taxis and buses. The taxis commonly drive extremely slow and honk at tourists so they can fill their taxis. For those in South Sound, there is no good way to get to the by-pass to avoid the GT traffic.	Q10	The flow of traffic is being considered as part of the GT Revitalization Initiative, in consultation with the NRA. The public transportation network in George Town will also be reviewed as part of the Public Transportation Plan (NPF section 6.6)	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.056	Develop 'business hotels' in George Town that offer bed and breakfast, private meeting rooms, personal office space, immigration services, legal services, access to Government, chauffeured transportation, etc.	Q12	The potential mix of uses for central George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.057	[GT] Close off some streets -- create a pedestrian mall or three. CONVERT some small streets to pedestrian/bicycle/wheelchair routes only -- perhaps a permit for a resident to have a car, or a handicapped person. CONSIDER THE FUTURE OF PARIS which will have no cars downtown.	Q16	Pedestrian facilities and potential creation of pedestrian only routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.058	Wild places can exist in urban areas, and can teach us about ourselves and our lives. Urban forests, ponds and wetlands are features of livable towns and cities in the best ordered countries around the world. "Parks and public spaces" are fine for swing sets but forests and ponds contribute to fresh air, natural beauty and contemplation. Small paths can exist for pleasure and for walking/cycling to work or to shop.	Q16	Noted. Public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan and can include consideration of 'wild / natural' features, where possible.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.059	I suggest integrating more public park areas with indigenous landscaping. There isn't a park in central George Town where people can go to have lunch/take a break from work, walk the dog, take your kids to play, etc. It was very sad to see all of the trees come down in Heroe's Park (it might have been after Hurricane Ivan) nonetheless, the space now is very bare, hot, and not a very welcoming place - it's serves no purpose other than a place to put monuments. I think planting some more trees generally would be a great idea.	Q20	The potential for public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan. Agree that street trees are needed and that these should be native species wherever possible.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.060	The downtown core of Grand Cayman needs more residential and entertainment use to be incorporated - to avoid that "ghost town" effect at night. Further, the immediate core should have a large pedestrian-only are - full of cafes, music bars, art and actual Local crafts on display for sale.	Q23	The mixture of uses, and need to generate activity throughout the day and night, in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan. Traffic flow, pedestrian environment and parking solutions will also be considered in consultation with the NRA.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.061	As long as CI GOV isn't putting anymore concrete parking structures in town. Pedestrianize harbour drive then create a better road system.	Q24	Section 6.5 (Goal 3) identifies the need to develop a parking master plan for downtown George Town that would consider the feasibility of various parking solutions, including centrally located parking garages. Potential improvements to the pedestrian environment will be considered as part of the GT Revitalization Initiative and the GT Area Plan.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.062	Tourism is not a public concern unless it is affecting the public. Tourism should be separated from congested areas and town	Q29	The interrelationship between cruise passengers and town traffic will be considered as part of the Comprehensive Transportation Plan (Section 6.1) and	Consider during preparation of GT

	traffic rather than making the experience unsustainable - move the cruise terminal, don't build more passenger crossings!		also the GT Area Plan / Revitalisation Initiative	Area Plan. Forward relevant suggestions to GTRI staff
5.063	Cayman needs to retain it's uniqueness- it is possible to have sustainable small businesses and protect our harbour environment alongside a commercial product if that is the mandate.	Q29	Noted. Opportunities to retain the unique elements of George Town will be considered as part of the GT Area Plan (section 5.2) and the identification of Heritage Preservation Overlays (4.3).	None
5.064	Make George Town a mixed residential/commercial building zone to allow it to grow again.	Q69	Section 3.3 encourages mixed uses in Commercial Zones. The balance of uses in George Town will be considered as part of the GT Area Plan and GT Revitalization Initiative.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.065	Park and Ride is a must for George Town. Large parcel of land on the outskirts of GT with dependable, frequent bus transport to centralised depot.	Q74	Section 6.5 (Goal 3) acknowledges the need to address the parking needs for central George Town and this will includes an assessment of the feasibility of park and ride solutions.	None
5.066	Make GT pedestrian friendly.	Q74	Pedestrian facilities and routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.067	Camana Bay has demonstrated that not allowing mixed use commercial/residential buildings in George Town during the 80s and 90s, was a mistake.	Q86	Section 3.3 encourages mixed uses in Commercial Zones. The balance of uses in George Town will be considered as part of the GT Area Plan and GT Revitalization Initiative.	None
5.068	Pedestrianize central George Town and don't build the Cruise Ship dock	Q86	Pedestrian facilities and routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.069	George Town needs revitalisation- allow residential, pedestrian areas. There is absolutely no reason as to why there isn't a proper public transport mechanism (such as an electric tram or proper buses) to move residents and visitors easily between the districts or that tree shaded paths are created in the commercial areas to allow people to walk (as DART has been able to do with Camana Bay). All development needs to be properly thought out in terms of ensuring security, health, and enjoyment- this is also visually pleasing and would be a great improvement on the current, ad-hoc style of development.	Q87	Agreed. The GT Revitalization Initiative provides an opportunity to address each of these issues and to identify ways to revive George Town. The GT Area Plan will also provide guidelines to ensure that future development makes a better contribution to the quality of the downtown area. The need for improvements to the public transportation network is acknowledged in section 6.6.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.070	I agree that developers should be allowed to build higher where appropriate. This would be especially beneficial in George Town which is badly in need of redevelopment and investment. Allowing developers to go up to 20 floors is the only way to make the economics work and incentivise them to take down old buildings to put up new ones. This has worked on SMB, it is much needed in GT. Combined with proper urban	Q88	Building heights will be reviewed and considered as part of the GT Revitalization Initiative and the GT Area Plan.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff

	planning and mixed use of course.			
5.071	The cruise port in George Town should be redesigned, a boardwalk/zone with tourism-related businesses e.g. restaurants, shops, foreign exchange cambios, restrooms, entertainment area and tour and taxi dispatch terminal developed that can be accessed by tourists with little disruption to the normal traffic flow.	Q95	Pedestrian facilities and routes, along with the interrelationship between cruise passengers and town traffic and land uses and facilities, will be considered as part of the GT Area Plan / Revitalization Initiative.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.072	in areas like Bodden Town which should have a Historic Overlay zoning. Make the by pass the principal highway so that shoreline and village of Bodden Town can develop as a local community with boutique style accommodations, local stores and prioritize walkability or bicycle means of transport. Same for Cayman Kai and Rum Point.	Q97	The future character, detailed movement patterns and historic assets in Bodden Town will considered as part of the relevant Area Plan.	Consider during preparation of relevant Area Plan ('Outer Suburb')
5.073	As Cayman is a high end tourist location it is important to create a unique Cayman feel even in the Commercial core with small hotels and bars and restaurants as well as true green open space. The center of Georgetown is starting to feel like the center London at night i.e. like a ghost town where it is busy during the day but everything finishes by dusk. Personally removing the main traffic flow from the waterfront to an inland road network would go along way to improve the feel of the Capital encouraging walking between buildings and having a park and ride to the center instead parked cars - this would improve the air quality and the environment for tourists and office workers alike.	Q100	Noted. The mixture of uses, and need to generate activity throughout the day and night, in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan. Traffic flow, pedestrian environment and parking solutions will also be considered in consultation with the NRA.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.074	Park and ride for downtown George Town and Seven Mile Beach area.	Q147	Section 6.5 identifies the need to develop a parking master plan for downtown George Town which would include assessing the feasibility of developing park and ride facilities. Circulation and bus and taxi facilities and transportation options, both in terms of public transportation and highway network, will be considered during preparation of the GT Area Plan, in consultation with the NRA, other relevant stakeholders / agencies / government departments and the public	Consider during preparation of GT Area Plan, GT Revitalization Initiative and Comprehensive Transportation Plan
5.075	[GT] Parking garages. Locals no longer visit George Town due to lack of parking. Tower lot/space should be redeveloped into a multi level pay per use garage, moneys earned to assist in pay back as well as downtown revitalization.	Q154	Section 6.5 (Goal 3) acknowledges the need to address the parking needs for central George Town and this will also be considered as part of the GT Revitalization Initiative and the GT Area Plan.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.076	[Mixed uses] Question not clear but GT only.	Q227	Section 3.3 encourages mixed use development in both General Commercial and Neighbourhood Commercial Zones. Mixed Use development will be considered as part of the GT Area Plan.	None
5.077	Mixed use would be good for George Town, for example shops or restaurants downstairs and residential quarters in the upper floors. Sufficient public parking is also a must.	Q230	Agreed. Section 3.3 encourages mixed use development in General Commercial Zones. Mixed Use development will be considered as part of the GT Area Plan. Section 6.5 (Goal 3) acknowledges the need to address the parking needs for central George Town and this will also be considered as part of the GT Revitalization Initiative and the GT Area Plan.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
5.078	[Facilities for pedestrians and cyclists] GT and West Bay Rd	Q248	Pedestrian facilities and routes will be considered as part of the GT Revitalization	None

			Initiative and the GT Area Plan	
5.079	[Facilities in urban core areas] pedestrian zones	Q275	Pedestrian facilities and routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	None
5.080	[Facilities in General Commercial areas] Effective pedestrian access	Q279	Pedestrian facilities and routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	None
5.081	[Map] CMN here seems to encompass Mastic and certain farmland?	Q279	The names and boundaries for the Area Plans (p.35) are indicative at this stage and figure 5.2 can be re-named to reflect this. It should be noted that Area Plans are not blanket land use zoning designations, and merely represent very broad character areas within which more detailed policies and principles can be prepared. Therefore, if farmland or the Mastic Reserve did happen to be included within the 'Central Mangrove Wetland' Area Plan it doesn't necessarily mean that it would have the same land use classification or development principles. For example, each Area Plan will undoubtedly have different character areas and land use zoning classifications within them.	None
5.082	In higher density urban core areas one would also expect to see mixed use buildings, such as multi-storey buildings with offices/residential spaces above stores/restaurants. Also expect to see multi-storey parking garages	Q297	Section 3.3 encourages mixed use development in General Commercial zones and mixed Use development will be considered as part of the GT Area Plan. Section 6.5 (Goal 3) acknowledges the need to address the parking needs for central George Town, including carrying out an assessment of the feasibility of providing centrally-located parking garages. This will also be considered as part of the GT Revitalization Initiative and the GT Area Plan.	None
5.083	There needs to be a some kind of park in central George Town.	Q297	Section 12.2 of the NPF identifies the need create a town square or public park in Central George Town. The potential for public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff

APPENDIX F

Responses (Section 6 – Circulation & Transportation)

6. CIRCULATION & TRANSPORTATION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.001	Page 37 - The Grand Harbour Roundabout could be added to this section, as it is a key area of congestion.	W9	Agreed. Reference will be added to NPF document	None
6.002	This section primarily presents proposals for alleviating congestion, but says nothing about safety. With the high number of road-related deaths, why are we not introducing speed cameras on the main arterials to deter speeding and drivers under the influence?	W16A	Noted. A reference to road / transportation safety should be added under ' <i>Existing Conditions</i> '. Also reference should be made to safety within 6.1 (Comprehensive Transportation Plan). Decisions concerning speed cameras and other road safety measures would lie with the RCIPS and the NRA.	None
6.003	Existing Conditions In my mind, congestion points start well before there is any converging into downtown George Town. Traffic from the Eastern Districts is bottlenecked at Grand Harbour in the morning and, despite two lanes now on Linford Pierson Hwy, this has created little to no relief on traffic converging at this point, or to evening traffic on the bypass and South Sound Road travelling east. This is not mentioned in the infrastructure plan and for many is far worse than the problems we experience travelling into George Town. The entire transport plan seems to be solely focused on improvements to George Town to alleviate cruise ship congestion; it does not address the traffic jams suffered by residents from the Eastern districts on their George Town commutes. More alarming is the recent announcement of a six-lane highway with again no public consultation or foresight. Simply building more or wider roads does not fix the problem, is not in scale with our island or to the local access communities and has to stop.	W16A	Noted. A reference to the Grand Harbour junction and traffic from the Eastern Districts will be added to p.37 (please see proposed amendments in response to comment 6.008 below) A reference to the need to resolve the traffic bottleneck at Grand Harbour should be added to section 6.4 (Roadway maintenance and congestion management) Agree that road building alone will not resolve traffic problems and that a multi-modal response is required to offer greater choice in transportation. Section 6 contains a number of Goals concerning congestion management (section 6.4), public transportation (section 6.6), bicycle / pedestrian facilities (section 6.7) and water taxi / ferries (section 6.8) which would all offer greater choice away from individual private vehicles.	None
6.004	ROADS - This has to be one of the first things to be reviewed on a Whole Island basis and in conjunction with public transport. The primary goal should be to resist the need to add more tarmac on such a small island and to focus instead on ways to alleviate bottlenecks and provide alternative methods of transport. Eg Hurleys bottleneck - Close off Hurleys Roundabout access from South Sound and Kings Roundabout access from Old Crewe Rd at PEAK times to force all traffic to go via Linford Pearson highway. Residents of SS could have an electronic (or other) pass that allows them access to Kings / Hurleys. This should encourage a constant flow across the roundabout as you won't have to wait for traffic that has entered the roundabout from South Sound.	W17	Agree that road building alone will not resolve traffic problems and that a multi-modal response is required to offer greater choice in transportation. Section 6 contains a number of Goals concerning congestion management (section 6.4), public transportation (section 6.6), bicycle / pedestrian facilities (section 6.7) and water taxi / ferries (section 6.8) which would all offer greater choice away from individual private vehicles.	Consider suggestions during preparation of Comprehensive Transportation Plan
6.005	While it is excellent to see specific targets for renewable energy, this should be expanded to include targets for water conservation (cisterns in all residential properties), lower emissions (electric vehicles mandatory by 20..?) and recycling.	W25	Making electric vehicles mandatory would be a political decision outside the scope of PlanCayman. The National Planning Framework does however encourage the usage of electric and hybrid vehicles and provision of necessary charging stations.	None

6.006	The huge commercial trucks and other heavy equipment traffic on our roads is of great concern to many road users; children and elderly citizens as they can be very dangerous; especially during when parents go to drop-off or pick up their children from school; and they need to be restricted to 25-30mph (or maybe less) in certain areas.	W29	Section 6.2 notes that Corridor Plans could be developed for areas of the island with unique physical characteristics. The character of individual road corridors will also be considered during the preparation of individual Area Plans (5.1 and 5.2). The National Roads Authority and Royal Cayman Islands Police Service would need to inform any decisions over speed limits.	None
6.007	Furthermore, these additional people on Grand Cayman will need to use our already over-loaded public roads; meaning much more vehicular traffic; more delays, and strain on everyone needing to get from one place to the next - from home to work; from work to buy their lunch/meals; go to restaurants, supermarkets; and then from work to home, or wherever. Worst of all, it will be a bigger strain on our Ambulance drivers for very sick patients needing to reach Emergency. Increased population also means extra work and concern for Traffic Police and any other type of back-up they may need ~ as we can expect there will be MORE traffic accidents; or sadly, and most unfortunately, MORE road fatalities, which NONE of us want to happen.	W29	Noted. Section 6 of the NPF outlines a number of Goals concerning alternative modes of transportation on the basis that safe, comfortable and reliable alternatives are needed to ease traffic congestion and improve transportation in Grand Cayman.	None
6.008	Existing Conditions <ul style="list-style-type: none"> • The NRA would add that the Seven Mile Beach is another key employment area in addition to downtown and the Airport/Industrial Park area. Traffic volumes along West Bay Road and the Esterley Tibbetts Highway near Canal Point Road are consistently averaging over 1,000 vehicle per hours (vph) by direction between the hours of 8:00am and 8:00pm during typical weekdays in 2017. • Crewe Road, Shamrock Road and Linford Pierson Highway experience significant traffic congestion during the morning peak (period from about 6:30 until 8:30 for the westbound) and the afternoon peak (period from about 4:30 until 6:30 for the eastbound). During those peak condition periods, nearly 3,000 vehicles and 2,500 vehicles were observed crossing the area near the Lion Centre in the morning and evening peak period respectively in 2017. For your perusal, the NRA is enclosing the 2017 Traffic Data Volumes Report for further details • Note that traffic congestion in the Industrial Park area will generally starts by 4:30pm but observations of heavy traffic congestion at 3:30 pm on a Friday is also typical. 	W36	Noted. Section 6 can be amended to insert reference to Seven Mile Beach. Section 6 can also be amended to insert reference to Shamrock Road and Linford Pierson Highway.	None
6.009	Vehicles - There is a point of reckoning for the importation of vehicles into Grand Cayman. The traffic model can help demonstrate how soon roads will become oversaturated due to sheer volume of vehicles and vehicle trips. The Travel Demand Model can also show how that oversaturation can be mitigated in future years with a balanced ground transportation system that caters to greater mode choice (public bus transport, UBER/LYFT, motorcycles/mopeds, bicycles, etc). It will take a combination of sound land-use planning and traffic engineering to create a sustainable road network for future generations.	W36	Agreed. While any decisions regarding vehicle ownership and importation would be outside the scope of PlanCayman, the NPF sets out a range of land use goals (such as mixed use centres and Planned Area Developments) as well and transportation goals (public transportation, walking and cycling infrastructure) that would seek to reduce the demand for trips by private vehicle and contribute to a more sustainable transportation network.	None
6.010	Also, unlimited cars should not be allowed to be imported to the Island.	Q10	This would be a political decision outside the scope of the National Planning Framework.	None
6.011	Transportation section does not mention types of personal vehicles. (all electric should be a goal). Ride sharing should be a goal. Higher import duties should be	Q23	Section 6.1 (Comprehensive Transportation Plan) includes an action to encourage the usage of electric and hybrid	None

	imposed on fossil fuel burning vehicles		vehicles. This is also reflected in sections 6.5 (Parking Standards) and 9.3 (Sustainable Design and Construction) which encourage Electric Vehicle Charging Stations. Ride sharing could be considered as part of the drafting of the Comprehensive Transport Plan, depending on whether such transportation options become available in Cayman. Import duties would be a political decision outside the scope of the National Planning Framework.	
6.012	Teach road safety in classrooms. How to negotiate traffic safely, road awareness in relation to dealing with traffic, issues such as giving hand signals at the right time, comply with the right of way and appraising the traffic situation thoroughly before acting. Encourage responsibility for their own and others' safety when they travel around in traffic on foot or by bicycle. Teach older pupils about the dangers of mixing drugs and traffic.	Q27	This issue is outside the scope of the National Planning Framework. The National Roads Authority has a number of Traffic Safety programmes	None
6.013	Address the car issue first-- families should be limited to car number-- the current car situation is unsustainable!	Q30	This would be a political decision outside the scope of the National Planning Framework.	None
6.014	Affordable taxis with a reasonable price code for ride sharing, rather than the double charging that currently happens	Q33	This would be a political decision outside the scope of the National Planning Framework.	None
6.015	Penalty for owning more than one car	Q45	This would be a political decision outside the scope of the National Planning Framework.	None
6.016	New highway infrastructure, better taxi services, ride sharing apps.	Q69	Public Transportation and highway infrastructure will be considered as part of the Comprehensive Transportation Plan (section 6.1). The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.017	Uber-based call-and-ride taxi system using range of vehicles- mini sedans to 16 seat multi-share trips	Q83	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.018	allow UBER like service in Cayman	Q147	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.019	reduce the ownership of vehicles to work permit holders	Q150	This would be a political decision outside the scope of the National Planning Framework.	None
6.020	Do we need to limit cars owned by those on work permits, including those employed by government?	Q158	This would be a political decision outside the scope of the National Planning Framework.	None
6.021	Use of a modernized uber car system Modernize the taxi system so that fares are metered and reasonable in relation to the journeys	Q193	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.022	In Mexico there is a practice of even number license plates cannot drive on certain days. Traffic is bearable at the moment, but this should be considered in the future to reduce congestion and pollution. The Cayman Islands are a first world country suffering 3rd world problems.	Q222	This would be a political decision outside the scope of the National Planning Framework.	None
6.023	Need better options such as Flex (Uber/Lyft)	Q227	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.024	1. Moratorium on car importations for a while OR 2. Limiting # of cars per household (I suppose least favourite for most) but it will have to come to this. It will take years before public transport is refined as it is in countries like Bermuda but in the meantime this long term development plan must entertain the idea we will one day come to the point of limiting cars per household.	Q228	This would be a political decision outside the scope of the National Planning Framework.	None
6.025	Limit the importation or older cars to 5 years old	Q229	This would be a political decision outside the scope of the National Planning Framework.	None
6.026	Restrict the number or size of vehicles per family or homeowner.	Q230	This would be a political decision outside the scope of the	None

			National Planning Framework.	
6.027	2. Restriction on the number of vehicles importation (whether by restricting vehicular ownership from persons who can not have dependents as restricted by immigration and or some other means).	Q236	This would be a political decision outside the scope of the National Planning Framework.	None
6.028	We need (as of 10 years ago) limits to the number of persons allowed to own vehicles on the island. We need (as of 10 years ago) limits to the number of vehicle importation on the island.	Q236	This would be a political decision outside the scope of the National Planning Framework.	None
6.029	Uber should be legalized here, it is the easiest most efficient solution. People on work permits should not be allowed cars. The problem is we have corrupt elected officials. They prioritise their re-election over the country's national interests.	Q244	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport. Limits on vehicle ownership would be a political decision outside the scope of the National Planning Framework.	None
6.030	Lyft or an uber service - Taxis here are not consistent and unreliable and charge what ever they like. Taxis should not be charging per person but per journey like the rest of the world	Q245	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport. Taxi rates and charging mechanisms are the responsibility of the Public Transport Board.	None
6.031	Allow app ride services like Lyft and maybe Uber in the Cayman Islands	Q256	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.032	p.44: Add: Uber/Lyft type of "gig" taxi system.	Q268	The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.033	Are any thoughts being given to the development of self driving cars and the impact this will have? It is likely in the not too distant future that Uber-type services utilizing self driving cars will replace car ownership and could impact traffic patterns significantly. It's also a great opportunity to incentivize car pooling (i.e. Uber-pool).	Q278	Not at this stage, but this could be an issue that is considered in future reviews of the National Planning Framework when the implications of driverless cars, and infrastructure needed to support them, are fully understood	None
6.034	Promote Electric vehicles using tax incentives.	Q316	PlanCayman seeks to encourage the usage of electric and hybrid vehicles by providing the infrastructure to support them. Any tax incentives would be a political decision outside the scope of PlanCayman.	None

6.1 COMPREHENSIVE TRANSPORT PLAN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.035	the need for the East-West Arterial that is far too late already, in order to diversify the population base eastward and alleviate pressures on infrastructure and property values on the west side. the existing 2-lane road we have now from EE to Savannah is very inadequate, is actually dangerous during rush hours, causes extreme delays (even one accident can shut down all access) and precludes people from moving east (causing over-crowding the west side). This has cut off any real development or population shift to any areas east of Savannah, and is generally well behind the level of advancement of the infrastructure that Cayman boasts of otherwise.	W2	The road network throughout Grand Cayman would form part of the Comprehensive Transport Plan (section 6.1). The East-West Arterial is still a planned route and is likely to be developed in stages, subject to funding.	None
6.036	It is not clear whether the National Roads Authority law has been taken into consideration when discussing the Comprehensive Transport Plan, as it has not been mentioned. There are also transportation goals in the National Energy Policy.	W9	The National Roads Authority has been consulted on the draft NPF and their comments are incorporated into this Consultation Statement. The transportation strategies contained within the National Energy Policy have been reviewed and incorporated into the NPF where possible. It is considered that some of the	

			National Energy Policy strategies on transportation will help to guide the various transport-related plans that have been identified in the NPF (such as the Comprehensive Transportation Plan, the Parking Master Plan and the Public Transportation Plan).	
6.037	The new arterial road will inevitably also do permanent damage to virgin forest/bushland. I realise this is inevitable but can Government take care not to take an excessively wide road reserve and to try to minimize damage.	W14	When designing new roads the NRA works with the Department of Environment to minimise the environmental impact of the proposed new route. Transportation infrastructure is also assessed for environmental impact in line with NRA and NCC standards and processes.	None
6.038	Circulation & Transportation (Section 6, Page 37) a) As technology develops, ICT services will become increasingly important to the management and use of roadways, consideration needs to be given to the infrastructure needed to provide these services. Suggestion – research the upcoming developments in ICT requirements for roadways and plan to accommodate these. Ensure all roadways accommodate Utility Corridors along the roadways and within larger housing developments and corporate office parks.	W15	Noted. Section 6.3 acknowledges that all roadways design standards shall include the typical location and criterion for underground utilities, including electric, telecommunication, sewer, and water.	None
6.039	The call for TIP pilot projects focused on George Town and the Industrial Park allude to the fact that a roads plan or concept already exists. However, there has been no public consultation or advertising and planning seem to be equally in the dark. Therefore, before affirming the piloting of such projects, there first needs to be a consultation not only with the business operators and landlords, but also with employees and residents and other governmental departments. Our business organisation certainly was not consulted. Public consultation is considered an important part of Corridor Plan development and should equally apply to the overall transportation plan.	W16A	The reference to George Town and the Industrial Park as the pilot projects for focussed transportation plans (Section 6.1, Goal 2) is merely a response to the identification of these two locations being the key employment areas for the island (p. 37) and therefore suffering from significant congestion at peak times. If the Comprehensive Transportation Plan (section 6.1) identifies other locations as being higher priority then they would instead be the focus for transportation improvements.	None
6.040	The NTCI Council supports a strategic approach to transport infrastructure on the island. The NTCI believes however that the preparation of this strategic plan (especially if it identifies corridors) needs to consider at the strategic level, including those identified in the Natural Resource Preservation Overlay. Leaving constraint consideration to the project level builds in conflicts which might not be resolvable. As such, Council would encourage a Strategic Environmental Assessment to be undertaken as part of this plan process. The NTCI considers that all large-scale routes should be screened via environmental impact assessments (EIAs) per the NCL.	W19	The Comprehensive Transportation Plan seeks to document all major transportation related projects in one policy. Any new proposed transportation infrastructure will be assessed for environmental impact in line with NRA and NCC standards and processes.	None
6.041	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Island wide multi-modal Comprehensive Transportation Plan • 3-5 year Transportation Improvement Programme	W20	Noted	None
6.042	The RSPB supports a strategic approach to transport infrastructure on the island. However, we believe that the formulation of this strategic plan (especially if it identifies corridors) needs to take into account constraints at the strategic level, including those identified in the Natural Resource Preservation Overlay. Leaving constraint consideration to the project level builds in conflicts which might not be resolvable. As such, as above, we would encourage a Strategic Environmental Assessment to be undertaken as part of this plan process.	W21	The Comprehensive Transportation Plan seeks to document all major transportation related projects in one policy. Any new proposed transportation infrastructure will be assessed for environmental impact in line with NRA and NCC standards and processes.	None
6.043	This is seen as key by the Chamber and of utmost importance to our islands. However, whilst its inclusion in the National Planning Framework is very important, there are concerns that the main issues, such as a solution to the Grand Harbour	W23	The National Roads Authority is responsible for monitoring the effectiveness of the highway network and implementing projects to improve it.	None

	pinch-point, cannot be left for the development of the Comprehensive Transportation Plan and need more immediate action.			
6.044	The Chamber does note that there appears to be a lack of forecasting of traffic flow with respect to future development activity and it is hoped that this will be addressed in the Comprehensive Transportation Plan.	W23	Traffic modelling is conducted by the National Roads Authority and will be used to inform both the Comprehensive Transport Plan and also to test various capacity scenarios that will be prepared as part of the Area Plan process.	None
6.045	Need to acknowledgement the danger risk on Cayman's roads due to poor quality drivers and illegal activities of drivers eg talking on phone, speeding - with respect to road users switching to smaller vehicles, scooters and bikes. Need to acknowledge the volume of rain and the heat for commuters making it impractical for office workers to commute in these vehicles. Large volumes of rain also making roads dangerous.	W24	NRA road design requirements address issues of heavy rainfall and the effect that may have on road surfaces. Dangers relating to poor driving are issues for the RCIPS.	None
6.046	Comprehensive Transportation Plan: Goal 1 The NRA has no issue with its long-term plan being incorporated into the CTP. The NRA has a general concern that other entities responsible for the transportation facilities/ amenities are not fully cognizant of the longterm impact of their facility expansion plans onto the surrounding ground transportation network (e.g. the on-going discussion of extending the runway westward and the closure of Crewe Road at the western edge of the runway or making Harbour Drive an exclusive pedestrian precinct on cruiseship days). Most of these projects are often assessed from the perspective of the confines of the project limits without appreciating the ramification of their impact onto the surrounding areas and infrastructure. From the NRA's perspective, it is interested in knowing who will determine which projects objectives/needs may over rules other transportation modes or reconcile opposing objectives.	W36	Noted. The purpose of the Comprehensive Transportation Plan (CTP) is to provide a single document that identifies Island-wide transportation goals. The point regarding the transportation impact of major infrastructure projects not being fully considered is appreciated and so it is hoped that the preparation of the CTP, and associated consultation with relevant stakeholders, will assist with this issue and facilitate better coordination.	None
6.047	As indicated earlier, a Five Year Plan for the CTP is essentially short term in NRA's view. Medium term is viewed as an horizon of 5 to 10 years while long-term is 10 to 25 years. It is important to recognize that priorities on capital road works program can change every 2-3 years depending on political and economic factors.		Noted. The reference to 5 year time period in the CTP relates to 'priority projects' (i.e those that can be funded and commenced within 5 years). The CTP would be able to include longer-term projects also.	None
6.048	We have to reduce our dependency on our cars, no body enjoys the morning and evening congestion at rush hour - actually it is the opposite of rush hour as we are all sitting somewhere in a traffic jam. We can build and spend tonnes of money on more roads, but it will not make a difference as those efforts will be compensated by more cars	Q8	6.1 (Goal 1) indicates that the Comprehensive Transportation Plan should address all modes of transportation, while 6.6, 6.7 and 6.8 set out goals relating to Public Transportation, Pedestrians & Cyclists, and Water Taxis, respectively. Each of these modes would potentially offer alternatives to commuters. Furthermore, 6.4 addresses Congestion Management and possible improvements that can be made to the street network in highly congested locations.	None
6.049	COMPLETE THE EAST WEST ARTERIAL HIGHWAY!!! What's taking so long to get it started. Forget trying to profit from it. Just get it done. People's time is being wasted on the road every morning and evening. Option: Complete the plans for the east/west arterial highway, purchase the property needed to complete the road, emphasize the increase in value of roadside land to the owners once the road is built, build in phases: 1. Hirst Road to Will T Drive 2. Will T Drive to Lookout Gardens 3. Lookout Gardens to Breakers 4. Breakers to Frank Sound Road 5. Frank Sound to Colliers (optional)	Q12	The road network throughout Grand Cayman would form part of the Comprehensive Transport Plan (section 6.1). The East-West Arterial is still a planned route and is likely to be developed in stages, subject to funding.	None
6.050	Adding an alternative road to the existing ones.	Q13	The identification of any future potential road networks would form part of the Comprehensive Transportation Plan (section 6.1) and individual Area Plans (section 5.1 and 5.2)	None

6.051	Proper infrastructure (roads) to the eastern districts!!!	Q17	The road network throughout Grand Cayman would form part of the Comprehensive Transport Plan (section 6.1). The East-West Arterial is still a planned route and is likely to be developed in stages, subject to funding.	None
6.052	Encourage safe and attractive parking facilities, set up monitoring to reduce crime and improve highway accessibility.	Q27	The Comprehensive Transportation Plan (section 6.1) should address all modes of transportation and accessibility to these.	None
6.053	Establish safety and security through alternative means of commute to encourage people to have the opportunity to make a healthy choice.	Q27	6.1 (Goal 1) indicates that the Comprehensive Transportation Plan should address all modes of transportation, while 6.6, 6.7 and 6.8 set out goals relating to Public Transportation, Pedestrians & Cyclists, and Water Taxis, respectively. Each of these modes would potentially offer alternatives to commuters.	None
6.054	Use the money from vehicle licensing for roads. Higher police presence on roads. Speeding fines etc. could be collected for roads	Q33	The identification of any future potential road networks would form part of the Comprehensive Transportation Plan (section 6.1) and individual Area Plans (section 5.1 and 5.2). Issues concerning policing and speeding fines are outside the scope of PlanCayman.	None
6.055	We have enough roads!!!! We need so STOP accommodating all these people.	Q64	While improvements and expansion of the road network would form part of the Comprehensive Transport Plan, section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice. Additionally, section 3.3 of the NPF encourages mixed use development which would reduce the requirement for individuals to make so many journeys by private vehicle.	None
6.056	Rethink the priority of cars over the pedestrian. Walkable communities.	Q97	Agreed. Section 6.7 of the NPF addresses this issue and the encouragement of walkable communities will be a key consideration in the preparation of Area Plans.	None
6.057	70% of Caymanians have a vit D deficiency this due to a culture which does not like to go out into the heat of the day when combined with an attitude that the bus is for poor people only. It going to be a hard area to tackle. How often you see people parking in the blue spot because they are too idle to walk from a parking space further away or waiting in their cars to get a space close to the door. Unless physically block traffic with bollards to create traffic free areas its not going to work. If you look a Caymana Bay there are people double parked in the close parking while the car parks further away are half empty.	Q100	The National Planning Framework seeks to change the perception of, and attitudes towards, transportation in number of ways. This involves encouraging improvements to public transportation (6.6), enhancing the environment for pedestrians and cyclists (6.7) and encouraging mixed use development (3.3 and 3.8) which can provide more walkable environments.	None
6.058	Should encourage the use of electric cars to reduce pollution.	Q193	Section 6.1 (Goal 1) indicates that the Comprehensive Transportation Plan should encourage the usage of electric and hybrid vehicles. This is supported by section 6.5 (Goal 1) which states that parking requirements should be updated to address alternative parking facilities, such as Electric Vehicle Charging Stations. Section 9.3 (Sustainable Design and Construction) also encourages the provision of Electric Vehicle charging stations.	None
6.059	All roads should have local trees planted down them.	Q195	Section 6.2 notes that Corridor Plans could be developed for areas of the island with unique physical characteristics. The character of individual road corridors will also be considered	Consider during preparation of

			during the preparation of Area Plans (5.1 and 5.2) which would include issues over public realm and the environment, such as the planting of street trees in appropriate locations. Furthermore, in order to improve the pedestrian environment, 6.7 (Goal 1; Obj 2) introduces the need for a master bike and pedestrian plan that includes design standards, which could include the planting of trees, where appropriate.	Corridor Plans and Area Plans
6.060	A proper road network that can accommodate the traffic flow	Q196	While improvements and expansion of the road network would form part of the Comprehensive Transport Plan, section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice.	None
6.061	Different forms of transports, not only just public buses or taxi's.	Q198	The Comprehensive Transportation Plan (section 6.1) would address all modes of transportation and accessibility to these.	None
6.062	Transportation-critical need to resolve road bottlenecks caused by ALL traffic from east of Prospect having to use the Prospect roundabout and ALL traffic to the east having to use the Hurley's roundabout	Q203	The Comprehensive Transportation Plan (section 6.1) would address the road network and identify high-priority needs and potential solutions.	None
6.063	A Causeway along the coastline of the North Sound should also be explored, with a Toll to help pay for the investment.	Q230	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.	Consider suggestion during preparation of Area Plans and Comprehensive Transportation Plan.
6.064	Connectivity is a major issue in Cayman as a whole. Cayman has neglected this as a planning feature in general.	Q236	Section 6.1 acknowledges the need for a Comprehensive Transportation Plan which addresses immediate and long-range needs for transportation.	None
6.065	In terms of construction of more roads as we only have so much land mass this can only get us so far. The roads to the eastern districts are now in need of more lanes - but eventually we will get to a point where we can build more roads.	Q236	While improvements and expansion of the road network would form part of the Comprehensive Transport Plan, section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice. Additionally, section 3.3 of the NPF encourages mixed use development which would reduce the requirement for individuals to make so many journeys by private vehicle.	None
6.066	Increase in lanes and roads in Prospect commute. Specifically around the Hurley's roundabout through to George Town.	Q254	The Comprehensive Transportation Plan (section 6.1) would address the road network and identify high-priority needs and potential solutions.	None
6.067	Improvements to existing roads are preferred to new roads, particularly through or near sensitive biodiversity protected areas. The most significant improvement to the commute to GT could be made by an innovative redesign of the stretch from Grand Harbour to Prospect by creating double decker lanes. Consider also whether a tunnel could be installed under the airport runway in the area of the western ponds as part of any runway extension project. Facilities for electric vehicles should be included in	Q279	Noted. The Comprehensive Transportation Plan (section 6.1) seeks to coordinate all transportation goals and projects, and encourages the usage of electric and hybrid vehicles.	Consider suggestions during preparation of Comprehensive Transportation

	planning for road improvements.			Plan.
6.068	Safer roads and observance laws	Q286	Noted. Roads are designed with safety in mind and the RCIPS is responsible for monitoring and enforcing the safe use of roads.	None
6.069	Clearly there is a need to increase the road infrastructure with the number of cars on island, but other reliable modes of transportation would be of huge benefit.	Q300	While improvements and expansion of the road network would form part of the Comprehensive Transport Plan, section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice.	None
6.070	Bottle necks must be fixed before any more roads are built! 1) Bobby Thompson Way - this road must be completed and the round about expanded or other method of relieving this congestion. 2) Hurley's round about - take it out and put in a proper traffic light junction. Once those problems are resolved, then look at whether more roads and lanes are needed.	Q305	The Comprehensive Transportation Plan would document all major transportation related projects and identify priority action items, across all modes of transportation. The existing traffic bottlenecks are recognised and the NRA are working on projects to resolve them.	Consider suggestions during preparation of Comprehensive Transportation Plan.
6.071	A multi-pronged approach to solving our traffic challenges will be needed.	Q306	While improvements and expansion of the road network would form part of the Comprehensive Transport Plan, section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice.	None

6.2 CORRIDOR PLANS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.072	Planning for transportation corridors should take into consideration existing traffic issues, rather than providing pre-emptive access to large area landowners.	W9	Noted. The purpose of preparing Corridor Plans (section 6.2) is an acknowledgment that different transportation corridors in Grand Cayman have unique physical characteristics and that different design, landscaping and other development standards are needed in different locations. Existing traffic issues would be a key consideration in preparing these standards	None
6.073	Any large-scale road projects will be screened under the NCL for EIA. There is a requirement for a strategic approach to planning future corridors, with routes being considered as part of a Strategic Environmental Assessment conducted by Government, taking into account social, economic and environmental considerations. This would allow for the optimal alignment of routes to attempt to provide net economic, social and environmental gains. This approach will have better outcomes over 'fixing' an alignment, and then reviewing its economic, social and environmental implications.	W9	Noted. Any proposed new transport infrastructure will be assessed for environmental impact in line with NRA and NCC standards and processes.	None
6.074	South Sound Road is identified and there needs to be significant input from property owners and key stakeholders, so that it can retain the residential quaint character of what is considered a scenic driving route. Do not try to 'urbanise' it by widening roads, removing trees and adding ugly sidewalks. Think creatively about 'foot paths'	W16A	Agreed. The purpose of preparing Corridor Plans (section 6.2) and Area Plans (section 5) is an acknowledgment that different areas in Grand Cayman have unique physical characteristics and that different design, landscaping and	None

	and proper road markings as a lot of the new signage is ugly and urban. We need safety but one size should not fit all. Corridor plans will need the flexibility to allow for exceptions or exclusions in regards to established districts with the focus being that people can choose “the scenic slow route” or the “highway fast route”.		other development standards are needed in different locations. It is noted in section 6.2 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.	
6.075	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Corridor Plans	W20	Noted	None
6.076	This is confusing and not clear to what it specifically is relating to – should this be districts? This could be efficiently done using the public consultation process that should be implemented as part of the constitution by the district MLAs.	W24	Section 6.2 is a recognition that certain routes or 'corridors' in Grand Cayman have unique physical characteristics and therefore warrant particular standards (in terms of design, landscaping etc) to ensure that the particular character of the place is maintained and potentially enhanced.	None
6.077	The speed limit on Elgin Ave., North Church Street, and Eastern Ave. need to be reduced to about 20mph especially during rush hours for people working in GT, or leaving work in the evenings. I have seen vehicles speeding as if they are driving on a highway. I consider that it is only God's mercy that some people are not hit or injured.	W29	Noted. Road standards / design for these these routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan. The NRA and RCIPS would however need to inform any decisions over speed limits.	Consider as part of GT Area Plan / Revitalisation Initiative
6.078	Scenic Coastline Roads Policy indicating that these roadways are extremely valuable and important to the quality of life and enjoyment for residents and our visitors alike is essential. Low speeds are key and light traffic volume should be the goal so that they can feel unhurried and a feeling of Island life can be maintained. Overtaking should be kept to a minimum and widening should be discouraged as this only acts to create the totally opposite effect. These roads because of their proximity to the ocean will always be vulnerable in major storm events so turning them into major arterials for traffic is also not wise as access will be cut off when they are breached. Continued extension to the larger and wider Interior by-pass roads eastwards to take the heavy and faster traffic is also key to reducing demands on the scenic coastline roads.	W32	Noted. Any particular scenic coastline roads that have unique characteristics and warrant particular standards will be identified through the Area Plan process.	Consider during the preparation of Area Plans and Corridor Plans, in dialogue with NRA
6.079	George Town's problems are bigger than 'cruise crossings'. It needs to be redeveloped (mixed-use) with park-and-ride, public transport and pedestrianisation. Construction of more roads is needed, but as part of a plan, e.g., pedestrianization of George Town, not to feed the continuing unplanned development of the country. So construction of more roads to reduce traffic congestions in a 2, since it is not a god solution in isolation. Roads are a support tool, not a solution.	Q4	Agreed. The Comprehensive Transportation Plan (section 6.1) would address all modes of transportation across the island, while the GT Area Plan (section 5.2) would address the specific issues in George Town. Section 6 of the NPF acknowledges that a range of other solutions (public transport, walking and cycling routes) are needed to improve connectivity in Grand Cayman and to provide greater choice.	Consider as part of GT Area Plan / Revitalisation Initiative
6.080	I think all coastal roads should have reduced speed limit and be more pedestrian friendly. For example, the spotts coastal area is popular with pedestrians, it would be nice and safer for the public if the speed limit was 25 on the coast. People in a hurry can use the inland highway. There is no need for everyone to be in a rush.	Q46	Section 6.2 notes that Corridor Plans could be developed for areas of the island with unique physical characteristics. The character of individual road corridors will also be considered during the preparation of individual Area Plans (5.1 and 5.2). NRA and RCIPS would need to inform any decisions over speed limits.	None

6.3 STREET HIERARCHY				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.081	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Street hierarchy classification identified in Roads Law	W20	Noted	None
6.082	Section 6.3 – Page 41 – Street Hierarchy The third action item is that all roadway design standards shall include the typical location and criterion for underground utilities, including electric, telecommunications, sewer and water. The Water Authority welcomes and fully supports this action item.	W28	Noted.	None
6.083	The NRA Board of Directors has already approved a Road Classification System for road hierarchy which it wishes to be gazetted pursuant to Section First Schedule 5 (7) of the Roads Law and will be transmitted to Land & Survey in the very near future. Before doing so, please find attached a copy of the map illustrating the Road Classification Scheme for Grand Cayman for your perusal.	W36	Noted. This updated Road Classification system will be used for all forthcoming stages of the Development Plan review.	None
6.084	The NRA agrees that minimal widths for each of road classes should be re-instated into the Roads Law as this attribute was removed with the amendments of the Roads Law (2005 Revision).		Noted	None
6.085	Also placement of more veres or places to turn around and get into traffic going in the opposite direction, rather than having to drive to the next roundabout to get in the correct lane. For instance similar to the vere near A.L. Thompson Home Depot . Veres would be helpful wherever there is an arterial or highway	Q231	The primary goal of Section 6.3 is to ensure functionality and consistency in the design of the Island's road network. The details of this would be determined in close consultation with the NRA and, in terms of the addition of turning areas, would likely depend on the particular conditions of a given road / highway.	None
6.086	Primary arterial routes and highways should have of and on ramps that facilitate traffic flow.	Q306	Noted. Section 6.3 seeks to determine standards for highways and intersections and the NRA will assess the need for any intersection modifications, such as on-off ramps, depending on the particular conditions of a given road / junction.	None

6.4 ROADWAY MAINTENANCE AND CONGESTION MANAGEMENT				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.087	Finally, can I suggest Gov't consider installing car pooling lanes at rush hours in order to reduce the pressure on key roads at peak times. This works well in places like Miami but it would need to be rigidly enforced. I cannot see any justification for a six-lane highway near the Hurley's roundabout – the traffic is backed up leaving George Town before the roundabout, not after it. Proper traffic flow measures such as part time traffic lights on South Sound road would alleviate this and improve traffic flow at peak hours	W14	Noted. All potential solutions to ease traffic congestion will be considered as part of the Comprehensive Transportation Plan (section 6.1), and led by the National Roads Authority.	Consider as part of CTP
6.088	Has any consideration been given to adjusting school times to start later and end later? Starting later allows a significant portion of those without children to get to work. Ending later means that parents may not need to pay for after school care. Government subsidized club transportation so children can be collected from school for after school activities?	W16A	Section 6.4 (Goal 1; Obj 2) 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	Forward suggestion to Ministry of Education

6.089	Quick fix to help alleviate morning traffic - introduce School buses for ALL schools and consider staggered school start times. Offer a reduced school bus service for afternoon run.	W17	Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	None
6.090	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. <ul style="list-style-type: none"> • Roadway maintenance & Congestion Management • Subdivision standards for roadways 	W20	Noted	None
6.091	The NRA is supportive of the Goal 1 which wants to promote and require road connectivity between private developments and with the public road network in a planned fashion. It is however felt by the NRA that that Central Planning Authority has allowed too many subdivisions that don't connect to form an integral area plan. When large subdivisions don't provide interconnectivity, residents are forced to drive back to the main road in order to access adjacent developments or neighbourhoods. Development inter-connectivity will also assist the statutory undertakers (electrical, water, telecoms) in the deployment of their infrastructure and build resiliency and redundancy. Additional benefits will be derived by the (police, fire, ambulance), garbage collection services, school buses and city buses) in their response times to emergency situations, etc.	W36	Noted. Section 6.4 identifies the need to coordinate the relationship of the existing and planned road network, including both private and public highways, and also acknowledges the need to review and revise subdivision standards for highways. The impact of subdivisions on the wider highway network will be considered at the application stage.	None
6.092	The maintenance budget provided to the NRA has always fluctuated from year to year despite yearly increasing demand for maintenance of the public road network. In addition, the NRA has also been carrying out maintenance on several private roads that are deemed "Undeclared Public Road" - these latter roads generally exclude gated community and are generally roadways that public funds are spent on such as street lighting and/ or installation of drainage conveyance such as drain wells. The NRA has developed and implemented a Pavement Management System that has assessed the surface condition of each road on Grand Cayman and a Pavement Condition Index has been assigned to the various road section of the road network. Every year, each elected MLA determines which roads will be maintained and/ or have maintenance work in the respective electoral district given government's allocated funds for that district. The NRA can confirm that maintenance of roads is underfunded and a large unfunded maintenance liability will continue to grow if a proper funding formula is not adopted by CIG.	W36	Noted and thank you for the information. Section 6.4 acknowledges the need to secure funding sources for highway maintenance.	None
6.093	Congestion Management - As you are aware, the NRA is having a Travel Demand Model (TDM) and a Traffic Analysis Operational Model (TAOM) developed by a US transportation engineering firm. The TDM will assist the NRA in testing and assessing various Land Use Scenarios onto the existing and various planned road network improvements, including modelling parking management into the downtown, testing access management plans onto various Primary Arterial road, assess the benefit of developing a transit system (including routing, stop locations, scheduling). The TDM will also provide various performance index of the road network under various land development scenario and road configuration improvements. The TOAM will allow the NRA to assess specification intersection performance at a high level of resolution for traffic operational functions and answer which improvements at congested intersection will be most efficient and/ or cost effective in improving travel times to the road users. These two tools will eventually provide quantified information on the priorities of necessary road improvements. In developing these two models, the NRA has assumed population sizes of 80,000 and 100,000 by 2026 and 2036 respectively.	W36	Noted and thank you for the information.	None

	<p>Of immediate interest and concern to the current government administration at this point, the two models will answer the following network options:</p> <ul style="list-style-type: none"> • What will be the benefits of widening Crewe Road, Shamrock Road and Hurley Merren Boulevard to six (6) lanes? • What will be the immediate benefits of constructing part of the Airport Connector Road from the Esterley Tibbets Highway to Sparky Drive onto the operational capacity of the Butterfield Roundabout and North Sound Road? • What are the short term and long-term implication of closing the road at the end of the runway? What will be the impact on travel times on motorist and the overall economy if the wishes of the Airport Authority are considered? What road network improvements would be required to replace the loss of network capacity for today condition and 10 to 15 years to accommodate future growth. 			
6.094	Staggered/flexible work start and finish times to avoid rush hour traffic	Q45	Agreed, although this would be at the discretion of individual companies, rather than an issue for PlanCayman.	None
6.095	re-evaluate the pickup policy for school buses.	Q47	Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	None
6.096	Staggering of work and school hours and allowance of businesses to operate later and on Sundays should be considered.	Q95	The working hours of private business is outside the scope of PlanCayman. In terms of schools Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	None
6.097	To relieve traffic congestion at blockage points, get traffic attendants (not skilled policemen but people trained in traffic flow) to control the movement of traffic through the roundabouts. E.g. At the Hurleys' roundabout, use two people from 5 pm to 6 pm, one to hold the two westward traffic lanes while the eastward traffic enters the round-about without pausing. Then turn on the other two lanes (one from the east and the other from the south) to enter freely while the easterly lane is fending for itself as openings develop. do the Reverse at the blockages in the morning in the other direction.	Q143	Traffic congestion measures will be considered as part of the Comprehensive Transportation Plan (section 6.1) in consultation with the NRA.	Consider as part of CTP
6.098	Better planning for roads is required. It is noteworthy that even major road improvements don't appear to reduce queuing times especially at rush hour	Q153	Highway improvements across the Island, along with other modes of transport to alleviate traffic congestion, will be considered within the Comprehensive Transportation Plan (section 6.1)	None
6.099	improving walkers road to reduce traffic to schools (more lanes/different routes)	Q166	Highway improvements will be considered as part of the Comprehensive Transportation Plan (section 6.1). In addition, section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	Consider as part of CTP
6.100	Improve roads, less bumps	Q178	Section 6.4 acknowledges the need for all roads, private and public, to be maintained to safe operating standards	None
6.101	I don't think carpooling or park and ride schemes will work. Staggering the start of the school times and allowing government work from home program.	Q196	Noted. At this stage section 6.5 of the NPF refers to the need to assess the feasibility of park and ride schemes for George Town. In terms of schools Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	None

6.102	I feel that carpool wouldnt help because that's basic knowledge and what people try to do now, new roads may help but again it would cause problems and could be complicated causing more accidents and we already have a high rate in car accidents	Q220	Noted. Through the Comprehensive Transportation Plan (section 6.1) all modes of transportation would be considered, in addition to any enhancements to the road network, in order to potentially offer alternatives to commuters.	None
6.103	Staggered or flex-time for workers, and schools - depending on the industry perhaps.	Q230	The working hours of private business is outside the scope of PlanCayman. In terms of schools Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	None
6.104	Heavy slow-moving equipment should not be allowed to be on the road during peak hours (6:30 to 8:30 a.m.) or 4:30 to 5:30 p.m.	Q230	While this may not be possible to implement throughout the island, there may be certain routes where restrictions can be introduced, which could be identified during the preparation of Area Plans (section 5.1 and 5.2) and Corridor Plans (6.2)	Consider during the preparation of Area Plans and Corridor Plans, in dialogue with NRA
6.105	School traffic programmes for private schools (especially on walkers road) could use a combined bus system since there the infrastructure planning was based on a population of 20K people not 100K (as public officials seem to think we are prepared for).	Q236	Agreed. Section 6.4 (Goal 1; Obj 2) identifies the need to develop a trip reduction programme for schools, while 6.6 (Goal 3) acknowledges the need to increase bus options for schools to reduce peak hour traffic.	Consider as part of CTP
6.106	School traffic needs to be made MUCH more efficient e.g. with frequent free or inexpensive shuttles running between "park & ride" parking centres (with suitable buildings for waiting on shuttles or on each other for the trip home) from which adults and students can each get to and from schools and the predominant office/commercial areas.	Q268	Section 6.4 (Goal 1; Obj 2) 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	Consider as part of CTP
6.107	Limit # of expats and tourists. Problem solved.	Q298	Noted.	None
6.108	Private schools must be forced to implement school bus systems! Half of the morning traffic in town would be eliminated. Bottle necks must be fixed before any more roads are built!	Q305	Noted. Section 6.4 (Goal 1; Obj 2) acknowledges the need to develop a trip reduction programme for schools and all potential solutions will be considered for their feasibility.	Consider as part of CTP

6.5 PARKING STANDARDS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.109	I would suggest that the parking regulations requirements be removed from planning applications in town. Each building does not need to have parking in the modern world. This puts limitations on what can be built and the costs go up. Most people tend to park in town and visit one building at a time by foot. Also how are u meant to encourage a green environment if we are promoting driving in town	W11	Noted. Section 6.5 acknowledges the need for alternative transportation and parking methods in downtown George Town. Section 6.5 (Goal 3) identifies the need for a specific parking masterplan for George Town, and this issue would also addressed through the GT Area Plan (section 5.2) and the GT Revitalisation Initiative	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative
6.110	How relevant are these proposed goals for Cayman's land mass? The idea of central parking garages, park & ride facilities do seem to be lifted from an urban development concept that one finds it hard to envisage for Cayman. Which other Caribbean islands have carried out similar projects? It does seem to be a waste of	W16A	Section 6.5 (Goal 3) seeks to assess the feasibility of various parking solutions for George Town. It is important to look at all potential options prior to selecting a preferred approach.	None

	energy to transfer a 'Florida' concept whose land mass and topography is entirely different.			
6.111	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Parking requirements, including design standards	W20	Noted	None
6.112	Parking Standards should consider future needs for electric vehicle charging facilities.	W22	Agreed. Section 6.5 (Goal1) acknowledges the need to address alternative parking facilities and methods, including Electric Vehicle Charging Stations	None
6.113	The focus on Parking Standards is also supported by the Chamber, as is the use of alternative modes of transport by designating appropriate parking.	W23	Noted	None
6.114	The transportation sector is the second largest emitter of greenhouse gases (GHG) in the Cayman Islands. It is encouraging to see the promotion of electric and hybrid vehicle use in 6.1 and expansion of charging station infrastructure in 6.5. However, it must be noted that the charging station pictured in Figure 6.7 consists of four spaces but only one charger. This has been brought to the attention of Cayman Automotive who has committed to adding one additional nozzle. Any similarly conceived stations should ensure an adequate number of chargers and parking bays.	W27	Agreed, any future electric vehicle charging stations should be suitably designed to meet their needs	None
6.115	Don't forget parking in these commercial centres too.	Q6	Section 6.5 acknowledges that existing parking requirements are often inadequate, notably in commercial areas. These will be reviewed through the Area Plan process (section 5.2)	None
6.116	As long as CI GOV isn't putting anymore concrete parking structures in town.	Q24	Noted. However, section 6.5 (Goal 3) identifies a number of approaches that would be considered as part of a parking masterplan for George Town. This includes investigating the feasibility of a developing centrally located parking garages. This will be explored through the GT Area Plan (section 5.2) where further public engagement will take place.	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative
6.117	Encourage safe and attractive parking facilities	Q27	Agreed. This is acknowledged in section 6.5.	None
6.118	[Higher Density Urban Core areas] Paid parking garage and/or adequate metered street parking. Enforcement of illegal parking by the necessary authorities.	Q74	Section 6.5 (Goal 3) identifies both centrally located parking garages and metered on-street parking as options for George Town that need to be assessed. Also Section 6.5 (Goal 4) seeks to review and revise parking enforcement laws to ensure that parking is properly managed.	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative
6.119	Park and ride for downtown George Town and Seven Mile Beach area.	Q147	Section 6.5 (Goal 3) identifies park and ride facilities as one of a number of parking options for George Town that will be assessed as part of a parking masterplan	None
6.120	Parking garages. Locals no longer visit George Town due to lack of parking. Tower lot/space should be redeveloped into a multi level pay per use garage, moneys earned to assist in pay back as well as downtown revitalization.	Q154	Section 6.5 (Goal 3) identifies the development of centrally located parking garages as one of a number of parking options for George Town that will be assessed as part of a parking masterplan	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative
6.121	Should encourage the use of electric cars to reduce pollution.	Q193	Section 6.1 (Goal 1) indicates that the Comprehensive	None

			Transportation Plan should encourage the usage of electric and hybrid vehicles. This is supported by section 6.5 (Goal 1) which states that parking requirements should be updated to address alternative parking facilities, such as Electric Vehicle Charging Stations, and section 9.3 (Sustainable Design and Construction) which encourage Electric Vehicle Charging Stations.	
6.122	I don't think carpooling or park and ride schemes will work.	Q196	Noted. At this stage PlanCayman intends only to assess these options, among others, as part of the George Town parking masterplan (section 6.5, Goal 3)	None
6.123	Mixed use would be good for George Town, for example shops or restaurants downstairs and residential quarters in the upper floors. Sufficient public parking is also a must.	Q230	Agreed. Section 3.3 encourages mixed use development in commercial centres. Section 6.5 (Goal 3) has an objective to alleviate the parking shortage in downtown to ensure that it is accessible and can attract future development and re-development.	None
6.124	I think that Park and ride schemes will be more successful in Cayman that carpooling incentive b/c of people's diverse schedules.	Q236	Noted. At this stage PlanCayman intends only to assess these options, among others, as part of the George Town parking masterplan (section 6.5, Goal 3)	None
6.125	[Higher density urban core areas] More available parking.	Q239	Agreed. Section 6.5 (Goal 3) has an objective to alleviate the parking shortage in downtown to ensure that it is accessible and can attract future development and re-development.	None
6.126	1. Provide larger vehicle spaces, isles and turning areas in parking lots.	Q273	Section 6.5 (Goal 1; Obj 2) acknowledges the need to develop parking design and circulation standards	None
6.127	I hope that by metered is meant pay-and- display ticketing and not archaic individual meters.	Q279	At this stage section 6.5 (Goal 3) seeks to only assess the feasibility of various parking solutions, which could potentially include metered on-street parking. Modern and convenient solutions will be encouraged, utilising latest technology wherever possible.	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative
6.128	In higher density urban core areas one would also expect to see mixed use buildings, such as multi-storey buildings with offices/residential spaces above stores/restaurants. Also expect to see multi-storey parking garages	Q297	Agreed. Section 3.3 encourages mixed use development in commercial centres. Section 6.5 (Goal 3) identifies centrally located parking garages as an option for George Town that needs to be assessed.	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalisation Initiative

6.6 PUBLIC TRANSPORTATION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.129	Taxi/Bus system MUST improve, dedicated bus stops, where they can pull off the road to let out passengers one of these days someone is going to slam into a busload of people because the bus decided to stop in the laneway instead of pulling off. I would hate to see this.	W7	Agreed. Section 6.6 (Goal 2; Obj 1) indicates that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs	None
6.130	The public transport system needs to be significantly changed to increase uptake. A previous Department of Environment survey identified many issues with safety, efficiency and cost etc.	W9	Agreed. Section 6.6 seeks to improve the Public Transportation system to meet the community's long-term needs	None
6.131	We now have a South Sound bus service. This is not stated on the schedule. If we extend bus hours into the evening, appropriate public lighting at bus stops will be necessary.	W16A	Noted, bus schedule information on p.44 can be updated. Section 6.6 (Goal 2; Obj 1) indicates that design standards for bus shelters will need to be developed.	Consider as part of Public Transportation Plan
6.132	Improve the frequency of the South Sound public bus. By way of example, I have 3 sons and I spend my life in the car taking them up to SMB because there is no reliable bus service running along SS. A great deal of afternoon traffic is mums / nannies ferrying children around – this could be alleviated with reliable and safe public transport. Introduce a "Bus Card" to avoid need for cash on these journeys and encourage more children to use them.	W17	Section 6 (Goal 2; Obj 1) seeks to identify where services are most needed and increase frequency of buses as necessary. This section also seeks to make the necessary improvements for public transportation to be considered an attractive alternative, which includes more convenient methods of payment (see proposed amendment under comment 6.152 below).	Consider as part of Public Transportation Plan
6.133	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Long-term public transportation plan	W20	Noted	None
6.134	Emphasis should also be made on upgrading the quality, routes and frequency of the existing public transportation, in addition to exploring the provision of a water taxi system.	W23	Section 6.6 (Goal 2; Obj) seeks to make the public transportation system an attractive alternative to the use of personal vehicles by exploring alternatives vehicles types, revising routes to adequately serve high-demand locations and establishing minimum standards of time between buses on certain routes.	None
6.135	This needs to be a priority over additional parking SAFE and reliable transport with proper bus stops. Using electric buses to manage air quality and noise pollution.	W24	Section 6.6 (Goal 1) seeks to improve the public transportation system and indicates that different modes and vehicle types would be assessed as part of the Public Transportation Plan. This should include electric vehicles. Section 6.6 (Goal 2; Obj 1) indicates that design standards are required for bus shelters.	Consider as part of Public Transportation Plan
6.136	Consider electric trams/train system for busy parts of the island such as SMB and GT.	W25	Section 6.6 (Goal 1) seeks to improve the public transportation system and indicates that different modes and vehicle types would be assessed as part of the Public Transportation Plan.	Consider as part of Public Transportation Plan and GT and SMB Area Plans
6.137	While more commercial public buses will be needed to try to reduce the amount of cars/trucks on our public roads, at the same time many of those buses also add to traffic delays. Those huge high commercial public buses are certainly an eyesore on this small Island. This is Grand Cayman - not Canada, the UK, or any other large country that need to use these unsightly (to Cayman) high buses.	W29	Noted. Section 6.6 (Goal 1) indicates that different modes and vehicle types would be assessed as part of the Public Transportation Plan.	None

6.138	I have specific feedback and wish to add the Public Transport Strategic 5 Year Plan to inform Planning's National Framework.	W34	Amend section 6.6, to add reference to the Public Transport Strategic 5 Year Plan.	None
6.139	The NRA endorses the Development Plan objective to address public transportation on Grand Cayman. It is felt that in order to significantly provide adequate and reliable service that this mode of transportation will have to transition to a Transit System model that incorporates fixed bus stops that are adhered, include more extensive routes within districts and between each district (like a tier system), larger vehicles, adequate but reasonable fares, scheduling, etc.	W36	Agreed. These potential improvements to the public transportation system are referenced in section 6.6.	None
6.140	Its all about the accessibility of the public transport. I checked and there is no bus going past where I live or where I work. 'Last mile' connectivity is a problem. It is also important that people can take public transport to social infrastructure, e.g., courts, hospitals, schools, shopping, etc. I've lived in other countries as a student and could get public transport wherever I needed and most places I wanted to get to. Here at home? Nope. And it smuch shorter distances to cover here in generally better weather. I checked for public transport from GT to Kaibo. I could get to a bus stop with a short walk but was told to call to find out when the bus might be going past and the cost was equivalent to driving myself (especially with a full car of people). Bike-and-bus options might be helpful for clog the 'last mile', at least for office workers (while encouraging offices to have showers, etc., for non-car commuters). Of course more mixed-use development will make last-mile transport easier, allow a hub-and-spoke system to develop.	Q4	Section 6.6 (Goal 1) indicates the need to develop a long-range public transportation improvement plan that ensure areas with high demand for trip origins and destinations are adequately serviced by public transportation. Similarly 6.6 (Goal 2) indicates the need to revise routes to adequately service high demand locations. Furthermore 6.6 (Goal 3) seeks to ensure that all major employment centres, residential neighbourhoods and tourist attractions are adequately served by public transportation. Mixed use development will also support any public transportation system, and this is encouraged through sections 3.3 and 3.7.	None
6.141	If we continue to put more people in Grand Cayman a modern, efficient public transportation system will be essential	Q8	Agreed. Section 6.6 seeks to improve the Public Transportation system to meet the community's long-term needs	None
6.142	Limit the number of taxi drivers in general and the amount of buses during cruise ship times. Traffic in GT along the water grounds to a halt for everyone coming from South Sound because of these taxis and buses. The taxis commonly drive extremely slow and honk at tourists so they can fill their taxis. For those in South Sound, there is no good way to get to the by-pass to avoid the GT traffic.	Q10	These issues will be considered as part of the Public Transportation Plan (6.6), the George Town Area Plan (5.2) and the GT Revitalization Initiative.	Consider as part of Public Transportation Plan and GT Area Plan / Revitalisation Initiative
6.143	There are now ways to modernize public transportation. Allow Uber or something like it. I do not take taxis or buses now because they are too expensive, unfriendly, unprofessional and not available immediately when I want it.	Q10	Section 6.6 (Goal 2) sets out a number of public transportation improvements that will be considered in order to make it an attractive alternative to personal vehicles. The Public Transport Board is responsible for permitting these forms of ridesharing taxis / public transport	None
6.144	The wrong vehicles are being used as public buses! They're for family trips and business outings, not public transport. It be "too jam up in deh" which is uncomfortable and inconvenient for passengers. See attached shuttle bus that's more appropriate for Cayman: https://www.ebay.com/bhp/ford-shuttle-bus	Q12	Section 6.6 (Goal 1) seeks to develop a long range public transportation improvement plan that, among other issues, evaluates the feasibility of different public transportation options including model / vehicle types	None
6.145	Adding buses will increase traffic, adequate training for them to better use the road. Better trained drivers so that they use the road properly, indicating when pulling on the road and getting off the road to pick up passengers.	Q13	Section 6.6 (Goal 2) seeks to improve the level of service of the public transportation system. The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	
6.146	CONSIDER FREE SHUTTLES for some small areas, to attract tourist and locals as well, to travel to and fro along West Bay Road perhaps.	Q16	6.6 (Goal 2) indicates that alternative methods, such as tram, trolley or Bus Rapid Transit services will be considered and also 6.6 (Goal 4) seeks to encourage expanded use of public transportation by tourists. The concept of a free shuttle	Consider as part of Public Transportation Plan and SMB

			along West Bay Road could be considered both as part of the Public Transport Plan (6.6) and also the Seven Mile Beach Tourism Corridor Area Plan (5.1)	Tourism Corridor Area Plan
6.147	I'm a strong supporter of the bus system, and use it whenever I visit. One suggestion: OPEN UP THE AIRPORT TO BUSES, breaking the taxi monopoly. In "best" cities one can travel from downtown to airport and the opposite, quickly, cheaply and safely. Vancouver is tops because you are deposited inside the terminal.	Q16	6.6 (Goal 4) seeks to encourage use of public transport by tourists and refers to the need to focus on the airport, cruise port and hotel service. Additionally section 12.4 (Goal 1; Obj 1) seeks to provide improved transportation options to and from the airport and indicates that this should be part of the Comprehensive Transport Plan.	None
6.148	A proper public transportation system which is totally operated by CIG, and not the mini-bus system we currently have.	Q17	Section 6.6 (Goal 1) indicates the need to conduct a cost-benefit study to look at alternatives, including status quo, Government ownership and management, the establishment of a quasi-public transportation authority, or the development of a private-public partnership.	None
6.149	I would like to take the bus but it is so poorly organised and the routes are so indirect that it is pointless. There should be bus passes so that it doesn't cost so much.	Q19	Section 6.6 (Goal 2) seeks to improve the level of service of the public transportation system, which includes a review of routes in order to adequately service high-demand locations. In terms of costs, section 6.6 (Goal 1) indicates the need to develop a long-range public transportation improvement plan that, among other issues, evaluates routes schedules and fares.	None
6.150	A tram/trolley from George Town, along 7mile, up to West Bay is an excellent idea - it might also help reduce the number of drunk drivers.	Q20	Section 6.6 (Goal 2) acknowledges the need to extend bus hours to evening hours in order to help reduce drink driving. 6.6 (Goal 2) indicates that alternative methods, such as tram, trolley or Bus Rapid Transit services will be considered and also 6.6 (Goal 4) seeks to encourage expanded use of public transportation by tourists. The concept of a Tram / Trolley from George Town to West Bay could be considered both as part of the Public Transport Plan (6.6) and also the Seven Mile Beach Tourism Corridor Area Plan (5.1)	Consider as part of Public Transportation Plan and SMB Tourism Corridor Area Plan
6.151	Mandatory driver training (on a regular basis) and strict fines/penalties for those who are caught driving recklessly.	Q22	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.152	Use of a phone APP- similar to Uber, showing the rider where the next bus is -so they can guess how long it will take until it might reach their location would be ideal. More official bus stops. Maps in each bus and at each bus stop showing the ACTUAL routes the busses take. Bus tour map for each route posted online. Having the busses Actually take the route they are suppose to take. Having the buses space out in time (on occasion WB buses will be back to back)	Q23	Agreed. There is an opportunity for significantly enhanced information on timetables and bus location, potentially through a dedicated app / website. Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. References to the use of advancing technology can also be added.	Consider as part of Public Transportation Plan
6.153	Should be shuttles (free or subsidized) to carry employees to the major work developments of Camana Bay, Cricket Sq, Ritz/Westin/Regatta/Gov Sq/Kimpton, and Downtown - perhaps 1 system could be for all four (and more). I live in a populated area that the buses do not even run near. I would happily use a bus if there was one	Q25	Noted. Section 6.6 (Goals 2 and 3) acknowledge the need for public transportation to serve high-demand locations such as major employment centres, residential neighbourhoods and tourist attractions. The ownership / operation of any future public transport service would be considered as part of the Public Transportation Plan (section 6.6 Goal 1)	Consider as part of Public Transportation Plan
6.154	Bus drivers with better temperaments and more driver education.	Q36	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None

6.155	The public bus system in Cayman is dangerous, unclean, untimely, unfriendly and unregulated. They are a danger to other drivers on the road and impossible to rely on for timely transport for the working population.	Q38	Noted. The various objectives in section 6.6 of the NPF would seek to significantly improve the level of service of the public transport system to make it a viable option for residents and tourists.	None
6.156	Actually having dedicated bus stops and not having buses stop whenever a person wants.	Q39	Section 6.6 (Goal 2; Obj 1) indicates that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs	None
6.157	A more organized bus system with dedicated routes and an app to facilitate updates on timing as well as payment would go a long way to encouraging adoption by more residents. And meters on all taxis!!!!	Q41	Agreed. There is an opportunity for significantly enhanced information on timetables and bus location, and means of payment, potentially through a dedicated app / website. Please see proposed amendment above in response to comment 6.152 . Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including revisions to bus routes.	Consider as part of Public Transportation Plan
6.158	Safe, reliable drivers who never race or drive in a risky way.	Q45	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.159	Roads are only a bandage to our transportation problems. Well planned public transportation that can get you almost exactly where you need to go would reduce congestion. Public transportation should be tightly scheduled, have inter district buses and buses for morr localised routes, be comfortable, and safe.	Q46	Agreed. Section 6.6 (Goal 2) seeks to make improvements to the public transportation system that will make it an attractive alternative to the use of personal vehicles.	None
6.160	More routes and a strict schedule are the two biggest flaws for me. Upgrading the vehicles would also make them more approachable. At the moment the non-standardised buses are hard to recognise for a non-local and having the drivers honk at you is a bit confusing for most people. For example, I've heard female tourists say they thought the honking bus were men being inappropriate. Having a standardised look for all public buses with clear led signs saying the route number and where they are going would make the service look and feel more professional.	Q46	The Public Transportation Improvement Plan (Section 6.6, Goal 1) would evaluate the feasibility of different public transportation modes and vehicles, while section 6.6 (Goal 2) would revise routes and establish minimum standards for the time between buses.	None
6.161	Better/safer/ more courteous and knowlegeable drivers would be the biggest plus	Q48	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.162	Crazy Jamaican drivers... disaster waiting to happen. They are mostly thieves - both bus and the worse is the taxi Jamaican ... charging 35\$ for a 10\$ trip. Sad destroying us.	Q64	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.163	More planning needs to go into dealing with public transport in and out of the eastern districts	Q66	Noted. Section 6.6 (Goal 2) acknowledges that public transportation routes would need to be reviewed and that a demand survey is required to determine where service is most needed	None
6.164	Park and Ride is a must for George Town. Large parcel of land on the outskirts of GT with dependable, frequent bus transport to centralised depot.	Q74	The potential for Park and Ride facilities for George Town are referenced in section 6.5 (Goal 3) along with other possible parking solutions. These will be considered in more depth as part of the GT Parking masterplan and also the GT Area Plan (section 5.2) and the GT Revitalization Initiative	Consider as part of GT Parking Masterplan and GT Area Plan / Revitalization Initiative
6.165	Bus stops, bus stops, bus stops. Eastern traffic into and out of GT is dangerous because of Public Buses stopping anywhere there is a person on the side of the road to pickup and let off passengers anywhere they want to get off. It is a very unsafe practice.	Q74	Agreed. Section 6.6 (Goal 2; Obj 1) indicates that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs	None
6.166	From my observation, many bus stops are located in the direct sun. Also, bus stops	Q74	Agreed. Section 6.6 (Goal 2; Obj 1) indicates that public	None

	are plentiful heading up east, but fewer in locations where passengers congregate to head back down to Town.		transportation stops should be identified at key locations, including providing shelters and bus pull-outs . Section 6.6 (Goal 2, Obj 2) indicates that design standards are required for shelters, accessibility, pull-outs and transit centres.	
6.167	Public transportation needs to be a priority over additional parking and more roads, safe drivers operating safe vehicles and reliable timely transport with proper bus stops. Using electric buses to manage air quality and noise pollution.	Q77	Noted. Section 6.6 seeks to introduce measures which will improve the level of service and encourage increased public transportation usage. Electric buses would be considered as part of the Public Transportation Plan (section 6.6, Goal 1) which will evaluate the feasibility of different public transportation options.	None
6.168	Improved quality of bus vehicles (e.g. better air conditioning) - A/C isn't the problem, it is drivers driving on spare wheels and dangerous vehicles, and dangerous unsafe driving that needs to be a priority.	Q77	The training and behaviour of individual drivers and their vehicles would be the responsibility of the Public Transport Board.	None
6.169	For public transit, it has been suggested many times to have a tram system along west bay road or a more clear bus route.	Q79	6.6 (Goal 2) indicates that alternative methods, such as tram, trolley or Bus Rapid Transit services will be considered and this would form part of the Public Transport Plan (6.6) and also the Seven Mile Beach Tourism Corridor Area Plan (5.1)	Consider as part of Public Transportation Plan and SMB Tourism Corridor Area Plan
6.170	Proper public transport like the tube or Subway, obviously we can't do that, but we build everything with concrete and steel, why not build something over existing roads that has several stops in all districts	Q85	The costs of a major mass transit system are likely to be prohibitive, but the Public Transportation Plan (section 6.6, Goal 1) would seek to evaluate different public transport options and ensure that areas with high demand are adequately served by public transportation.	None
6.171	There is absolutely no reason as to why there isn't a proper public transport mechanism (such as an electric tram or proper buses) to move residents and visitors easily between the districts	Q87	Agreed. Section 6.6 seeks to improve the Public Transportation system to meet the community's long-term needs	None
6.172	Buses should continue till bar closing hours even if they are less frequent to reduce drink driving.	Q88	Section 6.6 (Goal 2) acknowledges the need to extend bus hours to evening hours in order to help reduce drink driving.	None
6.173	The current omnibus fares are reasonable.	Q95	Noted	None
6.174	For as long as everyone travels to GT/Camana Bay every day to work and/or drop off schoolchildren between 7-9 the traffic situation cannot improve without a solution that accommodates or penalizes the current traffic count. Carpooling and a very efficient "luxury" Public transportation solution with priority bus lanes and high occupancy car pooling would be an immense start without the need to widen roads or improve the basic road infrastructure.	Q97	Noted. Section 6.6 (Goal 1) acknowledges the need to reduce single occupancy vehicle trips by providing a convenient, reliable, accessible and comfortable alternative.	None
6.175	Develop a public bus service that is free of charge if you are leaving your car at home.	Q97	Various options for public transportation management and fares would be considered as part of the Public Transportation Plan (6.6, Goal 1)	Consider as part of Public Transportation Plan
6.176	designated pick up and drop off areas with proper road safety and courtesy training. stiff penalties for drivers that break laws and rules.	Q99	Section 6.6 (Goal 2; Obj 1) indicates that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs. The training and behaviour of individual drivers and their vehicles would be the responsibility of the Public Transport Board.	None
6.177	I guess the person who wrote this survey does not take buses. They are in the most part new and have AC. Bus shelters tend to be one side of the road only instead of matching pairs on both sides forcing this forces people to cross busy roads to get the	Q100	Noted. The location and design of bus shelters, along with a review of routes in order to serve high-demand locations, would be considered as part of the Public Transportation	None

	bus of get wet in the rainy season. Bigger bus shelters would be nice a busy locations but any bus shelter would be good a most places. The bus drops you off where you want to go along the route and most routes are \$2.00 so the shelters are only needed a main collection areas such as supermarkets, gas stations. A bus that goes past the Hospital and school would be good too. For park and Ride systems I suggest either the double decker (holds 90 people) or the Bedi-bus (holds 150 people) otherwise the current minivans provide a good service.		Plan (6.6, Goal 2). The mode and vehicle types would also be evaluated (6.6, goal 1).	
6.178	railroad for train :) from west bay to east end	Q107	The costs of a major mass transit system are likely to be prohibitive, but the Public Transportation Plan (section 6.6, Goal 1) would seek to evaluate different public transport options and ensure that areas with high demand are adequately served by public transportation.	None
6.179	Bus and taxi drivers that actually know and follow the rules of the road	Q145	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.180	Public Transport should be nationalised, any student attending any school in Cayman should be able to ride free on public transport with a student ID card. Buses should be uniform in colour and design,	Q147	Noted. The Public Transportation Plan (6.6, goal 1) would look at alternative ownership / management arrangements, along with fare structure. Section 6.6 (Goal 3) notes the need to increase bus options for schools.	Consider as part of Public Transportation Plan
6.181	surveys or complaints passengers may file if they have a problem on buses so that it can be dealt with	Q148	Noted. Section 6.6 (Goal 1) of the National Planning Framework seeks to provide a convenient, reliable and comfortable Public Transport service but the daily operation of the service would be responsibility of the Public Transport Board who would handle customer service and complaints.	None
6.182	a big contributor to persons not using the local bus is that there is not schedule where you can track the bus and know for "definate" that it will be there at a certain time. Additionally all the stops only slow down my journey and it would be better to eliminate 15 stops on a 20 minute drive and only pick up and drop off at identifies locations. Why not have larger buses with people allowed to stand so that a bus can carry 80ppl instead of the 15 seat vans and 28 seat coasters especially along the main routes. Create a PPP (similar to CUC) and allow all Caymanians to invest in buying the equipment which would also guarantee a reasonable rate of return. This way not only the busy routes get reliable service but the bus company can subsidize the less profitable routes while providing reliable service.	Q151	There is an opportunity for significantly enhanced information on timetables and bus location, potentially through a dedicated app / website. Please proposed amendment above in response to comment 6.152 . Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. 6.6 (Goal 1) also identifies the need to evaluate the feasibility of different public transportation modes and vehicles, as well as looking at alternative ownership and management arrangements.	Consider as part of Public Transportation Plan
6.183	Public transport should be government run and regulated to include larger vehicles, planned route times and wider routes.	Q154	Section 6.6 (Goal 1) indicates the need to conduct a cost-benefit study to look at alternatives, including status quo, Government ownership and management, the establishment of a quasi-public transportation authority, or the development of a private-public partnership. Vehicle type and routes would also be reviewed as part of the Public Transportation Plan.	None
6.184	The use of "public transport" as we do is a misnomer; we need to launch a proper public transport system. Proper public transport; not this private system that has improper enforcement and supervision	Q158	Agreed. Section 6.6 seeks to improve the Public Transportation system to meet the community's long-term needs	None
6.185	In order to make the public transport schemes work well there needs to be an increase in ability of the public transport conductors; if they do not drive well or safely people will not feel secure using them and would prefer to own their own vehicles in order to travel around the island.	Q183	Noted. Section 6.6 (Goal 1) of the National Planning Framework seeks to provide a convenient, reliable and comfortable Public Transport service. The training and behaviour of individual drivers would be the responsibility of	None

			the Public Transport Board.	
6.186	Public transport is seen as a low-income alternative to getting around.	Q192	Noted. Section 6.6 (Goal 2) seeks to make improvements to the public transportation system to make it an attractive alternative to the use of personal vehicles.	None
6.187	The bus drivers drive like crazy on cruise ship days. They are always in an unholy rush to get everywhere. One knocked down that lady doctor and killed her not long ago.	Q192	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.188	Better bus drivers - the current ones are complete jerks and drive like idiots. There has to be a way to weed out the bad drivers through a point system or something.	Q196	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.189	The buses need to stop allowing people to exit on a highway. Better transport options. The public transport is more of a taxi system than normal bus route. There needs to be established bus stops and bus times that can encourage more stability with using them. They need to be government owned and not owned by individual people. Give wages to the bus drivers instead of them working it like their own business.	Q199	Section 6.6 (Goal 1) indicates the need to review various ownership and management options, including Government ownership and management, the establishment of a quasi-public transportation authority, or the development of a private-public partnership. A review of bus stops and routes and establishment of minimum standards for time between buses would also form part of the Public Transportation Plan.	None
6.190	I and many others have no intention to use Public Transport	Q203	Noted. Section 6.6 seeks to introduce measures which will improve the level of service and encourage increased public transportation usage.	None
6.191	I feel if there were a schedule it would help cause then kids can tell there parents they are getting this bus at this place at this time making it better and then parents will know they are getting it at this time instead of waiting for who knows how long for a bus	Q220	There is an opportunity for significantly enhanced information on timetables and bus location, potentially through a dedicated app / website. Please proposed amendment above in response to comment 6.152 .	Consider as part of Public Transportation Plan
6.192	Bus drivers correctly educated on how to pull over to pick up passengers so i don't crash	Q223	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.193	appropriate spaces for buses to pull over so they do not obstruct the road	Q223	Agreed. Section 6.6 (Goal 2; Obj 1) indicates that public transportation stops should be identified at key locations, including providing shelters and bus pull-outs	None
6.194	Improvement in the quality of bus drivers, less abrasive & more welcoming!	Q228	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.195	Mini-buses or large buses should only have drivers who are responsible and civilized. These buses should not be parked overnight on the side of neighborhood streets or in private residential driveways.	Q230	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.196	Careful, and not reckless driving.	Q230	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.197	Quality of drivers, efficient and prompt service. And a island wide knowledge of times and routes for the bus services. Private sector could become involved to ensure services are capable for the demand of these quality public services.	Q235	There is an opportunity for significantly enhanced information on timetables and bus location, potentially through a dedicated app / website. Please proposed amendment above in response to comment 6.152 . Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. Section 6.6 (Goal 1) indicates the need to review various ownership and management options, including Government ownership and management, the establishment of a quasi-public transportation authority, or the development of a private-public partnership.	Consider as part of Public Transportation Plan
6.198	1. Proper "regulated" public transport system (not left to the wilds of the private bus	Q236	Section 6.6 (Goal 1) indicates the need to review various	None

	owners).		ownership and management options, including Government ownership and management, the establishment of a quasi-public transportation authority, or the development of a private-public partnership.	
6.199	We need (as of 10 years ago) a proper public transport system.	Q236	Agreed. Section 6.6 seeks to improve the Public Transportation system to meet the community's long-term needs	None
6.200	Scheduled routes and times would most likely encourage wider use of public transport. Also, professional drivers that follow the designated stops and times. Not ones that stop in the middle of the road and on corners obstructing drivers. I have no respect for the bus drivers and refuse to support them. I don't even let them out in traffic because they don't have respect for other drivers. I think bus drivers should be government employees - not individual savages that are scraping for income so stop every 5 seconds to get 2 dollars. This teaches the passenger not to gather at one stop but just to walk the least amount of time until the next bus is crossing where they are standing.	Q236	Noted. Section 6.6 seeks to review bus routes and stops as well as assessing various management and ownership arrangements.	None
6.201	We need a reliable, affordable public transit system throughout the Islands. This would greatly reduce the need for everyone to have their own car.	Q239	Agreed. Section 6.6 (Goal 2) seeks to make improvements to the public transportation system that will make it an attractive alternative to the use of personal vehicles.	None
6.202	I don't think island is big enough for trams and trolleys.	Q261	Noted. All options for public transportation modes and vehicles would be considered and evaluated as part of the Public Transportation Plan (section 6.6, Goal 1)	None
6.203	By far the most important is a MUCH more reliable, much more frequent (east & south of George Town) public transport system that actually covers the entire route without shortcuts etc. and extends to within easy walking distance of the various residential areas. Lanes dedicated to (and enforced for) public transport would encourage ridership if they ensured significantly faster transit times. School traffic needs to be made MUCH more efficient e.g. with frequent free or inexpensive shuttles running between "park & ride" parking centres (with suitable buildings for waiting on shuttles or on each other for the trip home) from which adults and students can each get to and from schools and the predominant office/commercial areas.	Q268	Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. Section 6.6 (Goal 1) also acknowledges that dedicated travel lanes may be required, and that this would be considered as part of the Public Transportation Plan	None
6.204	Enforcement of covering the entire route.	Q268	Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.205	Bus and taxi operators MUST learn to drive safely and follow traffic laws. The reckless driving and complete disregard for other drivers and pedestrians is the main reason I do not use public transportation.	Q270	The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	None
6.206	Public transport will only be successful if combined with shade, shelter, reliable, widely available and affordable transport.	Q271	Noted. Section 6.6 (Goal 1) acknowledges the need to reduce single occupancy vehicle trips by providing a convenient, reliable, accessible and comfortable alternative.	None
6.207	Have a system of cards like in the UK without the need for money transactions to pay for the trips. Also, enforce new routes to cover areas such as South Church Street, Walkers Road, North Side, Cayman Kai, East End. Introduce uber-like management of routes, requests, departure and arrival of buses and get buses to respect bus stops	Q271	There is an opportunity for significantly enhanced information on timetables and bus location, potentially through a dedicated app / website. Please proposed amendment above in response to comment 6.152 . Section	Consider as part of Public Transportation Plan

	and respect traffic laws, speed limit and respect other drivers..		6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. The training and behaviour of individual drivers would be the responsibility of the Public Transport Board.	
6.208	monorail system	Q273	The costs of a major mass transit system are likely to be prohibitive, but the Public Transportation Plan (section 6.6, Goal 1) would seek to evaluate different public transport options and ensure that areas with high demand are adequately served by public transportation.	None
6.209	Self driving buses (similar to a tram system but with less infrastructure) running on set routes from Hurleys round about through to Turtle farm in Westbay that are on a set schedule and are reliable	Q275	6.6 (Goal 2) indicates that alternative methods, such as tram, trolley or Bus Rapid Transit services will be considered and this would form part of the Public Transport Plan (6.6).	Consider as part of Public Transportation Plan and SMB Tourism Corridor Area Plan
6.210	Buses elsewhere in the world follow the same routes every day with a published routes and fairs, the buses are large and easy to get on and off of, they have video cameras for public safety.	Q275	Section 6.6 (Goal 2) identifies a number of improvements that could be made to the bus service, including the identification of designated bus stops, revisions to bus routes and establishing minimum standards for time between buses along major routes. Section 6.6 (Goal 1) acknowledges that the Public Transportation Plan would seek to evaluate different public transport options, including mode / vehicle types. Noted re. public safety and reference to this should be inserted in section 6.6.	None
6.211	Focus on pedestrian, cycling and public transport	Q275	Sections 6.6 and 6.7 of the NPF set out Goals and Objectives on these issues.	None
6.212	Encourage new technology public transport options such as self driving buses	Q275	The Public Transportation Plan (section 6.6, Goal 1) would seek to evaluate different public transport options, including mode / vehicle types, to ensure that areas with high demand are adequately served by public transportation.	Consider as part of Public Transportation Plan
6.213	My commute is very short so it's not really cost effective for me to use public transport. I do suggest that designated stops be implemented rather than stopping for anyone walking down the road.	Q278	Section 6.6 (Goal 2, Obj 1) seeks to improve the public transportation system and this includes the identification of stop, shelters and pull-outs at key locations	None
6.214	Buses need to be of designs that expedite passengers getting on and off. Many of the vehicles in use currently are not actually fit for this purpose.	Q279	Noted. Section 6.6 (Goal 1; Obj 1) indicates that as part of the Public Transportation Plan the feasibility of different transportation modes and vehicles would be evaluated	None
6.215	? typo 2017 ? re date of last transport data as 2007 number of buses etc	Q279	Noted. Section to be updated	None
6.216	Bus shelter at Countryside must be moved from directly in front of road junction. It reduces the road to one effective lane at a bottle neck.	Q279	Noted. Comment will be passed to the Public Transportation Board. In general, section 6.6 (Goal 2, Obj 1) seeks to improve the public transportation system and this includes a review of bus stops, shelters and pull-outs at key locations.	Forward comment to Public Transportation Board
6.217	Confidence that you can get transport at the time it says it will come is essential to encourage people out of their cars - they need to get to work on time - they need to get to an appointment on time. It is just too convenient to go by car.	Q280	Section 6.6 identifies a number of measures to improve the public transportation system, and provide a genuine alternative to the use of personal vehicles.	None

6.218	Improved public transport is the most important area that needs to be focused on. Proper, larger buses need to put into service as people would be more comfortable in using those rather than the vans currently operating. Look to Bermuda for inspiration. There also needs to be a system of proper bus stops with adequate intervals between stops that take consideration the population density of the area and also human factors, such as how far are people willing to walk to a stop.	Q297	Noted. Each of these suggested issues (vehicle type, location of stops and bus routes) will be reviewed as part of the Public Transportation Plan.	None
6.219	Better buses (see Bermuda). New routes such as down Savannah Newlands (hard to believe why this hasn't been done yet as it is a large residential community but requires you to walk to Countryside before you can catch a bus). Easier ways of paying, either by tokens or by tap and go type cards.	Q297	Agreed. Bus routes will be reviewed as part of the Public Transportation along with methods which provide more convenient means of payment (see response to comment 1.152 above)	Consider suggested route as part of Public Transportation Plan

6.7 BICYCLE / PEDESTRIAN FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.220	South Sound Road is identified as an area of high-pedestrian use. But Walkers Road has many more pedestrians than South Sound Road, because of the schools. I suggest therefore that Walkers Road would be the best place for a pilot project to add bicycle lanes and continued pedestrian pathways or a jogging trail so families living close to the schools extending up into Fairbanks can easily walk or bike to school. Similarly, there are many Windsor Park residents who could benefit from more accessible and safe walking or cycling routes. Key tourist or beach areas do seem to be the primary focus of the development plan and not the general community districts and I find this unacceptable. We need more community parks that include walk and bicycle paths, please. Landscaped parks are an essential part of well-being for all age groups; this is not given sufficient weight in the NPF.	W16A	Noted. The reference to South Sound Road in section 6.7 is an acknowledgement that this is one of many areas in Grand Cayman that has high pedestrian usage but with limited sidewalks. It is agreed that Walkers Road also has high pedestrian usage and so agree that this should be referenced in this section. Section 11 addresses community parks and introduces the Comprehensive Parks, Recreation and Open Spaces Plan, which will look to identify the Island's demands for parks and recreation spaces.	Consider as part of the relevant Area Plan (Inner Suburb)
6.221	Many children live close enough to a school that they should be able to cycle. Introduce safe cycle routes that lead directly to schools to encourage parents to allow their children to cycle to school – has many knock on benefits – reduce pollution, reduce traffic, improve fitness / general well-being of children, foster independence and confidence etc.	W17	Agree. Section 6.7 seeks to incorporate bike facilities into existing and planned roadway corridors. These can be look at in more detail during the preparation of Area Plans	Consider as part of the relevant Area Plans
6.222	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Bicycle / pedestrian facilities	W20	Noted	None
6.223	Make GT car free, with boardwalks on the Harbour.	W25	Pedestrian facilities and potential creation of pedestrian only routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
6.224	Hedges, or trees, on certain corners in GT by commercial business areas need to be kept cut low, and at least 12-15 feet away from the corner. Plants or hedges right behind a sidewalk is still an obstruction to traffic and should be planted a few feet	W29	Landscape maintenance is the responsibility of the individual landowner, although the NRA routinely checks on roadways to ensure that there is no obstruction to traffic. Section 6.7	Consider during preparation of

	away from the inside of the sidewalk to try avoid any accidents or fatalities.		(Goal 1; Obj 2) seeks to establish design standards for bicycle and pedestrian paths	Bike and Pedestrian Plan
6.225	The NRA recognizes that more of its projects for improving the arterial and collector road network must accommodate bicycles and facilities for pedestrians, especially at roundabouts (where feasible). It is also important to recognize that the various road classification serve different functions and purposes and that how specific needs of the various road users are provided will differ in design and specific details e.g. providing pedestrian facilities on the ETH will differ than Elgin Avenue or North Church Street. NRA is being much more pedestrian /bicycle conscious in its road designs. However, the Planning Department has a role to play as well insofar as enhancing NRA's on-road pedestrian/bicycle facilities with pedestrian/bicycle trails that dissect through larger planned area developments. The George Town Revitalization effort for example should include pedestrian and bicycle paths that short-cut existing roads and allow pedestrians and cyclists shorter and safer routes throughout the CBD.	W36	Noted. Reference to identifying opportunities for bicycle and pedestrian trails in PADS and Area Plans can be added to section 6.7	Consider during preparation of Area Plans and Bike and Pedestrian Plan, and also GT Revitalization Initiative
6.226	Dedicated walking/biking/running lanes on busy stretches of roadway, including safety barriers.	Q3	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. 6.7 (Goal 1; Obj 2) introduces the need for a master bike and pedestrian plan that includes design standards.	Consider during preparation of Bike and Pedestrian Plan
6.227	The design may vary, e.g., some may need actual pedestrian and cycle lanes, and vehicular shoulders, others may be able to accommodate one or more of the above overlaying one another, e.g., combined cycle & vehicular shoulders, with a separate sidewalk, or even all three combined in tertiary roads, but the space must be there. Also more shade trees along sidewalks is a must to encourage pedestrianisation.	Q4	6.7 (Goal 1; Obj 2) introduces the need for a master bike and pedestrian plan that includes design standards, which could include the planting of trees, where appropriate. It is anticipated that the requirements for individual roadways will be looked into in more detail during the preparation of Area Plans (section 5) and Corridor Plans (section 6.2).	Consider during preparation of Bike and Pedestrian Plan
6.228	We have a serious traffic problem in Cayman, which cannot be changed with the shape of the island, we need to be able to walk to work/school/amenities as the public transport service is so dire.	Q6	Agreed. A combination of an improved pedestrian / cycle environment and improved public transportation system will help to alleviate traffic congestion. In addition, the encouragement of mixed use developments (3.3 and 3.7) could reduce the requirement for individual journeys by private vehicle	None
6.229	All roads have been constructed for cars, but safety of cyclists and pedestrians is an afterthought and our roads are very dangerous.	Q8	Agreed. 6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible.	None
6.230	Biking, especially using electronic bikes to avoid sweating for professionals, should be encouraged.	Q10	6.7 (Goal 1; Obj 2) seeks to encourage employee shower and changing facilities in large employment centres to encourage cycling to work.	None
6.231	South Church Street all the way to the Hurley's roundabout should have sidewalks and/or bike lanes along the WHOLE ROAD. Too many people have been hit, killed or scared because of the reckless driving on such a small road. Also, the walls that come directly to the road should be taken down (eminent domain?) to ensure pedestrians and bikers are safe.	Q10	Section 6.7 seeks to map the location of existing sidewalks and identify ways to increase connectivity in high-pedestrian locations.	Consider as part of the relevant Area Plan (Inner Suburb)
6.232	Everyone should be safe when using roads in Cayman.	Q12	Agreed. 6.7 (Goal 1) is to ensure adequate and safe facilities for pedestrians and cyclists	None
6.233	Bike rentals for center of town with dedicated lane	Q13	The George Town Revitalization Initiative, and GT Area Plan, will consider the potential for dedicated cycle lanes in the downtown area. The provision of a bike rental facility in George Town would typically be offered by private	Consider as part of GT Area Plan / Revitalisation

			enterprise	Initiative
6.234	ALL OF DOWNTOWN and possibly the other "downtowns". Close off some streets -- create a pedestrian mall or three. CONVERT some small streets to pedestrian/bicycle/wheelchair routes only -- perhaps a permit for a resident to have a car, or a handicapped person. CONSIDER THE FUTURE OF PARIS which will have no cars downtown. So far, the best system here is the public bus system -- lightly regulated and inexpensive.	Q16	Pedestrian facilities and potential creation of pedestrian only routes will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalisation Initiative
6.235	Fully one-third of the workforce (blue and white collar) live within 3 miles of their work place. But fully 85% of the same workforce drive a car to work. The answer is French, but better implemented -- safe walking/biking paths together with disincentives for automobile use. 2. Cruise and other pedestrians should have a [boardwalk] along the harbourfront. This was a plan, but was scuppered. With the collaboration of Planning Dept. if I read the tealeaves correctly. In a freezing country I could bike my 3.5 miles to work six months of every year. Here? I'd compromise my life-span. Our islands are riddled with cars.	Q16	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. In addition, the Comprehensive Transportation Plan (section 6.1) would consider all modes of transportation, thereby offering an alternative to automobile use. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalization Initiative
6.236	I cycle everyday. Not only should roads and highways be improved to offer a safe lane for bikes. a campaign for safe road sharing, and safe bike riding is needed. Helmets should be mandatory,. lights from dusk to dawn, bikes should be traveling with traffic (Not facing into traffic) and should adhere to the rules of the road. Many folks will be not because "it is not safe here". improve safety, and you will increase bike use and improve the environment!	Q23	Agreed. PlanCayman seeks to enhance cycling / road safety through the physical infrastructure. Cycle safety campaigns would be undertaken by other stakeholders / interest groups.	Consider road safety as part of Comprehensive Transportation Plan
6.237	Pedestrianize harbour drive then create a better road system.	Q24	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalization Initiative
6.238	Practicality - I don't think it would be feasible to put lanes on ALL roads (though I would like it!)	Q25	Agreed. 6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. It is anticipated that the requirements for individual roadways will be looked into in more detail during the preparation of Area Plans.	None
6.239	EVERY road should have a SIDEWALK and BIKE lane. NO EXCUSE	Q28	Agreed. 6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways, where feasible.	None
6.240	Pavements - south sound road, walkers roads	Q33	Section 6.7 seeks to map the location of existing sidewalks and identify ways to increase connectivity in high-pedestrian locations.	Consider as part of the relevant Area Plan (Inner Suburb)
6.241	Footpath on Marina Drive is needed before someone is hurt	Q34	Section 6.7 seeks to map the location of existing sidewalks and identify ways to increase connectivity in high-pedestrian locations.	Consider as part of the relevant Area Plan (Inner Suburb)
6.242	SAFE bicycle lanes so people didn't fear riding a bike to work.	Q49	Agreed. 6.7 (Goal 1) is to ensure adequate and safe facilities for pedestrians and cyclists	None
6.243	Water front would benefit from at least one pedestrian over pass.	Q64	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalisation

				Initiative
6.244	Make GT pedestrian friendly.	Q74	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalisation Initiative
6.245	If we are trying to encourage fewer vehicles on the road, then we need cyclist lanes on secondary roads in the George Town district.	Q74	Agreed. 6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. It is anticipated that the requirements for individual roadways will be looked into in more detail during the preparation of Area Plans.	None
6.246	Primary arterial routes are usually the most efficient and direct routes- use them!	Q83	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways, where feasible.	None
6.247	PUBLIC roads should have everything needed to cater to the PUBLIC. The person walking or cycling matter just as much as the person in the car.	Q85	Agreed. The Comprehensive Transportation Plan (6.1) seeks to address all modes of transportation, which includes pedestrians and cyclists	None
6.248	Pedestrianize central George Town and don't build the Cruise Ship dock	Q86	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of GT Area Plan / Revitalization Initiative
6.249	George Town needs revitalisation- allow residential, pedestrian areas.	Q87	Noted. These issues will be considered in more detail during the preparation of the GT Area Plan	Consider as part of GT Area Plan / Revitalisation Initiative
6.250	Cayman is a perfect environment for greener forms of transport like cycling and the increasingly-popular e-scooters and longboards etc. It would simultaneously ease congestion, reduce traffic accidents, improve health and quality of life. But we NEED safe cycling routes. This would be the best use of government money in my mind. As a first step, planning the routes should be a priority. This worked with highways. They were planned decades ago, the land slowly acquired and finally construction when demand and finances allowed. This would at least prevent further development in key areas that might prevent safe cycle routes. With the new excellent highway parallel to West Bay Road, the traffic on that road needs a major rethink. Buses speed up and down the road stopping at random and overtaking in the turning lane. Sidewalks are narrow and often non-existent. The turning lane should go and be replaced by mini roundabouts that allow cars to turn and go the other way for access. Having two lanes instead of three (with proper bus stops) would allow much wider sidewalks, landscaping and cycle path. You should also consider making the section of WBR between Cimboco and Fidelity House one way. This is a horrible section for traffic and really there is no need for southbound traffic to take this route now that we have an excellent road past/through Camana Bay. Allowing northbound only traffic on that section would allow everything to flow much more smoothly and reduce the chaos and risk of accidents.	Q88	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. The pedestrian and cycle environment on West Bay Road will be assessed in more detail during the preparation of the SMB Tourism Corridor Area Plan (5.1) where improvements to the public realm will be a major consideration. The DoP will work closely with the NRA to seek improvements to this road corridor.	Consider as part of SMB Tourism Corridor Area Plan
6.251	Rethink the priority of cars over the pedestrian. Walkable communities.	Q97	PlanCayman seeks to encourage walkable communities by encouraging improved pedestrian environments (6.7) and also by encouraging mixed use developments (3.3 and 3.7) which could reduce the requirement for individual journeys	None

			by private vehicle	
6.252	in areas like Bodden Town which should have a Historic Overlay zoning. Make the by pass the principal highway so that shoreline and village of Bodden Town can develop as a local community with boutique style accommodations, local stores and prioritize walkability or bicycle means of transport. Same for Cayman Kai and Rum Point.	Q97	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways, where feasible. These will be assessed in more detail during the preparation of Area Plans	Consider as part of the relevant Area Plan (Outer Suburb)
6.253	The dangerous locations and routes are well known. Ask any cyclist, runner or walker where they are and resolve the issue.	Q97	Noted. It is anticipated that the requirements for individual roadways, and opportunities for enhancements to the pedestrian environment, will be considered during the preparation of Area Plans, at which point members of the public will be invited to contribute and input into the process.	None
6.254	sidewalks for all developments including residential	Q97	Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	None
6.255	If you have development on both sides of the road people like water will take the shortest route even it is risky. There will be a death at Caymana Bay as they try and cross the 6 lane road to get to SMB / old cinema area instead of walking a mile around via dart hill route it only a matter of time. There should be a bridge installed there with lifts at both ends as the Hyatt was required to do a decade before. Tourists like to walk in the warm evening air to Restaurants just look on SMB. The prime minster is a cyclist.	Q100	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. The pedestrian and cycle environment on West Bay Road will be assessed in more detail during the preparation of the SMB Tourism Corridor Area Plan (5.1) where improvements to the public realm will be a major consideration. The DoP will work closely with the NRA to seek improvements to this road corridor.	Consider as part of SMB Tourism Corridor Area Plan
6.256	Better sidewalks in areas other than Town	Q139	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans.	None
6.257	Walk ways are important, especially on Tibbets Highway (by the dump) to improve safety	Q141	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans.	Consider as part of the relevant Area Plan
6.258	Basically everywhere because people feel safe everywhere and then they will start to use bicycles and walk	Q141	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways, where feasible.	None
6.259	Instead of 300 million for a dock that will make everything worse, how about installing SIDEWALKS on roads like South Church Street, along the front of GeorgeTown, throughout communities where people have to walk in the street and in puddles of water and more. Call on easements and get them made. Add bicycle lanes virtually everywhere!!	Q143	6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. Pedestrian facilities in GT will be considered as part of the GT Revitalization Initiative and the GT Area Plan	Consider as part of the relevant Area Plans (GT and Inner Suburb)
6.260	Consistency with the pedestrian crossing designs.	Q147	6.7 (Goal 1, Obj 2) introduces the need for a master bike and pedestrian plan that includes elements such as design standards	None

6.261	Pedestrian air bridges on Seven Mile Beach area	Q147	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. The pedestrian and cycle environment on West Bay Road will be assessed in more detail during the preparation of the SMB Tourism Corridor Area Plan (5.1) where improvements to the public realm will be a major consideration. The DoP will work closely with the NRA to seek improvements to this road corridor.	Consider as part of SMB Tourism Corridor Area Plan
6.262	[Facilities for pedestrians and cyclists] on and close to roundabouts.	Q148	6.7 (Goal 1, Obj 1) notes that pedestrian crossing improvements should be installed in high pedestrian traffic areas and at key points along highways and major roads.	None
6.263	[All public roads and highways having facilities for pedestrians and cyclists] Although this is an answer to the long term it one that is important as pedestrians use all roads.	Q152	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways, where feasible.	None
6.264	You can't have these on dual carriage ways. The pedestrian crossings currently in place are responsible for queues because pedestrians can trigger flashing lights for motorists to stop immediately they press the button. This is fine at most times but on busy roads such crossings cause queues because there is no gap between one pedestrian pressing the button and the next one pressing the button so that the crossing can be continuously in use for extended times	Q153	Noted. 6.7 (Goal 1, Obj 1) notes that pedestrian crossing improvements should be installed in high pedestrian traffic areas and at key points along highways and major roads. The exact design of these, and how they impact vehicular traffic will be determined in dialogue with the NRA	None
6.265	[Facilities for pedestrians and cyclists] Only Seven mile beach	Q154	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. The pedestrian and cycle environment on West Bay Road will be assessed in more detail during the preparation of the SMB Tourism Corridor Area Plan (5.1) where improvements to the public realm will be a major consideration. The DoP will work closely with the NRA to seek improvements to this road corridor.	Consider as part of SMB Tourism Corridor Area Plan
6.266	Change the current ped crossings we now have; the lights should not flash immediately indicating safe crossing; it should become red;	Q158	6.7 (Goal 1, Obj 2) introduces the need for a master bike and pedestrian plan that includes elements such as design standards. This would include the detailed design of crossings, which are likely to vary depending on location and level of traffic flow.	None
6.267	Bicyclists are really not safe on these roads. Look what happened the other day. And that was at 7:30 AM in the morning.	Q192	Agreed. PlanCayman seeks to enhance cycling / road safety through the physical infrastructure. Cycle safety campaigns would be undertaken by other stakeholders / interest groups.	Consider road safety as part of Comprehensive Transportation Plan

6.268	Highways are completely inappropriate choice for pedestrians and cyclists. The culture of Cayman is to drive at higher speeds with no concern for pedestrians and cyclists. The nature of highways is a straight (ish) road with no need to slow down because of crossings and/or cyclists. Pedestrian crossings are definitely needed because the island is difficult to be a pedestrian. This needs a lot of thought and consideration as I do not see a simple solution to this problem. New developments of roads needs to be heavily considered as pedestrian crossings are inappropriate once highways are built.	Q199	6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. 6.7 (Goal 1, Obj 1) notes that pedestrian crossing improvements should be installed in high pedestrian traffic areas and at key points along highways and major roads. The exact design of these, and how they impact vehicular traffic will be determined in dialogue with the NRA	None
6.269	[facilities for pedestrians and cyclists on primary arterial routes] resources not available for other routes	Q203	The availability of resources for pedestrian and cycle facilities will be determined in due course, potentially through the implementation / review of the Infrastructure Fund (7.1)	None
6.270	There are too many hit and runs (deaths) that could be avoided with crosswalks	Q223	Agreed. 6.7 (Goal 1) is to ensure adequate and safe facilities for pedestrians and cyclists and 6.7 (Goal 1, Obj 1) notes that pedestrian crossing improvements should be installed in high pedestrian traffic areas and at key points along highways and major roads.	None
6.271	it should be a priority on all roads that pedestrians and cyclists have a dedicated and safe transport route	Q225	Section 6.7 seeks to incorporate bike and pedestrian facilities into existing and planned roadway corridors.	None
6.272	I came in 1991. The WB Rd was redone not long after. Didn't even bother to put in bicycle lanes. Since then how many more new roads and NO bicycle lanes. Because cars are such a status symbol in Cayman. I learned that quickly. I always said that if I won the lottery (we all know this game) I would quit my job and my new job would be buying up the edges of properties throughout South Sound to build bicycle and walking paths. (and replacing the likkle walls) Anonymously of course. Build it and they will come. These wide paths are all over the island of Martha's Vineyard and are always packed. (Not even 6ft wide wasn't wide enough)	Q227	6.7 (Goal 1; Obj 1) seeks to map the location of existing sidewalks and identify a plan to increase connectivity, focusing on key tourist and other high-pedestrian usage areas (such as South Sound Road), as well as locations where there are only minor gaps in an otherwise continuous bike path or sidewalk.	None
6.273	Connectivity is also important to not only housing but the development of the island. This incorporates having pavements and sustainable living spaces with the environment and a developing cities. Pavements will encourage connectivity and sustainability for the environment, connectivity to other developments, and sustainable transportation to limit motorized traffic.	Q235	Agreed. 6.7 (Goal 1) is to ensure adequate and safe facilities for pedestrians and cyclists	None
6.274	Pavements/boardwalks/car free zones are a key asset of this island because not only does it help the environment, encourage healthy lifestyles, and reduce the CO2 emissions from cars, but it also prevents public spending on more roads which increases the risk of motorized deaths and encourages more cars (illegal cars too) to be on the roads.	Q235	Noted. 6.7 seeks to provide the necessary bike and pedestrian facilities to encourage members of the public to walk and cycle more often and more safely.	None
6.275	EVERY single road, path, motorway should have at least a RAISED pavement, cycle lane CLEARLY marked and a hard shoulder that is distinguished between the so called "cycle lanes" which these lanes are shared by cars, runners and sometimes overgrown bushes too. Our roads are NOT that long in distance; therefore, it is no question that these roads should accomadate all people. Not only should commuting for everyone be safer, but there should be alternatives than the road such as a car-free run/walking loop or boardwalk.	Q235	6.7 (Goal 1; Obj 1) seeks to add bike and pedestrian facilities to existing major roadways where feasible. 6.7 (Goal 1; Obj 2) introduces the need for a master bike and pedestrian plan that includes design standards.	Consider during preparation of Bike and Pedestrian Plan

6.276	How can we become further involved? Is there anything that I can (or with a group) do to help take actions towards improving safety on roads, and/or implement car free running/walking loops. My friend and I , as avid runners, have already reached out to numerous running/cycling communities around the island about their ideas on road safety and motorized free areas to run/walk, and we had a meeting at Dart about our idea, but no further update. Do you have any advice as to what information I would need to present to a private entity or government group to make this action happen. Thank you, and I appreciate this work that is being done.	Q235	It is anticipated that the requirements for individual roadways, and opportunities for enhancements to the pedestrian environment, will be considered during the preparation of Area Plans, at which point members of the public will be invited to contribute and input into the process. The NPF acknowledges the need for safe pedestrian and cycle routes and indicates in section 11 that the Comprehensive Parks, Recreation and Open Spaces Plan should consider running, walking and cycling paths. In addition, it is noted that a park system should be developed which is linked by foot and bike paths. When the DoP is preparing these relevant plans further contact will be made to gather input and suggestions, wherever possible.	None
6.277	I don't recall too many places in the world that has pedestrian crossings on primary highways. There needs to be a better solution for these. Pedestrian bridges for example. We should not have tragedies of pedestrians getting killed trying to cross a 2 lane 40mph highway because they have no other alternative.	Q236	Noted. 6.7 (Goal 1, Obj 1) notes that pedestrian crossing improvements should be installed in high pedestrian traffic areas and at key points along highways and major roads. The exact design of these, and how they impact vehicular traffic will be determined in dialogue with the NRA	None
6.278	[New Housing Development] Mandatory sidewalks would be welcome.	Q239	Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	None
6.279	[Facilities for pedestrians and cyclists] GT and West Bay Rd	Q248	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans.	Consider as part of the relevant Area Plans (GT and SMB Tourism Corridor)
6.280	Make it safer for pedestrians to walk from place to place	Q261	Noted. This is the primary goal of 6.7	None
6.281	I'd like to highlight the need for safe dedicated routes and crossings for pedestrians and cyclists	Q264	Noted. 6.7 seeks to provide the necessary bike and pedestrian facilities to encourage members of the public to walk and cycle more often and more safely.	None
6.282	You are already late in considering this. See the newest roundabouts such as the ones near the Kimpton hotel, near the airport, the ALT roundabout and majority of others..... no consideration whatsoever was given to pedestrians.... are you going to retrofit all of them? Also, please pass laws to have pavements everywhere - including in locally owned houses, where owners built their walls to the very edge of the roads, leaving no space whatsoever to pedestrians and cyclists. Please pass laws that if either a hurricane, national disaster or road accidents destroy a private wall, the owner cannot rebuild so close to the road, but it is forced to build allowing for pedestrian pavement.	Q271	Section 6.7 (Goal 1) of the NPF seeks to add bike and pedestrian facilities to existing major roadways where feasible. This includes adding pedestrian crossing improvements for high-pedestrian traffic areas and at key points along highways and major roads. Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	

6.283	Start with Primary arterial routes and highways and increase to all roads - a footpath atleast on one side of the road on all roads should be the goal	Q275	Section 6.7 (Goal 1) suggests an approach of mapping the location of existing sidewalks and identifying a plan to increase connectivity, focusing on key tourist and other high-pedestrian usage areas. This will be approached through the Area Plan process.	None
6.284	Focus on pedestrian, cycling and public transport	Q275	Sections 6.6 and 6.7 of the NPF set out Goals and Objectives on these issues.	None
6.285	Allowing a residential development on South Sound Road to avoid installing a footpath whilst all the surrounding condos have them should not have been allowed and new regs should ensure that this is corrected.	Q279	Sidewalks can be required by Central Planning Authority by condition of planning approval. The preparation of Area Plans will enable this issue to be considered in more detail as it is acknowledged that different parts of the island have different requirements / suitability for the pedestrian environment.	None
6.286	With the new 4 lane roads there needs to be a better system of crossings for pedestrians, such as building overpasses. Otherwise, they are at the mercy of speeding traffic. And plant as many shade trees along sidewalks as possible.	Q297	It is anticipated that the requirements for individual roadways will be looked into in more detail during the preparation of Area Plans but section 6.7 (Goal 1; Obj 1) seeks to install pedestrian crossing improvements in high pedestrian usage areas and at key points along highways and major roads. 6.7 (Goal 1; Obj 2) introduces the need for a master bike and pedestrian plan that includes design standards, which could include the planting of trees, where appropriate.	Consider during preparation of Area Plans and Bike and Pedestrian Plan
6.287	All road should have proper sidewalks/pavements for pedestrians. West Bay Road in particular needs wider sidewalks where no less than 3 persons should comfortably be able to walk side by side, such as the sidewalks beneath the new Dart tunnel. All roads should allow by bicycle use.	Q297	Noted. 6.7 (Goal 1) seeks to provide safe facilities and routes for pedestrians and cyclists and it is anticipated that the requirements for individual roadways will be considered during the preparation of Area Plans. The pedestrian and cycle environment on West Bay Road will be assessed in more detail during the preparation of the SMB Tourism Corridor Area Plan (5.1).	Consider as part of SMB Tourism Corridor Area Plan
6.288	All public roads need to be made safer for pedestrians and cyclists.	Q318	Noted. 6.7 seeks to provide the necessary bike and pedestrian facilities to encourage members of the public to walk and cycle more often and more safely.	None

6.8 WATER TAXI. FERRIES AND TENDERS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.289	What feasibility study has been done to see whether residents would actually use this service? We have variable weather, some people are not comfortable on water crafts and how cost effective or reliable would this service be? So if the concept is proposed to simply alleviate tourist traffic there should first be an overall Tourism Plan to marry with the NPF- somewhat cart before the horse scenario.	W16A	At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work is required to assess to viability of such a service.	None
6.290	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Examine the feasibility of establishing a water taxi commuting service	W20	Noted	None
6.291	Emphasis should also be made on upgrading the quality, routes and frequency of the existing public transportation, in addition to exploring the provision of a water taxi system.	W23	Agreed. Section 6.6 seeks to improve the level of service of the public transportation system.	None

6.292	We need boat licences for driving boat – high traffic for unlicensed drivers is very dangerous in addition to the heavy drinking and boating experienced here.	W24	It is anticipated that any future ferry service would be regulated, with licensed and qualified ferry pilots.	None
6.293	Limited utility, limited 'ports', more expensive vehicles than minibusses (both to purchase and to operate), more weather dependent, higher loss of life potential & liability (given news stories from other places anyway). MAYBE an alternative for the sister islands over CAL-Express. A combined vehicle/person/cargo sea route between the three islands MAY be efficient and effective. But it would require a big rethink of their tourism and general development plans and raises the weather reliability/risk issues noted above. Ferry and CAL would just be a double waste of money, but ferry to replace CAL might be effective.	Q4	At this stage it is acknowledged within 6.8 (Goal 1) 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.	Consider as part of feasibility work
6.294	They all look less efficient than running a minibus along those routes. A - may be the only viable option, given the limited road corridor along SMB. B - weather limitations C/D/E - limited ride numbers vs cost/utility - E is best option as the subsequent bus/car route would be (generally) against the flow of rush-hour traffic. What about the Sister Islands? isn't this a National development plan?	Q4	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes. Ferry routes in the Sister Islands could be considered as part of the feasibility work.	Consider as part of feasibility work
6.295	OMG YES!!! Said so in the last survey. Definitely not out of the North Sound - too rough. Consider all the low income people stuck miles away from Shamrock Road, how about a pick-up from end of Hirst Road to GT, Camana Bay and Safehaven?	Q6	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.296	Governors Beach - George Town Governors Beach - Cayman Kai	Q7	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.297	Never thought of that, but how does that work for me to get from Savannah to George Town. Is this practical and possible with our weather	Q8	At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.298	The route of the ferry is very important. If it can bring people from one side of the island to the other in a quick timeframe and drop them close to where they need to be, it would work well.	Q10	Noted	None
6.299	Leave it to private enterprise, if at all. Give it a nudge through business development incentives perhaps, but otherwise -- hands off. [Ferry Routes] No opinion. People are going to take their cars anyway, since public policy has favored automobile travel from the day of the "deuce" or '32 Ford.	Q16	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.300	All are a great idea - but once you get dropped off you'll still need a car to get where you're going - so, not really helpful unless it's integrated into a reliable bus/trolley system - which you can use the same pass/payment method for, discounts for students/seniors, month/year passes, top-up options, visitor passes, etc.	Q20	Agreed. 6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities. Agree that methods of payment should be integrated with other forms of public transport. This would be determined at a later date.	None
6.301	Newlands to GT Barcadere & Camana Bay	Q21	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.302	I think it is a great alternative to try and open up options for those living way out in either direction, but my thoughts are that it would be too costly for the number of people that would actually engage with the service on a regular basis.	Q22	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None

6.303	Ferry from Grand Harbor across to Camana Bay then up to Gov Harbour and then Morgans Harbor	Q23	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.304	Combining alternative forms of transportation, to substitute car trips. E.g. bicycle and bus or ferry would provide a realistic and relevant alternative for many car commuters, who can preserve the individual transport solution, while also travelling in a way that is friendlier to the environment.	Q27	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes and that it would need to be incorporated within the Comprehensive Transportation Plan (6.1).	None
6.305	Encourage access to interconnect with high urban density areas, historical landmarks, tourists attractions and marinas with subsidy opportunities.	Q27	Noted. It is acknowledged that feasibility work is required in potential routes.	None
6.306	Non starter We need to deal with the congestion on the road. LOOK to Bermuda and One car per household. Too many cars on the road. too many BAD drivers	Q28	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes. Section 6 of the NPF sets out various objectives which would seek to reduce congestion in Grand Cayman.	None
6.307	Ferry would be fun but not work as mode of commuting.	Q28	At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.308	Yes, as a public transport facility	Q29	Noted.	None
6.309	Why is East End not on here? A public ferry service anywhere in North Sound should be highly discouraged.	Q29	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes. Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.310	Prospect or savannah to Camana Bay / GTYC with shuttle to GT	Q34	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.311	East end to rum point as further connection to routes CDE. East end to bodden town with connections to B	Q36	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.312	West Bay --- Grand Harbour	Q39	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.313	Need to work in tandem with bus routes / bus stops.	Q45	Agreed. 6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.314	If incorporated with a park and ride service, I can see how a ferries might be useful.	Q46	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.315	Ferry service would have to be combined with better in town public transport as well for those commuting by boat from outer districts.	Q62	Agreed. 6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None

6.316	Dam madness I know this could never be a sane Caymanian thinking up this madness.	Q64	At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.317	Little Cayman to Brac also	Q69	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.318	Passenger ferries definitely. As long as there is a convenient, safe area to park one's vehicle at both ends of the route. And then a reliable means of public transportation to get to where you are heading. Bicycles would work as well. However, a car ferry service from Cayman Kai to GT and West Bay peninsula should be explored. The draft of a small Bow Lander is 1.2 metres and a larger LCT Car Ferry draft is 1.6 metres. Here is a web site; seaboats.net, then click on commercial vessels, then passenger. Obviously, a study would need to be done EIA, etc and whether or not drivers would use the ferry. It would alleviate some road congestion and save lives by not having to travel 45 minutes each way by road and risk an accident. Just a thought.	Q74	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services, and potential routes and infrastructure would be part of this. It is acknowledged that a ferry service should be combined with park and ride facilities. Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.319	Savannah/Newlands to GT Barcadere. Savannah is a very fast growing community with convenient North Sound access down Hirst Road. Build a large parking lot on nearby vacant land near the late Mr. Hubert Bodden's North Sound development site? Provide frequent public transport from GT Barcadere to downtown and beyond.	Q74	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.320	We need boat licences for driving boats – high traffic for unlicensed drivers is very dangerous.	Q77	This issue is outside the scope of PlanCayman	None
6.321	There are obvious routes that need investigating for water-taxis	Q83	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes	None
6.322	I don't think there is much likelihood that a ferry service aimed at commuters would be commercially viable.	Q86	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.323	If affordable, reliable, and responsibly operated/designed, this would be good- but needs to be accommodated by improved pedestrian/cycle access so once on one side, less of a need to drive.	Q87	Agreed. A reference to pedestrian / cycle facilities can be added to section 6.8.	Consider pedestrian / cycle facilities during feasibility work on ferry routes
6.324	Grand Cayman to Sister Islands and back!	Q88	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.325	This would help to alleviate road traffic congestion if there is adequate promotion, uptake and reliability of this service.	Q95	At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None

6.326	But only if it is proven to be quicker and more convenient. Only it is part of an onland service that then carries you beyond the ferry terminal	Q97	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.327	A - has good roads not going to work B- too slow better with park and ride and finish the Ironwood road as 4 lanes C/D/E who would use this there less than 1000 people in North side plus there is already a tourist ferry on this route	Q100	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes	None
6.328	the water taxi service from camana bay to caibo works well	Q112	Agreed, although the existing Kaibo ferry is not currently designed with adequate requirements for commuter / park and ride facilities	None
6.329	Not E as it is used for sailing and tubing and various other sports.	Q112	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes	None
6.330	west bay to east end	Q113	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.331	savanah to george town	Q133	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.332	Better for enviroment and faster	Q141	Noted	None
6.333	This is not practical for working population. However would be great to have a service to Cayman Brac and Little Cayman and also between the two sister islands.	Q147	As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes. Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.334	transport or trolley from drop off area to access in town.	Q148	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.335	It would have to be done in conjunction with proper Public Transport Depots for persons coming from the East.	Q151	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.336	The key words here are "should be explored" and the research should be brought back for the public's input.	Q152	Agreed. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. The outcomes of the feasibility work will be made available to the public in due course	None
6.337	Faster to drive in Route A and B	Q154	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.338	The cost, maintenance and possible water pollution may prove prohibitive	Q158	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None

6.339	this is impractical, expensive and still would (in most cases) require the use of a car as it is unlikely that all passengers' destinations are directly by a shore or port.	Q174	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes. 6.8 (Goal 1) also acknowledges that water taxi commuter services may be combined with park and ride facilities	None
6.340	Grand Harbour Hurleys - Camana Bay	Q181	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.341	It doesn't seem that there are enough viable locations for it to be an effective alternative.	Q183	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.342	Can not rely on it in bad weather, and can only access it from certain areas of the Island	Q193	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.343	wherever possible it is one of the most practical suggestions in entire plan	Q204	Noted.	None
6.344	We have high speed "highways" that persons can commute at reasonable speeds even during rush hour approx. 20MPH. Ferry's are costly and will not be used during times of rain, norwester, cool weather etc...they will run empty. Ferry's work when congestion is great on the roads and speed limits are slow thus increasing travel time by 50%. They would be convenient at times and for some, but I don't see it as a viable option that most locals would utilize.	Q228	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.345	We also need to encourage "water taxi's", for example from West Bay to George Town, and from Rum Point to Camana Bay or the G.T. Baccadere.	Q230	Noted. These routes are included in the indicative ferry routes within the NPF survey	None
6.346	Maybe incorporate some other than Kaibo... Grand Harbour could be used as a stop to pick up and drop off, so that traffic from Prospect to Camana Bay is reduced..	Q235	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.347	This has to be in addition to a hop-on, hop-off tram system though so that if people want to leave their car on the other side of the island they have to option to and have further mean to get to their destination if they don't want to drive at the other end. I envision this working like how trains system in North America work. You can park on one end - take the train/ferry to the other side. Passengers could buy passes or one off tickets to ride	Q236	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.348	There needs to be several options in order for it to work. People can then choose the most suitable for their needs.	Q236	6.8 (Goal 1) indicates that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.349	it should be available to people who like to use the ferry.	Q261	Noted.	None
6.350	Need a better route for B	Q261	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes	None
6.351	Bodden Town - George Town should be done by bus/ferry route via points in the North Sound - the waters on south side of Grand Cayman are probably typically too rough for a fast ferry route.	Q268	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work

6.352	not in marine parks, replenishment zones, otherwise we unclog roads but kill all marine life.	Q271	Noted. The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes and a range of issues, including environmental impact, would be part of this.	None
6.353	combined with park and ride	Q273	6.8 (Goal 1) includes an action to evaluate the feasibility of a water taxi commuter services combined with park and ride facilities	None
6.354	Need other departure points from Prospect and Northside along North Sound	Q273	Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.355	Would likely be more successful it is a car ferry enabling onward journey instead of park and ride.	Q275	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes, and this would include an assessment of ferry types and their respective costs / suitability.	None
6.356	Cannot see how a ferry to Bodden Town would have any benefit for local commuters. This could only serve a tourism product, which to be economically feasible would need to be on a scale that is completely contrary to the style of eco-tourism that is being undertaken in Bodden Town. I would object to such a ferry operation.	Q279	The suggested ferry routes within the NPF survey are merely indicative in order to generate comments and suggestions. As indicated in 6.8 (Goal 1), feasibility work would be required to assess the potential for water taxi commuter services and potential routes	None
6.357	I don't think this will have any impact on the majority of residents	Q280	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None
6.358	Too costly and not practical.	Q284	Noted. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work is required to assess to viability of such a service.	None
6.359	Routes D and E make to most sense for people from North Side giving that Town and Seven Mile Beach area would be the most desired destinations for most people. Route A is also sensible but highly dependent on weather conditions. Other routes could be from the canals of Prospect/Red Bay/Savannah Newlands to Airport.GT Barcardere and Camana Bay. All routes of course also depend on transport from the ferry stations to intended destinations so new public transport routes will be needed.	Q297	Agreed. Section 6.8 acknowledges water taxi commuter services would need to be combined with park and ride facilities. Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work
6.360	I do not see how it will relieve any of the real traffic problems. It would be a novelty and waste of money.	Q305	Noted. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work is required to assess to viability of such a service.	None
6.361	A & B are the only ones that might make sense. C, D & E are none-sense. The only North Sound routes that would be useful to residents commuting is Newlands to airport/Barcardere & Newlands to Camana Bay. And of course for any ferry service to work you would have to have a top notch modern efficient on time and comfortable public transport system to connect the people to (buses etc).	Q305	Noted. Section 6.8 acknowledges water taxi commuter services would need to be combined with park and ride facilities. Additional suggested routes can be considered and assessed for their feasibility.	Consider as part of feasibility work

6.362	Will negatively impact the marine environment and we should avoid.	Q306	Noted. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work, including environmental considerations, is required to assess to viability of such a service.	None
6.363	More air and sea pollution	Q317	Noted. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work, including environmental considerations, is required to assess to viability of such a service.	None
6.364	Some people may come to use this but it will not be safe in bad weather.	Q318	Noted. At this stage the NPF is merely exploring the potential of water taxis / ferries in Grand Cayman as an alternative to car commuting. It is acknowledged that significant feasibility work, including weather and sea state considerations, is required to assess to viability of such a service.	None
6.365	There is not enough persons coming to Town or SMB from eastern districts.	Q319	Noted. At this stage it is acknowledged within 6.8 (Goal 1) that feasibility work is required to assess the potential for water taxi commuter services and potential routes	None

6.9 SEA PORTS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.366	It is presumed that Goal 1 would be developed in consultation with the Port Authority.	W9	Yes. Appendix 1 to be updated accordingly.	None
6.367	Goal 2 should acknowledge the Coastal Works Permit process.	W9	It is noted in section 3.10 that there is potential for the Coastal Works permit process to be modified in future, subject to further discussions with relevant stakeholders, and so the existing wording in section 6.9, referring to the need to establish policies and procedures to review marine development projects is considered to be consistent with this	None

6.368	In order to prepare for the long-term needs of port facilities for the island the NFP calls for a master development plan not only for the port facilities but also for associated transport and movement of goods. Without the necessary master plan it is arguably pre-mature for any administration to be considering moving ahead with the current proposed expansion of the cargo and cruise project without this vital component having been completed.	W16A	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, as required. These will be considered during the preparation of Area Plans. NPF to be amended to reflect this. Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
6.369	6.9 Seaports – Goal 1. Objective 1 NTCI supports development of a master plan for future seaport needs. Council notes that in this regard therefore, the current George Town cruise port extension proposal may be potentially premature, and so would encourage the Cayman Government to defer any decision making on this project until this strategic approach exercise is completed. An independent and updated EIA should be conducted with the utmost urgency if the environmental sustainability goal is to be followed.	W19	It is considered that rather than a masterplan, the Development Plan should focus identified sites for the provision of all required marine facilities and infrastructure. It is proposed to amend section 6.9 accordingly (please see response to comment 6.368 above)	None
6.370	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Sea Ports	W20	Noted.	None
6.371	Objective 1 – The RSPB supports development of a masterplan for future seaport needs. We note that the current George Town cruise berthing facility proposal is premature of this strategic process, and so we would encourage the Cayman Government to defer any decision making on this project until this strategic approach is completed.	W21	It is considered that rather than a masterplan, the Development Plan should focus identified sites for the provision of all required marine facilities and infrastructure. It is proposed to amend section 6.9 accordingly (please see response to comment 6.368 above)	None
6.372	In section 3.4 and 6.9 the addition of a Liquid Fuel Terminal Zone and the desire for a future Liquefied Natural Gas import port to reduce greenhouse gases and stabilise electricity prices should be considered. The existing Jackson Point fuel facility is a valuable asset to the island and should be zoned accordingly to protect it and facilitate its future development. If its future development cannot be protected through zoning, then alternative locations should be zoned to support Cayman's future energy requirements. In order to support government policy on reducing greenhouse gas emissions, the National Planning Framework should enable Liquefied Natural Gas facilities to be included in an existing Liquid Fuel Terminal Zone and any future alternative locations.	W22	Noted. The existing Jackson Point fuel facility is acknowledged as being an important infrastructure asset to the island and, in conjunction with section 7.9, the NPF seeks to ensure that there are adequate bulk fuel storage facilities to meet the island's demand. However, long-term plans should be established for future fuel port facilities (see suggested amendment in response to comment 3.373 below).	None
6.373	Goal 1 in section 6.9 would be improved by adding an Action Item to develop a plan for future liquid fuel port facilities.	W22	Agreed. Insert additional action in section 6.9.	None

6.374	There is no mention of cruise port facility planned by government? Additional aggregate importation site - where is this? Not enough public information on this to provide an informed comment at this stage. More information is required.	W24	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman. The previous reference to an aggregate importation docking facility was simply an acknowledgement that this type of facility may be required at some point in the future. However, it is proposed to replace this with a more general action which ensures that any sea port facilities are consistent with long-term aggregate policies.	None
6.375	6.9 Seaports – We support the development of a masterplan for future seaport needs. The current George Town cruise port extension proposal should be paused until this strategic exercise is completed. All potential locations for cruise and cargo ports should be fully studied along to determine the best locations for the long term needs of Grand Cayman.	W26	It is considered that rather than a masterplan, the Development Plan should focus identified sites for the provision of all required marine facilities and infrastructure. It is proposed to amend section 6.9 accordingly (please see response to comment 6.368 above)	None
6.376	By maritime if you mean the new piers, then hell no!	Q6	Noted.	
6.377	Attract smaller vessels. No dock required	Q33	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None

6.10 AIRPORTS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
6.378	By aviation, if you mean a runway extension then most definately!	Q6	As indicated in section 6.10 and appendix 1, the Department of Planning will plan for the medium and long-term future of Owen Roberts International Airport (ORIA) with the Department of Tourism, Cayman Island Airports Authority and Cayman Airways Limited.	None
6.379	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Airports	W20	Noted	None
6.380	Public needs more information on the delays and cost over-runs due to negligence, such as not installing hurricane proof windows, and explanations from the govt.	W24	The Owen Roberts International Airport Redevelopment & Expansion Project is not the responsibility of PlanCayman and the Department of Planning. Details on the project should be sought from the Cayman Islands Airports Authority (CIAA) and/or the Ministry of District Administration, Tourism & Transport.	None
6.381	• <i>Examine the need and feasibility of the development of an additional airport facility, possibly for executive and private aircraft.</i> We need to seriously consider Climate change and the use of all these private planes. the Caribbean has high sea level rise 2.44mm/year – it is not very responsible to encourage this type of travel. Where? As this isn't noted on the PAD diagram at all.	W24	This action item is merely a suggestion to examine the potential future need and feasibility for this type of facility. There is no actual proposal for one at this stage.	None

APPENDIX G

Responses (Section 7 – Infrastructure)

7. INFRASTRUCTURE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.001	The Chamber also suggests that the use of a population calculator would be beneficial in long-term planning relating to our islands' infrastructure and other planning matters.	W23	PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046 .	None
7.002	The framework does not sufficiently recognize that with continued development there will be additional need for space to locate facilities for utilities, such as water works and public wastewater treatment systems. Although section 3.2, page 12 states that in residential zones other compatible uses such as parks, schools, community buildings, churches, and utility facilities may be allowed on a case by case basis, the Water Authority is of the opinion that the framework needs to recognize better that there needs to be an allowance to locate essential utilities.	W28	Sections 7.4 (Septic Tanks / Sewer) and 7.6 (Potable Water) make reference to identify potential sites for additional facilities, as needed. This could be looked at in more detail during the preparation of each Area Plan. The preparation, and regular updating, of the Capital Improvement Programme (section 7.2) would assist in coordinating infrastructure provision.	None

7.1 INFRASTRUCTURE FUND				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.003	Remove the CI\$20K per bedroom surcharge in the A area. (meaning from Eastern Ave over to West Bay, any complex larger than 8 or 10 condos have to pay a CI\$20K per bedroom fee, which is fine for a Watermark, but hard for a developer to pay CI\$60K for a CI\$800K condo in SMB. Or a 30 condo development off Courts Rd. I have 1-acre parcel listed for sale. Lots of interest to build 30 1- bedroom condos but the CI\$20K X 30 CI\$600,000 in 'bedroom fees' killed the profits. So we could not build low-cost housing in Area A. We need more low-cost housing and when I mean that, CI\$200 to CI\$400K lower the building fees or planning fees. Not everyone eans CI\$5,000 a month.	W7	Section 7.1 (Goal 1; Obj 1) identifies the need to update the Island's Infrastructure Fees. Associated laws and policies.	None
7.004	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Infrastructure Fund	W20	Noted	None
7.005	Considered to be another key area by the Chamber, there are concerns that the current rate of development is outpacing the required infrastructure. The Chamber supports a review of the existing Infrastructure Fund system but notes that any proposed 'impact assessments' must be transparent in order to allow developers and land owners certainty in assessing their potential obligations under this scheme.	W23	Agreed. The purpose of reviewing the island's Infrastructure Fees is to clarify the costs of individual developments, in terms of infrastructure, and to ensure that they are dedicated to specific projects as identified within the Capital Improvement Programme (CIP) (section 7.2)	None

7.006	[Objective 1] Not enough mention of solid waste management, organic food waste, garden waste, additional infrastructure requirements for Cargo, this is needed.	W24	Noted. Objective 1 provides a brief explanation of the difference between 'Hard' and 'Soft' infrastructure. It is not necessary in this section to list every type of potential infrastructure requirement. These suggested items can be considered during the review of the Infrastructure fee mechanism, and the preparation of the Capital Improvement Programme.	Consider during review of infrastructure fees and Capital Improvement Programme.
7.007	[Objective 3] This is called hypothecated taxation.	W24	Noted	None
7.008	<ul style="list-style-type: none"> Earmark infrastructure fees to be used for the construction, maintenance, and administration of necessary infrastructure. The use of earmark is an idiom and shouldn't be used in a report like this.	W24	Noted. Section to be amended	None
7.009	The impact assessments should include a climate change component to ensure the no maladaptive elements of developments are permitted which may be costly to correct or have irreversible consequences in the longer-term. Again, within "stormwater facilities" which here is categorised as "hard infrastructure", utilisation of green infrastructure as a cost-effective should be considered wherever possible. Climate change is expected to bring more intense rainfall events, challenging existing flood-prone areas and potentially creating more. Action items under Objective 3 should include regional stormwater management plans funded through the collection of infrastructure fees.	W27	The environmental impacts of development will be considered at the application stage in line with the National Conservation Council's (NCC's) environmental standards. The NCC will advise on the appropriate environmental review standards and processes. Stormwater / Drainage issues are considered in section 7.5 of the NPF.	None
7.010	Page 52 – Infrastructure Fund Objective 1 states that hard infrastructure consists of such items as road infrastructure, sanitary sewer infrastructure, potable water infrastructure and stormwater facilities. To date water and wastewater infrastructure have not benefitted from the Infrastructure Fund. It is not clear whether the framework intends to expand the Infrastructure Funds for public water and wastewater infrastructure.	W28	As indicated in section 7.1, the NPF seeks to update the Island's Infrastructure Fees, associated laws and policies.	None
7.011	Maybe with a 'small development' minimum, i.e., developing less than 1 acre and no fee. Or a fee that scale logarithmically as the size of the development increases. And that can't be waived by Cabinet to promote development.	Q4	The Infrastructure fee mechanism will be reviewed but will relate to the impact of a development. Small developments will therefore pay significantly reduced fees than larger schemes.	None
7.012	CI Gov already get plenty from the developers in fee's and duty.	Q6	Section 7.1 seeks to review the existing infrastructure fee mechanism to ensure the recovery of all costs related to infrastructure required by new development projects, along with infrastructure projects identified within the Capital Improvement Programme (section 7.2).	None
7.013	Developers expect Government to take care of all sorts of things that really their development should pay for so it is reasonable to levy these fees, but that creates the obligation on Government to use these funds wisely	Q8	Section 7.1 (Goal 1; Obj 3) seeks to ensure that infrastructure fees are dedicated to specific accounts and used for the purposes outlined in the Capital Improvement Programme (CIP) (section 7.2)	None

7.014	As with most things, it depends on how the program works.	Q10	Noted. Details on the arrangements for infrastructure fees and projects are set out in sections 7.1 and 7.2 of the NPF	None
7.015	What developments? Please explain publicly	Q12	Section 7.1 sets out the goal to ensure that adequate and equitable fees are collected from all developments in order to fund the Capital Improvement Programme and to maintain those facilities.	None
7.016	School fees	Q13	Public facilities (such as schools, fire station etc) would be part of the Capital Improvement Programme (section 7.2) that infrastructure fees would help to fund.	None
7.017	Only for large scale developments over a certain size	Q15	Section 7.1 (Goal 1; Obj 1) indicates that the true costs of all development types should be evaluated, although clearly larger developments will have significantly greater infrastructure impacts and requirements and will therefore have higher infrastructure fees	None
7.018	Everyone should pay a small poll tax. By the way, I challenge that physical infrastructure is the backbone of a developed country's quality of life. A small island with a small population doing local fishing and gardening could have a pretty good quality of life. In fact -- it did just that, right here. See the 1938 Oxford Expedition exhibit.	Q16	The proposed infrastructure fee mechanism is considered to be equitable as larger developments with greater impact would have higher infrastructure fees. Noted re. 1938 although it is widely acknowledged that in order to meets the needs of modern day society, good quality infrastructure is essential.	None
7.019	Collected from developments over a certain value.	Q17	Section 7.1 (Goal 1; Obj 1) 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	None
7.020	We pay a lot of money in taxes to the Government. Budgets need to be balances and we need to stick to budget and not go over by 500% Look at Cayman prep High school and the lovely school they managed to build for a fraction of the cost of what was spent on the new high schools. remember, we need to fill our schools with GREAT teachers, the classrooms don't have to be ultra modern structures. LETS STOP GOLD PLATING everything.	Q28	Noted. The budget and particular requirements for each public project will be determined by the responsible agency / department / ministry. The Capital Improvement Programme (section 7.2) seeks to document these projects to ensure proper planning for schedules and resources, in order to improve efficiency.	None
7.021	Use the money from vehicle licensing for roads. Higher police presence on roads. Speeding fines etc. could be collected for roads	Q33	The infrastructure fee mechanism seeks to recover all costs related to the infrastructure that is required by new development projects, and this may include road infrastructure. Vehicle licensing is a separate mechanism which is outside of PlanCayman. The policing of roads is an issue for the RCIPS.	None
7.022	Planning gain is active globally - Cayman should be no different	Q34	Noted. The Infrastructure Fund mechanism is intended to ensure that all costs relating to the infrastructure required by new development are fully recovered, and that developments can contribute to achieving the projects identified within the Capital Improvement Programme (section 7.2)	None
7.023	Hopefully this may be achieved by closing the stamp duty loop hold on raw land strata which is due to come into effect next year.	Q39	The stamp duty mechanism is separate to the Infrastructure fund.	None
7.024	Is that not called stamp duty? I do not think cayman should introduce a system of property tax.	Q41	The infrastructure fund is neither Stamp Duty or a property tax. The Infrastructure Fund mechanism is intended to ensure that all costs relating to the infrastructure required by new development are fully recovered, and that developments can contribute to achieving the projects identified within the Capital Improvement Programme (section 7.2)	None

7.025	It depends on the size of the development and more specific information is needed to respond to this question appropriately	Q77	Noted. Details on the arrangements for infrastructure fees and projects are set out in sections 7.1 and 7.2 of the NPF. Section 7.1 (Goal 1; Obj 1) 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	None
7.026	There should be other funding sources for infrastructural improvements- but if a direct levy is required for some of the residential area facilities such as schools, recreational facilities, these should be extracted from stamp duties on sales. Another way may be to 'tax' value-add on land.	Q83	The Infrastructure Fund is intended to be adequate and equitable so that the true costs of all development types are evaluated. This will ensure that new development pays for the public costs of development, or projects identified within the Capital Improvement Programme (CIP) (section 7.2)	None
7.027	If the development introduce more people to its roads that have not had high traffic, they should pay a yearly maintenance fee of some sort of license should actually use the money to maintain the roads	Q85	Noted. Section 7.1 acknowledges that adequate and equitable fees should be collected from developers in order to fund capital improvement programmes (schools, parks, roads) as well as maintain them.	None
7.028	This will naturally lead to the political question of real estate taxes. It's hard to say I would agree when the definition of "fees" is not provided. Are we talking about one time fees, or ongoing periodic fees, which are really taxes. The one time fee won't maintain any facilities, they would only help build them, and if they are too high, might prevent the development in the first place. I would have thought that bringing the duty on construction materials back up to 20 or 22% would be the more sensible option, in order to better fund the government generally.	Q86	The existing Infrastructure Fee mechanism is intended to be reviewed, although it is anticipated that fees will continue to be a one-time cost to developers and, where possible, they are intended to be used to construct the necessary infrastructure in the immediate area surrounding the development.	None
7.029	Yes, particularly when they contribute added strain.	Q87	Noted	None
7.030	This should be jointly funded by public and private sector.	Q95	Noted. Infrastructure will be funded by both private and public sector. The Infrastructure Fund will ensure that new development pays for the public costs of each development and will also enable the private sector to contribute to the infrastructure projects identified in the Capital Improvement Programme (section 7.2).	None
7.031	Isn't that what the IFF is for ?	Q97	Yes, the existing IFF mechanism will be reviewed under section 7.1 of the NPF to ensure that it adequately collects funds from development for infrastructure requirements.	None
7.032	Without direct tax there is no other way someone has to pay a fixed percentage of cost is the fairest method across the board.	Q100	The Infrastructure Fund is intended to be adequate and equitable so that the true costs of all development types are evaluated. This will ensure that new development pays for the public costs of development, or projects identified within the Capital Improvement Programme (CIP) (section 7.2)	None
7.033	if you did this people would be unhappy with the change. if you wanted to do this you would have to lower school fees in private and public schools	Q133	Noted. Developers are already required to pay an Infrastructure fee. Section 7.1 seeks to review this to ensure that it remains adequate and equitable.	None
7.034	yes, and these fees should be higher for foreign nationals and those with higher asset count. E.g The wealthy people.	Q148	As explained in Section 7.1, the Infrastructure Fund mechanism is intended to relate to the impact of a development and so small developments will pay significantly less fees than larger schemes.	
7.035	For large scale developments (ie Major hotels and commercial centres). I would disagree with additional fees for smaller developments. if you are going to do this then you basically need to have an infrastructure tax to all on developed land only.	Q151	The existing Infrastructure Fee mechanism will be reviewed but will relate to the impact of a development. Small developments will therefore pay significantly less fees than larger schemes.	None

7.036	However only large developments say over 20 units should have to pay and there should be a clear tariff set out so that developers can cost such payments into their budgets. The Government shouldn't be able to hold up planning applications by requiring large payments from developers. Furthermore the Government should ring fence any funds received from developers so that the capital improvement programmes can be carried out.	Q153	The Infrastructure fee mechanism will be reviewed but will relate to the impact of a development. Small developments will therefore pay significantly less fees than larger schemes. The mechanism for infrastructure fee costs and payments will be determined in due course but it is agreed that Developers should be aware of their potential costs and that this should not hold up planning applications or the commencement of construction. Section 7.1 (Goal 1, Obj 3) seeks to ensure that infrastructure fees are dedicated to specific accounts and used for the purposes outlined in the Capital Improvement Programme.	Consider during review of infrastructure fund
7.037	Duty Collection is enough to cover all public projects.	Q154	It is considered that some form of infrastructure fee is required in order to provide the necessary infrastructure required by development and growth.	None
7.038	Large scale developments only	Q158	Section 7.1 (Goal 1; Obj 1) 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	None
7.039	It's fiscally inconvenient	Q193	The existing Infrastructure Fee mechanism will be reviewed but will relate to the impact of a development. Small developments will therefore pay significantly less fees than larger schemes.	None
7.040	too late to start charging development fees for new developments. property taxes should be considered so that ALL developed properties assist in funding these programmes	Q203	Noted. Developers are already required to pay an Infrastructure fee. Section 7.1 seeks to review this to ensure that it remains adequate and equitable.	None
7.041	Especially pedestrian crossings	Q223	Noted. The transportation impacts of development will be assessed. More general transportation projects will be identified within the Capital Improvement Programme (section 7.2).	None
7.042	Make the rules clear, and show the investors how the fees will benefit their investment in the long term.	Q230	The existing Infrastructure Fee mechanism is explained within the Planning Regulations. Any amendments following the review of this would be clearly explained. Also, as identified in 7.1 (Goal 1; Obj 3) infrastructure fees are intended to be used to construct the necessary infrastructure in the immediate areas surrounding the development and so developers and occupiers would see the benefit of them.	None
7.043	The collection of fees will cause more harm than a greater good. It will get rid of the incentives for developers to build or even come to Cayman (tax neutral jurisdiction); therefore, there will be limited private sectors available to help out with the public anyway. Currently, the government have not been spending their money efficiently such as the over spending on the Airport renovations, Port office renovations, spending on the new Government building etc... (when the private sectors were willing to provide a government building with little to no charge)	Q235	Cayman established an Infrastructure Fee mechanism in 1997 and so developers are already required to pay an Infrastructure fee. Section 7.1 seeks to review this to ensure that it remains adequate and equitable. The budget and particular requirements for each public project will be determined by the responsible agency / department / ministry. The Capital Improvement Programme (section 7.2) seeks to document these projects to ensure proper planning for schedules and resources, in order to improve efficiency.	None
7.044	If we "have" to have development (that we claim is a necessity for our economy) that is in fact a strain on our environment and infrastructure - such as the dump - then we should be collecting fees to balance this out.	Q236	Noted.	None

7.045	We need competent elected officials to ensure the country's national interests are protected. Any major developer should be required to fund a water park for the public to use free of charge. Look at Gardens by the Bay in Singapore. Funded by the developer of Marina Bay Sands. There is no direct system of taxation in Cayman so if a billionaire developer owns a hotel there must be other contributions that developer makes to the economy and society. Look at the pathetic public running track that cannot be used in the day and is not even a full 400 meter track. Look at the pathetic public parks that have been built so far. There should be a public park with acres of green space. Clearly our government negotiators to date have not been up to the task, the results (or lack thereof) speak volumes.	Q244	Section 7.1 seeks to review the existing infrastructure fee mechanism to ensure the recovery of all costs related to infrastructure required by new development projects, along with infrastructure projects identified within the Capital Improvement Programme. As identified in section 7.2, the Capital Improvement Programme will identify a range of infrastructure projects and this includes parks, recreation and open space facilities.	None
7.046	You could start by collecting the six million dollars that Michael Ryan still owes the government, while he drives around the island in his 150 K car	Q245	This is outside the scope of PlanCayman.	None
7.047	This will result in reduced employment	Q254	Section 7.1 of the NPF only seeks to review the existing infrastructure fee mechanism to ensure the recovery of all costs related to infrastructure required by new development projects, along with infrastructure projects identified within the Capital Improvement Programme.	None
7.048	as long as it does not give any ownership to the developers.	Q261	This would not be the intention. As identified in section 7.1 (Goal 1; Obj 1), the review of the infrastructure fee mechanism is intended to evaluate the true costs of all development types and ensure that new development pays for the public cost of development, or funding identified in the Capital Improvement Programme.	None
7.049	Not clear what a "fee" or "development" is. More straightforward to do some sort of tax, but that would be politically difficult.	Q263	Noted. Details on the arrangements for infrastructure fees and projects are set out in sections 7.1 and 7.2 of the NPF. Section 7.1 (Goal 1; Obj 1) 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	None
7.050	Funding of such capital improvement programmes is essential to overall sustainability. If "incentives" (i.e. waiving infrastructure and similar development fees) is stated as necessary for a developer to be able to cost-justify proceeding with a project, then the project is probably not sustainable overall so Government should not yield to pressure to waive such fees.	Q268	The reference to reducing infrastructure fees for developers in infill areas is proposed to be deleted. Instead, development in these areas will be encouraged through land use-based incentives.	None
7.051	The cost of capital improvement programmes should be spread equally across the whole community, it should not penalize development/ developers unless directly related to their development.	Q275	The Infrastructure Fund is intended to be adequate and equitable so that the true costs of all development types are evaluated. This will ensure that new development pays for the public costs of development, or projects identified within the Capital Improvement Programme (CIP) (section 7.2) Section 7.1 (Goal 1; Obj 3) indicates that, to the extent possible, infrastructure fees could be used to construct the necessary infrastructure in the immediate area surrounding the development.	None
7.052	I presume you are referring to fees charged to new developments rather than ongoing fees collected annually (ie property taxes). The questions isn't clear.	Q278	Yes. Infrastructure Fees (as identified in section 7.1) are fees charged to new developments.	None
7.053	Greedy Dart....	Q284	All developers would be required to pay Infrastructure Fees, as defined by the size and type of development proposed.	None

7.054	Introduce property tax	Q298	The Infrastructure Fund is intended to be adequate and equitable so that the true costs of all development types are evaluated. This will ensure that new development pays for the public costs of development, or projects identified within the Capital Improvement Programme (CIP) (section 7.2)	None
7.055	Major developments that are predicated on an increase in new residents and that bring new pressures and demands on our infrastructure, must be expected to contribute to capital improvements.	Q301	Agreed. Section 7.1 seeks to review the existing infrastructure fee mechanism to ensure the recovery of all costs related to infrastructure required by new development projects, along with infrastructure projects identified within the Capital Improvement Programme (section 7.2).	None
7.056	Furthermore reciprocal commitments (incentives) between Government and Private Investors should include hard commitments from Private Investors and not only hard commitments from Government in return for best effort commitments from Private Investors.	Q306	Noted.	None
7.057	Stop the duty concessions and waiving of fees and stamp duty included!	Q318	This is outside the scope of PlanCayman.	None
7.058	No duty concessions. This is stupid!!	Q319	This is outside the scope of PlanCayman.	None

7.2 CAPITAL IMPROVEMENT PROGRAMME				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.059	The Chamber also supports the Capital Improvement Programme to plan for and execute infrastructure and public works through 5-year plans. This should include a comprehensive storm water/sewage disposal plan and a comprehensive power and datacomms distribution strategy. Addressing Grand Cayman's solid waste needs should be a priority.	W23	Noted. Section 7.2 indicates that stormwater, solid waste, wastewater and communications infrastructure would all form part of the Capital Improvement Programme. Section 7.3 outlines a number of objectives relating to Solid Waste and indicates that the NPF seeks to support the strategic direction of the National Solid Waste Management Strategy.	None
7.060	A 5 year plan is extremely inadequate and too short term – this should be at least 50 years – these plans should be in line with UNSDG goals.	W24	The reason for a 5-year timeframe 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 timeframe were to be any longer the CIP would just be a conceptual plan that may or may not be implemented.	None
7.061	Although climate change considerations should be embedded into all decision making relating to the listed subject areas, climate change adaptation should nonetheless be added to the list of typical elements of a CIP. As detailed in the Green Paper, climate change adaptation must be planned, and therefore earmarking domestic funding is critical as the Cayman Islands is challenged in accessing international climate financing which typically favours mitigation projects (renewable energy, fuel switching, etc.). Like most countries worldwide, adaptation funding has had to come from the public purse. Recent examples include major sea defences in East End to protect primary arterial roads and cemeteries post-hurricane Ivan. Water Authority suffered damages to coastal infrastructure in South Sound which had to be repaired and fortified against future extreme	W27	Noted. As stated, it is anticipated that climate change considerations will be embedded into each of the infrastructure components listed in section 7.2. It is acknowledged that the preparation of a comprehensive Capital Improvement Programme (CIP) will help to coordinate infrastructure projects and therefore lead to greater efficiencies.	None

	weather events. A move toward burying electricity and telecommunications infrastructure has also resulted since 2004, thus exploring cost sharing measures to allow such adaptive responses to become mainstreamed wherever appropriate was also fully supported during consultations on the CCP.			
7.062	Section 7.1 – Page 53 – Capital Improvement Programme In the Water Authority's experience it is essential to know where new roads or road upgrades are planned as many of its capital projects for water and wastewater depend on the road works that the NRA undertakes. The Comprehensive Transportation Plan as discussed in section 6.1 is therefore essential for the Water Authority to facilitate proper planning of its capital works.	W28	Noted. It is anticipated that all elements of PlanCayman will be undertaken with thorough stakeholder involvement to ensure coordination on these kinds of issues.	None
7.063	A vast change in the current infrastructure is needed to meet the demands.	Q69	The purpose of the Capital Improvement Programme (CIP) is to document capital and infrastructure projects to ensure proper planning and coordination between projects and agencies.	None
7.064	[Goals, Objectives and Actions of NPF] They need to be aligned with the goals, objectives, actions and strategies of other key economic and social sectors. Inter agency collaboration will be critical for coordinating and prioritizing the implementation of the final actions approved in this framework as well as obtaining the required resources to do so.	Q95	The purpose of the Capital Improvement Programme (CIP) is to document capital and infrastructure projects to ensure proper planning and coordination between projects and agencies.	None
7.065	Stop building until you have the infrastructure organized!!! Just STOP!!	Q227	The purpose of the Capital Improvement Programme (CIP) is to document capital and infrastructure projects to ensure proper planning and coordination between projects and agencies.	None
7.066	p.53: ...Typical elements of a CIP include Add: beach accesses; sidewalks; public parking; bike paths; boardwalks.	Q268	Noted. These public realm / transport facilities have been identified elsewhere in the NPF. The list on p.53 is very broad and is just intended to provide an overview of the typical elements of a CIP. It is considered that the suggested elements will be contained within the 'Transportation' and 'Parks, Recreation, Open Space and Beaches' components of the CIP.	None
7.067	School, parks and roads need to be debated by the public, to address their needs. Government needs to learn from past mistakes with ill-planned school designs that cost the coffers more than should have. Parks need to have shade. Roads need to be planned with pedestrians in mind.	Q271	Each of these 'community infrastructure' elements would be the responsibility of different agencies / government departments with different implementation processes. PlanCayman, and particularly the preparation of Area Plans, gives members of the public (and stakeholders) an opportunity to consider these various elements for different parts of the island and to suggest any shortfall or possible future requirements.	None

7.3 SOLID WASTE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.068	Goal 2: Reduce the existing and future amounts of solid waste. Could you add a section here to limit or ban the importation of items such as plastic bags? Or include concessions for importing goods with eco-friendly/biodegradable packaging. If we can limit the amount of waste before it gets to Cayman that would be ideal.	W3	Bans on certain goods, or import concessions, are outside the scope of PlanCayman.	None
7.069	We recommend that the NPF is written in concert with the National Solid Waste Management Strategy to ensure that any action items do not conflict with the provisions of the Strategy.	W9	Noted. PlanCayman is being prepared with reference to the National Solid Waste Management Strategy (NSWMS) and section 7.3 (Goal 1; Obj 1) includes an action to support the strategic direction of the NSWMS.	None
7.070	Dealing with the issue of the 'dump' should be the NO 1 PRIORITY before tackling any proposed revitalization or tourism enhancements. We need to get the basics sorted out first. A proper home recycling plan as part of the garbage collection and a plastic-free solution for Cayman is long overdue.	W16A	Noted. The implementation of the National Solid Waste Management Strategy (NSWMS) is separate to the Development Plan review process although section 7.3 (Goal 1; Obj 1) of the NPF includes an action to support the strategic direction of the NSWMS.	None
7.071	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop waste reduction programme, including but not limited to expand recycling	W20	Noted	None
7.072	Addressing Grand Cayman's solid waste needs should be a priority.	W23	Noted	None
7.073	<i>The current landfill site in George Town has grown steadily since the mid 1960s and now forms a prominent feature that is visible over much of western Grand Cayman. With the landfill expected to be at capacity by the Summer of 2021 planning for the future of solid waste facilities on the island continues to be a very important and pressing issue.</i> Government taking policy within their own departments to reduce waste such as no single use disposable cutlery and plateware? Really odd this statement that it is expected to reach capacity in 2021 when it has been over-capacity for many many years. Very small section here – no mention of bans or increasing taxes; re-use it centres; freecycling type opportunities, repair workshops? Mining of existing landfill?	W24	The figures quoted in section 7.3 are taken from the 'National Solid Waste Management Strategy for the Cayman Islands', 2016, produced by Amec Foster Wheeler. This section deals with the land-use elements of the Solid Waste Strategy (such as ensuring compatible uses adjacent to landfill sites, making land available in each district for drop off facilities etc). Other waste-relate programmes and projects are outside the scope of this land use plan.	None
7.074	While it is excellent to see specific targets for renewable energy, this should be expanded to include targets for water conservation (cisterns in all residential properties), lower emissions (electric vehicles mandatory by 20..?) and recycling.	W25	The NPF encourages water conservation (section 7.6), although it would be overly prescriptive to require these in every residential development at this stage. Recycling and lower emissions (electric vehicles and sustainable design) are also encouraged in the NPF. Any targets for these, or making electric vehicles mandatory, would be political decisions and are therefore outside the scope of the NPF.	None
7.075	While some may say or think that higher buildings will save on using up more property, it is still NOT the answer to bringing in more foreign people which will certainly cost us more in other respects as the garbage dump remains a huge problem. It is not smelling any better or getting any smaller, to the best of my knowledge. I strongly recommend some type of garbage disposal in the other districts to help reduce the size of the GT dump, and also vehicular traffic on our public roads to get to one main dump. Certainly there has to be property in other areas of these districts that can	W29	Noted. The implementation of the National Solid Waste Management Strategy (NSWMS) is separate to the Development Plan review process although section 7.3 (Goal 1; Obj 1) of the NPF includes an action to support the strategic direction of the NSWMS. The NPF supports measures to reduce existing and future amounts of waste, and alos seeks to ensure that land is made available in each district to serve as a drop off point for bulk waste materials.	None

	accommodate a certain amount of their garbage/waste.			
7.076	Uhm, the dump? Park-and-ride depots. Add 'general garbage' skips at these points. 1) Barkers National Park / Papagallo 2) Cricket Pitch in GT 3) Dart Park in SS 4) WB Scholars Park 5) EE Launching Ramp, Morritts, EE Public Beach 6) NS Rum Point / Kaibo 'junction'; Rum Point Public Beach, Over-The-Edge launching ramp, NS Playfield	Q4	Response will be considered during preparation of Island-wide Recycling Programme (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.077	Sort out the refuse collection and we can all recycle from home!! Ban single use plastics, limit excessive packaging and we wont have such a huge problem!	Q6	Banning single use plastics is outside the scope of PlanCayman but the general intention can form part of an education campaign on waste reduction (which would be led by DEH) as identified in NPF 7.3 (Goal 2).	Forward comment to DEH
7.078	The way it is done now at the supermarkets for the regular recyclables makes sense. We may need a few bulk drop off points for the large stuff, so you do not have to wait for the annual clean-up or have to arrange for a truck to drive it tho the GT landfill	Q8	7.3 (Goal 1; Objective 3) of the NPF suggests that land is made available in each district as a drop-off point for bulk waste	None
7.079	[Drop Off Facilities] As many as possible where residents will use them. They need to be unloaded often so the bins are not full. Currently, the bins at the grocery stores are constantly overflowing.	Q10	Comment regarding overflowing bins to be forwarded to DEH.	Forward comment to DEH
7.080	[Drop Off Facilities] Kirk Market parking lot Food for Lesss/Reflections Airport parking lot Open area across from the Marquee Countryside Shopping Village	Q12	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.081	[Drop Off Facilities] Grocery centers	Q13	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme. Forward comment to DEH

7.082	[Drop Off Facilities] Designated areas in Districts	Q15	7.3 (Goal 1; Objective 3) of the NPF suggests that land is made available in each district as a drop-off point for bulk waste	None
7.083	A dedicated area in Industrial Park for drop off of bulk items & more recycling bins @ existing locations & increased frequency of collection.	Q18	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans. Forward comment to DEH
7.084	[Drop Off Facilities] Grocery Stores	Q20	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme.
7.085	It would be great to have recycling drop-off points at larger residential complexes on island to try and encourage more people to recycle and help reduce our carbon footprint. At the very least, each of the supermarkets should have them (most do already) as it at least offers a convenient drop-off location where people are already frequenting for their regular shopping etc.	Q22	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Larger residential complexes can be considered within this. Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme.
7.086	All condo developments, office complexes, and commercial malls should have recycling collection areas in addition to all grocery store locations	Q23	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Condos and office complexes can be considered within this. Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.087	[Drop Off facilities] More than just the dump.	Q24	Noted	None
7.088	All large office complexes (or near by) and preferably at major bypass intersections (where you could pull out to drop)	Q25	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Office complexes can be considered within this. Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.089	[Drop off facilities] Community Centres, Marinas, Tourist Attractions and Earth Day High Density Trash Pick up locations.	Q27	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling

				Programme and relevant Area Plans
7.090	[Drop Off Facilities] community shopping centers seem the most practical locations	Q29	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.091	We are so behind on this initiative that it is simply sad! Recycling centers should be found all over! Additionally more efforts should be made to reduce waste!!!! This island has become. Consumption nightmare!!!!	Q30	NPF 7.3 (Goal 2) seeks to reduce existing and future amounts of waste and identifies the need to establish a network of community recycling depots.	None
7.092	[Drop Off Facilities] Supermarkets	Q33	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme.
7.093	[Drop Off Facilities] Every supermarket	Q34	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme
7.094	[Drop Off Facilities] All grocers and government buildings including schools; bulk waste at building supply stores - you sell it, you recycle it	Q36	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.095	[Drop Off Facilities] Super Markets, large stores	Q39	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme
7.096	[Drop Off Facilities] all districts,schools and all grocery	Q44	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.097	At least every voting district should have a recycling drop-off point. This should be combined with a public education campaign.	Q46	NPF 7.3 (Goal 2) seeks to reduce existing and future amounts of waste and identifies the need to educate on the importance of reducing waste and to establish a network of community recycling depots.	None

7.098	[Drop Off Facilities] All Supermarkets / all hotels /all large commercial developments	Q47	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Hotels and commercial developments can be considered within this. Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.099	[Drop Off Facilities] All districts at MLA offices...Then it might get collected more efficiently.	Q48	Noted.	None
7.100	Somewhere that has a person who educates the recyclers. Most people do not know that if there is garbage mixed in with the recyclables, the whole thing will be scrapped, for instance.	Q49	NPF 7.3 (Goal 2) seeks to reduce existing and future amounts of waste and identifies the need to educate on the importance of reducing waste.	None
7.101	[Drop Off Facilities] All supermarkets and large retailers such as cost u less, kirk home center, Al Thompson. Some of these already have	Q62	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.102	[Drop Off Facilities] Yes McKeewa and Aldens yard and all the mla that gave this mass status grant.	Q64	Noted.	None.
7.103	[Drop Off Facilities] Major shopping outlets.	Q69	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.104	What we have now is convenient enough. However, when I go to drop off one a month, they seemed to be full and overflowing most of the time. I drive from Kirk's to Foster to Hurley's sometimes. It would be more convenient to pay a fee for recycle collection at our homes. Provide a single container for ALL recyclables, glass, metal, plastic (1-7), paper. Collect twice a month. This would encourage everyone to recycle.	Q74	Comment regarding overflowing bins to be forwarded to DEH. Comment regarding collection of recycling from home will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme. Forward comment to DEH
7.105	Each district should have a recycling and bulk waste collection location, easily accessible to all residents in the district to encourage better waste management.	Q77	NPF 7.3 (Goal 2) seeks to reduce existing and future amounts of waste and identifies the need to educate on the importance of reducing waste and to establish a network of community recycling depots.	None
7.106	[Drop Off Facilities] Turtle farm car park to increase West Bay's recycling	Q79	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plan

7.107	[Drop Off Facilities] Town and Savannah	Q80	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.108	[Drop Off Facilities] Specially designed and equipped facilities close to commercial retail precincts- to be managed by DoEH, of course...	Q83	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.109	[Drop Off Facilities] Although functional, the current locations, provided by major commercial centres, using up designated parking spots, are convenient, but it would be better if Govt could provide purpose built, easily accessible yet tastefully hidden, locations for these facilities.	Q86	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.110	[Drop Off Facilities] Where they are now is fine- government needs to conduct proper collections and inspections across the island to ensure people handle waste properly and collect fines from those over producing or inappropriately disposing of waste.	Q87	NPF 7.3 (Goal 1; Objective 3) identifies the need for standards to protect waste drop-off sites from potential environmental damage.	None
7.111	[Drop Off Facilities] Should be at every grocery store and other location in between. More importantly they need to be cleared more often	Q89	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan. Comment regarding overflowing bins to be forwarded to DEH.	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans. Forward comment to DEH
7.112	Additional recycling facility to serve North Side and East End, near Frank Sound dock or at the Breakers Vehicle License unit. Large facility to serve GT through Bodden Town, like the Auto Spa facility in Red Bay equipped to sell recycling bins and initial processing of materials. Do school tours etc. If people can see the process they will be encouraged to participate.	Q91	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.113	[Drop Off Facilities] Supermarkets	Q93	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme

7.114	Recycling facilities should be included in all communities, industrial estates and residential complexes and incentives provided to encourage recycling and downstream business opportunities. Bulk waste facilities should be provided in each district.	Q95	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Industrial estates and residential complexes can be considered within this. Incentives for recycling, along with better education, will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1). NPF 7.3 (Goal 1; Objective 3) acknowledges the need for bulk waste drop off facilities in each district	Consider during preparation of Island-wide Recycling Programme
7.115	Curbside collections should be considered for the entire country.	Q96	Curbside collection of recycling will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.116	[Drop Off Facilities] All new sub-divisions should have an area for them plus supermarkets, churches, etc place people go with cars.	Q100	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan. NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Subdivisions can be considered within this.	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.117	Nope, no one really recycles unless if they get a order of amazon then they want to get rid of there cardboard, but some people do	Q101	NPF 7.3 (Goal 2) identifies the need to educate on the importance of reducing waste.	None
7.118	[Drop Off Facilities] by the gas stations	Q104	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme
7.119	[Drop Off facilities] Behind grocery stores and certain areas in all districts	Q105	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.120	[Drop Off Facilities] closer to the dump site so that they dont have to waste gas and pollute air when transporting recyclables	Q107	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.121	Every neighborhood should have recycling bins	Q111	NPF 7.3 (Goal 2) acknowledges the need for a network of recycling depots at convenient locations	None
7.122	[Drop Off Facilities] East end nobody lives there anyways	Q112	Noted	None
7.123	[Drop Off Facilities] west bay	Q113	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plan

7.124	[Drop Off Facilities] Countryside , Gas Stations	Q116	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.125	[Drop Off Facilities] grocery stores, schools	Q122	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.126	[Drop Off Facilities] George Town	Q123	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan.	Consider during preparation of Island-wide Recycling Programme and GT Area Plan.
7.127	[Drop Off Facilities] Smaller stores eg. departmental stores	Q126	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan.	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.128	[Drop Off Facilities] George Town	Q127	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan.	Consider during preparation of Island-wide Recycling Programme and GT Area Plan.
7.129	[Drop Off Facilities] all supermarkets	Q128	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme.
7.130	[Drop Off Facilities] George Town	Q129	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan.	Consider during preparation of Island-wide Recycling Programme and GT Area Plan.
7.131	i think that we should recycle because it will better the face of the island and will [Incomplete]	Q130	NPF 7.3 acknowledges the importance of recycling and establishing a network of recycling depots at convenient locations	None
7.132	For Environment provide large recycling bins for Neighborhoods and Compost	Q131	NPF 7.3 (Goal 2) acknowledges the need for a network of recycling depots at convenient locations	None

7.133	[Drop Off Facilities] Around most neighborhoods,schools, and entertainment areas	Q131	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.134	[Drop Off Facilities] at any work building or store	Q132	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.135	[Drop Off Facilities] hurleys kirks, any grocery store, camana bay, any convenient place for people.	Q133	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.136	[Drop Off Facilities] Everywhere, we need all the help we can get	Q135	Noted	None
7.137	[Drop Off Facilities] ALL DISTRICTS	Q137	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.138	[Drop Off Facilities] Gas Stations	Q139	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.139	[Drop Off Facilities] Camana Bay because it is close to alot of homes along 7mile beach.	Q141	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plan
7.140	More bins everywhere in every community so that you drop off your weekly accumulations easily and conveniently.	Q143	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.141	[Drop Off Facilities] grocery stores and camana bay with smaller recycling facilities at businesses for staff	Q146	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.142	[Drop Off Facilities] Should be in each district on Crown land. Each district should have a district or town manager who endeavours to keep districts aesthetically pleasing & has ability to issue tickets for enforcement	Q147	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people, and also identifies the need for standards to protect waste drop-off sites from potential environmental damage.	None

7.143	solid waste management appears to be behind the times	Q147	Noted. The NPF acknowledges the need for recycling and waste management programmes, along with more education	None
7.144	[Drop Off Facilities] We can use one by Breakers DVL department, Or by the Police station and other areas east	Q148	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.145	[Drop Off Facilities] Perhaps one in the Boatswain's Bay/ North West Point area as the one at Foster's Republix is usually full and running over.	Q152	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan. Comment regarding overflowing bins to be forwarded to DEH.	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans. Forward comment to DEH
7.146	[Drop Off Facilities] None other than perhaps large gas stations	Q153	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.147	[Drop Off Facilities] government buildings, schools	Q158	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.148	[Drop Off Facilities] Each district should have multiple drop-off points	Q159	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.149	As long as these facilities are emptied and kept clean the grocery store is a fine drop off site.	Q165	Noted	None
7.150	[Drop Off Facilities] At shopping centers in each districts and at gas stations in each district	Q171	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.151	[Drop Off Facilities] Grocery stores	Q176	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme

7.152	[Drop Off Facilities] Near large supermarkets like the one at hurlers eg. countryside, fosters by the airport ...	Q181	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.153	[Drop Off Facilities] George Town, as it is a central area many people must travel through to commute to work.	Q183	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme GT Area Plan
7.154	[Drop Off Facilities] In front of the government building	Q186	Noted	None
7.155	These should be picked up from peoples' homes by the appropriate garbage collectors. Busy mothers don't have time to sort out all this stuff.	Q192	The collection of recycling from home will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.156	[Drop Off Facilities] Public areas in every district	Q193	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.157	[Drop Off Facilities] Shopping centers	Q194	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.158	[Drop Off Facilities] More places for sure	Q196	Noted	None
7.159	[Drop Off Facilities] Yes maybe in neighborhood communities with biweekly pick up	Q197	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people. The Island-wide Recycling Programme (7.3 Goal 2; Objective 1) can consider the frequency of collections	Consider during preparation of Island-wide Recycling Programme
7.160	Recycling should be part of the garbage collection. There should be fines for people who do not abide by the rules that should be agreed.	Q199	Collection of recycling from home will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1). NPF 7.3 (Goal 1; Objective 3) identifies the need for standards to protect waste drop-off sites from potential environmental damage.	Consider during preparation of Island-wide Recycling Programme
7.161	[Drop Off Facilities] prisons, public schools, near outdoor food vendors	Q201	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans

7.162	[Drop Off Facilities] Community Centres - there is one in each district and is a location that is already owned and maintained by Government. Supermarkets are also a good space as, if there is no collection service for recycling, then it is a location that people frequently go to.	Q202	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.163	Recycling must be collected from homes in the same way as garbage if it is to have any meaningful impact but we all know that as the option is burning our garbage that wont happen as the two are in conflict	Q204	Collection of recycling from home will be considered as part of the Island-wide Recycling Programme (7.3 Goal 2; Objective 1). NPF 7.3 (Goal 2) identifies the need to educate on the importance of reducing waste.	Consider during preparation of Island-wide Recycling Programme
7.164	[Drop Off Facilities] Current land filled	Q229	Noted	None
7.165	[Drop Off Facilities] One of these in a central area in each neighborhood, within each district, dependent on cost	Q231	NPF 7.3 (Goal 1; Objective 3) seeks to make drop off sites available in each district to make waste drop off more convenient for most people.	None
7.166	[Drop Off Facilities] Hurleys is still a good place as it is in a key location for those either in East End of the island or West. Camana Bay too and George Town should have more recycling (especially for the tourists as that is what most of them are used to in their own home countries	Q235	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.167	Environmental concerns such as garbage disposal and mandatory recycling and waste to energy systems are vital to a small community such as Cayman.	Q236	Noted. These are all objectives of the NPF	None
7.168	[Drop Off Facilities] Yeah - the current site which is mostly central and already contains that kind of material. I fear having more locations around the island would lead to permanent facilities which is not good for the environment or our tourism product.	Q236	Noted, although the NPF seeks to make drop off sites available in each district to make waste drop off more convenient for most people, while also supporting education on the importance of reducing waste and promoting recycling	None
7.169	[Drop Off Facilities] behind most commercial buildings	Q238		
7.170	Location isn't the problem, getting people to understand that it isn't a garbage dump is the problem.	Q239	The NPF supports education on the importance of reducing waste and promoting recycling as identified in NPF 7.3 (Goal 2).	None
7.171	[Drop Off Facilities] at supermarkets	Q240	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.172	West Bay Fosters, and near police station or by soccer field. GT public fields, super market areas and walkers road. Camana bay. east end and northside should decide i dont live up there	Q245	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.173	[Drop off facilities] out of sight	Q248	Noted. The design of recycling and waste facilities will be considered as part of the Island-wide Recycling programme (NPF 7.3 Goal 2)	Consider during preparation of Island-wide

				Recycling Programme
7.174	A significant increase in the recycling capabilities across the Island must also be a priority, plus a public information campaign to encourage the broader public to use recycling facilities regularly.	Q251	NPF 7.3 (Goal 2) supports the establishment of a network of community recycling depots and also identifies the need to educate on the importance of reducing waste .	None
7.175	In all developments with more than 20 residential units, and at all large shopping areas	Q256	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Developments with more than 20 residential units can be considered within this. Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.176	garbage!! there has to be a way to slow down the garbage amount. the island cannot just pile up the garbage from its citizens and guests. it must be reduced. Cayman is also facing issues on Brac of plastics washing ashore. Brac does not have the resources to keep the shoreline clean from plastic coming from the east.	Q259	NPF 7.3 (Goal 2) seeks to reduce the existing and future amounts of solid waste	None
7.177	[Drop Off Facilities] In town	Q260	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme GT Area Plan
7.178	[Drop off facilities] Every district should have at least one collection area.	Q265	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.179	[Drop Off Facilities] Need more in the Eastern Districts, e.g. at public boat launch / boat dock sites around the island.	Q268	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.180	[Drop Off Facilities] Rum Point desperately needs these. Walkers Road desperately needs those - they have to be far more in number and spread better. All big housing and commercial developments have to have these. Compost bins are also needed for food scraps. All garden centres should be mandated to accept house hold and garden cuttings to help create mulch and improve island soil. Education on how to use these should be mandatory in schools, to janitorial companies, to every work permit holder at immigration, to every cruise ship passenger and airport arrival.	Q271	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans

7.181	[Drop Off Facilities] Downtown GT	Q273	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.182	[Drop Off Facilities] Closer to communities	Q274	Section 7.3 (Goal 2; Obj 1) seeks to establish a network of community recycling depots.	None
7.183	[Drop Off Facilities] Supermarkets work well	Q275	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.184	[Drop Off Facilities] gas stations and schools	Q277	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.185	[Drop off facilities] The grocery store car parks.	Q278	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.186	[Drop Off facilities] At supermarkets and open spaces.	Q282	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.187	[Drop off facilities] airport, docks, playing fields, schools, churches, commercial buildings, hospitals	Q286	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.188	[Drop Off Facilities] Petrol stations, at all supermarkets	Q291	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.189	[Drop Off Facilities] Large Condo units	Q294	NPF 7.3 (Goal 2) suggests "Identify Planning requirements to facilitate the collection of recyclables". Large condo units can be considered within this.	Consider during preparation of Island-wide Recycling Programme

7.190	[Drop Off Facilities] Large enough area to allow for numbers of cars and adequate facilities	Q295	Noted	Consider during preparation of Island-wide Recycling Programme
7.191	[Drop Off Facilities] Each district, near designated police or fire stations.	Q298	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.192	Food waste/ composting	Q300	Noted. Potential collection of food waste can be considered. The Cayman Solid Waste Management Strategy (2016) identifies various options for this and indicates that the suitability of these options will be examined as part of the National Solid Waste Management Strategy and potential introduction delivered through a procurement process.	Forward comment to DEH
7.193	Recycling must be collecting from homes along with general garbage collection if recycling is to happen on an serious scale in Cayman. The majority of people will not make the effort to transport their recyclables to recycling stations.	Q305	Noted. Response will be considered during preparation of Island-wide Recycling Programme.	Consider during preparation of Island-wide Recycling Programme
7.194	[Drop Off Facilities] Adjacent to supermarkets are a good idea since most do grocery shopping at least weekly. Furthermore recycling should be mandatory and range of materials recycled increased, e.g. types of plastic other than types 1 and 2.	Q306	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1).	Consider during preparation of Island-wide Recycling Programme. Forward comment to DEH
7.195	[Drop Off Facilities] Camanabay	Q312	Recycling facilities already exist at Camana Bay, but response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1)	Consider during preparation of Island-wide Recycling Programme
7.196	[Drop Off Facilities] All supermarkets and hardware stores. Large carparks with easy access to main roads	Q316	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plan	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.197	[Drop Off Facilities] Everywhere	Q317	NPF 7.3 (Goal 2) supports the establishment of a network of community recycling depots.	None
7.198	[Drop Off Facilities] Yes - at an appropriate area every few, or several, miles.	Q318	NPF 7.3 (Goal 2) supports the establishment of a network of community recycling depots.	None

7.199	[Drop Off Facilities] At the top of every major area. Example top of Randyke. End of Bobby Thompson Way, by Field of Dreams, Walkers Road (Old Hurleys) etc	Q319	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plans	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans
7.200	[Drop Off Facilities] Near to residential centers, which tend to coincide with supermarkets. Hurley's and Foster's are good examples of current locations that work well.	Q320	Response will be considered during preparation of Island-wide Recycling Programme and establishing a network of community recycling depots (7.3 Goal 2; Objective 1) and relevant Area Plans	Consider during preparation of Island-wide Recycling Programme and relevant Area Plans

7.4 SEPTIC TANKS AND SEWER				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.201	There's a programme in Canada called the "Yellow Fish Road" it's an education programme aimed to reduce water pollution. https://trca.ca/programs/yellow-fish-road/ https://tucanada.org/yellow-fish-road/# I think this could be an excellent public awareness campaign and could possibly be done by a public/private partnership such as the National Trust and Cayman Water or the Department of Environment and Flowers Bottled Water.	W3	Agreed. Education on these issues would certainly be encouraged. It is outside of the scope of PlanCayman to lead this type of approach, but agree that other agencies / stakeholders could work in partnership to deliver this type of campaign	None
7.202	Goal 1 should be undertaken in consultation with the Water Authority.	W9	Agreed. Reference to consultation with the Water Authority can be added to Goal 1	None

7.203	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Waste water management	W20	Noted	None
7.204	<i>The facility also has the ability to re-use effluent for irrigation and treat sludge that can be used for agricultural purposes.</i> Can this treatment manage micro and nano-plastic pollution? Such as clothing microfibres, and microbeads in cosmetics? Micro-beads are banned in cosmetic products in the UK.	W24	The Water Authority would be able to advise on the details of the waste treatment plant.	None
7.205	What is the ability to remove chemicals damaging to coral reefs such as sunscreen? Hawaii has banned reef-harming chemical sunscreens	W24	The Water Authority would be able to advise on the details of the waste treatment plant.	None
7.206	Water Authority has observed an increasing trend in septic tank overflows and reduced efficacy of deep wells with higher sea levels compounded by king tides that impact services and infrastructure. A similar battle against SLR and king tides is being waged in South Florida with massive outlays of funds for pumping stations and other investments to address annual flooding of roads, businesses and communities. The Cayman Islands can ill-afford to not adequately address this issue.	W27	Noted. Section 7.4 (Goal 1; Obj 1) seeks to plan for long term sanitary sewer needs. This will be carried out in consultation with the Water Authority and environmental / climate change issues will be considered as part of the long-range planning.	Forward comment to Water Authority and consider during long term sanitary sewer planning
7.207	Waste management, in the greenhouse gas report context includes treatment of human and animal waste, is the third largest contributor to GHG emissions in the Cayman Islands. Making wastewater treatment facilities as energy efficient and climate-smart as possible will go a long way toward GHG abatement. Movement in other jurisdictions toward solar-powered facilities which not only further reduces GHG emissions but also operating costs over time, but also significantly enhance climate resiliency at the individual facility and across this sector.	W27	Noted. Long term wastewater treatment needs will be considered in consultation with the Water Authority. Any environmental factors that can be incorporated into design considerations would be supported.	Forward comment to Water Authority and consider during long term wastewater planning
7.208	Section 7.4 – Page 56 – Septic Tanks/Sewer The Water Authority has not been consulted on the section about wastewater collection and treatment. The Water Authority Law (2018 Revision) section 5 (3) (j) charges the Water Authority with the duty to advise Cabinet on plans or projects in the matter of water resources development and conservation and public water supply and wastewater treatment and disposal. Section 6 (b) charges the Water Authority with the duty to provide a wastewater scheme where a general wastewater scheme is rational as determined by the Water Authority. In addition, section 67 (1) establishes that the Water Authority determines the requirements for wastewater treatment and disposal and water supply for development reviewed by the CPA.	W28	Noted and understood. 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. Please see proposed minor amendment in response to comment 7.202 above.	None
7.209	Whereas the Water Authority does not necessarily disagree with section 7.4 of the framework, it is of the opinion that the 2 introductory paragraphs need to be re-written to provide better background and clarity on the subject matter. Also, the goals, objectives and action items need to be revisited to align better with the strategic objectives and medium to long-term plans of the Authority. The Water Authority requests additional time after the 28 February deadline for comments on the framework, to provide a comprehensive review of section 7.4.	W28	Noted. The DoP welcomes the opportunity to align section 7.4 with the objectives and plans of the Water Authority.	None

7.210	Please give very serious thought to the need and use of more cesspools/sewerage, etc., etc. that will be needed. Think seriously about taking better care of our environment	W29	Section 7.4 (Goal 1; Obj 1) seeks to plan for long term sanitary sewer needs while Goal 2 (Objectives 2 and 3) seek to minimise environmental impacts and ensure that wastewater generated near sensitive water bodies are treated to a higher standard	None
7.211	plans for collective wastewater treatment in planned developments. Need to require a legal entity of property owners (similar to strata) that will be responsible for shared infrastructure	Q147	Applicants for Subdivisions and Planned Area Developments are required to submit proposals for satisfactory sewage disposal systems	None
7.212	expansion of the wastewater collection system is needed	Q147	Section 7.4 (Goal 1; Obj 1) seeks to plan for long term sanitary sewer needs. This will be carried out in consultation with the Water Authority	None

7.5 STORMWATER AND DRAINAGE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.213	The Central Planning Authority have been recommending against permeable parking, despite the drainage benefits of reducing the total area of hardstanding. If there is to be a change in policy, this should be expanded on in Section 7.5.	W9	Noted. Section 7.5 (Goal 1; Obj 2) seeks to review and revise the existing submittal requirements for new developments to ensure adequate planning and design for those plans. This includes creating the necessary policies for the incorporation of porous landscaping or other design solutions in order to reduce runoff. Additional details could be incorporated in the Comprehensive Design Guidelines document (section 8).	Consider when creating policies for porous landscaping, and Comprehensive Design Guidelines (section 8)
7.214	Drainage Master Plans have been rarely required and not well implemented, however we do support a policy requiring these more frequently.	W9	Noted.	None
7.215	The extract which follows is from a Jan 2015 memo from the DoE, the Water Authority and National Roads Authority, to the Ministry of PLAHI. The DOE, the WA and the NRA have for some time pressed the ministry for a proper stormwater drainage plan for the South Sound area. "...there are significant concerns regarding the development of this area without an adequate comprehensive stormwater management strategy. The specific recommendation of the Memo was "to issue an RFP to select a suitably qualified consultant to undertake a hydrological assessment of the South Sound drainage basin and devise a regional stormwater management plan, which will include drainage engineering specifications for the proposed road and future development and Best Management Practices to minimise the impacts of stormwater flooding". The Memo outlined that "rather than continuing with the current practice of requiring each development to deal with storm water management in isolation, we believe a basin-wide approach to managing storm water in this location is urgently required". Further development without implementing an effective strategy is likely to exacerbate flooding within the area and water quality issues of the receiving waters; i.e., the South Sound lagoon. One potential conveyance method for storm water is a system of swales associated with the gazetted bypass road immediately to the north of the subject parcels." The requirement for a comprehensive stormwater management strategy for the South Sound	W16A	Agreed. Storm Water Management Plans are needed for a number of 'regions / basins' in Grand Cayman, including South Sound. These Plans should set out short, medium and long-range implementation strategies. This is identified as an objective in section 7.5.	None

	drainage basin needs to be implemented and form part of the NPF document so that any further planning decisions fit with the strategy.			
7.216	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Develop long-range storm water management plans 	W20	Noted	None
7.217	<p><i>In 2003, a Stormwater Management Committee was established to develop a comprehensive approach to fixing these drainage issues. During that study, 17 key areas were identified as major flooding problem sites.</i></p> <p>2003 is far too old to reference and significant construction has occurred since then – this needs to be updated before any plans can be made or implemented to effectively manage the run off. Surfaces such as grass-crete should be used with light coloured sidewalks adjacent, to improve drainage, enable ground stability through the root system as well as reduce temperature increases from urban developments and dark coloured surfaces</p>	W24	Noted. Section 7.5 (Goal 1; Obj 3) seeks to re-examine and update the inventory of flood-prone areas identified in the 2003 report of the Stormwater Management Committee. Section 7.5 (Goal 1; Obj 2) seeks to create the necessary policies for the incorporation of porous landscaping or other design solutions in order to reduce runoff. This can consider the suggested landscaping materials.	Consider when creating policies for porous landscaping, and Comprehensive Design Guidelines (section 8)
7.218	<p><i>Objective 3: Identify flood-prone land and address the situations accordingly.</i></p> <p>Update of this study is critical.</p>	W24	Noted. Section 7.5 (Goal 1; Obj 3) seeks to re-examine and update the inventory of flood-prone areas identified in the 2003 report of the Stormwater Management Committee.	None
7.219	<p>In 2003 climate change research in the Cayman Islands was just commencing so the Stormwater Management study did not contemplate its impacts on resolving island-wide issues over the longer-term. The Stormwater Management Guidelines and regional SWM Master Plans noted in Objectives 1 and 2 should be reviewed and prepared respectively with knowledge of the observed and projected overall drying trend for Grand Cayman consistent with the rest of the region, but notably a continued increase in intensity of rainfall events especially during summer months. Consultation with the National Weather Service who contributed to the preparation of the 2010 Climate and Weather Assessment is vital, as well as review of the 2014 Climate Profile for the Cayman Islands.</p>	W27	Agreed. Section 7.5 (Goal 1; Obj 1) seeks to create a series of stormwater masterplans, while section 7.5 (Goal 1; Obj 2) seeks to review and revise the requirements set out within the Cayman Stormwater Management Guidelines. These reviews and updates will make reference to more recent climate and weather information. The National Weather Service can be added as one of the responsible agencies against this item in Appendix 1	Consider when preparing Stormwater Management Guidelines and SWM Master Plans
7.220	<p>Re-examination of flood-prone areas under Objective 3 should include consultation with HMCI. Appropriate locations for pilot programmes include preservation and enhancement of green infrastructure within flood-prone areas.</p>	W27	Agreed. Reference can be added to consultation with HMCI. Preservation and enhancement of green infrastructure within flood-prone areas can be considered, although the solutions and programmes required in each area will vary depending on the particular location.	Consider during pilot programmes for flood-prone areas.

7.221	Section 7.5 – Page 57 – Stormwater/Drainage In the Water Authority’s view the framework does not address the absence of adequate legislation and regulations to address stormwater management. Whereas the NRA and the Planning Department do the best with the tools they currently have, we are of the view that goal 1 on page 58 should include the advancement of legislation and regulations for stormwater management.	W28	It is considered that this issue is suitably addresses in section 7.5 (Goal 1) and that any amendments to regulations will occur at a later date.	None
7.222	As noted in comment 1.1 the stormwater management needs to consider current, rather than outdated predictions for sea level rise.	W28	Agreed. Section 7.5 (Goal 1; Obj 1) seeks to create a series of stormwater masterplans, while section 7.5 (Goal 1; Obj 2) seeks to review and revise the requirements set out within the Cayman Stormwater Management Guidelines. These reviews and updates will make reference to more recent climate and weather information.	Consider when preparing Stormwater Management Guidelines and SWM Master Plans
7.223	2. Increase NRA stormwater drainage requirements from 2" per hour to 3" or 4" to reduce flooding.	Q273	Noted. Section 7.5 (Goal 1; Obj 2) identifies the need to review and revise the requirements set out in the Cayman Stormwater Management Guidelines, and so these amended requirements can be considered.	Consider when reviewing Stormwater Management Guidelines.

7.6 POTABLE WATER				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.224	The information provided on existing potable water distributor is incorrect. Consolidated Water Company is now Cayman Water and the Water Authority also produces potable water at several reverse osmosis plants.	W9	Noted. Introductory text in section 7.6 can be updated to reflect this.	None
7.225	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Potable Water	W20	Noted	None
7.226	• <i>Eliminate policies that may discourage water conservation measures such as individual water harvesting for household irrigation.</i> Use of cisterns should be maximised and rainwater collection.	W24	Agreed. Section 7.6 (Goal 2; Obj 1; Bullet point 3) encourages this by seeking to eliminate any policies that would discourage individual water harvesting for household irrigation.	None
7.227	While it is excellent to see specific targets for renewable energy, this should be expanded to include targets for water conservation (cisterns in all residential properties), lower emissions (electric vehicles mandatory by 20..?) and recycling.	W25	A requirement for cisterns in all residential developments may present a financial burden on some schemes. However, the NPF supports the use of cisterns and Section 7.6 (Goal 2; Obj 1; Bullet point 3) encourages this by seeking to eliminate any policies that would discourage individual water harvesting for household irrigation.	None

7.228	The energy-intensive nature of potable water production using reverse osmosis is costly and significantly contributes to the national and per capita carbon footprint of the Cayman Islands. Another goal should be to facilitate renewable energy-based production systems wherever feasible for which international climate financing may be possible but should not be relied upon. Water Authority and DOE representatives attended a conference on climate change and water resources in Barbados in June 2018 and should be able to confirm the feasibility of new or technology conversion projects and provide more detailed objective-setting language.	W27	Section 7.6 is concerned with ensuring an adequate supply of safe drinking water for all developments on the island, and so alternative sources of water would be encouraged. However, the process by which water is made available to the public is the responsibility of OfReg and any licensed suppliers of potable water.	Consider alternative sources of potable water when planning for long-range supply
7.229	Section 7.6 – Page 59 – Potable Water The Water Authority has not been consulted on the section about potable water. The Water Authority Law (2018 Revision) section 5 (3) (j) charges the Water Authority with the duty to advise Cabinet on plans or projects in the matter of water resources development and conservation and public water supply and wastewater treatment and disposal. Section 6 (a) charges the Water Authority with the duty to provide a piped supply of water for commercial, domestic and municipal use to any parts of the Islands where a general scheme of supply is rational as determined by the Water Authority. In addition, section 67 (1) establishes that the Water Authority determines the requirements for wastewater treatment and disposal and water supply for development reviewed by the CPA.	W28	Noted and understood. The Water Authority are recognised as having primary responsibility for public water supply and the DoP would always intend to consult with the Water Authority on these issues.	None
7.230	Whereas the Water Authority does not necessarily disagree with section 7.6, it is of the opinion that the introductory paragraphs need to be re-written to provide accurate facts and more clarity on the subject matter. Also, the goals, objectives and action items need to be revisited to align better with the strategic objectives and medium to long-term plans of the Authority. The Water Authority requests additional time after the 28 February deadline for comments on the framework, to provide a comprehensive review of section 7.6.	W28	Noted. The DoP welcomes the opportunity to align section 7.6 with the objectives and plans of the Water Authority.	None
7.231	Allow Caymanians and permanent residents who wish to have a cistern when building a new home to have one as it will cut down on various expenses over time. Cistern water can be used for flushing toilets; watering our plants; washing down the house; cleaning cars at home, etc.	W29	Agreed. Section 7.6 (Goal 2; Obj 1; Bullet point 3) encourages this by seeking to eliminate any policies that would discourage individual water harvesting for household irrigation.	None
7.232	p.59 Goal 1 Objective 1: Also encourage production and sale of potable water as a by-product of systems performing other functions, such as systems using deep ocean water for cooling or for OTEC electricity generation.	Q268	Section 7.6 is concerned with ensuring an adequate supply of safe drinking water for all developments on the island, and so alternative sources of water would be encouraged. However, the process by which water is made available to the public is the responsibility of OfReg and any licenced suppliers of potable water.	Consider alternative sources of potable water when planning for long-range supply
7.233	And water conservation (cisterns)	Q316	Agreed. Section 7.6 (Goal 2; Obj 1; Bullet point 3) encourages this by seeking to eliminate any policies that would discourage individual water harvesting for household irrigation.	None

7.7 ELECTRICITY AND STREET LIGHTING				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.234	Goal 2: Objective 1: Accommodate the Island's future electrical network needs. Action Items Goal 1: Reduce the Island's dependency on fossil fuel generated electricity. If you need a contact from the tech industry to advise on power/renewables please let me know.	W3	Noted	Consider when preparing long-range plan for expansion of power infrastructure
7.235	Goal 3, regarding adequate lighting for public safety, should acknowledge turtle friendly lighting.	W9	The NPF contains a reference to site design considerations, such as lighting on turtle nesting beaches, in the introductory text to section 9.2 and an additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans.	None
7.236	Light pollution is not clarified or expanded in this section and should be. Also, development and residential lighting along known turtle nesting sites should be properly outlined, regulated and severely restricted.	W16A	An additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.	None
7.237	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Street Lighting	W20	Noted	None
7.238	The RSPB fully supports the widespread provision of renewable energy sources, and the use of sustainable and low-energy materials in new developments in Cayman. Such measures will be an integral part of Cayman's contribution to reducing climate change emissions and mitigating its impacts. However, as with all development, renewable energy infrastructure needs to be developed in the right place, avoiding unnecessary impacts on sensitive habitats or protected species. As such, any stand-alone renewable energy infrastructure should have its potential environmental impacts assessed, and mitigation put in place as appropriate (as suggested in 7.7 Goal 1, Objective 1).	W21	Section 7.7 (Goal 1; Obj 1) includes an action that states 'Ensure that the Island's natural environment is safeguarded whilst renewable energy resources are developed'	None

7.239	Caribbean Utilities Company, Ltd is leading the Cayman Islands' transition from fossil fueled electricity generation sources to renewable and low carbon energy sources, and has challenging and ambitious plans for this transition. Our current plans covering the 29-year planning period from 2017 to 2045 are described in our Integrated Resource Plan (IRP) which is available at http://www.ofreg.ky/energy/publications . We are pleased that the National Planning Framework considers the National Energy Policy. The NEP plans for extensive development of renewable resources on the island. This will require many acres of land to be developed for community scale ground mounted solar (photo voltaic) electricity generation plants. For the National Energy Policy to be successful it is essential that the National Planning Framework does not inhibit government policy and that it enables large scale solar generation schemes, such as the existing Bodden Town solar plant, to be developed.	W22	As stated in section 7.7, the NPF supports the vision and goals of the National Energy Policy, although seeks to ensure that the Island's natural environment is safeguarded whilst renewable energy sources are developed.	None
7.240	Goal 1 of section 7.7 Electricity and Street Lighting states "Support the long-term strategy to utilise alternative energy sources, including an interconnectivity policy for these alternatives to be introduced into the power network." Given that there is already an interconnection process for new generation, it would be useful to understand what this statement implies, why it should be the leading Action Item, and how it relates to the National Planning Framework.	W22	This action item simply seeks to support the National Energy Policy, and can be amended to remove the unnecessary reference to the interconnectivity policy.	None
7.241	CUC agrees with the Action Item to identify requirements and potential locations for sites to accommodate alternative energy sources, however given land ownership arrangements and property boundaries and limitations, it may be more advantageous to identify broad areas where development of potential sites would be beneficial.	W22	The identification of broad areas that may be suitable to accommodate alternative energy sources could be considered as part of the Area Plan preparation process.	Consider during preparation of Area Plans
7.242	CUC supports Goal 2 however we would suggest that the term "develop a long-range plan" is clarified in terms of timeframes. CUC currently has a 10 year Transmission and Distribution plan with indications of potential longer term needs, as well as an energy plan to 2045 in our IRP.	W22	Noted. Section 7.7 (Goal 1; Obj 1) indicates that a long-range plan for necessary expansion of the power infrastructure should be developed in coordination with the Island's power providers. As such, it is not necessary to state timeframes at this stage, but to discuss this with relevant stakeholders when the long-range plan is being prepared.	None
7.243	CUC supports Goal 3 which relates to public lighting standards. It is in alignment with CUC's current policies and would support CUC's preferences for public lighting.	W22	Noted	None
7.244	It may be useful for the plan to consider a requirement to place overhead utilities underground in certain zones, Area Plans, or Corridor Plans such as the Seven Mile Beach Tourism Corridor Area Plan or a Central Georgetown Area Plan. In many jurisdictions, telecommunications and electricity distribution infrastructure is required to be placed underground within urban environments. These overhead infrastructural assets have long lives so it may be useful for the plan to indicate areas where it would be preferable to underground this infrastructure in the next few decades to enhance streetscapes, improve road safety, and increase Grand Cayman's resilience to natural disasters.	W22	Agree. Section 6.3 of the NPF indicates that 'All roadways design standards shall include the typical location and criterion for underground utilities, including electric, telecommunication, sewer, and water', while section 7.8 seeks to 'Investigate the feasibility of requiring the underground placement of new communication lines.'. It is agreed that Corridor Plans and Area Plans provide an opportunity to consider this as certain parts of the island would have more need for this, in streetscape and urban design terms. A reference to this can be added to section 7.7.	Consider during preparation of Corridor Plan and Area Plans.

7.245	The National Planning Framework could consider zoning telecommunications and electricity infrastructure marine corridors. North Sound has cables across it that are essential to the supply of services across the island. Damage by boating activities is a risk to the supply of these services. The Plan should consider protective cable zones where activities are limited.	W22	Noted. The NPF introduces a Coastal Zone (section 3.10) and it is acknowledged that considerations, principles and policies need to be identified to guide development in these locations. The protection of critical infrastructure would be a consideration and so will form part of the planning guidance for that zone.	Consider when preparing Coastal Zone policies
7.246	This needs to include the sister islands – the policies need to be consistent especially with respect to solar power -why are residents there not able to put energy back into the grid using solar? This needs to be addressed urgently.	W24	As explained on p. 1 of the draft National Planning Framework, 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. CUC would be able to advise of the relationship of the Sister Islands to the grid network.	None
7.247	<i>Goal 3 Objective 2: Minimise environmental impacts of safety and security lighting.</i> No mention of all about lighting on environmentally sensitive areas such a beach front lighting to be mandated turtle friendly for nesting season. What about light penetration impacts on coral reef habitat and marine life?	W24	The NPF contains a reference to site design considerations, such as lighting on turtle nesting beaches, in the introductory text to section 9.2 and an additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.	None
7.248	While the focus of this section is on the siting of primarily (renewable) energy facilities, the transmission and distribution infrastructure is quite susceptible to extreme weather events. Climate change projections include more frequent occurrence of major hurricanes (categories 3, 4 and 5), maximum wind speed to increase by over 10% and precipitation to increase by 20-30% in the inner core. Goals should include reducing the exposure of critical infrastructure to extreme weather enhancing the climate resiliency of the entire electricity network, inclusive of T&D infrastructure. Thus, action items that investigate the feasibility of underground versus overhead infrastructure wherever possible should be explored, like Goal 2 under Section 7.8 Communication, as well as cost sharing mechanisms.	W27	Noted. A reference to underground placement of utilities is proposed for section 7.7, in response to comment 7.244 above.	None
7.249	The Cayman Islands is a spec on the global map!!! If we went 100% green, it wouldn't make a difference globally!!! The carbon footprint of this island does not sway climate change at all!!! Why burden the economy with such measures??? Green energy isn't cheap!!! to say otherwise is inconsistent with reality.	Q17	Under the National Energy Policy, Cayman is committed to make a contribution to the global reduction of greenhouse gas emissions through the use of environmentally friendlier sources of energy. While it is recognised that Cayman's contribution will be minimal when compared to emissions of much larger countries, as a small Island nation that is extremely vulnerable to the impact of climate change it is important that Cayman makes a contribution. There has also been a precipitous decline in the cost of alternative energy technologies such as solar PV and wind, along with a decreasing costs of storage capacity (batteries) for electric energy.	None
7.250	I believe solar and small scale wind turbines, which divert the argument that wind turbines are unsightly, (such as at Tortuga) are great alternatives to fossil fuels in Cayman and would put the islands at the forefront of sustainability in the Caribbean.	Q79	Noted	None
7.251	As a small island with ever increasing gas prices, we should be using so much more of renewable energy.	Q85	Agreed	None

7.252	[Wind Turbines and Solar panes] But not near houses	Q116	Section 7.7 (Goal 1; Obj 1) acknowledges the need to identify requirements and potential locations for sites to accommodate alternative energy sources	None
7.253	given the fact that solar panels are inefficient and expensive, i believe our renewable energy should come from tidal energy (using the tides and waves to create energy)	Q133	Noted. At this stage, the National Energy policy anticipates that renewable energy will be primarily generated from utility-scale solar PV. It is acknowledges however that the policy will be reviewed every five years in recognition of opportunities that will arise from the constantly changing technological environment.	None
7.254	Solar Panels are the best and most logical option because of the amount of sunlight we get. Wind turbines should be placed in a place where they don't disturb the environment.	Q141	Noted. The National Energy policy anticipates that renewable energy will be primarily generated from utility-scale solar PV	None
7.255	Grand Cayman should take advantage of the power of the sun.	Q165	Agreed	None
7.256	Yes - we can't continue to be a drain on resources such as oil when we have natural resources that can and should be harnessed.	Q236	Agreed	None
7.257	Increase the buy back of solar power, sustainable energy should be the future for everybody	Q245	Noted. The relationship between solar PV and the electricity grid is the responsibility of CUC	None
7.258	Solar panels - yes. Wind turbines - no: they would likely kill a lot of flying animals, they can be noisy and unsightly, and they can be hazardous in a hurricane.	Q268	Noted. The National Energy policy anticipates that renewable energy will be primarily generated from utility-scale solar PV (with some small contribution from wind power). Section 7.7 (Goal 1; Obj 1) acknowledges the need to identify requirements and potential locations for sites to accommodate alternative energy sources	None
7.259	p.60: Unfortunately this narrative did not mention the potential of OTEC. Wind technology involving wind turbines is underiable due to factors of destroying flying animals (migratory and indigenous), noise, visual clutter and other features that have cause controversies where wind generation has been implemented.	Q268	Noted. The NPF is intended to be consistent with the National Energy Policy, which anticipates that renewable energy will be primarily generated from utility-scale solar PV (with some small contribution from wind power). Section 7.7 of the NPF (Goal 1; Obj 1) acknowledges the need to identify requirements and potential locations for sites to accommodate alternative energy sources. In terms of OTEC, the National Energy Policy considers this to be a medium to long term potential alternative and so any planning guidelines that are required for this can be considered at a later date when the technology is at a more advanced stage. A reference to this can be added to section 7.7.	None
7.260	CUC planning and consultation??	Q279	CUC are being consulted on the preparation of PlanCayman	None
7.261	The threat of climate change in our environment is a real concern, we can not directly contribute to these problems by focusing on non-renewable resources, an alternative energy source is what Cayman needs and can take advantage of due to our Caribbean sun.	Q285	Noted. Section 7.7 seeks to reduce the Island's dependency on fossil fuel generated electricity.	None
7.262	Wind turbines may be detrimental to the bird and bat population however.	Q297	Noted. The National Energy policy anticipates that renewable energy will be primarily generated from utility-scale solar PV (with some small contribution from wind power). Section 7.7 (Goal 1; Obj 1) acknowledges the need to identify requirements and potential locations for sites to accommodate alternative energy sources	None
7.263	OffReg and CUC should be brought into this planning.	Q306	OfReg and CUC are being consulted on all stages of the Development Plan review.	None

7.8 COMMUNICATION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
7.264	Communications (Section 7.8, Page 62) i) Goal 1 – “Support the provision of the latest communication technology for the Island’s residents and businesses.” (1) Objective 1 Currently reads: “Ensure the communication needs for the Island’s businesses are addressed.” (2) Suggested changes: ““Ensure the communication needs for the Island’s residential and business consumers are addressed.” (3) Consider not just coordination with OfReg licensees, but consider specifications for road corridors and public right of ways to include communications infrastructure at inception.	W15	Noted. Section 7.8 can be amended accordingly.	None
7.265	Goal 2 – would like to see more clarity on exactly what the industry, overseas jurisdictions and providers will be consulted on.	W15	The action item " <i>Consult with communication industry representatives and overseas jurisdictions and providers to develop feasible and acceptable regulations</i> " in section 7.8 is simply an acknowledgement that any regulations concerning the design and placement of communication infrastructure should be informed by thorough consultation with the relevant industry representatives and stakeholders.	None
7.266	<i>Goal 2 Objective 1: Reduce the visual clutter created by antennae, poles and wires, and satellite dishes.</i> Use of language here – ‘visual clutter’ should be removed and replaced with aesthetics for example	W24	The terminology is considered appropriate and suitably 'plain english' for the document to be accessible and understood by all.	None
7.267	Get the power lines underground too so they don't get damaged in hurricanes	Q28	Agreed. Amendments are proposed to section 7.7 (Electricity and Street Lighting) to reflect this (see proposed amendment in response to comment 7.244)	None
7.268	that high speed internet is developed in highly populated places like savanah	Q133	Section 7.8 seeks to ensure that the communication needs for the Island’s residential and businesses consumers are addressed.	None
7.269	Electric cables must go underground. Wires all over the place look shoddy. For a poor place, not Cayman.	Q248	Agreed. Both section 7.7 (Electricity and Street Lighting) and 7.8 (Communication) seek to investigate the feasibility for communication and power lines to be placed underground.	None
7.270	p.26 [p.62]: Should also mention the need to ensure efficient allocation of the RF spectrum. Should include a strategy to provide free public WiFi access in all staffed Government buildings where the public may be waiting.	Q268	Noted. Section 7.8 seeks to ensure that the communication needs for the Island’s residential and businesses consumers are addressed. The provision of RF spectrum would be the responsibility of OfReg and consultees. The provision of WiFi in the public areas of Government buildings is outside the scope of PlanCayman, although a number of departments / agencies do provide public WiFi.	None

7.9 FUEL / PROPANE GAS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action

7.271	There are now two gas suppliers on Island but the plan has only mentioned one.	W16A	Noted although the statement in the NPF is in reference to the distribution centre on Walkers Road and its proximity to schools and residential neighbourhoods.	None
7.272	As per our comments above in regards to section 3.4; the desire for a future Liquefied Natural Gas import port to reduce greenhouse gases and stabilise electricity prices should be considered. This need should be explicitly stated in Objective 1.	W22	<p>The existing Jackson Point fuel facility is acknowledged as being an important infrastructure asset to the island and the NPF seeks to ensure that there are adequate bulk fuel storage facilities to meet the island's demand.</p> <p>Section 7.9 includes actions to determine long-range estimates of fuel storage demand, and also to determine if additional facilities are required and in which locations.</p> <p>It is recognised that long-term plans should be established for future fuel port facilities (see proposed amendment in response to comment 6.373).</p> <p>It is also proposed to add a reference to protecting critical infrastructure into section 7 (see proposed response to comment 1.041).</p>	None
7.273	Appendix 1 Section 7 includes Action Item 7 pertaining to bulk fuel storage containers. As the largest single user of fuel on Grand Cayman and an owner and developer of considerable bulk storage facilities, CUC would appreciate being involved in consultation on this item.	W22	Noted. CUC should be referenced in appendix 1 against this action item.	None
7.274	<p><i>There are currently no programmes established to reduce fossil fuel consumption. However there are private companies investigating ethanol production and one currently setting up for bio-diesel production. With global awareness regarding oil dependency rising, it is important for both the environmental and economic health of the Island to encourage alternative energy.</i></p> <p>The lack of programmes to reduce fossil fuels criminal in 2019 with the scientific knowledge and reports by the IPCC (International Panel on Climate Change)– this needs to be addressed immediately.</p>	W24	This statement in the draft NPF is incorrect given the launch of the National Energy Policy (see proposed amendment below in response to comment 7.275)	None
7.275	That there are no programmes to reduce fossil fuel consumption is not strictly true given the NEP's intent to generate 70% of electricity by 2037 from renewable sources (noted in Section 7.7), as well as measures to decarbonize the transportation and other sectors, having the effect of reducing overall fossil fuel usage. It would follow that a similar goal to support the NEP and encourage the reduction of fossil fuel use would be appropriate. Consistent with other sections, Goal 1 could incorporate a review cycle (e.g. 5-year) to assess sector growth to date and whether future need for additional facilities is warranted given the expectation of a decline.	W27	Noted. Section 7.9 can be amended accordingly.	None

7.276	Section 7.9 – Page 63 – Fuel/Propane Gas The first paragraph incorrectly states that there is a pipeline from the fuel storage facility at Jackson Point to Owen Roberts Airport. This pipeline has been decommissioned by Rubis a few years ago.	W28	Noted. Section 7.9 can be amended accordingly.	
7.277	CUC planning and consultation??	Q279	CUC is being consulted on the preparation of PlanCayman	None

APPENDIX H

Responses (Section 8 – Design)

8. DESIGN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.001	As per our comment on Section 3, it would be preferable if all zoning considered requiring roofs to be structurally designed to enable solar panel installation and electricity production. This would support the government 's National Energy Policy.	W22	Noted. Building Design Guidelines (section 8.2) can consider the structural and orientation requirements to support solar panel installation.	Consider when preparing Building Design Guidelines.
8.002	p.65: Is "Public Ream" a typo?	Q268	Noted. NPF document will be amended accordingly.	None

8.1 SITE DESIGN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.003	Goal 2 should acknowledge climate change. The proposal to review setback requirements based on land use is not supported. The DoE's views on the appropriate rationale for defining setbacks are outlined earlier in this submission.	W9	<p>Noted. 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. Section 9.2 also acknowledges the need to review coastal setbacks and refers to climate change issues and sea level rise predictions. A specific reference to the need to review coastal setbacks can be added to section 8.1.</p> <p>The review of setbacks identified in section 8.1; bullet point 2 reflects the fact that current setback regulations vary by land use zoning category and so all of these would need to be reviewed. This bullet point unnecessarily repeats the 1st bullet point above and so can be deleted.</p>	None
8.004	This guideline that was drafted years ago is still relevant today. The suggested trees were a good start, I now can provide you the trees that are in this guideline. https://www.planning.ky/wp-content/uploads/pdfs/Policies/Drafts/Landscape_Guidelines_GC.pdf	W13	Noted. The previous draft landscape guidelines document will be updated and revised as necessary.	None
8.005	Site Design (Section 8, Page 65) a) While utilities are mentioned in general, suggest specific tasks around ensuring the designs in each of the Site (Section 8.1, Page 66) and Building (Section 8.2, Page 68) categories are adequate.	W15	Section 8.1 (Goal 1; Obj 1) refers to drainage and utility location as a site design aspect to be addressed. No change required. Agree that reference to utilities can be added to section 8.2.	None

8.006	8.1 Site Design. Goal 2 As already highlighted herein, climate change must be factored into required boundary setbacks.	W19	Noted. 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. Section 9.2 also acknowledges the need to review coastal setbacks and refers to climate change issues and sea level rise predictions.. The review of setbacks identified in section 8.1; bullet point 2 reflects the fact that current setback regulations vary by land use zoning category and so all of these would need to be reviewed.	None
8.007	Goal 3 The NTCI believes it is important that the approved lists of plants for new developments ideally prioritises native species and precludes those that are known invasives. The NTCI is very happy to be included in assisting in developing guidelines. The NTCI has its own herbarium and many volunteers who are experts in the field.	W19	Agreed. DoP will seek NTCI input when drafting the landscape design standards document. Reference to native species can be added to section 8.1, Goal 3.	Consult NTCI when preparing Landscape Design Standards document
8.008	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. <ul style="list-style-type: none"> • Develop Site-Design Guidelines for all development types • Adopt draft landscape Guidelines 	W20	Noted	None
8.009	Objective 1 – The RSPB believes it is important that the approved list of plants for new developments prioritises native species and precludes those that are known invasives.	W21	Agreed. See proposed amendment in response to comment 8.007 above.	None
8.010	The adoption of Site/Building Design minimum standards is encouraged by the Chamber in order to facilitate better and more consistent design and sustainability of developments. The Chamber also supports the same standards being applied to the public realm.	W23	Noted.	None
8.011	With the absence of ‘no development areas,’ a recommendation once made by the former HMCI Director due to vulnerability to natural hazards, site design standards become ever more important. These standards are noted as minimum requirements and may need to be modified or enhanced for special planning areas, examples of which are provided. Highly exposed coastal areas presenting consistent climate risk to be exacerbated by climate change and sea level rise impacts where development is still permitted should surely qualify.	W27	Noted. It is acknowledged that setbacks should be reviewed for all locations and that these may vary for each of the Area Plans. It is also acknowledged that coastal locations have different characteristics and setbacks should be reviewed with reference to that. Section 8.1 is proposed to be amended to reflect this (see Proposed Amendment in response to comment 8.003)	None
8.012	Neither Goals 1 or 2 acknowledge climate change and SLR considerations in the Site Design or Grand Cayman Comprehensive Design Guidelines. The applicant self-assessment could easily include climate risk assessment criteria.	W27	Noted. 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. Section 9.2 also acknowledges the need to review coastal setbacks and identifies climate change issues and sea level rise predictions.	None

8.013	<p>Goal 2 does not specifically mention coastal construction setbacks which is an appropriate hazard risk mitigation tool that should be clearly intentioned in this section. Coastal construction setbacks should consider the environmental characteristics of the coastline and nearshore marine environment, the exposure to extreme weather events and other natural hazards (tsunamis), and the vulnerability of existing and future physical assets to changing climatic conditions. Work has been done on identifying current vulnerability across Grand Cayman and assessing how climate change may exacerbate this but sadly not referenced in Section 1.7 and seemingly underutilised in this framework. These include but are not limited to:</p> <ul style="list-style-type: none"> • 2004: Post-Ivan Flood Map produced by Lands & Survey Dept. • Emergency Mapping Management & Analysis / The Arbiter of Storms (EMMA/TAOS) Model outputs of past wind intensities, storm surge inundation, damage levels and hard copy hazard maps held by Lands and Survey Dept. • 2009: Preliminary Vulnerability Assessment of Grand Cayman undertaken by the Natural Disasters Assessment Consulting Group for Hazard Management Cayman Islands (HMCI) • 2011: National Climate Change Committee's mapping exercises in the Tourism VCA produced under the ECACC Project indicating buildings and critical infrastructure affected under a series of sea-level rise scenarios (0.25 -1 m) based on then available IPCC (AR4) projections for 2100. • 2012: Mapping of flood risk, storm surge and tsunami impact zones conducted under HMCI's oversight of the Environmental Vulnerability Assessment (July 2012) under the Regional Risk Reduction Initiative (R3i). • 2013: Caribbean Catastrophe Risk Insurance Facility (CCRIF) Cayman Islands Country Risk Profile exposure maps showing distribution of highest hazard exposure levels across the three islands, (George Town, West Bay, Bodden Town with highest descending order of exposure), and where estimated national losses (including Government losses) are likely to occur. 	W27	<p>See proposed amendment in response to comment 8.003 above.</p> <p>Additional background resources an guidance will be reviewed and referenced where necessary.</p>	Consider when defining coastal setbacks
8.014	Regional coastal management research and other resources abound which detail the detriment of inadequate waterfront setbacks resulting in chronic beach erosion and which support the merits of coastline-specific construction setback delineations (e.g. Gillian Cambers).	W27	Noted. Additional background resources and guidance will be reviewed and referenced where necessary.	Consider when defining coastal setbacks
8.015	Hurricane damage assessments and economic impact reports conducted by HMCI and ECLAC may provide other useful resources in highlighting not only inadequate coastal setbacks but construction techniques and materials that could inform review of guidelines, codes and regulations. CCRIF's 2010 analysis of the Cayman Islands' economic vulnerability to coastal impacts is particularly sobering and outlines the significant losses averted by implementing a suite of risk mitigating measures in the coastal zone.	W27	Noted. Additional background resources an guidance will be reviewed and referenced where necessary.	Consider when defining coastal setbacks

8.016	The framework does not sufficiently recognize that with continued development there will be additional need for space to locate facilities for utilities, such as water works and public wastewater treatment systems. Although section 3.2, page 12 states that in residential zones other compatible uses such as parks, schools, community buildings, churches, and utility facilities may be allowed on a case by case basis, the Water Authority is of the opinion that the framework needs to recognize better that there needs to be an allowance to locate essential utilities. Also refer to comment 2.8.	W28	Section 7.6 (Goal 1, Obj 1) identifies the need to identify potential sites for new [potable water] facilities while, on a more local level, section 8.1 (Goal 1; Obj 1) indicates that Site Design Guidelines would address a range of design aspects, including accessory structures and drainage and utilities.	None
8.017	It is statistically known that during heat waves, areas with green spaces fared better.	Q13	Noted. Section 8.1 (Goal 3) seeks to establish landscape standards for new development projects.	None
8.018	I am against clear cutting land and propping up houses with imported vegetation. Cayman's natural flora should be incorporated in every housing development done by government. Incorporating natural vegetation around houses can increase the privacy of a property, provides shade and reduces energy cost, and is all around enjoyable to live next to.	Q46	8.1 (Goal 3) indicates the need to create and adopt an Island-wide landscape design standard document. Also 3.2 (Goal 2) includes an objective for residential subdivision design to embrace the natural environment by retaining natural vegetation and key landscape features.	None
8.019	All development needs to be properly thought out in terms of ensuring security, health, and enjoyment- this is also visually pleasing and would be a great improvement on the current, ad-hoc style of development.	Q87	Each of these issues would be addressed through the preparation of a Grand Cayman Comprehensive Design Guidelines document, as indicated in section 8 of the NPF.	None
8.020	Developments should be required to incorporate natural vegetation and natural water features in the design of the development. Offer incentives - leave 10% as natural and incorporate into development - get 5% reduction on duty. Why developers knock down mature trees to plant imported trees is beyond me!	Q147	8.1 (Goal 3) indicates the need to create and adopt an Island-wide landscape design standard document and acknowledges that healthy existing vegetation on development sites should be preserved or relocated. The Draft Grand Cayman Landscape Guidelines address this issue and indicate that existing vegetation which can be viably retained on-site will be credited towards meeting the overall landscape requirements. Also 3.2 (Goal 2) includes an objective for residential subdivision design to embrace the natural environment by retaining natural vegetation and key landscape features.	None
8.021	Provide community gardens for growing foods	Q158	Community gardens can have many positive impacts on communities, safety and health. This suggestion will be added to the Comprehensive Parks, Recreation and Open Space Plan.	Consider during preparation of Comprehensive Parks, Recreation and Open Space Plan
8.022	All roads should have local trees planted down them. And it must be a condition of planning approval for all new housing subdivisions.	Q195	6.2 (Goal 1) concerns 'Corridor Plans' and suggests that identified road corridors could have particular design standards, which includes a landscaping scheme. Also 3.2 (Goal 2) includes an objective for residential subdivision design to embrace the natural environment by retaining natural vegetation and key landscape features.	None

8.023	[New Housing development] Must look good with tree planting etc.	Q248	8.1 (Goal 3) indicates the need to create and adopt an Island-wide landscape design standard document. Also 3.2 (Goal 2) includes an objective for residential subdivision design to embrace the natural environment by retaining natural vegetation and key landscape features.	None
8.024	p.66 Goal 1 Objective 1: On-site parking needs to be ample. Several existing developments, even all the major hotels on SMB, are frequently inadequate in their parking provisions.	Q268	Noted. Parking standards will be addressed as part of the Site Design Guidelines (section 8.1) and also the Parking Standards (section 6.5)	None
8.025	People are excited about the growth but the Planning Authority have to be mindful of the necessity to encourage the Cayman style and charm in design.	Q286	Noted. Section 8.2 (Building Design) seeks to create architectural and design standards that define, encourage and emphasise features that are compatible with Cayman's traditional architecture.	None
8.026	Yes for retaining natural vegetation...but "quality landscaping" no.	Q317	Section 8.1 (Goal 3, Obj 1) states that standards should be adopted that encourage the preservation and / or relocation of healthy existing vegetation on development sites.	None

8.2 BUILDING DESIGN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.027	The fire requirements for townhomes are too onerous.	W7	Fire and safety-related issues in building design are part of the Building Code and therefore do not form part of the National Planning Framework and PlanCayman	None
8.028	The DoE would welcome the building design guidelines including reference to the principles of incorporating turtle friendly lighting into applicable development schemes. We would be happy to discuss this further or provide additional information on this.	W9	The NPF contains a reference to site design considerations, such as lighting on turtle nesting beaches, in the introductory text to section 9.2 and an additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.	None
8.029	The National Energy Policy details implementation plans for building standards and should be referred to here.	W9	Noted. Amend section 8.2 to reflect this.	None
8.030	Renewable Energy The NTCI fully supports renewable energy sources and the use of sustainable and low-carbon footprint materials in new developments in the Cayman Islands. Such measures are integral to reducing climate change emissions and mitigating its impacts. However, as with all development, renewable energy infrastructure needs to develop in the right place, avoiding unnecessary impacts on sensitive habitats or protected species. Any renewable energy infrastructure should have its potential environmental impacts assessed and mitigation put in place as appropriate.	W19	Noted and the NPF addresses this issue. Section 7.7 (Goal 1; Obj 1) states <i>"ensure that the Island's natural environment is safeguarded whilst renewable energy resources are developed"</i> while the goal of section 9.3 (Sustainable Design and Construction) is to <i>"Ensure that new projects minimise any negative impact on the environment."</i>	None

8.031	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop Building Design Guidelines	W20	Noted	None
8.032	Building design should also consider the need for raised floor levels in critical infrastructure buildings.	W22	Noted. This issue can be considered during the preparation of the Building Design guidelines	Consider when preparing Building Design Guidelines.
8.033	In section 3, it would be preferable if all zoning considered requiring roofs to be structurally designed to enable solar panel installation and electricity production. This would support the government's National Energy Policy.	W22	Noted. Building Design Guidelines (section 8.2) can consider the structural and orientation requirements to support solar panel installation.	Consider when preparing Building Design Guidelines.
8.034	The adoption of Site/Building Design minimum standards is encouraged by the Chamber in order to facilitate better and more consistent design and sustainability of developments. The Chamber also supports the same standards being applied to the public realm.	W23	Noted	None
8.035	For many years Cayman's buildings were lower than the tree line and this had a very aesthetic appeal. Other than designated areas (GT, SMB) could this become a baseline law. (Note the sad development allowed next to Rum Point Club and The Tides in South Sound which are both totally out of keeping with the area).	W25	Building heights will be considered in more detail for each Area Plan, acknowledging that different parts of the island have different context and suitability for different building heights	None
8.036	Like the previous section, no mention is made here of climate-resilient development and the need to future-proof buildings and communities to the extent possible. Consideration should be given to broadening Goal 1 beyond incorporating 'green' techniques to adopting a more sustainable, holistic approach of site and building design integration which is a central tenant of LEED. Objective 1 Action Item opts to selectively highlight the energy efficiency aspect of LEED. It should be recognised that the LEED green building rating systems utilise Energy Star among other standards (e.g. ANSI/AHRAE/IESNA). Adoption or integration of the International Energy Conservation Code into local codes should also be explored per NEP Land Use & Building Sector Strategy.	W27	Section 8.2 states that energy efficient standards (such as LEED) should be encouraged, which would enhance climate resilience in the built environment. This section can be amended to replace the reference to 'green' techniques. Amendments to Building Code do not form part of the National Planning Framework and PlanCayman	None
8.037	Power generation is the biggest contributor of greenhouse gases in the Cayman Islands and the building sector accounts for most of these emissions. While the LEED rating system should be reviewed in its entirety, certainly the Energy & Atmosphere and Water Efficiency categories are helpful in assessing design guidelines for building energy performance, power system resilience (renewable energy including battery storage), water-energy nexus, and associated carbon footprint of building energy consumption and refrigerant use. The widespread use of building energy efficiency/energy intensity software platforms and tools and carbon calculators during design, especially for large scale developments and capital projects, should be encouraged and is helpful in tracking sector-specific emissions and reductions per the NEP's Climate Change & Energy Strategy and obligations under the UNFCCC and Kyoto Protocol.	W27	Noted. The use of building energy efficiency/energy intensity software platforms and tools and carbon calculators can be considered within the detailed guidance that will be prepared in the Sustainable Construction Guidelines identified in section 9.3.	Consider when preparing Sustainable Construction Guidelines (section 9.3)

8.038	Green building strategies such as those promoted in LEED certainly enhance climate resilience in the built environment with durability of building assemblages, systems and materials as a key component of sustainable design, construction and operation. Attention is drawn to the LEED Climate Resilience Screening Tool which is free to access. It identifies which LEED credits within the LEED each rating system are sensitive to climate change and provide opportunities for adaptation and resiliency measures for specific climate zones. (Applicable credit categories include Sustainable Sites, Water Efficiency, Energy and Atmosphere, and Indoor Environmental Quality.) This tool is useful to policymakers in integrating design parameters for building weatherization and climate resiliency into guidelines, regulations or codes as appropriate, and its utility for the design and construction community should be strongly encouraged as a free resource to identify the best adaptation opportunities for client projects. Use of the tool and demonstrable low-carbon climate-resilient design, construction and operation could be incentivised with reduced permitting fees or other means.	W27	Noted. Use of the LEED Climate Resilience Screening Tool, and the mechanism for encouraging / requiring this, can be considered within the detailed guidance that will be prepared in the Sustainable Construction Guidelines identified in section 9.3. Section 9.3 identifies the potential to provide incentives for developers using energy saving tools.	Consider when preparing Sustainable Construction Guidelines (section 9.3)
8.039	Encouraging appropriate design for the Caribbean, over the past decade we have seen buildings which are totally out of place in the surrounding area due to their design. If not controlled Cayman will end up looking like a mix and match of buildings which will totally destroy the feel of the Island and so planning department needs to produce a strict set of guidelines of what is acceptable and what is not. This is common in most parts of the world and needs to set in place before it too late.	Q100	Section 8.2 of the NPF suggests 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.	None
8.040	There should be planning guidelines to the areas around the island so that buildings fit in with local existing buildings and you don't get that modern box in North side again surrounded by small traditional houses looking total out of place. These rules need to apply to the sister islands as well instead ignoring them	Q100	Section 8.2 of the NPF suggests 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. These guidelines may be extended to the Sister Islands (or additional guidelines may be prepared) in due course.	None
8.041	Ensure access to natural light	Q158	Adequate access to natural light forms part of the Cayman Islands Building Code design standards	None
8.042	[Important issues with new housing] Aesthetically pleasing appearance	Q211	Section 8.2 of the NPF suggests 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.	None
8.043	[Important issues with new housing] How the house looks to the public (design etc)	Q223	Section 8.2 of the NPF suggests 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.	None
8.044	[Important issues with new housing] Standard of colour, size, height, and aesthetics.	Q230	Section 8.2 of the NPF suggests 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.	None
8.045	Return the height of a building to 5 - 6 storeys	Q261	Building heights will be considered in more detail for each Area Plan, acknowledging that different parts of the island have different context and suitability for different building heights	Consider during preparation of Area Plans.

8.046	Style and scale should match or complement the "Cayman" look and feel.	Q268	Noted. Section 8.2 of the NPF suggests 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.	None
8.047	Caymanians want nice looking and good strong homes, not cheap buildings. This is a waste of money!	Q318	The Building Control process ensures that all buildings are constructed to agreed standards and building codes. Design considerations will form part of the 'Building Design' component of the Cayman Comprehensive Design Guidelines document (section 8.2).	None

8.3 PUBLIC REALM				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.048	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop Public Realm design guidelines	W20	Noted	None
8.049	The adoption of Site/Building Design minimum standards is encouraged by the Chamber in order to facilitate better and more consistent design and sustainability of developments. The Chamber also supports the same standards being applied to the public realm.	W23	Noted.	None
8.050	See note under 5.1 for similarly rationale for adequate shading and seating in public spaces.	W27	Section 8.3 lists the aspects of public realm design that are anticipated to be included in the Comprehensive Design Guidelines document. This includes street furniture although acknowledge that an additional reference to shading could be added.	None
8.051	More emphasis on keeping the existing trees and planting more for shade and aesthetics.	Q6	8.1 (Goal 3) indicates the need to create and adopt an Island-wide landscape design standard document and acknowledges that healthy existing vegetation on development sites should be preserved or relocated. The Draft Grand Cayman Landscape Guidelines address this issue and indicate that existing vegetation which can be viably retained on-site will be credited towards meeting the overall landscape requirements.	None

8.4 WALLS AND FENCES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.052	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review and complete Wall & Fence guidelines	W20	Noted	None

8.053	Guidelines are insufficient – this must be more robust to ensure consistent application and reduce any personal bias possible from the CPA to favour development over a balanced quality of life in the Islands. https://caymannewsservice.com/2016/03/cpa-chair-admits-dismissing-technical-advice/	W24	Guidelines acknowledge that an element of flexibility is required as there will always be instances which potentially warrant a variance from established. Variances will therefore be considered on a project by project basis by the Central Planning Authority.	None
8.054	we do not need gated communities in Cayman that just leads to crime	Q100	The Central Planning Authority reviews applications for gated residential schemes and determines based on their individual merits.	None
8.055	p.69 Goal 1: Seawalls must be set back from the waterline sufficiently that typical storm waves do not contact the seawall.	Q268	Noted. Seawalls may be subject to additional requirements, such as a Coastal Works License, where these issues would be identified. Also, section 9.2 (Goal 1; Obj 3) indicates that setbacks for coastal developments should be defined.	None

8.5 COMMERCIAL SIGNAGE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.056	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop commercial signage standards	W20	Noted	None
8.057	Stronger sign regulations and enforcement are also supported in order to reduce the plethora of random signs populating Grand Cayman and negatively impacting the visual quality of the roadscape and built environment.	W23	Agreed.	None
8.058	Revise commercial signage to make it lower key and more island kind (disallow neon lighting, oversize advertising or billboards. The Wayfinding signage is a good example to follow. Ensure that signage is compatible with GPS and other map technology.	W25	Section 8.5 (Goal 1) seeks to develop sign regulations that effectively identify the island's businesses while limiting the negative impact on the overall aesthetic quality of the island.	None

8.6 WAYFINDING SIGNAGE				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.059	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop wayfinding signage programme	W20	Noted	None
8.060	Stronger sign regulations and enforcement are also supported in order to reduce the plethora of random signs populating Grand Cayman and negatively impacting the visual quality of the roadscape and built environment.	W23	Agreed	None

8.061	Ensure signs are spelt correctly – for example the error on Harbour drive when the sign was replaced with ‘Habor drive’ was particularly embarrassing and concerning regarding the clear lack of oversight.	W24	Noted.	None
8.062	p.71 Goal 1 Objective 1: Wayfinding signage leading from major thoroughfares to key attractions, historical sites, and geological features.	Q268	Agreed. Section 8.6 (Goal 1; Obj 1) seeks to provide standard wayfinding signage for both local and tourist destinations.	None

8.7 PUBLIC ART				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.063	<p>The attached "Manifesto" was created for policy makers, curators, agencies, etc. with regards to the commission process. I've also attached a paper on the "The Role of Public Art and Culture in New Urban Environments". The research paper discusses the role of public art in influencing urban environments in Qatar, namely within Katara Cultural Village. Although Qatar's population a quite a bit larger to Cayman's there are several similarities and some excellent takeaways... "in Qatar's case, there are obstacles to maintaining its cultural identity in an era characterized by rapid development caused by urbanization develop a national public art strategy."</p> <p>(A Sir Francis Drake monument might not be a good fit... https://www.smithsonianmag.com/smart-news/san-francisco-votes-remove-statue-racist-depiction-native-americans-180968372/)</p> <p>I also found some examples/documents that may help...</p> <p>San Diego Council Policy - http://docs.sandiego.gov/councilpolicies/cpd_900-11.pdf "The City Manager shall recommend annually that the City's public art program be funded by 2% of eligible construction projects with eligible project funds in excess of \$250,000."</p> <p>San Diego Public Art Master Plan - https://www.sandiego.gov/sites/default/files/legacy/arts-culture/pdf/pubartmasterplan.pdf</p> <p>City of San Diego Commission for Arts and Culture Minutes (there's a budget on the last page) - https://www.sandiego.gov/sites/default/files/packet_for_03-09-18_policy_comm_mtg.pdf</p> <p>Guidelines for Proposed Donations of Public Art and Monuments to the City of Toronto - https://www.toronto.ca/wp-content/uploads/2017/09/8e09-A1702126_Public_Art_Donation_Guidelines.pdf</p>	W3	Noted and thank you for the suggestions. Section 8.7 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.	Consider during preparation of public art programme / policies

8.064	<p>City of Vancouver Public Art Policy and Procedures for Rezoned Developments - https://vancouver.ca/files/cov/public-art-policy-and-procedures-for-rezoned-developments.pdf</p> <p>"The current (2016) public art rate is \$1.98 per square foot or \$21.3125 per square meter. The public art rate is adjusted periodically to reflect increases in local construction costs as determined by Statistics Canada's Vancouver Construction Cost Index."</p> <p>The City of Mississauga Public Art Master Plan - https://www7.mississauga.ca/documents/culture/respub/MissArtPlan_FIN_AL_Web_May2016.pdf</p> <p>I like how this plan has laid out their "community nodes" which links to the overall development plan (page 11) Is the existing Historic Overlay Zone available online?</p> <p>Auckland Public Art Policy - https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-policies/Documents/public-art-policy.pdf</p> <p>The Jersey Public Art Strategy - https://www.gov.je/SiteCollectionDocuments/Education/R%20JerseyPublicArtStrategyPages1-13%2020091224.pdf</p> <p>Jersey Percentage for art (planning advice note) https://www.gov.je/PlanningBuilding/LawsRegs/SPG/AdviceNotes/Pages/PercentageArt.aspx</p>	W3	(see above)	(See above)
-------	--	----	-------------	-------------

8.065	<p>Jersey percentage for art scheme marks 10-years https://www.bbc.com/news/world-europe-jersey-37248953 "This is a voluntary scheme but planning officers say they do consider the artistic contribution when looking at the application, especially for larger projects."</p> <p>Caribbean Arts Strategy https://caribbean.britishcouncil.org/sites/default/files/transatlantica_dialogues_ppti.pdf Caribbean Arts Manager Annalee Davis annalee.davis@britishcouncil.org - Annalee Davis has been to Cayman in connection with the Tilting Axis conference that was held at the National Gallery in 2017.</p> <p>I also found my "Art in the Public Realm" reader for the Public Art module I took as part of my MA. If you're looking for different perspectives it might be a good resource, happy to lend.</p> <p>I suggest that a Public Art Plan be created and funding allocated before commissioning work to support the National Planning Framework. I also suggest that funding comes via multiple sources. For example, you could have a (voluntary) Percent for Art Programme/Policy and/or a percentage of the Tourism Accommodation Tax allocated this could be supplemented by international grants that support public art projects or Caribbean art initiatives like the British Arts Council, and by Cayman's private sector. There are some more ideas here - https://www.pps.org/article/artfunding</p>	W3	<p>Noted and thank you for the suggestions. Section 8.7 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.</p>	<p>Consider during preparation of public art programme / policies</p>
8.066	<p>The Public Art Committee/Planning Committee could include...</p> <ul style="list-style-type: none"> • 1 representative from the Department of Planning • 1 representative from the National Gallery of the Cayman Islands • 1 representative from the Cayman National Cultural Foundation • 3 art professionals (artists, designers, gallery directors, curators, historians, educators, conservators, etc.) who have a thorough knowledge of public art, and who are of recognized standing in the art community (I strongly recommend including a regional curator such as Annalee Davis annalee.davis@britishcouncil.org who can offer an outside perspective, I can suggest more here if needed) • 2 urban designers (architects, landscape architects, designers or others) • 1 general member of the public <p>I also feel strongly that the term for committee members last for no more than two years so that new and fresh perspectives are included. Vancouver's Public Art Committee is an example that does this - https://bylaws.vancouver.ca/6870c.pdf</p>	W3	<p>Noted and thank you for the suggestions. Section 8.7 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, the establishment of a regulatory body like this can be considered in more detail as a public art programme, or set of policies, is developed for the Cayman Islands.</p>	<p>Consider during preparation of public art programme / policies</p>
8.067	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Develop a public art programme 	W20	<p>Noted.</p>	<p>None</p>

8.068	<ul style="list-style-type: none"> • <i>An underwater mermaid statue at Sunset House dive site.</i> <p>With this dive site being at high risk of silt cover – this site will no longer be suitable for diving – possibly this statue will be the only thing there to see, albeit in poor visibility.</p>	W24	Noted. The introductory text to section 8.7 merely seeks to identify some existing examples of public art in Grand Cayman.	None
8.069	<p>One of the complaints I hear often is that Cayman is starting to look like a Florida Key, or it's doesn't feel/look like Cayman anymore. Preserving culturally significant buildings is an excellent starting point. Something else to consider is a "percent for art" law/programme. This would be a great way to enhance the identity and character of Cayman's communities. Page two of this document has some excellent talking points... https://www.americansforthearts.org/sites/default/files/PublicArtAdvocacy_talkpnts.pdf</p> <p>Here are some other examples... https://www1.nyc.gov/site/dclapercentforart/index.page https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/percent-for-public-art-inventory/</p> <p>This might also help... http://artsandplanning.mapc.org/funding/percent-for-art/</p>	Q20	Noted and thank you for the suggestions. Section 8.7 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.	Consider during preparation of public art programme / policies

8.8 COMPREHENSIVE DESIGN POLICIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
8.070	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Adopt and incorporate island-wide Comprehensive Design Guidelines into the Development and Planning Regulations 	W20	Noted	None
8.071	<p>The need for appropriate and timely response to changing climatic conditions within or affecting the built environment presents another reason for the CPA to treat these guidelines as living documents to be frequently reviewed and updated.</p>	W27	Noted. Section 8.8 acknowledges that, when necessary, sections of the Comprehensive Design Guidelines may need to be updated by the Central Planning Authority	None

APPENDIX I

Responses (Section 9 – Natural Resources)

9. NATURAL RESOURCES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
9.001	Section 9 deals with Natural Resources and focusses predominantly on the water lenses, mangrove habitats and trees. There is no reference to other important native habitats or to the importance of the principles of minimising impacts on and providing net gains for biodiversity overall. Conservation of biodiversity should be an integral part of Government programmes, policy and action. We should be moving towards an ecosystem-based approach to planning for natural resources, rather than simply picking out specific habitat types such as mangroves or trees.	W9	Noted. In land use planning terms however it is important to identify habitat types so that we can look at ways of protecting them from development, or mitigating impacts on them. The DoP welcomes any specific suggestions on how section 9 can be amended to reflect ecosystems rather than habitat types.	None
9.002	The UN Specially Protected Areas and Wildlife (SPAW) protocol has not yet been extended to Cayman.	W9	Noted. Section 9 can be amended to remove this reference.	None
9.003	The Paris Agreement (previously the Kyoto Protocol) has not yet been ratified but is planned to be.	W9	Given that the Paris Agreement is expected to be ratified, it is considered appropriate to include the reference in this section.	None
9.004	The introduction page for the Natural Resources section needs to incorporate the EIA provisions and EIA Directive.	W9	Noted. Reference to environment review can be added to section 9	None
9.005	There is a Mangrove Species Management Plan under the NCL. There are also mangrove areas under protection in various instances for example, protected areas and the National Trust Law.	W9	Noted. Section 9 can be amended to reflect this	None
9.006	Under the sections which detail the other types of habitat which require protection, sea bird nesting habitat should be included, both from general development and the impact of heavy equipment on beaches.	W9	Noted. Section 9 can be amended to reflect this	None
9.007	is there anything incorporated about the International Panel on Climate Change and their warnings and advice?	W16A	The IPCC predictions on sea level rise will be reflected in amended to section 9.2 (Coastal Zone Management)	None
9.008	The NTCI is pleased to see the NCL mentioned in this section but more needs to be added highlighting the importance of EIA requirements and for the WP-05-EIA-Directive to be incorporated.	W19	Reference to environmental assessments are to be added to section 9 (see proposed amendment in response to comment 9.004)	None
9.009	The Chamber supports the inclusion in the National Planning Framework of the Natural Resources Element. It is of the opinion that there is a pressing need for environmental protection on Grand Cayman but is concerned that the proposals would centralise this under the control of the Central Planning Authority. It is the Chamber's opinion that consultation with the DoE should be a required part of any planning decisions regarding our natural resources.	W23	The existing regulatory process which assesses applications against National Conservation Council environmental standards is not proposed to be amended.	None
9.010	In addition to the UNFCCC, the Cayman Islands are also Party to the Kyoto Protocol.	W27	Reference to the Kyoto Protocol can be added to section 9.	None
9.011	Please, please do NOT make our beautiful Cayman Islands a concrete jungle. Leave all our natural coastline without interference. We need more green spaces and more of the natural environment protected. PLEASE LISTEN TO THE DEPARTMENT OF ENVIRONMENT and their scientific studies, past experience and recommendations, particularly with regard to the coastline, beaches and mangroves.	Q291	Noted. Section 9 of the NPF seeks to protect the Island's natural resources and sets out a range of goals and objectives on this.	None

9.1 ENVIRONMENTAL PRESERVATION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
9.012	P77 - We agree that the need for and application of Tree Preservation Orders should be given further consideration. We do not agree that 'it should be a requirement that if trees have to be removed, they should be re-sited or replaced on or at least near to the site'. It depends on their ecological value, for example we would not support mandating the replanting of casuarina trees. We would like to see additional requirements for the retention and replacement of native species in developments particularly in primary habitat.	W9	Noted. Section 9 can be amended accordingly.	None
9.013	With respect to Goal 1, there should be references to the National Conservation Law. Under Objective 1, the action item states 'Ensure that major developments are evaluated against appropriate environmental review standards and processes.' It should follow that, 'and that decisions made are based on these evaluations so that impacts are minimized according to conditions recommended.'	W9	The existing wording is considered to be appropriate as the preceding objective ("Objective 1") already seeks to ' <i>minimise the impact of major developments on the environment</i> '.	None
9.014	As mentioned previously, a tree, native plant and habitat survey for all subdivisions is considered too onerous. Rather than putting such a requirement on small subdivisions, the planning review prepared by the Department of Environment should be given further consideration during the planning process. We do support habitat surveys for large subdivisions.	W9	Noted. Section 9.1 (Goal 1; Obj 2) can be amended accordingly	None
9.015	Under Objective 3, Land for Public Purposes can be used for conservation.	W9	Noted. Considerations for LPPs are set out under section 11.3 of the NPF.	None
9.016	Mitigation measures in the past have not been adequately enforced, e.g. for quarries, and enforcement is a key step in ensuring the mitigation measures are implemented.	W9	Section 9.1 (Goal 1; Obj 3) acknowledges the need to develop and adopt mitigation policies for developments that destroy, reduce or diminish the quality of natural habitats.	None
9.017	With respect to detailed stormwater management plans under Objective 4, all developments over a certain threshold size should require one, especially those in flood prone areas. It is not necessary that all developments in water lens area require one.	W9	The Stormwater Management Guidelines provide more detail on this, but section 9 (Goal 1; Obj 4) can be amended to make reference to larger applications. It is considered that stormwater management plans should be submitted for applications which may impact freshwater lenses, in order to prevent any negative impacts or contamination.	None
9.018	Under Objective 5, there are vehicle emissions standards and CUC emissions standards which could be used.	W9	Noted. These will be reviewed when developing standards for air quality.	Consider when developing air quality standards
9.019	9.1 Environmental Preservation / Natural Habitats It is worth noting that the NTCI owns well over 1,000 acres of mangrove wetlands in Grand Cayman alone which is protected under s.21 NTL. The NTCI is therefore disappointed when planning permission is granted to clear wetlands despite the statements herein and RAMSAR convention to protect and conserve these key environmental areas.	W19	A reference to NTCI-owned mangrove is proposed in response to comment 9.005 .	None

9.020	Key bird nesting sites should also be included in the list of habitat vegetation which needs protection.	W19	A reference to bird nesting sites is proposed in response to comment 9.006 .	
9.021	Goal 1 The NTCI would encourage that the NCL should be followed. The NPF must tie into the Law already ratified so that they work in partnership.	W19	The existing regulatory process which assesses applications against National Conservation Council environmental standards is not proposed to be amended.	None
9.022	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Review TPO regulations	W20	Noted	None
9.023	Objective 1 – It would be useful to specify what these appropriate review standards and processes are – ie: EIA or area plan environment policies.	W21	Section 4.1 refers to 'appropriate environmental review standards and processes' as it is acknowledged that the exact type of review (i.e. whether it is EIA or Habitat Survey, for example) would depend on the type of development proposed and the form of environmental review would be determined by the National Conservation Council.	None
9.024	Objective 2/3 – The RSPB supports the inclusion of habitat surveys for all sub-division applications. We suggest that policies need to be in place to apply the mitigation hierarchy; - to protect important habitats within plots where possible (avoidance), minimize impacts and restore habitats, and seek 'no net loss' by ensuring provision of compensation (replacement habitat) in the last resort. There will need to be a clear indication of what habitats are priorities for mitigation / compensation policies.	W21	Noted. Important habitats will be identified as Natural Resource Preservation Overlays (section 4.1) and the approach to protection / mitigation will be identified on a case-by-case basis, with recommendations from relevant stakeholder groups.	None
9.025	Objective 5 – although it good to have an objective to ensure Cayman regulations are in line with commitments under UNFCCC, we are uncertain as to whether this is within the remit of PlanCayman – for instance this commitment could foreseeably include building regulations. Also policy relating to climate change will be wide-reaching including transport infrastructure policy, natural mitigation and climate adaptation, and also overreaching policy on tourism strategy etc. We suggest that it might be worth providing some explanation of what this involves in an action item.	W21	Noted. The National Planning Framework takes a holistic approach to climate change issues and 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. It is acknowledged that reference to the UNFCCC is not necessary in this objective and can be removed.	None
9.026	Omissions • There is no mention of policies to govern development affecting protected areas / conservation areas and national parks – these may, or may not be adequately covered by the Natural Resource Preservation Overlays. • We believe that there need to be explicit policies cross-referencing protected species provisions in the NCL.	W21	The National Conservation (Protected Areas) Order 2017 is referenced on page 76 of the draft NPF and additional references are proposed in section 4.1 concerning Natural Resource Preservation Overlays. It is envisaged that the identification of lands to include in Natural Resource Preservation Overlays will incorporate habitats relating to protected species, as advised by relevant stakeholders	None
9.027	Set up a fund (what is the infrastructure fund used for?) to pay for the acquisition of land for protection which all (not just the Crown) could contribute to.	W25	The Department of Environment has a programme for acquiring lands to be designated as Protected Areas. Similarly, the National Trust has a Land Reserve Fund that is used for similar purposes and invites donations.	None
9.028	Establish National Parks and Areas of Natural Beauty and ensure they are free from threat of any future development. Residents could be involved in the choice of nominating these areas, these could be voted for and the top ones selected.	W25	The department of Environment is identifying Protected Areas (under National Conservation Law) and identifies these from public nominations that are considered by the National Conservation Council.	None

9.029	CPA should not be able to ignore NCC recommendations, especially in regard to land clearance and mangrove protection.	W25	Major applications follow the regulatory process where they are assessed against the National Conservation Council's (NCC's) environmental standards. The NCC then advises on the appropriate environmental review standards and processes.	None
9.030	Expand the language protecting flora and fauna. There is some provision for mangrove protection but this should also include other biodiversity such as wetlands and virgin forest. We should also consider introducing tree preservation orders.	W25	These issues are included in sections 4.1 and 9.1 of the NPF. Natural Resource Preservation Overlays (section 4.1) would incorporate identified Protected Areas, which includes wetlands and virgin forest, while section 9.1 seeks to review, strengthen and revise, where necessary, the current native tree preservation law.	None
9.031	In addition to stabilising the local climate, mangrove forests (and other habitats) also function as sinks and reservoirs of greenhouse gases, adverse impacts to which are to be avoided or minimised through mechanisms established in the National Conservation Law - the only local legislation that recognises the UNFCCC.	W27	Noted. Section 9.1 seeks to ensure that major developments are evaluated against appropriate environmental review standards and processes, which are determined by the National Conservation Council.	None
9.032	Goal 1 Objective 5 bundles the desire for clean air with addressing wider climate change issues. While the single Action Item may be adequate in reducing air pollution, it lacks interventions relevant to the aims of the climate change treaties referenced, one of which (the Paris Agreement) the Cayman Islands is not yet a Contracting Party under the UK. As in other policy areas, it would behove the NPF to endorse the review, update and implementation of the draft National Climate Change Policy which would contain the relevant actions required to meet this objective and MEA obligations.	W27	It is acknowledged that the references within section 9.1 (Goal 1; Objective 5) in draft NPF are not appropriate and may confuse this objective and so a more general reference to 'relevant environmental and climate change agreements' (which would include an updated National Climate Change Policy) is proposed. See proposed amendment in response to comment 9.025 .	None
9.033	Section 9.1 – Page 76 – Environmental Preservation, Water Lenses The section about water lenses needs to recognize the role of the Water Authority as the custodian of groundwater in the Islands. The Water Authority Law (2018 Revision), section 19 states that “Subject to this Law, all ground water in the Islands shall hereinafter vest in the Crown and shall be controlled by the Authority in name of and on behalf of the Crown”.	W28	Noted. Section 9.1 can be amended accordingly.	None
9.034	We suggest to use a different graphic of a cross section of a fresh water lens and use the cross section of the East End fresh water lens from the 1990 Hydrogeological Map of Grand Cayman. A copy is provided below, the Water Authority can provide a better scan if so needed.	W28	Noted. This figure can be replaced.	None

9.035	Section 9.1 – Page 78 – Environmental Preservation, Objective 4, second bullet point The Water Authority recommends to re-phrase this action item to: “Prohibit aggregate excavation above or adjacent to a fresh water lens in order to avoid contamination and deterioration of the lens”	W28	Noted. This action item can be amended accordingly.	None
9.036	Wild places can exist in urban areas, and can teach us about ourselves and our lives. Urban forests, ponds and wetlands are features of livable towns and cities in the best ordered countries around the world. "Parks and public spaces" are fine for swing sets but forests and ponds contribute to fresh air, natural beauty and contemplation. Small paths can exist for pleasure and for walking/cycling to work or to shop.	Q16	Noted. Public realm improvements in George Town will be considered as part of the GT Revitalization Initiative and each Area Plan can include consideration of 'wild / natural' features in 'urban areas', where possible.	Consider during preparation of Area Plans. Forward relevant suggestions to GTRI staff
9.037	We need more "green" areas & must stop destroying our natural environment particularly the mangrove areas & the ocean.	Q18	Section 9.1 seeks to protect the Island’s natural resources which directly and indirectly contribute to the general public welfare. Section 9.2 sets out goals and objectives concerning coastal areas.	None
9.038	This has to be the most important aspect of the planning framework. I suggest integrating more public park areas with indigenous landscaping. There isn't a park in central George Town where people can go to have lunch/take a break from work, walk the dog, take your kids to play, etc. It was very sad to see all of the trees come down in Heroe's Park (it might have been after Hurricane Ivan) nonetheless, the space now is very bare, hot, and not a very welcoming place - it serves no purpose other than a place to put monuments. I think planting some more trees generally would be a great idea. Also introducing laws (and enforcement) to protect large trees, mangroves, silver thatch, etc. offering benefits/incentives for relocating trees during development or incentives for keeping coastal shorelines natural/incentives for having a certain percentage of the development green space.	Q20	Public realm issues in George Town will be considered during the preparation of the GT Area Plan, and the GT Revitalization Initiative. Section 8 of the NPF sets out objectives relating to site design / landscaping and public realm, and these will form part of design guidelines. Section 9.1 of the NPF includes an objective to preserve or mitigate for the loss of important vegetation and this includes tree surveys, guidelines for the protection of trees and requiring tree, native plant and habitat surveys to be submitted with subdivision applications. There is also an action to review, strengthen, and revise, where necessary, the current native tree preservation law. Section 9.2 of the NPF sets out objectives relating to coastal areas, and these are intended to be reflected in the 'Coastal Zone', which is a new zone introduced in the NPF.	Consider during preparation of Area Plans and GTRI
9.039	We need to respect out current environmental protection laws island wide and not set bad precedents in one area that may lead to the spoiling of other areas too.	Q28	Noted	None
9.040	We need to protect our 'Natural resources'.	Q28	Noted. Section 9 of the NPF seeks to protect the Island’s natural resources and sets out a range of goals and objectives on this.	None
9.041	Environmental assessments should be taken seriously and should override any push for economic greed!	Q30	The National Conservation Council determines when environmental assessments are required and the Central Planning Authority retains discretion to determine applications based on the information received from all consultees, including any required environmental review.	None

9.042	I cannot stress enough the importance of taking a long term view of protecting the island and maintaining its character, heritage, and natural wonders. I don't care whether you arrive on a cruise ship for one day or have lived here all your life, everyone's quality of life will decline if we become another Miami. With every step of this plan, and every development approval, I implore those in power to very carefully scrutinize the developer's motives, ethics and commitment protecting the environment involved. Because once it's gone, it's gone.	Q41	Noted. The NPF introduces Natural Resource Preservation Overlays (section 4.1) in order to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
9.043	We need to keep lands that are in their natural state NATURAL!	Q49	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.	None
9.044	Review conservation laws and consider frameworks from the UK & EU that can be implemented in cayman	Q80	The preparation and review of Conservation Laws is outside the scope of PlanCayman.	None
9.045	It is criminal to not keep Barkers as a nature preserve and proper park without noise, hamburger stand and the stripping of the turtle grass that is the basis of the environment there. It is like buying a forest and then taking all the trees down so people can park when they want to see the trees. Oops -- the trees are all gone, sorry, folks. Snorkelers want to see the turtles and the creatures that live in the turtle grass. There are far more things living in the grass than on the barren sand. It is idiotic to remove the very growth that is holding the sand. PROTECTION is not a superficial goal!!	Q143	The Coastal Works application for the Barkers area is being considered in line with the existing regulatory process. Section 3.10 identifies proposed alterations to this process, in order to ensure that development taking place in, on or over Crown Lands below the high water mark are in accordance with national planning policy. The Barkers area is also identified in section 4.1 as a potential property to include within the Natural Resource Preservation Overlay.	None
9.046	Developments should be required to incorporate natural vegetation and natural water features in the design of the development. Offer incentives - leave 10% as natural and incorporate into development - get 5% reduction on duty. Why developers knock down mature trees to plant imported trees is beyond me!	Q147	The NPF makes reference to the retention of natural vegetation in a number of sections. Section 3.2 indicates that subdivisions should embrace Grand Cayman's natural environment by retaining natural vegetation. Section 3.6 indicates that an overarching goal of the Hotel / Tourism Zone is that significant natural features (trees and natural vegetation) are retained. Furthermore, section 8.1 (Site Design) states that standards should be adopted that encourage the preservation and / or relocation of healthy existing vegetation on development sites.	None
9.047	We must protect ourselves in any way possible from future hurricanes and bad weather. It would be foolish not to do so. We are a small island and need all the protection we can get. The mangroves and coral reefs help to keep back the storms.	Q192	Noted. Section 3.9 seeks to protect the mangrove buffer, while section 9.2 seeks to ensure that developments along coastal areas are designed with appropriate hazard management strategies.	None
9.048	There seems a lot of destruction of mangroves too	Q197	The Coastal Mangrove Buffer Zone (section 3.9) seeks to protect coastal mangroves and the enforcement of regulations that protect mangroves from development is a matter for the Central Planning Authority.	None
9.049	The vegetation and nature in other locations like east end and north side should be preserved	Q223	Noted. Areas which should be designated within the Natural Resource Preservation Overlay (section 4.1 of the NPF) can be considered during the preparation of Area Plans.	Consider during preparation of East End Area Plan
9.050	Preservation of nature and natural aspects to cayman are key for tourism and the health of the island	Q223	Noted	None
9.051	the construction has crowded the island like aspects of west bay and george town and taking away from what protects the environment	Q225	Noted. The NPF seeks to identify important natural and ecological features and include them within Natural Resource Preservation Overlays (section 4.1).	None

9.052	There can be development; however, the development needs to be ensure that policies of connectivity to the local citizens and environment. These developments need to think about the future and future expansion of the island. For example, if a tourism attraction would like to go to East End, then ensure that it is willing to partake in Plastic Free Cayman's 345 Pledge sustainability goals, and have boardwalks/pavements so that there are other sustainable and healthy means of transportation, and that this tourism site accommodates affordably both public and tourists to enjoy the offers of Cayman. However, there should be certain amounts of beach that cannot be built on and protected areas by the National Trust too.	Q235	Noted. Various sections of the NPF acknowledge the need to consider the environmental aspects of development, and to protect important natural and ecological features. Sustainable methods of transportation (public transportation, walking and cycling) are also encouraged in the NPF.	None
9.053	Developers' interests have taken priority over the country's national interests for a long time. The tunnels along West Bay Broad are disgraceful monstrosities. The public will soon have no trust in Government if it fails to rebalance the competing interests of development and the environment in the environment's favour.	Q244	In line with regulatory processes, applications are evaluated against National Conservation Council environmental standards.	None
9.054	This must be a priority in any further development of the Islands, as it must be in any significant further development plans.	Q251	Noted	None
9.055	At all times the potential damage to the environment from development should be considered and reduced if at all possible. Further growth should be sustainable and seek to preserve wherever possible the natural environment and maintain the quality of life of existing Cayman residents.	Q251	Section 9.1 seeks to minimise the impact of major developments on the environment and ensure that major developments are evaluated against appropriate environmental review standards and processes.	None
9.056	p.78 Goal 1 Objective 3: Boardwalks through preserved mangrove buffers to enable appreciation and enjoyment of the mangroves.	Q268	The potential for this type of recreation feature would need to be determined on a case-by-case basis to ensure that it does not have any negative impact on habitats the ecological role of the mangrove.	None
9.057	Protecting our environment should be our top priority	Q274	Noted	None
9.058	Geological natural resource should also be included. Quarrying removes vast quantities from one end of the island to the other daily.	Q279	Where important geological natural resources can be identified they can be considered for inclusion in the Natural Resource Preservation Overlays (section 4.1 of the NPF).	None
9.059	[Goal 1; Obj 5?]And Dept Vehicle Licencing	Q279	Noted. A range of stakeholders may advise on air quality issues, including DVDL and so this action item can be amended accordingly.	None
9.060	"...Natural environmental assets will be protected and enhanced wherever possible...." NOTE: PLEASE ABIDE BY MANDATE IN CI CONSTITUTION 2009:- "Protection of the environment 18.—(1) Government shall, in all its decisions, have due regard to the need to foster and protect an environment that is not harmful to the health or well-being of present and future generations, while promoting justifiable economic and social development. (2) To this end government should adopt reasonable legislative and other measures to protect the heritage and wildlife and the land and sea biodiversity of the Cayman Islands that— (a) limit pollution and ecological degradation; (b) promote conservation and biodiversity; and (c) secure ecologically sustainable development and use of natural resources."	Q303	The wording ' <i>wherever possible</i> ' was added in acknowledgement 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), would help to inform any future decisions on this issue.	None

9.061	Future developments should be friendly to the natural environment (not only in location, but also in design, building materials and site preparation). Exceptions should be strictly limited and restricted to national infrastructure that benefit the common good and then mitigated as much as possible only as a last resort (as is the case with the cruise and cargo port).	Q306	Various sections of the NPF acknowledge the need to consider the environmental aspects of development, sustainable design and construction and to protect important natural and ecological features.	None
-------	---	------	--	------

9.2 COASTAL ZONE MANAGEMENT				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
9.062	6. The enforcement of strict environmental protections especially affecting the marine environment needs to be a priority if the NS area is to remain viable and I personally feel the entire tourism product is dependent on that as is the quality of life for all residents in to the future. I would like to see oversight remain separate from Planning and development driven decisions as I believe it must be a balance.	W8	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None
9.063	Current recommendations regarding turtle friendly lighting are not always made a condition of planning permission. The condition should be included whenever recommended by the DoE, on behalf of the NCC, as it is an easy to incorporate design feature with no or little additional cost.	W9	The NPF contains a reference to site design considerations, such as lighting on turtle nesting beaches, in the introductory text to section 9.2 and an additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.	None
9.064	This section contains the first reference to climate change, and it should be included in other places, as detailed earlier in this submission. The figures presented are very conservative and should be revised to align better with most recent understanding of climate change predictions. The DoE would be happy to provide supplementary information to assist.	W9	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. Any necessary amendments or additions will be set out in the relevant sections of the NPF. The figures for predicted sea level rise are proposed to be amended, see proposed amendment in response to comment 9.089 below.	None
9.065	With respect to Goal 1, regulations for mitigation measures could be established in order to require conditions. Currently, the CPA does not always include recommended conditions. As previously mentioned, the coastal setbacks should be increased/treated like a minimum to be resilient against climate change, prevent beach erosion and control run-off.	W9	Noted. Any required amendments to regulations will be considered in due course. In terms of coastal setbacks it is acknowledged that they should be reviewed for all locations and that these may vary for each of the Area Plans. It is also acknowledged that coastal locations have different characteristics and setbacks should be reviewed with reference to that. Section 8.1 is proposed to be amended to reflect this (see Proposed Amendment in response to comment 8.003)	None
9.066	Setbacks should be increased as much as possible. The justification for this is clear when observing the beach in locations such as Royal Palms, the Marriott and Morritts. Climate change should also be addressed explicitly here. Setbacks should be rationalised through consideration of coastline type and offshore characteristics, e.g. presence of fringing reef, proximity of deep water to the shore, presence and spatial extent of lagoons, presence of seagrass beds to help attenuate wave energy, wave energy characteristics of the coastline etc.	W9	Noted. It is acknowledged that setbacks should be reviewed for all locations and that these may vary for each of the Area Plans. It is also acknowledged that coastal locations have different characteristics and setbacks should be reviewed with reference to that. Section 8.1 is proposed to be amended to reflect this (see Proposed Amendment in response to comment 8.003)	None

9.067	Under Objective 2, there should be an increase in the extent and additional protection of the Mangrove Buffer Zone. The DoE mangrove trimming guidelines could also be referenced.	W9	Goals and objectives for the Coastal Mangrove Buffer are set out in section 3.9 which seeks to review the adequacy of the existing Mangrove Buffer boundaries to ensure adequate protection.	None
9.068	The Beach Review and Assessment Committee report recommendations should be referenced. One of the recommended measures was that excavated beach quality sand from development should remain in the beach system (opportunistic nourishment).	W9	Noted. A reference to this report is proposed to be added in section 1.7 (see proposed amendment in response to comment 1.035). Opportunities for beach nourishment during construction can be considered during preparation of site design standards.	Consider when preparing site design standards
9.069	Climate change Insufficient emphasis is given in the draft NPF to climate change issues, particularly the effects of predicted sea-level rise and the impact increased storm activity will have on coastal developments. Coastal zone flood maps will need to incorporate modelling for the escalation of risks over time due to climate change within the lifetime of any proposed development.	W19	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. Any necessary amendments or additions will be set out in the relevant sections of the NPF. The figures for predicted sea level rise are proposed to be amended, see proposed amendment in response to comment 9.089 below. Section 9.2 acknowledges the need to establish coastal zone flood maps, which will be undertaken in consultation with Hazard Management Cayman Islands, and climate change aspects will be considered as appropriate.	None
9.070	9.2 Coastal Zone Management – Goal 1. As the intro paragraph on pa.80, draft NPF correctly states, Grand Cayman beaches are nesting habitats and therefore turtle friendly lighting should be a mandatory requirement for any developments along turtle nesting beaches.	W19	An additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.	None
9.071	Coastal setbacks should be increased due to climate change and sea level rises.	W19	Noted. It is acknowledged that setbacks should be reviewed for all locations and that these may vary for each of the Area Plans. It is also acknowledged that coastal locations have different characteristics and setbacks should be reviewed with reference to that. Section 8.1 is proposed to be amended to reflect this (see Proposed Amendment in response to comment 8.003)	None
9.072	Objective 2 The Mangrove Buffer Zone needs urgently to be upgraded with more mandatory protection, not simply “if necessary”.	W19	Goals and objectives for the Coastal Mangrove Buffer are set out in section 3.9 which seeks to review the adequacy of the existing Mangrove Buffer boundaries to ensure adequate protection.	None
9.073	Objective 3 Although the actions points set out are commendable, they don’t seem to address the objective of identifying and implementing remedies where development has already encroached below the original vegetation line.	W19	The action items for Section 9.2 (Goal 1; Obj 3) relate to new development to prevent future beach erosion. Agree that the objective can be re-worded to reflect this.	None

9.074	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Develop site design standards to reduce the flow of sediment and fertilizer into coastal waters • Review regulations for protection of mangroves • Review regulations on setbacks and public access to beaches 	W20	Noted	None
9.075	Objective 3 – although the action points set out are laudable, they don't seem to address the objective of identifying and implementing remedies where development has already encroached below the original vegetation line.	W21	Noted. The wording of the objective is proposed to be amended (please see proposed amendment in response to comment 9.073)	None
9.076	Objective 4 – coastal zone flood maps will need to incorporate modelling for how risks may escalate over time due to climate change within the lifetime of any development proposal.	W21	Section 9.2 acknowledges the need to establish coastal zone flood maps, which will be undertaken in consultation with Hazard Management Cayman Islands, and climate change aspects will be considered as appropriate.	None
9.077	This whole plan should be focused around the threat of sea level rise and beach recession – not just one comment in the environment section	W24	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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.	None
9.078	<i>Integrated Coastal Management (ICM)</i> , This is key and definitely needed for Cayman.	W24	Noted	None
9.079	Put residents before tourists. More and more of the island is being developed to accommodate tourists and short term visitors (eg less and less public access to areas such as SMB). Consider nominating certain public spaces/protected areas as quiet zones (no commercial tourism) so that they can be enjoyed by all without having to contend with, loungers, food and beverage sales etc. There is little provision to preserve beach access generally across the island.	W25	<p>Section 11 of the NPF identifies goals and objectives for Parks, Recreation and Open Space and considers identifying short and long-term demands for such spaces.</p> <p>The management of existing public spaces is an issue for the Public Lands Commission.</p> <p>The NPF acknowledges the need to retain public accesses to beaches in sections 3.6 (Tourism Zones), 9.2 (Coastal Zone Management) and 11.1 (Comprehensive Parks, Recreation and Open Space Plan).</p>	None
9.080	Even greater priority should be given to our marine parks and underwater environment. Our corals especially are essential for the health of our underwater environment and key for watersport activities.	W25	The identification of a Coastal Zone (section 3.10 of the NPF) is intended to ensure that there are proper tools in place to preserve the Island's coastline and waters. Existing marine protection designations are intended to remain in place.	None

9.081	Listed among the threats to Cayman's beaches is a predicted global sea level rise of 1 ft (0.30 m) by 2100, 4 inches by 2030, and shoreline recession of 33 ft (10 m) by 2030. Scientific reference for this admittedly conservative prediction has not been provided but is consistent with the upper range under the low emissions scenario from the IPCC AR4 2007. Local and regional SLR trends indicate Cayman's historic rate of 2.26 mm/yr (observed mid-1970s to mid-2000s) is eclipsed by the increasing rate observed within the Caribbean basin generally between 1993 and 2010 of 2.5 mm/yr (globally 3.2 mm/yr for same period) and the projections of late century (2080-2100) rapid increase between 8 to 16 mm/yr (0.66 to 1.3 ft/yr) (IPCC AR5 2013; Climate Profile for the Cayman Islands 2014). A higher upper bound of SLR between 0.98 – 1.5 m (3.2 – 4.9 ft) by 2100 is more likely. Therefore a 1 ft SLR may be reached by or just after 2030 markedly bringing forward the planning horizon for adaptation to sea changes these low-lying islands are expected to face.	W27	Noted. The figures for predicted sea level rise are proposed to be amended, see proposed amendment in response to comment 9.089 below.	None
9.082	Rather than a statement about the conservative SLR projections, effective climate resiliency of our built assets requires such planning frameworks to include proactive interventions to address the increasing rate of SLR and a wider envelope of storm surge impact. Continually assessing the efficacy of coastal construction setbacks and policies for new stock and rebuilds within the coastal zone in subsequent Development Plan reviews is crucial, which may necessitate the reassessment of the how the "the coastal zone" is delineated in the planning context in the coming decades.	W27	Noted. PlanCayman is intended to have a cyclical review process and so once each Area Plan is complete, the DoP will review the NPF to ensure that it is up-to-date and effective.	None
9.083	Any comprehensive discussion must include the combined effects of tides and storm surge atop sea-level. There are implications from wave and storm surge inundation even if storm characteristics do no change (unlikely as hurricanes are expected to bring stronger winds and more precipitation). The extreme to which these factors collectively impact beaches, buildings, infrastructure and other assets is material to appropriate siting and other climate resiliency responses within the coastal zone. Hence the action item in Objective 4 is fully supported.	W27	Noted.	None
9.084	Uninsurability of coastal assets is a very real prospect as the Cayman Islands are already among the most high-risk jurisdictions in the Caribbean. Insurance cannot remain our only means of economic adaptation or safety net, the cost of which is largely borne by Government and the wider society through increased premiums. Therefore, we must lower the vulnerability and exposure of existing and future physical assets otherwise we are undermining our very ability to enhance our climate resiliency. The CCRIF 2010 study "Enhancing the climate risk and adaptation fact base for the Caribbean" provided a preliminary assessment of the impact of climate-related hazards and the cost-benefit of a range of climate risk mitigation actions. Implementation of these low-cost options not only have the greatest sustainable development benefit but also avert up to 90% of loss from climate impacts, including coastal flooding-proofing and coastal construction techniques (e.g. building on stilts/pilings).	W27	In determining land use zones through the various stages of the Development Plan review the suggested impacts of climate change, and potential mitigation strategies, will be considered. The National Planning Framework takes a holistic approach to climate change issues and 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.	None
9.085	Goal 1 Objective 1 Action items list should be expanded beyond sediments and fertilizers to include pesticides, herbicides and hydrocarbons all found in surface runoff.	W27	Noted. This action item can be amended accordingly	None

9.086	Objective 4 “hazard management strategies” should really be “hazard risk reduction strategies” and include climate resiliency. Action items should acknowledge modelling and mapping exercises undertaken and in need of refinement to fully incorporate the most reliable SLR projections for the Cayman Islands/northwest Caribbean.	W27	Noted. This section can be amended accordingly.	None
9.087	The Framework does not address the physical impacts of climate change issues into detail, except in the third bullet point on page 80, which summarizes a very conservative predicted global sea level rise of 1 foot by 2100. It is likely that this 1-foot estimate is a significant under estimation of sea level rise. The framework is not proactive in respect of predicted sea level rise as a result of climate change. Minimum elevations for physical development need to be considered in light of current scenarios for predicted sea level rise and in the Water Authority’s view the Framework needs to address this issue.	W28	Noted. The figures for predicted sea level rise are proposed to be amended, see proposed amendment in response to comment 9.089 below. Requirements for finished floor levels above sea level are a Development and Planning Regulation issue and any amendments can be considered during a review of the regulations.	Consider during review of regulations
9.088	Considering the enormous importance of addressing our reef fish decimation and the urgent need for new protections, I believe this dilemma should be addressed by PlanCayman. This is literally a matter worth hundreds of millions of dollars per year in goods and services rendered through tourism and free food for Caymanians. It is a renewable resource, but is currently on the chopping block!	W31	This issue is outside the scope of PlanCayman. Marine protection designations are the responsibility of the Department of Environment.	None
9.089	Section 9.2 Coastal Zone Management lists some threats to Cayman’s beaches in a bullet point list. The fourth of these bullet points states that global SLR is conservatively estimated to be a rise of 1 foot by 2100. This is a long way off the anticipated SLR that the IPCC predicts (2018), which is more like 0.77 metres of SLR by 2100 with 1.5 degrees C of warming and even higher with warming of 2 degrees C (more like up to 0.93 metres). We are currently on track for the latter scenario.	W33	Noted. The figures relating to predicted sea level rise can be amended accordingly.	None
9.090	WE ABSOLUTELY HAVE TO MANAGE THE STABILITY OF THE SAND ON THE BEACHES. Between DoE, Planning and Coastal Works there is no solution or plan to protect what little sand there is. we need to bring in qualified and experienced experts on this, and have some creative solutions to hand!	Q6	The NPF acknowledges the need to prevent beach erosion through a review of coastal setbacks.	None
9.091	The Framework needs to address climate change. The sea level will rise whether we like it or not and all our plans will go out of the window if we do not take this into account	Q8	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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.	None
9.092	Protect our beaches. (well not many left in the central core) Stop the crazy, unchecked building without plan or thought. Where is our local labour seen? Our beautiful sea is our greater asset and Caymanians and locals MUST have places they can go to enjoy the coastline without cruise shippers and mass tourism.	Q28	The NPF seeks to minimise the impact of development on coastal areas and acknowledges the need to maintain public access to beaches.	None

9.093	Set ALL beach access in stone, no more moving of beach access. If the requires a pass through within a hotel, then it does. Stop taking away public lands for private gain.	Q36	The NPF acknowledges the need to retain public accesses to beaches in sections 3.6 (Tourism Zones), 9.2 (Coastal Zone Management) and 11.1 (Comprehensive Parks, Recreation and Open Space Plan).	None
9.094	We must stop building on the beaches! We must stop the harvesting of sand from the beaches... it is a disgrace.	Q64	The NPF acknowledges the need to prevent beach erosion through a review of coastal setbacks.	None
9.095	There is no longer anywhere along seven mile beach for locals to enjoy the beaches we all are meant to enjoy	Q66	The NPF acknowledges the need to retain public accesses to beaches in sections 3.6 (Tourism Zones), 9.2 (Coastal Zone Management) and 11.1 (Comprehensive Parks, Recreation and Open Space Plan).	None
9.096	Global sea level rise (based on a very conservative predicted sea level rise of 1 foot by the year 2100 which translates to 4 inches by the year 2030, the predicted shoreline recession is 33 feet by 2030). - This whole plan should be focused around this threat – not just one comment in the environment section. This information should be raising alarm bells across the whole of government and private sector to take action,	Q77	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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.	None
9.097	I think that development on the ocean needs to be highly regulated and prevented. The details of which must be outlined as soon as possible to prevent construction of potentially detrimental projects in our beautiful seas.	Q79	Noted. Section 9.2 of the NPF seeks to minimise the impact of development on coastal areas and acknowledges the need to maintain public access to beaches.	None
9.098	Why is population growth or climate change not taken into consideration. We know sea levels are rising and we need to protect the mangroves which keep us safe. We don't have the infrastructure to support endless population growth. What number is your plan going to be based on? 85,000 or 120000 people?	Q89	<p>PlanCayman takes a performance based approach and seeks to identify community infrastructure needs based on the nature and scale of growth and development, rather than being predetermined by assumptions about population change. This supports Cayman's established role as a place that can grow flexibility in response to global economies while providing the necessary infrastructure to support a high quality of life. For further explanation see response to comment 1.046.</p> <p>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. Any necessary amendments or additions will be set out in the relevant sections of the NPF.</p> <p>Section 3.9 seeks to protect the Island's Mangrove Buffer from Development Pressure.</p>	None
9.099	The coastal areas should have very little if any huge unsightly concrete structures.	Q99	Noted. Section 8.2 sets out goals and objectives concerning building design	None
9.100	Climate change is here to stay thus more extreme weather will be the normal with more storm surge due higher sea levels. coastal housing should be built on piles to allow free flow of water and thus less damage to buildings and sand erosion.	Q100	Noted. Section 8.2 sets out goals and objectives concerning building design and it is noted that different building Design Guidelines could be adopted for different uses and locations.	None
9.101	the coast line should be pretty	Q112	Noted. Section 9.2 recognises the importance of coastal areas in terms of recreation and views	None

9.102	There should be NO MORE development on the coast. We are hemmed in now as it is. There is no view of the water or the beaches in many parts of the island. Even driving along our public beach has been stolen by collusion between Mr Bush and Mr Dart. Such violations of public interest must be stopped. Protections must be implemented and KEPT! Children being born today want to see their homeland as beautiful as we saw it forty years ago. Keep that in mind. Forty years is just one generation growing up and watching their children play on the beach.	Q143	Many coastal areas are in private ownership but Section 9.2 seeks to ensure that development on the coast would minimise impacts and maintain the public's right of access to beaches.	None
9.103	no large scale destruction of coastal areas such as Barkers	Q147	Section 3.10 identifies proposed alterations to the Coastal Works process, in order to ensure that development taking place in, on or over Crown Lands below the high water mark are in accordance with national planning policy. The Barkers area is also identified in section 4.1 as a potential property to include within the Natural Resource Preservation Overlay.	None
9.104	Maintain and, secure where necessary, access to the coastline	Q158	9.2 (Goal 1; Objective 3) acknowledges the need to define clear setbacks and public accesses to beaches.	None
9.105	set backs desperately need addressing on coasts as there is almost nothing in the plan that contemplates the sea level rise we are going to face in the next decade.	Q204	Section 9.2 acknowledges sea level rise and the need to review setbacks is referenced in sections 3.6 (Tourism Zones), 8.1 (Site Design) and 9.2 (Coastal Zone Management). Setbacks will be reviewed during the preparation of Area Plans, thereby enabling them to be determined based on the particular issues and constraints of that location.	None
9.106	We need an overall plan for these Islands, to guide our development in a long-term and sustainable fashion for the next 25-50 years. All aspects and impacts have to be considered, and the frank conversations held. We are a small low lying set of Islands in a popular hurricane zone. Hello!!	Q230	The Development Plan is intended to be a long-range comprehensive plan used to guide physical development and the overall use of land on Grand Cayman. The NPF sets out goals and objectives on a range of topics and is being prepared with full public and stakeholder consultation.	None
9.107	Cayman is also facing issues on Brac of plastics washing ashore. Brac does not have the resources to keep the shoreline clean from plastic coming from the east.	Q259	The issue of plastics washing onto shore is outside the scope of the NPF	None
9.108	Anything to protect our coast line and keep the beaches available to the locals.	Q261	Noted.	None
9.109	p.81 Goal 1 Objective 4: Mark each road name sign with markers clearly showing road height above mean sea level (awareness of flood risk during impending storm threats).	Q268	Section 8.6 outlines objectives for wayfinding signage and so this suggestion can be considered when preparing the relevant design guidelines.	None
9.110	Coastal protection and management should be a priority. Government needs a plan for rising sea levels and all efforts to protect all 3 islands.	Q271	Noted. These issues are reflected in section 9.2, and throughout the NPF where appropriate.	None
9.111	Should include MPAs [Marine Protected Areas] in this introduction as an existing component.	Q279	A reference to Marine Protected Areas can be added to the introductory text on page 80.	None
9.112	"Original vegetation line" means? Historical based on aerial photos? Insofar as a veg line is a proxy for the mean high water mark how does this proposed change assist?	Q279	The reference to original vegetation line is considered to be unnecessary and this Objective is proposed to be amended (please see response to comment 9.073)	None

9.113	Our reef fish population is severely depleted. Our favorite edible species are on the verge of local extinction. For God's sake, please expand the marine parks, add necessary new regulations and enhance law enforcement to the extent that we reverse the decline. I don't think the average Caymanian has any clue how much this is worth to our economy and future food reserves for times of economic depression. Our window of opportunity to save our reef in Grand Cayman is rapidly closing. Please make this an economic priority!	Q320	This issue is outside the scope of PlanCayman. Marine protection designations are the responsibility of the Department of Environment.	None
-------	---	------	--	------

9.3 SUSTAINABLE DESIGN AND CONSTRUCTION				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
9.114	Turtle friendly lighting should be included in Sustainable Design and Construction. There are other measures which could contribute to sustainable design including expanding the CUC CORE program, or encouraging LEED certification for buildings.	W9	<p>An additional action is proposed for section 9.2 which refers to the need to enhance the ambiance of the coastline and minimize impacts, incorporating solutions such as turtle-friendly lighting where appropriate. This will be in line with NCC / DoE advice and established guidelines and conservation plans. More detailed guidelines / policies on this issue can be provided in Area Plans, where necessary.</p> <p>Decisions relating to the CORE programme are the responsibility of CUC.</p> <p>Section 8.2 (Building Design) refers to encouraging energy efficient standards, such as LEED</p>	None
9.115	9.3 Sustainable Design and Construction The NTCI would like to see more encouragement for LEED certification for all developments.	W19	Section 8.2 (Building Design) refers to encouraging energy efficient standards, such as LEED	None
9.116	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Create a Sustainable Construction checklist 	W20	Noted	None
9.117	As per our comment on Section 3 and 8, it would be preferable if Construction Guidelines considered requiring roofs to be structurally designed and roof orientation laid out to enable solar panel installation and electricity production. This would support the Government's National Energy Policy.	W22	Noted. Building Design Guidelines (section 8.2) can consider the structural and orientation requirements to support solar panel installation.	Consider when preparing Building Design Guidelines
9.118	<p><i>Building design and construction techniques should have regard to climate change and the need to reduce greenhouse gas emissions as well as other forms of pollution. Greenhouse gas emissions can be reduced through the use of energy efficient appliances, the generation of renewable energy, reduction of vehicle dependence, and other implementation measures. Sustainable design and construction provides built developments that are efficient and affordable, socially acceptable and less damaging to the environment. It not only looks at energy efficiency, but also minimising land consumption, use of natural systems, providing a healthy, comfortable and safe living environment, minimising waste and not compromising existing ecosystems.</i></p> <p>Sustainable Design and Construction paragraphs above should be EMBEDDED in the whole document, not just one section.</p>	W24	Many of the issues and objectives identified in section 9.3 are reflected in other sections of the NPF, such as those concerning building and site design, natural resources, solid waste, mixed use and sustainable transportation.	None
9.119	While this section states that regard should be given to climate change, its focus is on greenhouse gas reduction from building energy consumption and omits equally important climate adaptation and resiliency needs of low-lying, geographically isolated islands at the frontlines of climate change. See comments in Sections 8.1 and 8.2 above on green building and climate-resilient design and construction practices, standards and	W27	Noted. Comments relating to sections 8.1 and 8.2 have been considered accordingly.	None

	tools.			
9.120	Goal 1 is appropriately broad enough to be a catch-all however Objective 1 is strangely worded ("reduce waste") and limits Action Items to addressing energy issues, only one component of sustainable design and construction. Goal 1 could be expanded to include the existing building stock, which from an energy standpoint would warrant retrofit programmes that increase efficiency and reduce their carbon footprints and carry other economic benefits. The LEED for New Construction rating system includes guidance for major renovations, as well as the Existing Buildings rating system provides useful guidance on integrating sustainable design and construction principles into the operation and maintenance of existing structures.	W27	Noted. Goal 1 can be amended to remove the specific reference to waste, which is misleading.	None
9.121	Not only encouraged. Freedom of live 'off the grid' should be a right.	Q12	Individuals can live 'off the grid' if they choose to.	None
9.122	These items will add more costs to local construction and have no impact on climate change caused by industrial countries.	Q15	Despite Cayman's minimal contribution to emissions compared with larger nations it is extremely vulnerable to climate change and must seek to mitigate impacts on climate change. The country can also benefit economically from being less reliant on fossil fuels and alternative energy technologies are continually reducing in cost.	None
9.123	There should be a requirement by planning that a source of alternative energy be incorporated in all new buildings. A requirement for all commercial buildings to use roof space and parking lot covers to increase photovoltaic energy production.	Q23	In line with the National Energy Policy (section 3.3.1.1 which seeks to 'Promote the inclusion of renewable energy solutions in new and existing structures' and 3.3.8.5 which seeks to 'Provide incentives for...sustainable building materials') section 9.3 of the NPF seeks to encourage sustainable design and construction and this is supported by section 8.2 (Building Design)	None
9.124	YES. Go for it!	Q28	Noted.	None
9.125	Should be centralised to reduce costs to home owners. Every home with solar panels and wind turbines will not look attractive.	Q29	The National Energy Policy forecasts that the majority of the renewable energy generation in Cayman will be from utility scale Solar PV, rather than distributed (homeowner) PV.	None
9.126	The island could be fully powered by these things!	Q30	The National Energy Policy has set a target of 70% of total electricity generation to come from renewable sources by 2037.	None
9.127	Must be cost effective for ALL.	Q48	Alternative energy technologies have significantly reduced in cost and are expected to continue to do so. Additionally, the National Energy Policy acknowledges (Goal 3) that the investors' interests should be balanced with the interests of consumers, who are entitled to receive reliable and efficient services at affordable costs.	None
9.128	And Geothermal. From what I understand the late Jim Knapp used it at his home in Grand Harbour?	Q74	Thank you for the suggestion. It is understood that some suppliers in Cayman provide Geothermal cooling equipment and while it has higher initial installation costs, there are considerable long-term savings and energy efficiency benefits. This will be explored during the preparation of the Sustainable Construction Guidelines referred to in 9.3, but in general the NPF would support all practical forms of alternative energy sources, subject to environmental, aesthetic and other considerations.	Consider Geothermal Cooling techniques and benefits during preparation of Sustainable Construction

				Guidelines
9.129	This should be embedded as part of the vision and objectives for sustainable development in line with the United Nations Sustainable Development Goals and the Intergovernmental Panel on Climate Change requirements.	Q77	Sustainable Development principles, incorporating economic, social and environmental objectives, feature throughout the NPF within many of the Goals and Objectives.	Nne
9.130	I believe solar and small scale wind turbines, which divert the argument that wind turbines are unsightly, (such as at Tortuga) are great alternatives to fossil fuels in Cayman and would put the islands at the forefront of sustainability in the Caribbean.	Q79	Agreed. The National Energy Policy has set a target of 70% of total electricity generation to come from renewable sources by 2037.	None
9.131	As a small island with ever increasing gas prices, we should be using so much more of renewable energy.	Q85	Noted.	None
9.132	These alternative energy sources and sustainable building materials must be affordable to property owners and developers.	Q95	Alternative energy technologies have significantly reduced in cost and are expected to continue to do so. Additionally, the National Energy Policy acknowledges (Goal 3) that the investors' interests should be balanced with the interests of consumers, who are entitled to receive reliable and efficient services at affordable costs.	None
9.133	Recurrent costs for the built environment is very expensive in Cayman - Solar hot water should required by the codes as the primary method of heating water. R30 batt insulation or R19 sprayed insulations should also be required by code in all new now and old homes within a decade. SEER ratings should not be used here because it too hot EER ratings are the correct method as tested at high temps 16 EER minimum . Double glazed windows required by code.	Q100	Building code requirements are outside the scope of PlanCayman although section 8.2 (Building Design) seeks to encourage through incentives the application of energy efficient standards where these exceed the minimum building code requirements in the Cayman Islands.	Forward comments to BCU
9.134	Maybe something that doesn't take up as much space as wind turbines and as expensive as solar	Q139	The National Energy Policy forecasts that the majority of renewable energy generation will come from Solar PV, which has significantly reduced in cost and is expected to continue to do so. Just 3% of total electricity generation in the Cayman Islands in 2037 is forecast to come from wind power.	None
9.135	Some should be required and reduced duty on sustainable building material.	Q147	Section 9.3 of the NPF seeks to encourage sustainable design and construction by providing incentives, such as reducing duty on certain materials.	None
9.136	I strongly agree with this and the Government needs to strongly recommend this to new and existing developments and residential alike. Also, they should waive custom duty for caymanians only importing these sustainable building materials. And Caymanian should be able to prove it is solely for their use and not that they are bringing in for a foreign national.	Q148	Section 9.3 of the NPF seeks to encourage sustainable design and construction by providing incentives, such as reducing duty on certain materials.	None
9.137	Grand Cayman should take advantage of the power of the sun.	Q165	Noted.	None

9.138	we need laws that facilitate the use of recycled materials for this redevelopment of structures and to allow temporary structures made from natural materials. A ban on anything but recycled concrete might be also a good place to start.	Q204	The preparation of Building Design Guidelines (section 8.2) will consider building materials and can consider encouraging the use of certain materials over others.	Consider during preparation of Building Design Guidelines
9.139	it's going to help pollution and stop the use of harmful and artificial energy sources	Q225	Noted	None
9.140	On the fence about this- I am a naturalist & support sustainable ideas. BUT in the long run 40 years from now when all of these solar panels have lived out their lives we could run the risk of used turbines & solar panels/cells sitting in our landfill. Their lifespan is not long, therefore we must ensure if we do explore alternative energy sources that any waste generated as a result of repairs/replacement that we have the facilities or resources to remove from the island or recycle sensibly. Please read article below https://www.forbes.com/sites/michaelshellenberger/2018/05/23/if-solar-panels-are-so-clean-why-do-they-produce-so-much-toxic-waste/#4886e21a121c	Q228	Noted and thank you for the information. PlanCayman (and the National Energy Policy) will be reviewed every five years and so will be prepared with reference to the latest renewable energy technology. In addition, recycling and solid waste management will be reviewed in the Cayman Islands through the National Solid Waste Management Strategy.	None
9.141	Take advantage of the free resources we have available on this island. It can also be an attractive part for tourists too!	Q235	Noted.	None
9.142	Yes - we can't continue to be a drain on resources such as oil when we have natural resources that can and should be harnessed.	Q236	Noted.	None
9.143	Yes, this must be the way forward.	Q251	Noted.	None
9.144	Very important to make this affordable.	Q261	Alternative energy technologies have significantly reduced in cost and are expected to continue to do so. Additionally, the National Energy Policy acknowledges (Goal 3) that the investors' interests should be balanced with the interests of consumers, who are entitled to receive reliable and efficient services at affordable costs.	None
9.145	Solar panels - yes. Wind turbines - no: they would likely kill a lot of flying animals, they can be noisy and unsightly, and they can be hazardous in a hurricane.	Q268	Noted. Section 7.7 acknowledges that the Island's natural environment should be safeguarded whilst renewable energy resources are developed. These issues should be considered during the preparation of Building Design Guidelines.	Consider during preparation of Building Design Guidelines
9.146	The threat of climate change in our environment is a real concern, we can not directly contribute to these problems by focusing on non-renewable resources, an alternative energy source is what Cayman needs and can take advantage of due to our Caribbean sun.	Q285	Noted	None
9.147	Wind turbines may be detrimental to the bird and bat population however.	Q297	Noted. Section 7.7 acknowledges that the Island's natural environment should be safeguarded whilst renewable energy resources are developed. These issues should be considered during the preparation of Building Design Guidelines.	Consider during preparation of Building Design Guidelines
9.148	Easy to do...	Q317	Noted	None
9.149	We should create duty free or duty reduction incentives as well as fairer trade rates for use of the grid	Q320	Section 9.3 of the NPF seeks to encourage sustainable design and construction by providing incentives, such as reducing duty on certain materials.	None

9.4 AGGREGATE / QUARRY OPERATIONS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
9.150	Quarries should be excluded from areas of ecological value and limited gain (e.g. wetlands).	W9	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.	None
9.151	Better enforcement of closure plans and mitigation measures is needed.	W9	The NPF acknowledges that a closure plan should be in place for all existing and future quarries and they should be implemented. It is also indicated that the DoP should create a set of conditions for the closure plan, with assistance from the Department of Environment.	None
9.152	There should be encouragement of use of recycled fill materials.	W9	Noted. Section 9.4 can be amended to reflect this.	None
9.153	The section on quarries should reference the Aggregate Advisory Committee.	W9	Section 9.4 can be amended to include reference to the Aggregate Advisory Committee	None
9.154	Quarrying. The interior of Grand Cayman is beginning to look as if it has been subjected to a meteor bombardment. An enormous amount of fill is going to be needed to build any arterial road to Frank Sound. Is there a Plan as to where this fill will be sourced without completely emptying Grand Cayman of rock?	W14	The NPF seeks to implement the CPA's Aggregate Policy and to ensure the continued availability of construction aggregate and fill material while reducing the environmental impact of such operations. The Aggregate Policy will be reviewed and updated as necessary.	None
9.155	9.4 Aggregate / Quarry Operations, Goal 1 At present mitigation measures are not enforced such as the recent case at Meagre Bay Pond. NTCI believes that quarries should not be permitted in areas of ecological value and supports the mandatory provision and enforcement of closure and site restoration plans.	W19	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 NPF acknowledges that a closure plan should be in place for all existing and future quarries and they should be implemented. It is also indicated that the DoP should create a set of conditions for the closure plan, with assistance from the Department of Environment.	None
9.156	Objective 1 – RSPB supports the provision of closure plans, which should include site restoration, prioritise the re-creation of appropriate habitats and contain provisions for long-term after care and management post-closure. Restoration and habitat creation plans should be agreed long before closure; ideally restoration should begin in phases whilst the site is operating and whilst equipment and resources are available for deployment.	W21	The NPF acknowledges that a closure plan should be in place for all existing and future quarries and they should be implemented. It is also indicated that the DoP should create a set of conditions for the closure plan, with assistance from the Department of Environment.	None

9.157	The Aggregate Policy is now some 15 years old and based on an even older study. The Aggregate Advisory Committee should be consulted on any necessary updates and implementation of a revised CPA policy should be Objective 1.	W27	Noted. The CPA Aggregate Policy will be reviewed as necessary.	None
9.158	Additional objectives and action items should be developed to address the importation recommendations of the CH2Hill study, assess current operations at the George Town port and identify issues requiring resolution in order to satisfy the overarching Goal.	W27	Additional aggregate / quarry issues can be considered within a review of the CPA Aggregate Policy.	None
9.159	<p>Section 9.4 – Page 83 – Aggregate/Quarry Operations</p> <p>The Water Authority recommends to update the 2004 CPA Aggregate Policy as the policy has become outdated. The Water Authority recommends that the Aggregate Advisory Committee takes the lead on drafting the new policy; the policy will reflect the following issues:</p> <ul style="list-style-type: none"> • Quarry Overlay zones (refer to section 4) • Provisions for deeper excavations • Exclusion zones (e.g. areas of ecological value and limited gain, fresh water lenses) • Enforcement • Closure plans • Encourage use of recycled fill materials • Stimulation of importation of aggregate • Role of the Aggregate Advisory Committee • Implementation of the updated policy 	W28	Noted. The CPA Aggregate Policy will be reviewed as necessary.	None
9.160	Quarries do not seem to be consider sufficiently in the draft framework.	Q279	Section 9.4 outlines goals and objectives regarding aggregate / quarry operations.	None

APPENDIX J

Responses (Section 10 – Community Facilities)

10. COMMUNITY FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
10.001	<p>Community Facilities (Section 10, Page 85)</p> <p>a) These areas can be a “good fit” for location of Utility infrastructure which is of benefit to the surrounding communities once the infrastructure is designed in a manner to be in harmony with the space in which it is located.</p> <p>b) Education Facilities – consideration for ICT, digital economy in the design of these facilities</p> <p>c) Healthcare facilities - as Medical Technology develops, access to ICT Networks and Services becomes increasingly important, sometimes to the point that service quality and delivery is severely impacted by lack of Infrastructure to support these Networks and Services.</p> <p>Suggestion – Consult with designers, OfReg Licensees and owners/operators. Ensure all major Education Facilities, Healthcare Facilities, and entertainment/sports venues accommodate access to Utility Corridors.</p>	W15	Noted. 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 sections 10.1 and 10.2.	None
10.002	<p>We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process.</p> <ul style="list-style-type: none"> • Develop an island-wide Community Service Facilities Plan • Identify potential location of medical, educational, community and public safety facilities 	W20	Noted	None

10.1 EDUCATION FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
10.003	Waste management facilities need to be addressed across all of the schools.	W24	Section 10.1 acknowledges the need to work with the Ministry of Education, parents, teachers and students to assess the type of facilities that are required in new education developments. The outcomes of the recycling programme (section 7.3) will determine the requirements for waste management facilities in schools.	None
10.004	Utilise climate-smart facilities as teaching environments. Many of these facilities also serve as emergency shelters and therefore should be as climate-resilient as practicable, with self-sustaining passive systems.	W27	Education facilities will be encouraged to utilise sustainable design and construction techniques, wherever possible.	None
10.005	Spread out schools so that they aren't clumped together.	Q20	Agreed. Section 10 of the NPF acknowledges the need to strategically locate community facilities in accessible locations that help to reduce traffic congestion. As identified in 10.1, 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.	Consider during preparation of Area Plans

10.006	We pay a lot of money in taxes to the Government. Budgets need to be balanced and we need to stick to budget and not go over by 500% Look at Cayman prep High school and the lovely school they managed to build for a fraction of the cost of what was spent on the new high schools. remember, we need to fill our schools with GREAT teachers, the classrooms don't have to be ultra modern structures. LETS STOP GOLD PLATING everything.	Q28	NPF 10.1 (Goal 1) seeks to provide education facilities that meet minimum design standards and identifies the need to work with architects, parents, teachers and students to assess the type of facilities that are required.	None
10.007	One the to bear in mind is that it is great to see development, however looking to the future, where are children going to go to school? Schools are already overbook and if the Govt's plan is to increase the population, they have to consider this	Q92	The Goal of Section 10.1 is to support future education development at all types and levels as demanded by population growth	None
10.008	Include new schools in different districts. This would help to alleviate traffic congestion in existing traffic corridor bottleneck areas and major urban centres.	Q95	Agreed. Section 10 of the NPF acknowledges the need to strategically locate community facilities in accessible locations that help to reduce traffic congestion. As identified in 10.1, 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.	Consider during preparation of Area Plans
10.009	We need better schools to produce citizens for the more advanced jobs and skills so we can start to replace foreign workers with highly skilled local workers and stop this weird drive to build more and more and wreck the land the style of this quiet laid-back, sought after country.	Q143	NPF 10.1 (Goal 1) seeks to support future education development at all types and levels	None
10.010	Our education system & parenting skills are not resulting in the level of expertise we need Caymanians to have in order to benefit from Cayman's economic success	Q147	NPF 10.1 (Goal 1) seeks to support future education development at all types and levels	None
10.011	Medical universities and more tertiary education options	Q171	NPF 10.1 (Goal 1) seeks to support future education development at all types and levels and it is acknowledged that the Ministry of Education will assist in the identification of the required facilities.	None

10.2 HEALTH CARE FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
10.012	Like above, these facilities should be as climate-resilient as practicable with passive systems and adequate redundancies in case of extended periods of service disruptions (e.g. post-hurricanes).	W27	Health Care facilities will be encouraged to utilise sustainable design and construction techniques, wherever possible, and will be designed with reference to potential service disruptions.	None
10.013	Following the national consultation on a PAHO / WHO Action Plan on Health and Climate Change for Caribbean Small Islands Developing States (SIDS) during August-October 2018, the Cayman Islands Health Services Authority is pursuing a climate-smart hospital policy under the guidance of the Chief Medical Officer. Consult this stakeholder to ensure compatible goals and objectives and minimise duplication of effort and resources.	W27	Noted and thank you for the suggestion.	Ensure consultation with Ministry of Health, Environment, Culture and Housing and HSA at each stage of the

				Development Plan review
--	--	--	--	----------------------------

10.3 MULTI-PURPOSE FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
10.014	The same climate-resiliency comments noted above applies to hurricane shelters.	W27	New multi-purpose facilities will be encouraged to utilise sustainable design and construction techniques, wherever possible, and will be designed with reference to potential service disruptions.	None

10.4 PUBLIC SAFETY FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
10.015	Consultation with HSA on emergency routes for improved ambulance response times and HMCI on evacuation routes should be included.	W27	Emergency routes for ambulances will be considered as part of the identification of long-range medical facilities (Section 10.2). Evacuation routes for part of the Cayman Islands National Hazard Management Plan	None

APPENDIX K

Responses (Section 11 – Parks, Recreation & Open Space)

11.1 COMPREHENSIVE PARKS, RECREATION & OPEN SPACE PLAN				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
11.001	Beach open space should be managed including regulation of tourism businesses on public beaches.	W9	Beaches and beach access points would form part of the Comprehensive Parks, Recreation and Open Spaces Plan (NPF 11.1 (Goal 1; Objective 1). The Public Lands Commission (PLC) is responsible for regulating tourism businesses on public beaches.	None
11.002	<ul style="list-style-type: none"> • <i>Evaluate existing inventory and identify “holes” in relation to population bases.</i> Terminology to use here is ‘gaps’ not holes	W24	Noted. Section can be amended accordingly.	None
11.003	<ul style="list-style-type: none"> • <i>Conduct a public outreach programme to determine communities’ needs as well as “wish-lists” while identifying funding options.</i> Shouldn’t use the terminology ‘wishlist’ in a report like this – shouldn’t use an idiom. – rephrase to ‘outcome from public consultations’ or something similar.	W24	Noted. Section can be amended accordingly.	None
11.004	Bridle Paths (bridleway) Suggestion - in appropriate areas that bridle paths be designated. These can double as footpaths or hiking trails and help take this equestrian activity off roadways. This allows for safe riding conditions and improves cleanliness. Suggest that the South Sound area could use such designations especially around the large undeveloped tracts of Land. These designations should also be placed in the more rural areas where equestrian activity is common and can done before too much development makes it harder to achieve. These bridle paths can help increase the value of surrounding property and diversify the amenities and activities offered to residents and tourists alike.	W32	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and running, walking and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.005	Preserved Natural Areas - not 'nature and urban trails', but real honest to goodness not tracked through wild spaces for the wild things to roam without people taking their pictures. Covered, though not necessarily air-conditioned indoor sports facilities. The Lions Centre is a good example. yes its hellish-hot in summer, but its very economical to operate. And that might be 'good enough'. pools? use the sea. (If you can preserve beach access of course. Time to go back and rethink that 'coastal zone' development, eh?)	Q4	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces, as well as running, walking and cycling paths, and beaches and beach access points are all recreation features that the Plan should consider during the preparation of the Comprehensive Parks, Recreation and Open Space Plan and Area Plans.	None
11.006	More green spaces, public parks, PUBLIC BEACHES, -and - separate nature preserves.	Q4	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces, as well as running, walking and cycling paths, are all recreation features that the Plan should consider during the preparation of the Comprehensive Parks, Recreation and Open Space Plan and Area Plans.	None
11.007	Not just 'parks and beaches' but there are NO public footpaths on this island to my knowledge, protect the dyke paths and other inland walks, not just places to sit down! Paths for recreational cycling, running and dog walking. Right now we have so little sand, we cant even walk on the beach!	Q6	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and running, walking and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None

11.008	Free entertainment and sporting areas should be encouraged. A community pool is a terrible idea and would be disgusting. We have the sea for public use.	Q10	Noted. Section 11 (Goal 1; Obj 1) identifies a variety of sporting facilities that the Plan should consider.	None
11.009	We have enough playing fields and they are severely underused and poorly managed. Golf courses do not benefit the communities as a whole, only tourists and wealthy locals. The land would be better used to provide low cost housing for single parents, persons with disabilities and impoverished retirees.	Q12	Section 11.2 of the NPF considers potential funding sources for the development and maintenance of recreation and open space facilities. Section 3.2 (Goal 1; Objective 2) considers the need for an island-wide affordable housing policy and the measures that can be implemented to allow for more affordable housing.	None
11.010	Green space whether it is a nature trail, park, etc should incorporate local native plants to tie in their cultural uses as it once was.	Q13	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces, as well as running, walking and cycling paths, are all recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.011	Wild places can exist in urban areas, and can teach us about ourselves and our lives. Urban forests, ponds and wetlands are features of livable towns and cities in the best ordered countries around the world. "Parks and public spaces" are fine for swing sets but forests and ponds contribute to fresh air, natural beauty and contemplation. Small paths can exist for pleasure and for walking/cycling to work or to shop.	Q16	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces, as well as running, walking and cycling paths, are all recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.012	Vast tracts of the kinds of land that greeted our very first settlers.... on our verdant isle (s).	Q16	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.013	scenic biking paths	Q20	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.014	Safe places to run and cycle. Friends are dying on the roads we all use for exercise, so some thought needs to be put in to where people can run (marathon participants over 1000 people .. many of whom are proper Caymanians)	Q25	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and running, walking and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.015	Integrate trails and cyclists routes into recreational areas, for example in connection with parks.	Q27	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and running, walking and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.016	There are numerous sports facilities paid for by private organisations and within schools. We have a seafaring culture and people need to be encouraged to go outside, enjoy nature, breathe in fresh CLEAN air, watch wildlife. Anyone familiar with well being knows that freeing the mind of clutter and enjoying ones natural surroundings is indicative of a longer healthier life. It's also free and doesn't require having to join a gym or play a sport!	Q29	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.017	Preserve the natural environment!	Q30	Section 9.1 seeks to protect the Island's natural resources and to prevent the loss of important vegetation. Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider.	None

11.018	We are losing our connection to nature and imaginative growth. Provide incentives for outdoor activities with family and free play for young children	Q36	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.019	Wilderness areas for bird watching etc..., camping grounds, dog parks.	Q45	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.020	Public parks, similar to dart park in south sound or west bay, are enjoyable places. If similar parks are done by government they should be unique and incorporate Cayman's natural flora.	Q46	Section 11 (Goal 1; Obj 1) acknowledges that public parks are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.021	We have enough golf courses! They destroy the land, using harmful herbicides.	Q49	Noted. The Parks, Recreation and Open Space Plan will consider the need for new golf courses, alongside a consideration of a range of other recreation and open space facilities.	None
11.022	We have all of the above now they only need to be enhanced	Q64	The Comprehensive Parks, Recreation and Open Space Plan would assess the quality of existing facilities and include a maintenance plan and identify funding sources.	None
11.023	Beaches and water-themed natural spaces	Q83	Section 11 (Goal 1; Obj 1) acknowledges that beaches and natural preserves are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.024	We have nature's pool - the sea so we don't need too many swimming pools. We have parks but they are terribly maintained. Dart Park South sound is a disgrace.	Q89	The Comprehensive Parks, Recreation and Open Space Plan would assess the quality of existing facilities and include a maintenance plan and identify funding sources.	None
11.025	Affordable water park	Q92	This type of facility represents more of an entertainment use rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.026	public beaches are very essential. clean and proper restrooms. access for visitors and resident to swim and snorkel etc.	Q99	Section 11 (Goal 1; Obj 1) acknowledges that beaches and beach access points are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.027	We should encourage outdoor leisure pursuits to keep the future health costs down	Q100	Agreed. Section 11.1 (Goal 1) seeks to promote outdoor leisure pursuits and to provide proper planning for the future of the Island's recreation facilities.	None
11.028	Amusement parks, theme parks, water park etc, maybe a mall	Q105	These types of facilities can be classified as entertainment uses rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.029	entertainment for the younger generation other than Camana Bay	Q107	Agreed. The Comprehensive Parks, Recreation and Open Space Plan would address recreation needs for the whole community	None
11.030	nature reserves (other than the botanical gardens) that inform people about the nature of Grand Cayman and a place where people can go and enjoy the UNTOUCHED nature that shows what Cayman truly has to offer!	Q108	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.031	theme parks, water parks, activity centers and trampoline parks	Q111	These types of facilities can be classified as entertainment uses rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None

11.032	New sailing club house	Q112	11.1 (Goal 1; Objective 2) notes that stakeholders, such as sports clubs and water sports operators) would be consulted in the preparation of the Comprehensive Parks, Recreation and Open Space Plan to identify their specific facility needs.	None
11.033	[In Urban areas] clubs less expensive places	Q125	Agreed. The Comprehensive Parks, Recreation and Open Space Plan would address recreation needs for the whole community	None
11.034	Arcades	Q129	This type of facility represents more of an entertainment use rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.035	[In Urban Areas] Laser Tag	Q130	This type of facility represents more of an entertainment use rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.036	bowling and lazer tag	Q133	These types of facilities can be classified as entertainment uses rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.037	i believe that the entertainment system needs to be improved with other things to do besides the one water slide at Margaritaville and a movie at camana bay.	Q133	The Comprehensive Parks, Recreation and Open Space Plan would address recreation needs for the whole community	None
11.038	[In Urban areas] Laser Tag	Q134	This type of facility represents more of an entertainment use rather than recreation and so would be considered on a case-by-case basis in appropriate locations.	None
11.039	There aren't any parks in higher density areas because they are mostly just for tourists such as shops and restaurant.	Q141	It is noted in 12.2 (Goal 1; Objective 2) that a town square of public park could be created in George Town. This will be considered in more detail during the preparation of the George Town Area Plan, the GT Revitalization Initiative and the Comprehensive Parks, Recreation and Open Space Plan	None
11.040	Swimming pools should be in each district and can be used in programmes for the elderly to help keep them fit as well as for primary schools in the district. Acknowledge this is an expensive wish!	Q147	Section 11 (Goal 1; Obj 1) acknowledges that pools are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.041	Provide community gardens for growing foods	Q158	Community gardens can have many positive impacts on communities, safety and health. They could be a good use of LPP land that is required to be provided in major residential subdivisions. This suggestion will be added to the Comprehensive Parks, Recreation and Open Space Plan.	None
11.042	Parks with exercise options	Q158	Section 11 (Goal 1; Obj 1) acknowledges that parks are recreation features that the Plan should consider, and the particular design (i.e. whether exercise facilities could be incorporated) will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.043	50m swimming pool and facilities	Q167	Section 11 (Goal 1; Obj 1) acknowledges that pools are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None

11.044	Dog park	Q223	Section 11 (Goal 1; Obj 1) acknowledges that parks are recreation features that the Plan should consider, and the provision of parks specifically for dog walking / exercise will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.045	Prospect is lacking facilities maybe a 50m pool	Q229	Section 11 (Goal 1; Obj 1) acknowledges that pools are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.046	Golf Courses that are accessible to locals so that our children and young people are exposed to the sport and learn to conduct business conversations while playing the game. Since this is a norm within the business world.	Q231	Section 11 (Goal 1; Obj 1) acknowledges that golf courses are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.047	Additionally boardwalks can act as sustainable transportation, safe for pedestrians/runners, and could even be a place for local markets to be based as well. Indoor is not as vital because Cayman has very good weather all year and we should be taking advantage of the warmth and beauty this island has to offer. Areas for the youth, adults and even animals will bring the community together and create a national pride too. It also helps mentally for children and even adults to encourage sports and outdoor activities.	Q235	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails, and running, walking and cycling paths, are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.048	Sports facilities do not need to be indoor, necessarily - a mixture of both would be nice. Swimming is a fundamental necessity for all to learn (especially where we live) there needs to be public access to pools. Given that we have less access to the beach these days and for none swimmers it is intimidating pools serve a purpose here. Golf seems to be something that is more specific in interest and should not be considered for public interests - maybe a public private partnership, given the cost and upkeep needed for such a facility.	Q236	Section 11 (Goal 1; Obj 1) acknowledges that pools and golf courses are recreation facilities that the Plan should consider, alongside a range of other recreation and open space features. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.049	We need competent elected officials to ensure the country's national interests are protected. Any major developer should be required to fund a water park for the public to use free of charge. Look at Gardens by the Bay in Singapore. Funded by the developer of Marina Bay Sands. There is no direct system of taxation in Cayman so if a billionaire developer owns a hotel there must be other contributions that developer makes to the economy and society. Look at the pathetic public running track that cannot be used in the day and is not even a full 400 meter track. Look at the pathetic public parks that have been built so far. There should be a public park with acres of green space. Clearly our government negotiators to date have not been up to the task, the results (or lack thereof) speak volumes.	Q244	Section 7.1 deals with fees being collected from developments to fund the Capital Improvement Programme (schools, parks, roads). Additionally, 11.2 seeks to ensure that adequate funding is in place for the development and maintenance of recreation facilities. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.050	Areas for our teenage youth	Q245	The Comprehensive Parks, Recreation and Open Space Plan would address recreation needs for the whole community	None
11.051	Anything that encourages physical activity and observation of one's natural surroundings should be considered.	Q247	Section 11 (Goal 1; Obj 1) acknowledges that natural preserves and passive open spaces are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None

11.052	Dog parks	Q260	Section 11 (Goal 1; Obj 1) acknowledges that parks are recreation features that the Plan should consider, and the provision of parks specifically for dog walking / exercise will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.053	Fishing piers. Boardwalks through mangroves. Biking trails. Hiking trails.	Q268	Section 11 (Goal 1; Obj 1) acknowledges that nature and urban trails; running, walking and cycling paths; and boat launches and docks are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.054	Cayman desperately needs to invest in a 50m pool to attract international competitions and develop its swimmers.	Q271	Section 11 (Goal 1; Obj 1) acknowledges that pools are recreation features that the Plan should consider. Response will be considered during preparation of the Parks, Recreation and Open Space Plan	None
11.055	Main roads such as South Church Street should be closed to cars on Sundays to encourage residents to go for walks, enjoy the neighbourhood, have street food, etc.	Q271	The temporary closing of major routes may have significant policing / road management implications. This could be considered during the preparation of Corridor Plans (section 6.2 of the NPF) in consultation with relevant stakeholders and landowners.	Consider during preparation of Corridor Plans
11.056	Urban type pedestrian zones	Q275	Noted. The potential pedestrianisation of any high-pedestrian usage areas would be considered during the preparation of Area Plans (section 5.2) and, for George Town, during the GT Revitalization Initiative.	Consider during preparation of relevant Area Plans and GTRI
11.057	I have not check facilities that already exist and are in need of better maintenance / upgrading rather than de novo provision.	Q279	The role of the Comprehensive Parks, Recreation and Open Spaces Plan would be to identify the Island's short and long-term demands for recreation and open space facilities	None
11.058	Parks need to be more centrally located in residential areas rather than on the outskirts forcing most people to drive rather than walk. There needs to be a some kind of park in central George Town.	Q297	Section 11 (Goal 1; Obj 1) acknowledges that public parks are recreation features that the Plan should consider. Also, it is noted in 12.2 (Goal 1; Objective 2) that a town square of public park could be created in George Town. This will be considered in more detail during the preparation of the George Town Area Plan, the GT Revitalization Initiative and the Comprehensive Parks, Recreation and Open Space Plan	Consider during preparation of Parks, Recreation and Open Space Plan, relevant Area Plans and the GTRI
11.059	...again...stay focused on Caymanian needs	Q317	The role of the Comprehensive Parks, Recreation and Open Spaces Plan would be to identify the Island's short and long-term demands for recreation and open space facilities and to address the recreation needs of the whole community	None
11.060	Smith Barcadere	Q318	Section 11 (Goal 1; Obj 1) acknowledges that beaches and beach access points are recreation features that the Plan should consider.	None
11.061	I believe that far more important than spending huge money and land on giant international sporting facilities, we should first ensure that physical education is a daily class in school and encourage all Caymanians to protect their health through DAILY physical activities and healthy diet. P.E. in our schools needs a radical revamp!	Q320	The role of the Comprehensive Parks, Recreation and Open Spaces Plan would be to identify the Island's short and long-term demands for recreation and open space facilities and to address the recreation needs of the whole community. PE activities within schools are an issue for the Ministry of Education or individual private schools to consider	None

11.2 FUNDING				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
11.062	The use of the Environmental Protection Fund has guidelines and a procedure for use under the NCL. It will not be allocated towards open space with little environmental value.	W9	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.	None
11.063	11.2 Funding Goal 1 Objective 1 Regarding the funding of plans, it is important to note that the Environmental Protection Fund (EPF) is for the protection of environmentally sensitive land and not just for general parks and recreation facilities as commendable the provision of these are. There is a significant difference between these and the NTCI would not want to see EPF funds spent on facilities that are not environmentally sensitive.	W19	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.	None
11.064	Parks donated or funded need to have clear management plans especially for ongoing maintenance. The NTCI's own experience with Dart Park has shown that confusion can arise where no clear maintenance plan has been implemented for parks in general and the consequent lack of accountability resulting in them becoming unkempt etc.	W19	Noted. Section 11.2 acknowledges that an appropriate funding source is required for the development and maintenance of open space facilities	None
11.065	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Explore funding and maintenance mechanisms for public spaces	W20	Noted	None
11.066	Environmental funds shouldn't be used to purchase open spaces for recreational sports - this fund should be used to purchase virgin land that needs full protection and not used for sporting recreational activities which require development of the site.	W24	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.	None
11.067	Don't try and take money from the EPF to do this.	Q19	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.	None

11.3 LANDS FOR PUBLIC PURPOSE (LPP)				
Ref.	Comment	Respondent Ref	DoP Response	Other required action

11.068	LPP government should insist the developer add a park, landscape and maintain for those spaces, not leave it desolate and a resting place for unwanted cars.	W7	Agreed. Section 11.3 introduces the goal of improving Land for Public Purposes requirements to create more neighbourhood parks within subdivisions and residential developments, and it is noted that developers should be required to include recreation facilities on LPP park sites.	None
11.069	We encourage revision of the regulations and policies surrounding LPP, and it should be noted that some LPP is used for conservation purposes and not public use.	W9	Noted. Section 11.3 seeks to improve LPP requirements to create more neighbourhood parks. The NPF also 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.	None
11.070	Concept behind these is excellent and developers need to be forced to do something with them. Could we introduce a requirement that the LPP is developed first before construction can commence on main development or for appropriate funding to be handed over to an LPP Committee prior to construction commencing so that the LPP Committee can ensure something appropriate is done with it? Ultimate vision - everyone should be able to walk from their home to a community open space – becomes a meeting spot, safe place for kids to meet and play, for families to socialise and exercise etc. Where appropriate, make use of existing facilities such as school premises after hours eg the football pitch & track next to Lions Pool is open to the public after school hours and is a very popular meeting place every evening and at weekends.	W17	The NPF acknowledges the existing issue that there are currently no requirements for developers to construct recreation amenities and so LPP sites are often simply left as vacant parcels with no improvements. Section 11.3 therefore seeks to improve LPP requirements and indicates that developers should be required to include recreation facilities on LPP park sites. These are regulation issues and so will be considered within any revisions to the Development and Planning Regulations concerning LPP.	Consider during revisions to Development and Planning Regulations
11.071	11.3 Land for Public Purpose The NTCI would like to see further work on amendments to Land for Public Purpose regulations as often the land is for conservation as opposed to public use. The NTCI owns LPP and would not want it to be used for general public use nor would it want it to be deemed to the Crown. This is privately owned property.	W19	Section 11.3 indicates that environmentally protected areas may be exempt from the requirement to make such space accessible to the general public. Also, it is stated that all new LPP lands could be deeded to the Crown. This would not extend to existing LPP lands in private ownership.	None
11.072	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Revise LPP requirements to create more useful open spaces in subdivisions	W20	Noted	None
11.073	• <i>All new LPP lands shall be deeded to the Crown.</i> New lands should be deeded to the National Trust – this should be for the People in perpetuity and not for the resale by future government administrations.	W24	LPP land is to be used for public purposes, both active recreation or the protection of valuable natural resources. The National Trust is an independent non-governmental organization that conserves land for historic or environmental importance, not for public recreation. It would therefore not be appropriate to deed LPP lands to the National Trust.	None
11.074	Ensure recreational uses of open space or LPP are not prioritised over the stormwater management and flood prevention needs of the immediate or adjacent communities, especially in areas identified as critical for such corrective action in a regional SWM master plan. Expand 11.3 Objective 1 to include a SWM purpose for LPP if needed. This may not necessarily conflict with protection of environmentally sensitive resources within the LPP if green infrastructure or soft engineering solutions are employed.	W27	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.	None

11.075	Land designated within subdivisions for parks, are to be initiated by government workers, supported with government funding. The planning and security of the park and its contents should be discussed with the residents who are more aware of any issues within the neighborhood.	Q231	Section 11.3 acknowledges that at present there is no requirement for developers to construct recreation facilities on LPP, although the NPF seeks to require this in future. Regulations concerning LPP requirements will be reviewed and appropriate uses and design of LPP can be considered during that review.	Consider design and planning issues as part of revisions to LPP regulations.
--------	--	------	---	--

11.4 PUBLIC SAFETY FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
11.076	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Develop recreation, trail and open space performance and design standards	W20	Noted	None
11.077	• <i>Non-residential open space and trail requirements, encouraging the incorporation of green spaces Island-wide; and</i> What about blue spaces? Recognised for health benefits as well as ecosystem services and shouldn't be ignored.	W24	Noted. Section can be amended to make references to blue spaces	None

APPENDIX L

Responses (Section 12 – Economic Element)

12. ECONOMIC ELEMENT				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
12.001	The economic impact of not addressing climate change could be potentially devastating to these islands. Studies (e.g. Tuft University 2008, ECLAC 2011 and others) have estimated the economic impact of climate change on the Caribbean region and the cost of unchecked global GHG emissions in terms of hurricane damages, tourism losses and SLR-related infrastructure damages in the Cayman Islands. The Green Paper further explored some of the possible cultural and societal implications of delayed action or inappropriate adaptation.	W27	Noted. 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.	None

12.1 EMPLOYMENT FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
12.002	Economic Element (Section 12, Page 97) a) Various activities in the ICT space makes it clear that the proper climate for growth of the jurisdictions digital economy does not exist, one key inhibitor is lack of access to choice and competition for both local and international services. b) Goal 1, Objective 2 speaks of economic diversification, development of the digital economy is a natural progression of the current Financial Services industry. c) Goal 2 speaks to growth of the ICT sector, the primary inhibitor to growth is access to cost effective infrastructure Suggestion – Engage with various stakeholders in the Financial, Technology, Investment and ICT sectors to ensure that all efforts are made in support of developing our digital economy.	W15	Noted. Stakeholders from a wide field will be consulted at each stage of the Development Plan review.	Include in consultation database
12.003	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. • Create appropriate regulatory mechanism to allow for mixed-use developments	W20	Noted	None
12.004	• <i>Combined with infill and brownfield development (i.e. the redevelopment or reuse of previously developed land that is not in use)</i> This should be called urban rejuvenation or gentrification – govt should lead by example with its own sites eg Glass House.	W24	The existing wording is considered to be adequate.	None

12.005	There is much mention of the tourism industry, but little mention of the Financial Services Industry, which is currently governments' main financial engine. Some consideration should be given to involving the financial service providers in these development plans so that their needs are considered.	W25	Noted. Section 12.1 indicates that the objectives relating to commercial zones will help to maintain Cayman's reputation as one the leading financial centres in the world and 12.1 (Goal 2; Obj 1) seeks to provide the necessary communication infrastructure and technology to meet the demands of industries such as finance and banking. Other related sections of the NPF, such as transportation, community facilities, design and housing indirectly support this vital sector of the economy. A wide range of stakeholders will be consulted at each stage of the Development Plan review, including those from financial services.	Include in consultation database
12.006	Infill and brownfield development also minimise impact to greenfield sites and protected areas.	W27	Agreed. Section 12.1 (Goal 1; Obj 1) encourages infill and brownfield development on vacant parcels within developed areas.	None
12.007	The renewable energy sector and related services may have specific needs for growth of a greener economy. The NEP Implementation Council should be among the stakeholders consulted.	W27	Noted. Stakeholders from a wide field will be consulted at each stage of the Development Plan review and members of the NEP Implementation Council will be consulted where possible.	Include in consultation database
12.008	So far in this survey you havent mentioned refurbishment/renovation, nor redevelopment of existing buildings or communities.	Q6	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'.	None
12.009	There was no mention of re-urbanisation or re-purposing of buildings. Look at the 10s of thousands of empty office space in GT, then just a minutes walk away you have 100's of make shift shacks in Dog City, Scranton etc etc.	Q6	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'	None
12.010	Science and high tech uses a small footprint, is relatively clean (we need to regulate it properly) and generates a good income. With Dart and Health City we already have 2 committed partners.	Q8	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.011	Large-scale indoor shopping mall for George Town. On Elgin Avenue between Cayman National and Cayman Business Park (the area runs deep behind the Credit Union).	Q12	Noted. Response will be considered during preparation of relevant Area Plan	Consider during preparation of relevant Area Plan
12.012	Construction and technical schools	Q13	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.013	Developing a multi functional performing arts centre would boost a brand new industry in Cayman.	Q14	Noted. This suggestion will be considered in relation to new and improved amenities for tourists and residents (section 12.4 (Goal 1; Obj 3)).	None
12.014	[New Business Activity] With regulations for environmental protection (water and air quality, for example) and a good National Plan INCLUDING THE SISTER ISLANDS we should "let it happen".	Q16	Noted. Many sections of the NPF refer to the considerations (such as environmental, infrastructure, transportation etc) that would be associated with any growth of different activities and land uses.	None
12.015	Let's refine what we have instead of bulldozing land to create more of the same!	Q30	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'	None

12.016	[New Business Activity] Education	Q32	Noted. Section 10.1 indicates that the DoP will work with the Ministry of Education to assess what future education facilities are required	None
12.017	[New Business Activity] Financial services	Q39	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.018	[New Business Activity] Local trade business.	Q46	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.019	This is where tourists and locals alike could learn about local traditions such as thatch work and catboat building. Items made of thatch and wood could be sold to the public.	Q74	Noted. This suggestion will be considered in relation to new and improved amenities for tourists and residents (section 12.4 (Goal 1; Obj 3)).	None
12.020	[New Business Activity] The businesses that support local consumption and self-sufficiency are most important such as food production and manufacturing of products that can be used on-island instead of continually being shipped in. Industries which have exemptions on duties and permits contribute little in our indirect taxation economy and are less important.	Q77	Noted	None
12.021	[New Business Activity] Financial technology (crypto-coinage, other virtual money), physical asset management, asset domiciling, intellectual asset management	Q83	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.022	[New Business Activity] We should be encouraging entrepreneurial activities that leverage Cayman's excellent internet connectivity and lifestyle allowing skilled expatriate people to live in Cayman yet be working remotely wherever their main hub of activity is.	Q86	Noted.	None
12.023	[New Business Activity] Encourage clean tech and industries that are not so exploitative in terms of resources and prevent the brain drain of educated young Caymanians who have had to look elsewhere to find suitable work. These are the people that actually care about Cayman and can contribute far more in the long run as opposed to simply encouraging industries that rely on cheap, transient labour with no real ties to the islands. Encourage investors and skilled workers from overseas who can spearhead these new industries and train/collaborate with Caymanians.	Q87	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.024	The government should encourage (and be open to) all new business activity to ensure Caymanians have access to the widest possible range of opportunities. Areas can be favoured or targeted by government but that must not happen at the expense of other opportunities that arise or come our way. For example, we may target tech, but if an opportunity comes along for a project related to agriculture that should be given equal priority based on the economic impact. We can't go after everything, but we can ALLOW everything once it comes our way.	Q88	Noted. Many sections of the NPF refer to the considerations (such as environmental, infrastructure, transportation etc) that would be associated with any growth of different activities and land uses.	None
12.025	Decentralize government services, expand e-government services and allow residents to work closer to their homes and workers to telecommute.	Q95	E-Government services are continually expanding. Mixed use is supported by the NPF in order to encourage residents to work closer to their homes and reduce the need to travel.	None

12.026	[New Business Activity] Construction skilled jobs - tourism related businesses - niche markets of local and export - projects which employ local people and don't rely on work permits	Q100	Noted. The NPF provides a number of goals and objectives concerning tourism-related businesses. Other suggestions will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.027	[New Business Activity] TV	Q116	Noted	None
12.028	[New business activity] definitely aviation	Q133	Noted.	None
12.029	Keep thinking--what types of jobs does the next generation WANT to have? Poll the students in junior and senior high school and ask them what they want to be when they grow up? They are the keys to a successful community. We must adjust to them as well as limiting their desires to what we make available to them.	Q143	Noted. High School students have been invited to complete this survey and have submitted responses.	None
12.030	The financial sector should be encouraged to grow.	Q183	Noted. Section 12.1 indicates that the objectives relating to commercial zones will help to maintain Cayman's reputation as one of the leading financial centres in the world and 12.1 (Goal 2; Obj 1) seeks to provide the necessary communication infrastructure and technology to meet the demands of industries such as finance and banking.	None
12.031	we should be seeking ways to purely redevelop what exists in a green and sustainable way not adding more development of any kind	Q204	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'. Also, 9.3 (Goal 1) seeks to ensure that new projects minimise any negative impact on the environment through sustainable design and construction.	None
12.032	we don't want to stop small business flourishing but that should not mean more development but the redevelopment of existing structures.	Q204	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'.	None
12.033	The support of business activity is irrelevant it is over-development that is the problem whatever we encourage here must use what we have and not increase any kind of development unless it is redevelopment or entirely recycled projects	Q204	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'. Also, 9.3 (Goal 1) seeks to ensure that new projects minimise any negative impact on the environment through sustainable design and construction.	None
12.034	legislation to encourage re not new development	Q204	12.1 (Goal 1) refers to encouraging infill and brownfield development and states as an action item to 'Support the reuse or conversion of existing buildings to help retain or create employment opportunities within existing commercial zones'.	None
12.035	[New Business Activity] Call Centers. Data processing and warehousing. A resort/casino for Cayman Brac.	Q230	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies

12.036	[New Business Activity] Technology based, non-physical straining based business (copy-righted, licensed based, etc.) industry. Crypto-currencies, Silicone Valley type industries should be encouraged capitalizing on our tax incentives. Any type of "science" based industry should be strictly regulated to ensure that "experiment" based projects are not posing any environmental or physical risks to the people or the land and it's resources. Any type of business that pull from physical and natural resources of the island is not good for Cayman. We have enough environmental issues as it is. Therefore large-scale/heavy industries (than can run-a-muck) in our enforcement challenged society is not a good idea.	Q236	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.037	[New Business Activity] hospitality and tourism	Q245	Noted. Section 12.2 seeks to support the Island's sustainable tourism policies	None
12.038	[New Business Activity] The expansion of the Family Office and related services would be highly beneficial also.	Q251	Noted. This suggestion will be considered in relation to the preparation of commercial land use policies that accommodate new types of future business	Consider when preparing commercial land use policies
12.039	[New Business Activity] Education of non-English speaking students that could come here to learn English and study marine biology at CCMI - while being able to work in restaurants, etc. Student visas with the right to work.	Q271	This is a very specific suggestion which would be for CCMI to consider and carry out, rather than the Department of Planning through PlanCayman	None
12.040	All business activity should be supported.	Q275	Noted. Many sections of the NPF refer to the considerations (such as environmental, infrastructure, transportation etc) that would be associated with any growth of different activities and land uses.	None
12.041	This should be policy for all aspects, not only commercial and George Town. (ie brownfield redevelopment)	Q279	12.1 (Goal 1) refers to encouraging infill and brownfield development and seeks to allow mixed uses in infill development projects. Also, section 12.2 (Goal 1; Obj 1) includes an action to support the reuse of existing buildings. Brownfield redevelopment will also be encouraged for other land uses / locations potentially using land use-based incentives.	None
12.042	Employment is needed for young Caymanians and persons interested in different job skills / trade schools.	Q318	Section 12.1 supports the development of employment facilities.	None
12.043	If more work / employment opportunities are available in each district / area less cars / transport will have to come to town or SMB. Keep employment in each district, push east	Q319	Section 3.3 (Goal 2; Obj 2) encourages commercial development in district centres that are of neighbourhood scale.	None

12.2 TOURISM LAND USE POLICIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
12.044	The concern is high density building Redevelopment's that are. Or necessary but have allowed for foreign investment to change the beach landscape by overcrowding in order to churn profits. Redevelopment vs overdevelopment who cares about the loss of our 7 mile beach to wealthy investors that believe they have to pack density with massive amounts of condos	W1	Noted. A future vision for the Seven Mile Beach area will be developed during the preparation of the SMB Area Plan, with consideration given to the balance of future land uses and building heights. This will be prepared with public participation and will be consistent with the National Tourism Plan.	Consider during preparation of SMB Tourism Corridor Area Plan
12.045	6. The enforcement of strict environmental protections especially affecting the marine environment needs to be a priority if the NS area is to remain viable and I personally feel the entire tourism product is dependent on that as is the quality of life for all residents in to the future. I would like to see oversight remain separate from Planning and development driven decisions as I believe it must be a balance.	W8	The purpose of identifying a Coastal Zone (section 3.10) is to ensure that development that takes place in these locations has the least possible impact on the marine environment and the character of nearby land-side uses. The regulatory mechanism for considering applications in this zone is yet to be determined although it is recognised that any decisions would still need to be in accordance with national policy and land use and environmental considerations.	None
12.046	The phrasing in Objective 3 of 'would not any adverse environmental or social impacts' is too strong, and seems to only be applied under the 'small-scale tourist-related developments'. This seems biased against small businesses, particularly since page 103 states that there is a goal to 'encourage further development of nature-tourism attractions such as Barkers National Park' without the same stipulation that the development would not have any adverse environmental or social impacts. The wording should refer to 'significant adverse impacts' or similar.	W9	Noted. This Objective can be amended accordingly.	None
12.047	With respect to Objective 4, there was a joint project between the Department of Tourism and the Department of Environment called the Global Sustainable Tourism Council programme. However, the project was not taken forward. If formal sustainable tourism programmes are to be implemented, we would welcome an opportunity to share our experiences of work undertaken to date including successes and obstacles.	W9	Noted. We welcome the opportunity to gain further information on this issue.	Discuss with DoE and DoT
12.048	We have identified a few areas where we think our expertise will be of assistance, but if needed we would be happy to be involved in any other areas of this process. <ul style="list-style-type: none"> • Create design standards for tourism related development • Create a GT Tourism Master plan • Create land use policies for Tourism Development in Eastern Districts • Develop guidelines to support businesses that adopt Green Globe Standards. 	W20	Noted	None
12.049	CITA Needs to access 20-40 something markets with disposable incomes looking for budget accommodation but spend high dollar value in restaurants and for watersports activities – access to South and central America on reasonably priced flights – is a huge market gap currently unexploited.	W24	Noted. The NPF is intended to be in accordance with the policies and objectives of the National Tourism Plan	None

12.050	Put residents before tourists. More and more of the island is being developed to accommodate tourists and short term visitors (eg less and less public access to areas such as SMB). Consider nominating certain public spaces/protected areas as quiet zones (no commercial tourism) so that they can be enjoyed by all without having to contend with, loungers, food and beverage sales etc. There is little provision to preserve beach access generally across the island.	W25	Section 11 of the NPF identifies goals and objectives for Parks, Recreation and Open Space and considers identifying short and long-term demands for such spaces. The management of existing public spaces is an issue for the Public Lands Commission. The NPF acknowledges the need to retain public accesses to beaches in sections 3.6 (Tourism Zones), 9.2 (Coastal Zone Management) and 11.1 (Comprehensive Parks, Recreation and Open Space Plan).	None
12.051	[GT] Ensure that any revitalization prioritises residents to ensure that Grand Cayman doesn't become a cruise visitor theme park/shopping mall and a ghost town in the evenings. If our capital is redeveloped taking in to account residents, stay over visitors and cruise visitors, in that order, it will retain the authenticity it needs to be genuinely usable and enjoyable for all.	W25	Agreed. The revitalisation of George Town will be considered in more details during the preparation of the GT Area Plan, and in consultation with the team working on the GT Revitalization Initiative.	None
12.052	The 2011 VCA conducted on the Tourism Sector may prove a valuable resource for Goal 1 to ensure climate change does not adversely affect the sustainability or vibrancy of this critical sector, and tourism facilities within the coastal zone and areas of SLR-influence are appropriately sited.	W27	Noted, the <i>ECACC Technical Report: Vulnerability and Capacity Assessment of the Climate Change and Sea-Level Rise Impacts on The Cayman Islands' Tourism Sector</i> will be reviewed and considered during the preparation of Area Plans, alongside the National Tourism Plan.	Consider during preparation of Area Plans
12.053	Section 12.2 – Page 101 – Tourism and Land Use Policies Objective 4, action item 2 which promotes Best Management Practices in tourism by encouraging industry to comply with environmental legislation implies that it is a choice to comply with environmental legislation. In the Water Authority's view this should be re-worded to reflect that the tourism industry has to comply with environmental legislation.	W28	Noted. This action item can be amended accordingly.	None
12.054	The height of Hotels, condos, and apts., or any other type of building, MUST be restricted to NO more than 12 - 15 stories high for the next 12 years, or longer, as in my opinion, such tall buildings are NOT suitable for the small size of Grand Cayman and is a great strain on our infrastructure. Our visitors, tourists and guests have already expressed their deep concerns about unsightly tall buildings on Grand Cayman which they came here to get away from. They are also very concerned about over-crowding on the beaches and said they DO NOT want to be jammed up; they need space to be comfortable to enjoy their visit, and do not want any over-crowding where they will reside. Our very own Caymanians are already stressed to the max at the fast rate that our economy has been allowed to grow and we all feel like we have been trampled upon and cheated of our peace and tranquility which we all enjoyed so much for most of our lives. We feel deprived and like we have been ignored and forgotten about. This should NEVER be!!	W29	Noted. Building heights will be discussed and considered, with public participation, during the preparation of each Area Plan. A future vision for the Seven Mile Beach area will also be developed during the preparation of the Area Plan, with consideration given to the balance of future land uses and building heights.	Consider during preparation of Seven Mile Beach Area Plan

12.055	Develop 'business hotels' in George Town that offer bed and breakfast, private meeting rooms, personal office space, immigration services, legal services, access to Government, chauffeured transportation, etc.	Q12	Noted. The future mix of land uses in George Town will be considered during the preparation of the GT Area Plan, with reference to the GT Revitalization Initiative.	Consider during preparation of GT Area Plan
12.056	Tourism gives a boost to our economy but has many downsides. Highly educated workers may not choose to live close to neighborhoods populated by 10,000 tourists (both stay-over and cruise tourists) every day. Furthermore, tourists themselves may not wish to visit "touristy" places, just as many of us now avoid Venice or Paris in certain seasons, or even (someone says) the White Cliffs of Dover. Solutions exist to keep tourism pressure at bay. Step one: cancel the idea of a cruise ship dock.	Q16	The NPF, and each stage of the Development Review, is intended to be consistent with the National Tourism Plan and section 12.2 (Goal 1; Obj 2) seeks to facilitate a sustainable, inclusive, better managed and more balanced tourism industry. Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.057	The remainder of the island should be encouraged to provide more eco friendly options. Lower density, higher quality, eco friendly tourism continues to trend upwards & is something that Cayman should encourage in order to keep our status as a higher quality destination.	Q18	Noted. Section 12.2 (along with section 3.6) seeks to allow for small-scale tourist related developments in suitable locations across the Island and provides a number of considerations for this.	None
12.058	Limit the number of cruise ship passengers.	Q20	Decisions concerning cruise ship passenger numbers are outside the scope of PlanCayman. The NPF however, in section 12.3, seeks to ensure that the necessary facilities are provided to enhance the experience for cruise ship passengers.	None
12.059	I suggest integrating more public park areas with indigenous landscaping. There isn't a park in central George Town where people can go to have lunch/take a break from work, walk the dog, take your kids to play, etc. It was very sad to see all of the trees come down in Heroe's Park (it might have been after Hurricane Ivan) nonetheless, the space now is very bare, hot, and not a very welcoming place - it's serves no purpose other than a place to put monuments. I think planting some more trees generally would be a great idea.	Q20	Section 12.2 (Goal 1; Obj 2) seeks to create a town square or public park in the town centre with appropriate street and park furniture. Also, section 11 seeks to identify the Island's short- and long-term demands and needs for recreation and open space facilities while developing a plan that addresses these needs.	None
12.060	The cruise passengers are the red herring here people. WE NEED STAY OVER TOURISM to survive. If we only cater to the cruise passenger we will lose the tourists who will spend and return to Cayman.	Q28	These issues are outside the scope of PlanCayman, although the Development Plan review will be prepared to be consistent with the National Tourism Plan.	None
12.061	eg by pedestrianising the road in front of the Post Office, landscape with some national trees and force the use of satellite parking. Trolley bus can be provided for handicapped or elderly persons.	Q29	Pedestrian facilities and routes, and landscaping, will be considered as part of the GT Revitalization Initiative and the GT Area Plan. Parking and public transportation objectives are set out in section 6 of the NPF.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
12.062	I think there is room for tourism to expand to other areas. An eco lodge type place might be nice for those who want to create less impact and would like a more natural experience. I STRONGLY disagree with any attempt to create an installation at stringray city or similar areas. The jungle gym thing at starfish is an eyesore	Q41	Section 12.2 (along with section 3.6) seeks to allow for small-scale tourist related developments in suitable locations across the Island and provides a number of considerations for this. Noted re. coastal works / tourism attractions. The NPF introduces a Coastal Zone (section 3.10) with the aim of implement appropriate planning tools to guide development in coastal waters.	None

12.063	Focus on ensuring Cayman is still an attractive place to visit because the rapid destruction of our coastlines, overcrowding, overfishing, tacky and uninspiring architecture, and loss of cultural heritage is readily destroying what we have to offer and we have become far too reliant on tourism and FS to the point where it doesn't appear clear elected officials see that some times you can take a good thing too far.	Q87	Noted. The NPF contains various goals and objectives relating to coastal management, design and heritage, and is intended to be in accordance with the National Tourism Plan.	None
12.064	As Cayman is a high end tourist location it is important to create a unique Cayman feel even in the Commercial core with small hotels and bars and restaurants as well as true green open space. The center of Georgetown is starting to feel like the center London at night i.e. like a ghost town where it is busy during the day but everything finishes by dusk. Personally removing the main traffic flow from the waterfront to an inland road network would go along way to improve the feel of the Capital encouraging walking between buildings and having a park and ride to the center instead parked cars - this would improve the air quality and the environment for tourists and office workers alike.	Q100	Noted. The pedestrian / vehicular environment in George Town, along with landscaping / open space and the mix of land uses, will be considered during the preparation of the GT Area Plan, with reference to the GT Revitalization Initiative.	Consider during preparation of GT Area Plan. Forward relevant suggestions to GTRI staff
12.065	the infrastructure for cruise tourists is overcrowded. Take Stingray City: an incredible and unique location that is sure to be appealing to anyone visiting the island, yet it is overcrowded and destroying the quality of the trips so that they are no longer enjoyable. With a dock, there will be only more cruise tourists that will worsen the experience furthermore. You could enforcer laws to restrict the number of those visiting, yet unless enforced strictly will unlikely do anything considering the law that only locals are allowed to visit Stingray City is mainly ignored.	Q183	PlanCayman is intended to be consistent with the National Tourism Plan, which acknowledges the issue of overcrowding at key attractions and seeks to prepare a Visitor Management strategy, as part of the National Tourism Plan, to provide some immediate recommendations for better management of visitors around these key attractions. The NPF meanwhile, in section 12.4, 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.	None
12.066	I believe that there should be tourists facilities all around Grand Cayman. But these facilities should be planned carefully and made sustainable. Too much high density tourism accommodations/ facilities can potentially harm our environment as much land that can be used for agricultural purposes such as farming will have to be destroyed. So keep it to a minimum and ensure we don't lose all of our agriculture.	Q198	Noted. Section 3.6 seeks to guide tourism accommodation and facilities into suitable locations and notes the design standards that would be required. Section 3.1 seeks to identify prime agricultural land and retain it for future agricultural use.	None
12.067	Preservation of nature and natural aspects to cayman are key for tourism and the health of the island	Q223	Sections 4.1 and 9.1 of the NPF seek to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas.	None
12.068	Eastern districts should be encouraged. I suggest we are careful with overcrowding SMB & West Bay. It will only increase traffic congestion on this side of the island again like it was 15 years ago. There is only one way in and out of this area and over development would be disastrous. SMB & West Bay should be preserved as best as possible. These two areas have the most popular restaurants, popular beaches, most popular docking locations to take tourists to Stingray City etc., most hotels & condos so West Bay & SMB should be carefully thought out and preserved to strike the right balance. Tourists are not bussed to any other zones/districts as much as they are to SMB/WB and this is why I strongly disagree that more should be encouraged here, but it should be in eastern side of island.	Q228	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for new hotel and tourist related activities on other parts of the island for the traveller who does not want high-density vacation opportunities.	None

12.069	There can be development; however, the development needs to be ensure that policies of connectivity to the local citizens and environment. These developments need to think about the future and future expansion of the island. For example, if a tourism attraction would like to go to East End, then ensure that it is willing to partake in Plastic Free Cayman's 345 Pledge sustainability goals, and have boardwalks/pavements so that there are other sustainable and healthy means of transportation, and that this tourism site accommodates affordably both public and tourists to enjoy the offers of Cayman. However, there should be certain amounts of beach that cannot be built on and protected areas by the National Trust too.	Q235	Section 3.6 seeks to create opportunities for smaller-scale hotels and tourist related activities, subject to landscape, environment and character considerations. The potential locations for future tourism zones will be considered during the preparation of Area Plans. Objectives relating to pedestrian facilities are set out in section 6.7.	None
12.070	Expanding higher end facilities throughout the Island would benefit all residents and create diversity for visitors to explore outside the Seven Mile Beach area.	Q239	Section 3.6 seeks to guide the development of high-density tourist accommodation and facilities into identified suitable locations, while creating opportunities for new hotel and tourist related activities on other parts of the Island for the traveller who does not want high-density vacation opportunities.	None
12.071	Creating island wide facilities will create help with growth in these less populated density areas	Q245	Section 12.2 seeks to allow for small-scale tourist related developments in suitable locations across the Island that complement the character of the area. Section 3.6 provides further land-use considerations for this.	None
12.072	It is imperative that we consider and maintain the health of our Islands' natural environment. That said, I would encourage focusing on the quality of tourism products rather than approving more business licenses in the same sector. Increasing the quality all around in this sector will draw visitors with a higher disposable income who will stay in our hotels and be happy to pay the rates for first class tourism products. Focus should be placed on preservation of Cayman's natural wonders and culture, and stay-over tourism. Making sacrifices in these areas to cater to the budget conscious visitor is short sighted. Our islands are beautiful and our visitors should be interested and curious about our home rather than come in masses to consume, diminish and disregard.	Q247	Noted. Section 12.2 seeks to facilitate the tourism strategy of a sustainable, more inclusive, better managed, and more balanced and vibrant tourism industry and ensure that future developments meet the policies outlined in the National Tourism Plan (NTP).	None
12.073	If one turns all of the Caymans, including the sister islands, into more 7 mile beach, no one will come as there will be no natural resources and other sites of interest to see while staying in 7 mile beach and limited other locations.	Q263	Sections 4.1 and 9.1 of the NPF seek to provide a mechanism for the preservation and protection of key habitats, sensitive landscapes and vulnerable ecological areas. Meanwhile, sections 3.6 and 12.2 seek to allow for small-scale tourist related developments in suitable locations across the Island that complement the character of the area	None
12.074	High-density tourism accommodation should be limited to the present areas of concentration of high-density tourism accommodation: Seven Mile Beach, and Colliers/East End.	Q268	Noted. Section 3.6 seeks to guide the development of high-density tourist accommodation and facilities into identified suitable locations. These will be considered during the preparation of Area Plans	Consider during preparation of Area Plans
12.075	Preserve the laid-back "Caribbean vacation" vibe of areas like Bodden Town / Pease Bay / Breakers / Frank Sound / north coast / Rum Point / Cayman Kai with smaller-scale (2-storey maximum) developments, with neighbourhood commercial and tourist activities developed in those areas to support that scale of tourism.	Q268	Noted and thank you for the suggestions. Section 3.6 introduces the Neighbourhood Tourism zone which would allow for small-scale hotels and resorts along with supporting commercial uses and apartments. The potential locations for these uses will be considered, with public participation, during the preparation of Area Plans.	Consider during preparation of Area Plans

12.076	NOT high-density accommodation. Mass tourism is undesirable and have led to many other known cities around the world (Barcelona, Venice and Edinborough to name a few) to have problems with housing, quality of life, affordability, traffic, garbage collection, noise levels.	Q271	Noted. Section 3.6 (Goal 1; Obj 1) seeks to develop a long range plan and vision for the high-density tourism areas to protect product quality. This will be undertaken in line with the Cayman Island's National Tourism Plan.	None
12.077	Smaller boutique like hotels are much more desirable than mass tourism sites.	Q271	Noted. Section 3.6 introduces the Neighbourhood Tourism zone which allows for small-scale hotels, condominiums and resorts which are intended to have minimal visual and physical impacts.	None
12.078	High density tourism is not the model that Cayman promotes and is not the reason our visitors come to the Islands	Q279	Noted. Section 3.6 seeks to develop a long range plan and vision for the high-density tourism areas to protect product quality. This will be undertaken in line with the Cayman Island's National Tourism Plan.	None
12.079	If CEPTS dormant and in need of relaunch why is it receiving \$500K in each budget???	Q279	Noted. This section of the NPF can be corrected.	None
12.080	Where is DOA draft legislation for this, not just for tourism sector but ag, hort, industrial and residential?	Q279	The Department of Agriculture is being consulted on each stage of the Development Plan review and legislation will be reflected where necessary.	None
12.081	This is home to over 60,000 people, most want to escape to their home, not a tourist centre, at the end of each day. You should be able to choose whether to live close by a tourist centre or not.	Q280	Section 3.6 indicates that tourism accommodation and facilities will be guided to identified suitable locations and should be designed to be compatible with surrounding properties.	None
12.082	[Small Scale tourism] If it is tastefully done and appropriate - for example small boutique dive hotels in appropriate location due to dive sites eg Sunset House. IT is in keeping with surrounding area and only attracts those keen on diving - no need for a night club or late night bars as dive all day, eat and go to bed early - in keeping with the residents in that area.	Q280	Noted. Section 3.6 indicates that small-scale tourism accommodation and facilities (Neighbourhood Tourism) should have minimal visual and physical impact and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
12.083	Tourism as an industry should be dispersed around the island to allow locals who live in Eastern Districts better job opportunities near their homes, but these accommodations should not interfere with local housing developments or disrupt local communities.	Q285	Noted. The potential locations for Neighbourhood Tourism zones will be discussed and considered, with public participation, during the preparation of each of the Area Plans.	None
12.084	Smaller-scale tourism would be more beneficial for those in Eastern Districts since many tourists would rather stay near 7MB, but incentivising smaller-scale tourist accommodations will allow for economic development in the Eastern Districts.	Q285	Noted. Section 3.6 (Goal 1; Obj 2) seeks to create opportunities for small-scale tourism in other parts of the island away from high-density tourism accommodation and facilities. The potential locations for this will be considered during the preparation of Area Plans.	Consider during preparation of Area Plans
12.085	Cayman should begin to focus on more eco-tourism, we have the landscape and ability to do so. And embracing this idea would help preserve our natural beauty.	Q285	Section 12.4 seeks to encourage further development of nature-tourism attractions such as Barkers National Park, the protection of the Central Mangrove Wetland, Mastic Reserve and the Botanic Park.	None
12.086	High end, low volume tourism is the best option for Cayman. Sustainability and low impact tourism should be the focus	Q300	The NPF is being prepared in accordance with the National Tourism Plan.	None

12.087	Encouraging and supporting Caymanians to open Bed & Breakfasts and smaller eco friendly boutique hotels would ensure that Caymanians are benefiting more directly from the tourism sector, while also enriching our tourism product, allowing tourists to experience the culture and hospitality of the Cayman, as compared to staying at a larger hotel chain.	Q305	Within section 3.6, the NPF introduces the Neighbourhood Tourism zone which allows for small-scale hotels, condominiums, and resorts which are intended to be aesthetically pleasing developments designed with sensitivity towards the surrounding landscape, environment and character of the area. The provision of licenses for hotel / tourism operations is outside the scope of PlanCayman and is an issue for the Department of Tourism.	None
12.088	Eco-tourism developments that preserve natural vistas especially on the coast and protect the environment.	Q306	Section 12.4 seeks to encourage further development of nature-tourism attractions such as Barkers National Park, the protection of the Central Mangrove Wetland, Mastic Reserve and the Botanic Park.	None
12.089	Visitors and stay-over tourists like to meet and talk with born Caymanians to hear about Cayman from years ago. They do not want high-rise buildings and certainly no overcrowding.	Q318	The NPF is being prepared in accordance with the National Tourism Plan. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None
12.090	Most stay over tourists want to experience local smaller experiences and meet people who are from here.	Q319	The NPF is being prepared in accordance with the National Tourism Plan. The preparation of Area Plans (section 5) will enable a consideration of the potential locations for different types of tourism zones. Section 3.6 seeks to guide high-density tourist accommodation and facilities into identified suitable locations while creating opportunities for smaller-scale tourist related activities in other locations.	None

12.3 CRUISE SHIP FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
12.091	<i>The 2017 Visitor Exit Survey shows that 91 percent of cruise visitors would return on a stay over vacation and 46 percent (the highest proportion) would do so within 1 to 2 years. Therefore a good first impression, particularly around the cruise terminal, is required in order to encourage return visitors.</i> This is not consistent with the BREA October 2018 report which says under section Table B-9 question “How likely are you to return to “destination” for a land-based or resort vacation?” 65% of responded “Likely” and 35% responded “Not Likely” – updated numbers should be used here.	W24	Data can be updated with 2018 Bi-annual Report figures (source: The Cayman Islands Department of Tourism Visitor Exit Survey)	None
12.092	• <i>Develop a master plan for the secondary Spotts Terminal.</i> This should be done in conjunction with whatever arrangements are being made for the port ‘piers’ – how is this justified as well as the ‘piers’ – upgrade the facilities is required yes– but not at the expense of the reef systems.	W24	Noted. Any masterplan for the facilities at Spotts Terminal will be prepared with reference to any decision on piers, which is outside the scope of PlanCayman.	None

12.093	Stop the Cruise Port Project and go back to the drawing board. No one wants it as is. Consider building a cable-stayed bridge over the reefs to reduce dredging. No need for such a large platform.	Q12	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.094	cancel the idea of a cruise ship dock	Q16	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.095	Cruise and other pedestrians should have a [boardwalk] along the harbourfront.	Q16	12.3 includes an action to improve ground transportation and pedestrian amenities for cruise passengers. This would form part of the Comprehensive Transportation Plan and also the GT Area Plan / Revitalisation Initiative	Consider during preparation of GT Area Plan
12.096	Tourism is not a public concern unless it is affecting the public. Tourism should be separated from congested areas and town traffic rather than making the experience unsustainable - move the cruise terminal, don't build more passenger crossings!	Q29	The interrelationship between cruise passengers and town traffic will be considered as part of the Comprehensive Transportation Plan and also the GT Area Plan / Revitalisation Initiative	Consider during preparation of GT Area Plan
12.097	Attract smaller vessels. No dock required	Q33	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.098	Pedestrianize central George Town and don't build the Cruise Ship dock	Q86	Options concerning pedestrianisation will be considered as part of the comprehensive Transportation Plan and also the GT Area Plan / Revitalisation Initiative	Consider during preparation of GT Area Plan
12.099	The cruise port in George Town should be redesigned, a boardwalk/zone with tourism-related businesses e.g. restaurants, shops, foreign exchange cambios, restrooms, entertainment area and tour and taxi dispatch terminal developed that can be accessed by tourists with little disruption to the normal traffic flow	Q95	Once the detailed design of the proposed Cruise Berthing Facility is determined these various factors can be considered as part of the comprehensive Transportation Plan and also the GT Area Plan / Revitalisation Initiative	Consider during preparation of GT Area Plan
12.100	the new dock thing is a bad idea	Q135	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.101	Don't build a dock	Q178	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.102	The docking for cruise ships should not be built; you will be destroyed the environment that makes the Cayman Islands so attractive to foreigners in the first place.	Q183	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None
12.103	No to the Cruise Ship Berthing Facility - replace with high end hotels and or boutique lodging	Q245	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman.	None

12.4 TOURISM ATTRACTIONS AND FACILITIES				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
12.104	The section on Tourism Attractions and Facilities should be integrated with the National Tourism Strategy.	W9	Noted. PlanCayman is intended to be in accordance with the National Tourism Plan.	None

12.105	12.4 Tourism Attractions & Facilities Council welcomes NTCI's specific nomination to establish criteria for safeguarding and enhancing buildings and structures that contribute to the Cayman Island's distinct character, and to be supported in its task of providing information and signage for visitors regarding the location of historical structures and locations. The importance of conserving places of historic, architectural and cultural is now recognised as a significant contributor to the tourism / visitor experience of the Cayman Islands. Such sites need to be promoted as tourism 'experiences'. The inclusion of the statement regarding legal protection for historic buildings is instructive, as it reinforces the economic value of such protection to the tourism industry in particular.	W19	Noted	None
12.106	Objective 2 – RSPB supports the sustainable development and use of nature-tourism attractions such as Barkers, Central Mangrove and the Mastic Forest. However, this needs to be carefully managed to ensure that any tourism infrastructure provision is appropriate and does not degrade the special features that these sites have been protected for, and that visitor numbers and activities are kept at an appropriate level through the use of site management plans.	W21	PlanCayman is intended to be consistent with the National Tourism Plan, which acknowledges the issue of overcrowding at key attractions and seeks to prepare a Visitor Management strategy, as part of the National Tourism Plan, to provide some immediate recommendations for better management of visitors around these key attractions.	None
12.107	Diversification of tourism attractions is encouraged, especially those offered indoors or with adequate covered areas. Increased storminess and drier overall conditions are likely to become the norm affecting outdoor experiences, some of which may lead to cancelled activities and events. Tourism facilities should be robust, energy-efficient or self-sufficient if possible, with ample cooling, shade and seating areas.	W27	Noted	None
12.108	We should be focusing everything on smaller-scale, i.e., sustainable and wealth distributed, developments & activities. sustainability means social sustainability (and keeping more Caymanians involved in tourism) not building ever larger buildings and operations that can only be funded, managed and staffed by foreign entities.	Q4	Section 12.4 seeks to encourage new and / or improved amenities for the use of tourists and residents and indicates that location, traffic, environmental, social and economic impacts should be considered.	None
12.109	Conference Yes - we need a good big conference centre (PPP) Sports - No, a waste of space money building and maintaining the facilities - sports Tourism is an economic fallacy (see the Olympics as exhibit A)	Q4	Noted. Any proposals for sporting facilities will consider ongoing maintenance requirements and funding mechanisms.	None
12.110	Quality B&B's, private rentals and boutique resorts for sure, maximise experiences like Pedro and Botanic Gardens, move away from tacky tourist traps like the Dolphins and Turtle Farm	Q6	Section 12.2 (Goal 1; Obj 3) identifies the need to create design standards to ensure that future small-scale tourism development is appropriately and sustainably designed and scaled to coordinate with the character of the area. Also, section 12.4 (Goal 1; Obj 2) seeks to encourage further development of nature-tourism attractions such as Barkers National Park, the protection of the Central Mangrove Wetland, Mastic Reserve and the Botanic Park.	None
12.111	[Conference, Function and International Sporting Facilities] It is an extension of our tourism product	Q8	Noted	None
12.112	Maritime Tourism: Boatbuilding workshops as tourist attractions, catboat rides, Aviation Tourism: Issue 1-day Visas for trainee pilots flying from Florida and surrounding areas	Q12	Noted and thank you for the suggestions. The specific nature of tourism attractions is outside the scope of PlanCayman, but the suggestion will be forwarded to the Department of Tourism.	Forward to DoT

12.113	[Conference, Function and International Sporting Facilities] Only if they can be used on a regular basis. One Carifta every 25 years will not justify the expense. Enclose the Lion's Centre or build something the same size for hosting events.	Q12	Noted. Section 11 identifies the need to identify the Island's short- and long-term demands and needs for recreation and open space facilities, and this includes an evaluation of existing facilities.	None
12.114	[Conference, Function and International Sporting Facilities] The scale of these facilities should reflect the capacity (Roads, emergency services, room stock, etc) of the Island	Q15	Section 12.4 (Goal 1; Obj 4) acknowledges the need to determine the scale and identify the most appropriate locations for conference / function and international sporting facilities.	None
12.115	[Conference, Function and International Sporting Facilities] We are too small and these are taxing on a small island. My wife has attended conferences with 20,000 attendees. I'm glad they didn't happen here.	Q16	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges the need to determine the scale and identify the most appropriate locations for conference / function and international sporting facilities.	None
12.116	[Conference, Function and International Sporting Facilities] It's a fine balance, I think these types of events attracts different crowds and opens up the island as a possibility for repeat tourism. However, these one-off occasions can have a detrimental effect on the island after the event is complete (eg research on countries that have hosted the Olympics etc).	Q22	Noted. Any proposals for sporting facilities will consider ongoing maintenance requirements and funding mechanisms.	None
12.117	Conferences / functions yes - sporting facilities ?	Q25	Noted	None
12.118	Not every tourist is here to beach.	Q27	Noted. Section 12.4 acknowledges the need to ensure that a mix of facilities is provided for stay over and cruise ship tourists, as well as residents.	None
12.119	New accommodations and pathways improve the experience involving cultural and natural tourist attractions that enhance both the local experience and the potential to attract more tourists. Alternative means of transportation must take account of the proximity to national attractions and small scale activities.	Q27	Noted.	None
12.120	[Conference, Function and International Sporting Facilities] To foster good health and improve our own way of life.	Q27	Noted	None
12.121	Where are all the fun local bars and restaurants going to? We need more uniqueness, more places of interest that set us apart. The Ritz/ Marriott/Westin/Kimpton is the same the world over. We need to work on making our product better.	Q28	Section 3.6 introduces the Neighbourhood Tourism Zone which allows for small-scale hotels, condominiums and resorts. It is noted that such developments should be built to appropriate densities and should be aesthetically pleasing and designed with sensitivity towards the surrounding landscape, environment and character of the area.	None
12.122	This is where tourists and locals alike could learn about local traditions such as thatch work and catboat building. Items made of thatch and wood could be sold to the public.	Q74	Section 12.4 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 the suggestion will be forwarded to the Department of Tourism.	Forward to DoT
12.123	[Conference, Function and International Sporting Facilities] We don't have the adequate infrastructure, transport and waste-management to accommodate large scale functions and this must be taken into account.	Q77	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges the need to determine the scale and identify the most appropriate locations for conference / function and international sporting facilities.	None
12.124	[Conference, Function and International Sporting Facilities] Only small scale as larger scale projects divert funds from more important needs.	Q79	Noted.	None

12.125	[Conference, Function and International Sporting Facilities] Theme-based (e.g. medical or healthcare, pharma) conferences 500 delegates +; weddings, food/music functions	Q83	Noted	None
12.126	Increased sense of historic place enhances tourism experience, opportunities for interpretation etc	Q83	NPF 12.4 (Goal 1; Objective 5) supports the protection of historic buildings or sites of heritage interest, and supports the National Trust in providing information and signage for tourists. The identification of historic buildings and heritage sites would be carried out during the preparation of Area Plans.	None
12.127	[Conference, Function and International Sporting Facilities] Provided we allow the hotels and obtain the airlift to accommodate them.	Q86	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges the need to determine the scale and identify the most appropriate locations for conference / function and international sporting facilities.	None
12.128	We are at capacity- improve the quality of the existing stock like Marriott has successfully done and encourage different activities that will properly serve our guests as opposed to trying to attract more with nothing of worth to offer.	Q87	Section 12.2 supports the re-use of existing buildings, while section 12.4 seeks to ensure that a mix of facilities is provided for stay over and cruise ship tourists, as well as residents.	None
12.129	High end, experiential and environmental tourism should be encouraged east so as to preserve the ecological and cultural quality of the area, but provide economic opportunity for residents in those areas.	Q87	Section 12.2 allows for small-scale tourist related developments in suitable locations across the Island that complement the character of the area. It is also acknowledged that urban design guidelines should be created that reflect the unique characteristics of East End, North Side and Bodden Town.	None
12.130	Cayman's shipbuilding and traditional lifestyle/buildings should be celebrated on a scale and in a manner that highlights their part in the cultural heritage of these islands.	Q97	Section 12.4 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 the suggestion will be forwarded to the Department of Tourism. NPF 12.4 (Goal 1; Objective 5) supports the protection of historic buildings or sites of heritage interest, and supports the National Trust in providing information and signage for tourists. The identification of historic buildings and heritage sites would be carried out during the preparation of Area Plans.	Forward to DoT
12.131	Cayman is the perfect place for a large conference center I am surprised Dart has not built one yet! This fill hotels in the quiet season and already is a well serviced transport hub.	Q100	Noted	None
12.132	But there needs to be more activities for tourists in the other locations too so they will want to go there	Q115	Section 12.4 encourages new and / or improved amenities for the use of tourists and residents and considers appropriate activities, such as a SCUBA diving hall of fame, artificial reefs, heritage trail, farmers' and craft markets, fishing, bird watching and horse riding locations, all subject to location, traffic, environmental, social and economic impacts.	None
12.133	More special experience and Caymanians can manage their own tourist business	Q141	Noted	None
12.134	[Conference, Function and International Sporting Facilities] Offer along with great support services!	Q147	Noted.	None

12.135	Sporting Facilities -Yes. our athletes would have to travel off island less and would be motivated by continuous visiting teams from overseas. Conference Facilities- this would be great for the island as well especially having a central conferences facilities so each new hotel would not have to develop its own. this would probably be more cost effective as well for the hotels owners.	Q151	Noted	None
12.136	The current amount of major hotels with their large Conference Rooms, and the present site being developed for Kaboo should provide sufficient conference and function facilities, however better Sporting facilities would be an asset to the island.	Q152	Noted. Section 11 identifies the need to identify the Island's short- and long-term demands and needs for recreation and open space facilities, and this includes an evaluation of existing facilities.	None
12.137	activities for a range of budgets as well as dispersed activities island-wide	Q174	Section 12.4 seeks to ensure that a mix of facilities is provided for stay over and cruise ship tourists, as well as residents, and considers a variety of nature-tourism and other potential tourist attractions.	None
12.138	[Conference, Function and International Sporting Facilities] Only if economically viable	Q193	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges that the scale and most appropriate locations for conference / function and international sporting facilities would need to be determined.	None
12.139	Not all tourists can afford the expensive tourist attractions. Also, they may not like crowd.	Q212	Section 12.4 seeks to ensure that a mix of facilities is provided for stay over and cruise ship tourists, as well as residents, and considers a variety of nature-tourism and other potential tourist attractions.	None
12.140	[Conference, Function and International Sporting Facilities] I'm not sure how the physical infrastructure could endure large scale sporting or activities such as Kaboo. But once this is properly planned taking traffic and waste considerations (not sure this has been the case in above-mentioned activity) then yes this is good for the country. Again, the impact to the long term affects of this island should be the most important consideration in all plans for Cayman.	Q236	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges that the scale and most appropriate locations for conference / function and international sporting facilities would need to be determined.	None
12.141	[Conference, Function and International Sporting Facilities] Case by case.	Q263	Noted.	None
12.142	[Conference, Function and International Sporting Facilities] As required and can be sustained by the community	Q275	Noted	None
12.143	The conference facilities here are far too small. International sporting facilities probably not so important but would depend on the sport.	Q278	Noted. Section 12.4 (Goal 1; Obj 4) acknowledges that the scale and most appropriate locations for conference / function and international sporting facilities would need to be determined.	None
12.144	[Conference, Function and International Sporting Facilities] I agree, but these facilities should be made to include Caymanians as well. In America when they build sports stadiums the locals often have to suffer because it is not made for them, we need to make any such facilities available for Caymanians.	Q285	Noted. Section 12.4 acknowledges that a mix of facilities should be provided for stay over and cruise ship tourists, as well as residents.	None
12.145	Sports tourism should be encouraged. Cricket is a sport that would attract fans in a medium to high income bracket.	Q301	Noted.	None
12.146	[Conference, Function and International Sporting Facilities] All this only encourages more transient housing	Q317	The provision of conference, function and international sporting facilities doesn't necessarily need to require transient workers / housing. It would depend on the nature and use facility provided.	None

12.147	[Conference, Function and International Sporting Facilities] This allows an exponential revenue increase in a short period of time as well as long term due to publicity	Q319	Noted.	None
--------	--	------	--------	------

APPENDIX M
Responses (Other)

OTHER COMMENTS				
Ref.	Comment	Respondent Ref	DoP Response	Other required action
13.001	I was looking to see any reference to demolition of damaged or abandoned buildings in the National Planning Framework but couldn't find any. For example, the shell of the old Hyatt Hotel off West Bay Rd., now owned by Dart. Another area of concern would be cleaning up properties that have become eyesores, such as the wrecked cars along the road between Public Works and the airport, between the Water Authority and Andro's HQ. Is there to be any provisions for that in the new plan?	W5	This issue is addressed in the existing Cayman Islands Development and Planning Law (Part IIIA – Land Adversely Affecting Amenity of Neighbourhood). The National Planning Framework touches on this subject in section 12 with an objective to 'minimise the negative effects of neglected and empty properties'. This however relates more to commercial centres.	None
13.002	A Proper association for Architects, anyone who can lean Autocad now calls himself an Architect, the public needs to know that an Architect goes to school for 5-10 years!	W7	This issue is outside the scope of PlanCayman.	None
13.003	There is no mention of conducting a sustainability appraisal of the Plan. Given that the Plan should be underpinned by the principles of sustainable development, a Sustainability Appraisal is an appropriate tool to assess whether the emerging plan contributes to improvements in environmental, social and economic conditions and meets desired sustainability objectives.	W9	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	None
13.004	The approval process for all developments should be transparent and completely immune to criticisms of any conflict of interest. The CPA should not have the power to approve a request if Planning and / or Environment and / or a significant number of the public have raised concerns or objections. Notification requirement for planning requests could be categorised between direct neighbours only / all Area residents / Whole island – and notice given accordingly.	W17	Central Planning Authority decisions and processes are carried out in accordance with Development and Planning Law requirements.	None
13.005	How will imminent development (not yet started) sit within the NPF? Can these works been delayed pending approval of the whole island vision and Area Plans, particularly as they relate to roads? Concerned that newly anticipated developments will frustrate the NFP vision - eg proposed 6 lane highway.	W17	Stakeholders and Government departments / agencies will be consulted at each stage of the Development Plan review and so all individual Area Plans and related policies and guidelines will incorporate proposed / anticipated public infrastructure projects. The extent to which emerging planning policies can influence these projects will depend on the nature of a given project and its stage of its implementation.	None
13.006	In general, we believe that there could be some focus on developing resilience to natural disasters. Some of our comments above in relation to increased floor heights and underground infrastructure would assist the island to be more resilient. The development of zones where accommodation, water and electricity supplies is made more resilient so that the country's economy can be rebuilt more quickly following a natural disaster should be considered.	W22	Noted. Hazard Management Cayman Islands will be consulted at each stage of the Plan Review. Section 9.2 acknowledges the need to ensure that developments along coastal areas are designed with appropriate hazard management strategies.	None
13.007	Finally, the Chamber notes that the National Planning Framework is an ambitious plan to overhaul the current planning legislation and it has serious concerns that it cannot be accomplished with the current staffing in the Planning Department. The Chamber understands that the Director of Planning has applied for an increase in budget to cover five additional staff dedicated to Plan Cayman and the Chamber is fully supportive of these measures in order to ensure that the timeframe for implementation can be	W23	Resources within the Department of Planning will be allocated to the Development Plan review process as required.	None

	met.			
13.008	Further, the Chamber is of the opinion that any changes resulting from the implementation of the National Planning Framework should have a minimal impact on the general cost of living for the general public.	W23	Noted	None
13.009	For example, stop the Cruise Ship Permanent Mooring project and the Barkers beach-bar development and turtle grass removal immediately. Both projects are at odds with the NPF. If you want to develop for the people stop putting tourists first.	W25	Decisions concerning the Cruise Berthing Facility are outside the scope of PlanCayman. The application for Barkers is being considered in accordance with established Coastal Works License regulations, and is outside the scope of PlanCayman.	None
13.010	Developments of a certain size should not be allowed to clear land until they are fully financed and ready to break ground. There should be a limited time between clearance and commencing building, enforced by strict penalties.	W25	This issue is acknowledged although, under Development and Planning Law section 15 (2)(a), planning permission allows applicants to carry out works in connection with the development authorised by the permission.	None
13.011	Membership of the CPA should be subject to certain provisions to avoid any of conflicts of interest or any impression of such.	W25	Membership of the CPA is outside the scope of PlanCayman.	None
13.012	CPA decisions should be subject to the approval of the DOE, at the very least the DOE should have greater power to veto projects.	W25	CPA decision-making processes, and consultation with stakeholders, is carried out in accordance with Development and Planning Law.	None
13.013	Give residents greater powers to veto projects.	W25	PlanCayman is structured as a series of Area Plans in order to give all stakeholders (including residents) more opportunities to get involved in the Plan Review process.	None
13.014	Introduce strict fines or penalties, including imprisonment for significant breaches of the planning law or process (if it has no teeth people just ignore it).	W25	Fines and penalties relating to enforcement are set out in Development and Planning Law.	None
13.015	Whereas the framework considers a wide range of development standards for new development, it does not address improving existing development that has not been in compliance with Planning requirements. We understand that section 18 of the Development and Planning Law (2017 Revision) provides for a 5-year period to enforce Planning requirements on development that has not circumvented Planning requirements. In the Water Authority's view the framework will benefit from a section that explains the views on enforcement for existing development that has circumvented historical Planning requirements.	W28	Processes and requirements for planning enforcement are established in Development and Planning Law and do not need to be further explained in the NPF document.	None
13.016	The Water Authority has repeatedly advocated that informal housing is addressed. Informal housing, also referred to as substandard housing, are dwellings that have been constructed without meeting Planning and Building Code requirements. The issues of informal housing pose a challenge to multiple Government agencies, such as Department of Planning, Department of Environmental Health, Public Health, MRCU, NRA, the Water Authority and others. Examples of the challenges are: inadequate wastewater collection and disposal, flooding, encroachment, overcrowding, inadequate access and substandard living conditions. When one agency tries to resolve the specific issues they deal with, it may not be an adequate or acceptable solution to another agency. As inadequacies in the Planning process are often the root cause of informal housing, the	W28	The control of informal housing is an enforcement issue and therefore outside the scope of the National Planning Framework.	None

	Water Authority recommends that the framework addresses informal housing.			
13.017	Informal businesses, which are businesses that operate without meeting Planning and Building Code requirements, pose similar challenges as informal housing. Incompatibility with the neighbourhood and zoning, waste management issues, odour and nuisances to adjacent property owners are a few of the issues and once “established” it is hard if not possible to enforce compliance with laws or regulations. When one agency tries to resolve the specific issues they deal with, it may not be an adequate or acceptable solution to another agency. The Water Authority recommends that the framework addresses informal businesses.	W28	The control of informal businesses is an enforcement issue and therefore outside the scope of the National Planning Framework.	None
13.018	The costs of electricity, water, and gasoline goes up much more than what it ever goes down since all this boom has happened. The costs of utilities, food, motor vehicles; health and vehicle insurance; school fees for our very young children, and up, is ridiculously very expensive and is NOT affordable for most of our Caymanians, who earn much smaller salaries or wages than the rich and famous people. Working parents with children usually need helpers at home. Pay for caregivers, or helpers, plus the high cost of Work Permit fees for those who need them ~ and there are many - becomes a great strain on working parents. More schools will be needed. It is already a hassle for most Caymanian parents to get their children registered in schools due to the explosion in foreign population. Practically everything has become more and more less affordable for the average Caymanian family and our residents. Many are struggling to make two ends meet.	W29	Section 3.2 identifies the need to provide affordable housing that is integrated both physically and socially within the surrounding community. It is acknowledged that land-use planning can assist by allowing for smaller lot sizes and higher densities, although an Island-wide affordable housing policy, and associated implementation mechanism, is also needed. Section 3.5 and 10.1 relate to education and support future education development at all types and levels.	None
13.019	So who are we building and over-developing Grand Cayman for?? Is it the rich and famous?? We need to be more considerate of our own Caymanians way of life as the love of money is the root of all evil.	W29	PlanCayman seeks to enhance the quality of life for all Caymanians and residents.	None
13.020	South Sound Development and the Enterprise City Development What is the impact of all the ongoing and proposed multifamily and commercial development in the South Sound area? There appears to be an unrealistic timeframe for short term to long term growth in this area.	W36	Each application is determined on its merits, but the preparation of an Area Plan for this area ('Inner Suburb') will enable the development of a longer-term vision and series of policies and guidelines for future development.	None
13.021	A U.S. Embassy Service in Cayman: monthly visits by a representative. For Caymanians only. No need to travel to Jamaica and waste a whole week.	Q12	This issue is outside the scope of the National Planning Framework	None

13.022	1. I reject your initial groundwork. This questionnaire is slanted to a prior conclusion.	Q16	The questionnaire seeks feedback on whether the National Planning Framework (NPF) is taking the correct approach since the document builds on information and views gathered during previous public outreach campaigns and studies. The questionnaire does however also provide the opportunity for respondents to submit any other comments that they would like, both against each of the subject areas and also any general comments they may have on the Plan. The DoP also welcomes submissions via email or letter and so respondents can submit any comments that they wish.	None
13.023	There is a lack of credibility given that many of the problems faced by Cayman would have been avoided in the CPA had followed their own advice and guidelines. To a certain extent, this exercise seems pointless while the existing CPA members remain.	Q19	The purpose of PlanCayman is to assist residents, developers, government agencies and the CPA through the development process by establishing an agreed set of goals, objectives and planning policies	None
13.024	Just to say thanks to everyone involved in this project	Q22	Noted	None
13.025	I hope this consultation isn't just for and CIGOV actually consider the public's views. Not like who they are handling the cruise berthing facility and the IGNORANCE they are displaying.	Q24	Public engagement and consultation is a key component of PlanCayman. By preparing the plan as a series of Area Plans the public will have many opportunities to be involved and to provide their input. The DoP will also publish consultation statements at each stage demonstrating how various views have been incorporated into the preparation of the Plan.	None
13.026	Reduce the pace of development as much as possible. The idea that the airport, possibly soon cruise pier/downtown, Camana Bay/Royal Palms area and a whole bunch of others have cranes spinning at the same time makes the whole Island like a big unpleasant construction site	Q25	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 seeks to coordinate infrastructure through the preparation of a Capital Improvement Programme (CIP) (NPF 7.2) which seeks to ensure that the schedules and resources for a variety of public, quasi-public and private infrastructure projects are properly documented and planned. This will enable coordination between multiple projects and agencies. Meanwhile, individual developments and projects may be required to submit a Construction Operations Plan indicating how the development will be constructed without interfering with or obstructing adjacent roads and properties.	None
13.027	DON'T DESTROY THE ISLANDS THAT TIME FORGOT. DON'T DEVELOP JUST BECAUSE YOU CAN!	Q29	PlanCayman will be prepared with regard to Cayman's environmental and historic assets (section 4 NPF).	None
13.028	Little cayman should be kept as tree height only	Q33	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.	None
13.029	Planning and bcu need to be improved	Q33	Noted.	None
13.030	Stop Mr Dart buying up the island piecemeal fashion and fashioning it into his own kingdom where soon everyday people will not be able to afford to enjoy the beach. It is an absolute travesty.	Q45	Private land purchases and ownership are outside the scope of PlanCayman. Section 9.2 acknowledges the importance of public beach access and includes an action (7.3 Goal 1; Objective 3) to define public access to the beach.	None

13.031	A carefully planned, socially and environmentally considerate national development plan is essential if we want to sustainably grow as a country. Business and development needs to grow at a rate at which in 100 years there is still opportunities for young caymanians and there is still the natural environment that makes us proud to call Cayman home (and why tourists bother coming here in the first place). This NDP is a good step in the right direction.	Q46	Noted. PlanCayman is being prepared with regard to Cayman's natural environmental assets.	None
13.032	But we must slow this development to a sustainable level.. NOW.	Q64	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.	None
13.033	Stop bringing these consultants to these islands that knows nothing about us and stop letting them convene us that we have to FIX and change things when there is nothing to fix.. bottom line if we are so wrong then why is everyone killing themselves to get here. We need st stop this madness. We need to use our common sense. All this s\$#@ is pure treason against CAYMANIANS.	Q64	Noted.	None
13.034	7 mile beach should have remained untouched as a gem in the Caribbean for all to enjoy, not a mini South Beach. Grand Cayman is small, everything is in driving distance within the hour and each district has their own unique attraction to offer.	Q85	Section 12 (12.2 and 12.4) seeks to promote smaller-scale tourist related facilities and accommodation in suitable locations throughout Grand Cayman.	None
13.035	Do it for the people of Cayman, the children of Cayman, the born and breed Caymanians.	Q85	The purpose of the plan is to assist all residents, developers and agencies through the development process.	None
13.036	Registration for Architects and Engineers. Improve the quality and appropriateness of the product that is being approved and built.	Q97	This issue is outside the scope of PlanCayman.	None
13.037	There needs to be a simple and quick way to change use of a parcel of land than the present method	Q100	Land use zoning for each parcel of land will be determined following the preparation of Area Plans. This will ensure that zoning corresponds with the long-range policies and principles that will be prepared for each Area in Grand Cayman. Any later amendment to that zoning should go through a thorough review process to ensure that it is consistent with the relevant Area Plan.	None
13.038	keep a eye on camana bay, they dump alot of material from construction sites	Q101	Any Planning compliance issue in Grand Cayman will be dealt with in the usual established manner.	None
13.039	planning must be similar to England's	Q123	Noted.	None
13.040	Cayman is a Caribbean island and many people say there is nothing to do here but there is. Cayman is not like america. its not a big city with malls and huge mansions with wide areas of land for a simple house or has many clubs or casinos. Cayman is a place with tradition and friendly people and it's a beautiful island and always will be if we keep it that way. i don't want to see my beautiful island that i grew up from and lived my whole life to be built up with many buildings just because of being fancy. Do not destroy our beautiful island.	Q125	PlanCayman will be prepared with regard to Cayman's environmental and historic assets (section 4 NPF).	None
13.041	When you work with the community (everyone) a more progressive and better result is accomplished.	Q141	Agreed. Public engagement and consultation is a key component of PlanCayman.	None

13.042	We do not have to encourage more and more development. Instead, ask how many acres of land remain for development. Then, how many years into the future do you still want open land available for the next generations. I would think that 200 years would be a minimum. So divide the number of acres left by 200 and that is how many acres of land can be developed per year to not saturate the island before the 200 years are past. Anything less than that is really cheating our future generations.	Q143	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.	None
13.043	There are no real substantive actions in the National planning framework that is very different from plans of years ago. These are just a few loose ideas about -- do what we want to do with consideration of what is good for the people. But there is no actual definition of what the people MUST have, like protected woodland, protected reef, quiet non-crowded beaches for locals and tourists. Everything is based on the mistaken belief that we have to grow. No we don't. As more young Caymanians enter the job market, they can replace some of the thousands of expats who are holding those jobs. Why aren't we doing that now? Because our education system is TERRIBLE!! Stop building all of these carts when we don't have horses to pull them. Every development destroys more ambience, reduces our special quiet nurturing community that beckons stay over tourists. Over tourism is becoming the bane of many, many popular destinations, and we will soon join that list. Stop thinking that we need to produce more jobs. NO -- instead we need to produce more qualified workers.	Q143	The National Planning Framework presents the National Goals and Objectives, as identified during previous Public Outreach campaigns and other supporting studies. The next stage of the Plan Review - the preparation of Area Plans - will identify more specific policies and principles. The NPF (section 4.1) will identify the island's unique natural resources through overlays. The NPF (section 10.1) supports future education development at all types and levels.	None
13.044	I am encouraged that this initiative will bring great results! Nice job on Rooster this morning which helped me jump on this website!	Q146	Noted	None
13.045	mosquito control measures should not be forgotten	Q147	Any physical requirements for mosquito control will be identified by the Mosquito Research and Control Unit and form part of the Capital Improvement Programme (NPF 7.2)	None
13.046	Grateful for the Department to keep the public advised in a timely fashion of the Framework's progress.	Q152	Noted. The PlanCayman mailing list and website are the easiest ways to keep up to date with the preparation of the Plan.	None
13.047	Ensure pets (dogs especially) are leashed, muzzled and owners pick up the droppings	Q158	This issue is outside the scope of the National Planning Framework	None
13.048	The sooner this planning is put in place, the better for everyone! Thanks for stepping up to the challenge!	Q165	Noted.	None
13.049	When I got married over 30 years ago in Grand Cayman, my husband told me that the law at that time was that a house lot had to be at least 10,000 sq. ft. Nowadays, however, it is much less than that. We must have more space for our Caymanian families and to leave to future generations. We cannot carve up Cayman in the name of the almighty dollar so that we Caymanians have little or no land for ourselves or to leave to future generations. At the end of the day, who owns Cayman? Us or the foreigners? Without a doubt, it should be us.	Q192	Setbacks will be reviewed as part of the preparation of PlanCayman. It is considered that higher density development, or clustered development, in certain locations can enable sustainable growth, allow for more affordable housing and lessen the impact of growth on the natural environment.	None
13.050	There needs to be more control over darts control over the island the seems to be able to do what ever they want where ever they want. There seems a lot of destruction of mangroves too	Q197	Private land purchases and ownership are outside the scope of PlanCayman. Sections 4.1 and 9.1 of the NPF seek to identify the Islands' unique natural resources and protect important natural and ecological features. Similarly, section 3.9 outlines goals and objectives for the protection of the Coastal Mangrove Buffer.	None

13.051	These is a huge undertaking. Thank you for the opportunity to give feedback and also for extending the deadline. I hope my comments were complete and helpful. I hope that you consider the points made, as I believe Cayman is a great country and I want this to continue to be, but not at the expense of Caymanians and our culture. Thank you.	Q199	Noted. PlanCayman is being prepared with regard to the National Culture & Heritage Policy.	None
13.052	You must stop allowing one man own your island.	Q227	Private land purchases and ownership are outside the scope of PlanCayman.	None
13.053	Great job with the survey and I look forward to being involved in the process in whatever other ways the public can provide input.	Q228	Public engagement and consultation is a key component of PlanCayman. By preparing the plan as a series of Area Plans the public will have many opportunities to be involved and to provide their input.	None
13.054	Cayman must have a dedicated area of high land to store and secure high value equipment which would be used post-hurricane.	Q230	Any physical requirements for post-hurricane will be identified by Hazard Management Cayman Islands and form part of the Capital Improvement Programme (NPF 7.2)	None
13.055	Restricting land ownership to a specified percentage per beneficial owner (i.e. the actual "individual") so that all RESIDENTS have an opportunity to own land in their country. Restricting land ownership to residents only.	Q236	Private land purchases and ownership are outside the scope of PlanCayman.	None
13.056	I mentioned the need to restrict land ownership by percentage in a previous comment. I would re-iterate that now. It's not healthy for the balance of classes that land ownership can be monopolized by a certain few.	Q236	Private land purchases and ownership are outside the scope of PlanCayman.	None
13.057	I think we also need to look into the length of time or the amount of instances non-residents are allowed to commit crimes before they are deported. This has an obvious impact on the cost to the country, it's residents and would send a message to other would be offenders that Cayman is not soft on crime.	Q236	This issue is outside the scope of PlanCayman	None
13.058	I think it is a necessity of any national plan to also look at how crime is addressed.	Q236	While crime itself is an issue that is outside the scope of PlanCayman, the NPF identifies a number of measures that can improve community safety, such as: Section 7.7 (Goal 3) seeks to ensure adequate lighting for public safety; Section 8.1 considers security and safety issues in Site Design; Section 8.3 seeks to provide high quality and safe areas of public realm; Section 10.4 seeks to provide adequate sites for fire- fighting, policing and prison facilities; Section 11.4 identifies the need for parks and open spaces to address design standards and safety minimums.	None
13.059	Look forward to seeing it unfold and get actioned.	Q239	Noted.	None
13.060	Developers' interests have taken priority over the country's national interests for a long time. The tunnels along West Bay Broad are disgraceful monstrosities. The public will soon have no trust in Government if it fails to rebalance the competing interests of development and the environment in the environment's favour.	Q244	PlanCayman will be prepared with regard to Cayman's environmental assets (section 4 and 9 of the NPF).	None
13.061	Encourage a variety of investors	Q252	Noted.	
13.062	It's good that this is being looked at now. There has been far too much haphazard development taking place. Good luck!	Q278	Noted	None
13.063	I like it so far.	Q283	Noted	None

13.064	I have owned a condo in Grand Cayman for 30 years and have seen the island change in so many ways. The changes were beneficial to the Island and visitors until Dart came into the picture, and he is RUINING THE ISLAND!! He is a greedy capitalist with no regard for Caymanians, the natural beauty of the island, or the environment in general.	Q284	PlanCayman is a long-range comprehensive plan used to guide physical development and the overall use of land on Grand Cayman. This applies to all applicants and developers.	None
13.065	Get rid of Dart!	Q284	Noted.	None
13.066	All development plans need to take an holistic approach that aims to enhance the human experience in Cayman whether living or visiting.	Q297	The overriding goal of the NPF is to enhance the quality of life for all Caymanians and residents.	None
13.067	Limit the total # of people on island. Increasing density/people will only destroy things faster.	Q298	This is outside the scope of PlanCayman.	None
13.068	Cayman does not need a tower. It is not fitting in an island paradise and will detract from the appeal of Cayman.	Q300	Noted. Building heights will be considered during the preparation of Area Plans.	None
13.069	Thank you for the opportunity to comment. It's time that we stop letting other people plan our little island.	Q301	Noted.	None
13.070	More developments are not needed...it is already growing too quickly...it is time to stop development, not grow it	Q317	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.	None
13.071	Allowing too much growth will create more inflation and will continue to burden more lower paid Caymanians. We need to provide more jobs for Caymanians and stop allowing other nationalities to come to our island and work.	Q318	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. Issues relating to work permits are outside the scope of PlanCayman.	None
13.072	Too much luxury will create inflation	Q318	Noted	None
13.073	We need to stop allowing foreign people from buying up the best land. LEASE LAND STOP SELLING IT!	Q318	Private land purchases and ownership are outside the scope of PlanCayman.	None
13.074	But Camana Bay should stop taking away certain things from GT residents - such as the Christmas Boat Parade. That needs to move back to GT.	Q318	This issue is outside the scope of PlanCayman.	None
13.075	Allowing too much growth will create inflation which will burden lower earning Caymanians. We must provide opportunities for jobs not allowing too many vacation / status earning homes.	Q319	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. Issues relating to work permits are outside the scope of PlanCayman.	None
13.076	Too much super luxury will create inflation	Q319	Noted	None
13.077	The CI Gov needs to build a large scale entity in Eastern Districts. This allows other businesses to spring up and not require people coming to town for work. Business want / need to be close to CIG	Q319	The opportunities for growth in eastern districts will be considered during the preparation of relevant Area Plans.	None

