Belleville Local Area Plan

FORWARD PLANNING SECTION

November 2010
FOREWORD

On behalf of the staff of the Town and Country Development Planning Office it gives me great pleasure to present the Belleville Local Area Plan (BLAP) to the public. Barbados has recently made a nomination to the World Heritage Committee to have Historic Bridgetown and Its Garrison listed as a world heritage site. Belleville has already been designated as a Cultural Heritage Conservation Area (CHCA) and the Local Area Plan is another fillip as we focus on the preservation of our heritage.

The BLAP outlines the development potential of this CHCA which is not only distinguished in Barbados but the wider Caribbean because of the level of medical specialty available here. Through adaptive reuse of existing buildings Belleville has developed into a primary medical district. It’s proximity to Barbados’ major health care institutions, the Queen Elizabeth Hospital and the Sir Winston Scott Polyclinic enhances this aspect.

The intention of the BLAP apart from charting a sustainable and harmonious development path is to give stakeholders a clear view of what can be done in the CHCA.

Belleville still has a vibrant residential population who continue to add character to the area and it is the Plan’s intention to ensure that future development is not injurious to the residential amenity. Importantly, the Plan also treats to the edges of the CHCA to enhance a smooth transition of the streetscapes.

The BLAP is an excellent document which provides valuable information on how Belleville should be developed. Stakeholders are encouraged to ensure that their submissions are in keeping with the goals of the Plan in order to facilitate a more timely decision making process.

Mark Cummins
Chief Town Planner
MISSION STATEMENT
of the
TOWN AND COUNTRY DEVELOPMENT
PLANNING OFFICE

“To ensure that all members of the public are accorded an efficient and timely planning service in order to provide the best physical environment possible for the island.”
ACKNOWLEDGEMENTS

The Belleville Local Area Plan has been prepared by the Town and Country Development Planning Office.

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The Town and Country Planning Office wishes to acknowledge all contributions referred to above. At the same time, appreciation is expressed for the support and comments of other members of the staff of the Town and Country Development Planning Office. Finally, the cooperation provided by other government agencies, statutory corporation and non-governmental organizations is gratefully acknowledged.
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COU Change of Use
EN Enforcement Notice
TCDPO Town Country Development Planning Office
1.0 Introduction to the Belleville Community Plan

Belleville represents one of Barbados' earliest planned residential areas and is part of the Greater Bridgetown Area. Belleville was developed circa 1882 with eleven (11) parallel avenues intersected by two (2) parallel boulevards and may be described as Barbados' first experiment in Town Planning (Fraser et al, 1990). It was intended to be a modern middle class neighbourhood and proved so until the early 1970's when the intrusion of professional offices, guest houses and non-profit organizations commenced. It has a distinctive architectural heritage with most of its houses possessing a unique character which has assisted in shaping the area. Several buildings in the area have been included on the list of buildings of special architectural or historic interest. This has served to validate its designation as a conservation area. Conservation Areas are defined as areas with buildings and structures of architectural or historic importance and are designated in accordance with Town and Country Planning legislation as a means of conserving such areas.

The houses are characterized by their hip roofs, open and enclosed jalousied porches, Georgian glass sash windows, ornate lattice and fret work. Another feature of the Belleville area is the parapet wall at the front of the houses which was used to protect the roof during the hurricane season. The resulting homogenized ambience sets the area apart giving it a distinguished character.

1.1 Belleville Community Plan Boundary

Belleville lies within the boundaries of the Bridgetown Community Plan. It is bounded by Belmont Road in the north, Lower Collymore Rock in the south, George Street to the west and Pine Road to the east. It is located approximately 1 kilometre from Central Bridgetown (MAP .1).

1.2 Basis of the Plan

The primary objectives of the plan are:

1. To provide information on the current status of the land use,
2. To assess development trends,
3. To assess population changes,
4. Illustrate categorization of listed buildings,
5. To assess the built form,
6. To set out urban design and land use policies; and
7. To formulate traffic management policies to guide the development of the Belleville Conservation Area.
The plan aims to:

- Map existing land use;
- Identify pressure areas for change of use from residential to commercial and other uses;
- Identify vacant parcels of land;
- Identify sites where illegal development has taken place;
- Consider the issues and trends in the area; and
- Set out policies to guide the future development of the area.
2.0 Methodology

The following approach was employed in the formulation of this plan:

Review of Literature:

- The Physical Development Plan (PDP) [Amended 2003]
- Belleville – Guidelines for Future Land Use Development 1986 (The 1986 Belleville Study) prepared by the Town and Country Planning Department Office (TCDPO)
- The Belleville Proposed Physical Development Plan, 1987
- The Greater Bridgetown Physical Development Plan (1998)
- Data information relating to previous development trends, goals and objectives for the area were also reviewed and taken into consideration.

Desk Top Study – An analysis of applications made to the Town and Country Development Planning Office (TCDPO) from 1986 to 2009 was undertaken. The following information was gathered:

- Type of development (residential, office (commercial or medical), change of use, extension).
- Current status of the application (approved, pending, withdrawn or refused).
- Location of the development.
- TCDPO records of illegal development and Enforcement Notices served within the area.
- An analysis of the listed buildings in the study area.

Field Work - Field surveys were carried out to ascertain the following:

- Existing land use;
- Identify the number of vacant parcels of land;
- Level of on-street parking;
- Update the listed buildings index within the study area.

Consultations - Consultations were carried out with the Barbados National Trust and the Ministry of Transport and Works

A social survey was conducted to ascertain the tenancy and population of the existing small residential pocket; update population data; and to assess the number of businesses and employees, their transportation and service issues; and any other concerns.
2.1 CONSERVATION POLICIES

Belleville represents one of the oldest planned settlements in Barbados. It was built during the 1880s, and while encapsulating some of the post-slavery architecture, it also sets the stage for more planned settlements, notably in urban areas. Belleville has been designated as a Cultural Heritage Conservation Area in the Physical Development Plan (Amended 2003). These areas have been described as containing groups of buildings and structures, which together project a unique architectural character and reflect some aspect of the heritage of the community. The PDP has identified development policies for Heritage Conservation Areas in Barbados. These include the following:

1. Conservation Areas will be designated in accordance with the Town and Country Planning Act as a means of conserving areas of architectural or historic importance (Policy 2.4.4.1).

2. All renovation and other development (as well as demolition) of all structures within Conservation Areas will require express planning permission, and will be circulated to the National Trust, the Barbados Museum and Historical Society and any additional nominated body (Policy 2.4.4.2).

3. The felling or lopping of all trees over 0.5 metres in diameter in Cultural Heritage Conservation Areas will require the express planning permission of the Chief Town Planner (Policy 2.4.4.3).

4. Development in the Belleville Conservation Areas will only be permitted where:
   a. it enhances or preserves the character or appearance of the area or its setting;
   b. for demolition or partial demolition it can be shown to the Chief Town Planner that the building is beyond economic repair, viable alternative uses cannot be found, or that there would be substantial benefits to the larger community, and that an appropriate and detailed redevelopment plan is submitted;
   c. re-development is undertaken within an agreed timescale to ensure that vacant land and buildings do not detract from the special character and quality of the area;
   d. The new development respects the special character and quality of the area through size, design and materials (Policy 2.4.4.4.).

5. All new development should normally conform to the relevant planning policies, but variations in these standards would be considered in order to maintain the specific environmental characteristics of the Conservation Area (Policy 2.4.4.5).
6. In order to retain the appearance of Cultural Heritage Conservation Areas, permanent advertisements or signs of any type will not normally be allowed except with the express permission of the Chief Town Planner (Policy 2.4.4.6).

7. Any alterations to the exterior appearance of all buildings in the Conservation Area will need the express permission of the Chief Town Planner. This will cover in particular, windows, balconies, materials, painting, colouring, etcetera (Policy 2.4.4.7).

8. Development by the Government, its agencies and statutory undertakers, including wirescapes, sub-stations, road signs, street furniture, drainage activities, streetscaping, road repairs and widening, that affect the appearance of the area will require the express approval of the Chief Town Planner. Generally all publicly funded works will be designed in a comprehensive and complementary manner to enhance the special character of the area (Policy 2.4.4.8).

2.2 The 1986 Belleville Study

The 1986 study looked at the existing land use of the area inclusive of single and multi-family residential uses and non-residential use. Development trends were studied for the period 1970 – 1986 and specific planning goals and policies were identified. Some of the stated goals included:

- Provision of a residential/commercial mix that would not be detrimental to the character and scale of the area.
- Accommodation of those commercial uses with limited and compatible generation of traffic.
- On-site parking.

In the 1986 Study, a total of eighty-one (81) applications were submitted to the Chief Town Planner for the period of 1970-1985 to carry out development. Of those applications, sixty (60) were approved, nineteen (19) refused and two (2) withdrawn.

<table>
<thead>
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<th>Status of Applications</th>
<th>Amount</th>
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<tr>
<td>Permitted</td>
<td>60</td>
</tr>
<tr>
<td>Refused</td>
<td>19</td>
</tr>
<tr>
<td>Withdrawn</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>81</td>
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</table>

*Source: Belleville-Guidelines for the Future Land Use Development 1986*
The developments approved in Belleville have taken into consideration the stated goals outlined in the plan.

The main policy goal of the 1986 study was to maintain and preserve Belleville as one of the older residential areas in Greater Bridgetown. Over the years decisions issued by the TCDPO have generally protected the Belleville Area from incompatible uses and activities generating excessive traffic, noise, litter and other damaging environmental impacts such as industry, warehousing, nightclubs and restaurants.

In addition the TCDPO has facilitated the re-adaptive use of buildings by permitting the change of use from houses to doctor’s offices and other medical related facilities. This has allowed renovations to the buildings while generally maintaining the character of the area.

Many of the policies and recommendations outlined in the 1986 Study have seen a large measure of success. For example, the non-residential uses permitted have made provision for on-site parking, and the office development is largely professional or medical. The architectural design of new buildings has attempted to maintain the unique architectural character of the area.

2.3 Analysis of Applications

An analysis was undertaken of the applications submitted to the TCDPO from 1986 through 2009. During this period, a total of two hundred and sixty-three (263) applications were submitted, one hundred and eighty-two (182) more than the 1986 study.

<table>
<thead>
<tr>
<th>Status of Applications</th>
<th>Amount</th>
<th>Percentage %</th>
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<tr>
<td>Permitted</td>
<td>182</td>
<td>69</td>
</tr>
<tr>
<td>Refused</td>
<td>53</td>
<td>20</td>
</tr>
<tr>
<td>Withdrawn</td>
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<td>2.3</td>
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<tr>
<td>Pending</td>
<td>22</td>
<td>8.4</td>
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<tr>
<td>Total</td>
<td>263</td>
<td>100</td>
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*Source: Town and Country Development Planning Office 2010*

Of the 263 applications submitted during the study period, one hundred and eighty-two (182) or 69% were granted planning permission; fifty-three (53) or 20% were refused; six (6) or 2.3% were withdrawn and twenty-two (22) or 8.4% are pending decisions [refer to Table 2]. From the total number of applications submitted one hundred and eight (108) or 41% were for changes of use. Of the applications granted planning permission, approximately 90% have completed the development.

The majority of permissions were for change of use from residential purposes to professional and medical. The change to professional and medical offices accounted for twenty (20)
permissions each, followed by general office fifteen (15), institutional use ten (10), commercial use five (5), and two (2) were for mixed use. Fifty-five (55) permissions were issued for the erection of buildings, of which twenty-nine (29) were for offices and twenty-six (26) residential. Most of the residences applied for were to replace existing residences. Other erections were for bus shelters (2), signs (5) and satellites and/or antennas (2). Forty-four (44) permissions were granted for the renovation and addition of residences or offices.

Of the 263 applications submitted for the study period, 108 or 41% were for changes of use of buildings. Chart 1 reveals that from 1986 to 1990, twenty (20) applications were submitted, fourteen (14) were approved and three (3) were refused. For the period 1991-1995, twenty-five (25) were submitted, fifteen (15) of which were approved and ten (10) refused. Between 1996-2000, twenty-two (22) applications were submitted, ten (10) were approved and twelve (12) refused. The numbers increased in the period 2001-2005, where thirty-two (32) applications were submitted, of which seventeen (17) were approved, ten (10) refused and five (5) withdrawn. During the final years of the study from 2006 to 2009, a total of nine (9) applications were submitted, three (3) were approved, two (2) refused and four (4) are pending.

**Chart 1 - Applications Submitted for Change of Use 1986-2009**

Of the 108 applications submitted for changes of use, sixty-two (62) or 57.4% were approved, thirty-seven (37) or 34.2% were refused, while five (5) or 4.6% were withdrawn, four (4) or 3.7% are pending. The research findings show that there was a great demand for the change of use of buildings from residential to commercial use in the area.

**Source:** Town and Country Development Planning Office 2010
3.0 Development Trends

Over the past 25 years distinct trends have emerged in the land use pattern in the area. Hence, Belleville has been divided into eight segments (refer to Map 2).

A. Area Fronting Collymore Rock and extending to First Avenue (excluding residential enclave)

This area has become a consortium of commercial, professional and office uses and is occupied by the Bank of Butterfield and Sagicor International. The permissions issued for the area vary greatly, from the erection of bus shelters and signs, to the erection of office buildings. Twenty-two (22) applications were submitted to carry out development in the area, of which sixteen (16) were granted permissions. The majority of the applications were for the change of use from residential to commercial use. Prior to 1986 most of the buildings in this segment were in residential use.

B. Area leading from Second Avenue to Sixth Avenue

This section, which was once predominately residential, has seen a drastic change in land use. The area has become largely non-residential with a combination of medical and office uses. A total of seventy-one (71) applications were submitted for this area. Of that number, fifty-three (53) permissions were issued. The majority, thirty (30) were for change of use from residential to other uses. These other uses include: medical (16 permissions), followed by office use (9 permissions). The remainder were five (5) for day care centres and one (1) commercial (car rental) use.

The greatest change in this area was seen within Third and Fifth Avenues. A total of thirty-five (35) applications were submitted for these avenues, of which nine (9) were approved on Third Avenue and eleven (11) on Fifth Avenue.

Of the fourteen (14) lots on Fifth Avenue, four (4) are residential, while two (2) are vacant. There are five (5) residential lots on Third Avenue. It should be noted that in the 1986 Study, there were only three (3) commercial lots on Third Avenue.

The largest number of applications (29) was received on Sixth Avenue. Eleven (11) of the applications were for change of use and seven (7) of those were approved. There are a total of thirteen (13) lots in this avenue, with only two (2) remaining in residential use.
Fourth Avenue has also seen significant changes with only three (3) of the thirteen (13) lots remaining in residential use. Medical use was the main change for the area with eight (8) permissions issued.

C. Seventh to Tenth Avenues

These avenues have maintained a residential core. However, there has been some non-residential incursion. Twenty-eight (28) or 32% of the eighty-seven (87) lots have undergone land use changes. During the study period there have been nineteen (19) applications for change of use, of which nine (9) were granted permission. Seventh Avenue is comprised of seventeen (17) lots, nine (9) are commercial and the remaining eight (8) residential.

On Eighth Avenue there are twenty (20) lots of which twelve (12) remain in residential use. Of the twenty-three (23) lots on Ninth Avenue, sixteen (16) are in residential use. Twenty-two (22) of the twenty-seven (27) lots on Tenth Avenue are also in residential use. Two (2) applications on Tenth Avenue were refused.

The size of the lots from Seventh to Tenth Avenues were reduced, thereby increasing the number of lots from seventeen (17) to twenty-seven (27). Consequently, the percentage of residential use also increased from 53% on Seventh Avenue, to 81% on Tenth Avenue.

D. Eleventh Avenue

A total of fourteen (14) applications were submitted to carry out development on Eleventh Avenue, four (4) of those were related to a lot that was granted change of use prior to 1986. Four (4) of seven (7) applications for change of use were granted permission. Two (2) of those were for the same lot. Only two (2) of the eleven (11) lots on Eleventh Avenue remain residential.

E. Fronting onto Belmont Road

This area has become largely lost to residential use. There are two residential lots remaining along this stretch and one is situated at the northern end of the road near the junction of George Street. The permissions for this area have been mainly for the maintenance of the existing buildings.
F. Pine Road

Pine Road has predominantly professional and medical offices along its length, and is clearly non-residential. A total of thirty (30) applications were granted permission along this stretch of road of which eleven (11) were for change of use. Ten (10) of the applications were for the change of use from residential to medical and professional office, while eleven (11) were for the erection and/or extension of buildings for general office use. The area has benefited greatly from road improvements under the programme of the Ministry of Public Works. Pedestrian foot paths and bus lay-bys have also been provided.

G. George Street

George Street is a mixed-use area consisting of residential, institutional and commercial buildings. It received the largest number of permissions in the study area, totally twenty-four (24). The residential lots are concentrated from the junction of George Street and 5th Avenue, to the intersection with Belmont Road, while the non-residential use is from the intersection at Collymore Rock to 5th Avenue. Along George Street eleven (11) permissions were issued for the erection of residences to replace existing homes. George Street has also seen some change of use from residential to small scale commercial and medical use.

There are eight (8) lots with business occupancy for which no applications for change of use were made. In those cases the businesses have existed outside of the four year period allowable for TCPO to legally take enforcement action. This area needs to be monitored to prevent further illegal development and any exacerbation of traffic congestion on this street.

H. Residential Pocket adjoining Collymore Rock, Pine Road and First Avenue

Field investigation identified eighteen (18) homes and two vacant lots in this small residential enclave. This area is identified by residents as Baycroft Alley, Collymore Rock; Baycroft Gap and Baycroft Village. This residential “pocket” is a well established area with 68.18% (15) of these residents indicating home ownership, while the remaining 31.82% (7) are rental properties. Twenty percent 20% or four (4) residents that claim home ownership do not own the land. There is some commercial activity on the periphery, but the interior of this “pocket” is predominantly residential. The lot sizes and the constraints of minimal vehicle access preclude change of use of the individual lots to other uses.

4.0 Current Land Use

Notwithstanding the mixed use character of Belleville, the predominant land use in the area is still residential (50%). This indicates that although it has been changing over time, Belleville has still retained a viable residential presence. The next major land use is commercial. The other categories of land use which can be found are institutional and recreational.
Residential

Residential is the largest land use in Belleville. Of the 271 lots in the study area, 136 or 50% are in residential use. The housing stock in the area remains predominantly large masonry buildings and is located generally from Seventh to Tenth Avenue. However, there is an enclave of smaller residences with a mix of timber and timber and stone sandwiched between the Sagicor site, Collymore Rock, Pine Road and First Avenue. There are eighteen (18) residences and two (2) vacant lots in this enclave and according to current TCDPO policies, these lots are considered sub-standard. Outside of this enclave, small lots can also be found along George Street and are occupied mainly by houses. These houses are mainly constructed of timber in the Barbadian Chattel house style of architecture.

The larger residences are primarily of concrete blocks at 60.7%, and those that are constructed of timber material are increasingly being replaced by concrete. These homes are mainly single storey with families of 3-4 persons per house.

The timber and timber and stone residences represent 28.2% of the housing stock in the area. They have maintained their general wooden form with some residences undergoing renovations using concrete at the rear of the house. A number of homes are serving a dual purpose of residence and business; such as a barber shop, video repair shop and day care centres.

The quality of the homes have been kept in very good condition, however, some buildings (9) have reached an advanced stage of dilapidation. They are overrun with vegetation and their frames are rotting and are termite infested. These houses should be removed, or repaired as they can cause a serious health threat and also take away from the aesthetic quality of the area.

Apartments have served as another means of residential use in the area but they are small in number and represent a low percentage (2.7%) of the housing stock. Two guest houses also provide housing accommodation but this is mainly temporary and for non-residents. They pose little threat to the area as occupancy is usually very low due to the fact that Belleville is not a known tourist area.

There are a total of ten (10) vacant lots in the area. These lots are in areas easily accessible by vehicular traffic and capable of future development.

Office

Offices are the second largest land use in the study area. They account for 39% of total land use with professional offices being the dominant office type. The other categories of offices present are medical, mixed offices and general office use.
**Professional Office**

Professional offices are the largest type present. They range from attorney offices, architects, engineers, surveyors and accountants. Many of the new buildings have incorporated traditional design elements common in Belleville. There has also been adaptive reuse of existing buildings, which helps to maintain the unique characteristics of the area.

**Medical Office**

There are a total of thirty-five (35) medical offices in Belleville making up 12% of the land use. Medical offices have been encouraged in Belleville because of the area’s proximity to the Queen Elizabeth Hospital, Sir Winston Scott Polyclinic and Bayview Hospital. The offices include specialized medicine, dental and a birthing centre. The FMH Emergency Medical Clinic is the largest facility and is located on Third Avenue, which has a cluster of medical offices more than any other Avenue. The majority of these medical offices have adequate on-site parking for their customers and are in accessible locations. There has not been much spill-over parking in Avenues during peak hours, however careful monitoring is required to reduce the chance of this occurring in the future.

**Mixed Use**

Mixed use buildings are those in which different types of activities occur. They represent a small portion of the buildings, but can have the greatest impact on traffic been generated. It is therefore essential that mixed use development be permitted only on those lots which can provide on-site parking and adequate traffic circulation. The majority of mixed use development is located on Pine Road and consists mainly of medical and professional offices, commercial entities, day-care centres and residences.

**Institutional**

Institutional buildings represent 7% of the total land use in Belleville. The majority of the institutions are day-care centres. The others range from churches, a mosque, convalescence homes for the elderly, adult education centres and a primary school. The day care centres are located mainly in the avenues and most have on-site traffic manoeuvrability. The Merivale School uses the parking area of the Girls Industrial Union for drop off and pick up. However, the high traffic congestion in the area may be associated with the schools in the area. This is especially noticeable at peak hours on George Street, and Pine Road, where St. Ursula’s School and Merrivale Primary Schools are located.

**Commercial**

Commercial use accounts for only 6% of land use in the area and is the second lowest land user. The commercial entities represent a variety of businesses including a telecommunication company, a mortgage company, an insurance company, a funeral home, a florist, and a range of small businesses. The majority of the businesses are located in
buildings that were once residential and have maintained their architectural character. One such business is Smith and Oxley Advertising which is occupying a listed building. The largest commercial building is Sagicor which takes most of its ambience from the Collymore Rock Area (Map 3).

Recreational

There is one (1) recreational area (tennis courts) in Belleville. However, it is restricted to members of the Summer Hayes Apartments and is therefore not accessible by other residents of the Belleville area. This is a disadvantage to the area as the homes are occupied by families with children who have no easily identifiable area for recreation.
Illegal Development

A major challenge in Belleville is illegal development by some home owners and businesses. The activities have resulted in exacerbating the traffic build-up in this already congested area due to non-compliance with parking and other planning standards. The illegal activities are concentrated on George Street and Tenth Avenue, where businesses have started to operate without planning permission. There are eight (8) illegal operations on George Street and four (4) on Tenth Avenue.

Enforcement action taken by the TCDPO, along with monitoring have reduced illegal development, but not eliminated it. As a result of enforcement action taken by the TCDPO, twelve (12) applications to the Chief Town Planner were made seeking planning permissions, however those applications were refused. In two of those cases the illegal activities have ceased operation. Unfortunately, in other cases, the four year period in which TCDPO can legally take enforcement action has elapsed. Continued diligence by the Enforcement Unit in identifying illegal developments and taking speedy action is required to reduce this problem.

5.0 Analysis of the Land Use

Belleville has undergone rapid changes to its character which have occurred due to the change of use of buildings and new construction throughout the area.

The examination of the land uses in the study area was carried out in segments, similar to that undertaken in the development trend (refer to Map 2). These segments are First to Seventh Avenue (South) and the area fronting onto Collymore Rock; Seventh Avenue (North) to Eleventh Avenue (South); Eleventh Avenue (North) to Belmont Road; Pine Road and George Street. Analysis of applications to carry out development in the Belleville area are assessed based on the adequacy of on-site parking, design elements reflecting the architecture of this Conservation Area, and the compatibility of the proposed use with the existing residential uses.

The segment from First to Seventh Avenue and the area fronting onto Collymore Rock has become a small business centre consisting mainly of medical and professional offices. These offices have increased over the years due to the proximity of Belleville to the major medical facilities in the island, as well as Central Bridgetown.

North of Seventh Avenue through to Tenth Avenue has retained a residential character. The current policy of the TCDPO is to protect the residential character in this quadrant.

First Avenue to Seventh Avenue (South) and Fronting onto Collymore Rock

This section has become a small commercial area with professional, medical and other commercial uses. Fifty-four (54) of the eighty-four (84) lots in this area, that is 64.2%, are commercial. Medical offices account for 32%, professional offices (24%), while the remaining 8% are in other commercial use.
There are twenty-three (23) residential lots in the area with seventeen (17) located between First and Seventh Avenues. These lots are large enough to accommodate on-site parking and can support change of use. However, this excludes the lots in the small residential enclave which fronts onto Pine Road.

This segment is also used for institutional purposes, such as day-care centres, convalescence homes for elderly, a church and a mosque. The large Muslim population, which reside in the area, walk to the mosque and this has assisted in reducing traffic congestion in the area.

Another issue associated with the change of use from residential to commercial is traffic management and parking. Adequate provision must be made for all customers when considering the change, as these Avenues are not suited for heavy traffic. The traffic impact of commercial use on the avenues has been minimized by the requirement of on-site parking. The current one way designation of some of the avenues has also minimized congestion at the intersections with George Street and Pine Road.

The distinctive character of Cabbage Palms along Pine Road once a prominent feature of Belleville, is no longer evident. Most of these trees have been removed because of disease and also to make room for the provision of sidewalks on Pine Road. Some were also lost to facilitate access/egress and on-site parking. Landscaping plans may necessarily become part of future development proposals to ensure the need for greening is not ignored. The sidewalks were designed in such a way to ensure many of the mature trees were saved and additional shrubs have been replanted to try and maintain the aesthetic value created by the trees.

*Seventh Avenue (North) to Eleventh Avenue (South)*

Seventh Avenue has become a transitional street as it forms the separation between the main commercial core and residential area. The number of lots on First to Sixth Avenue range from seven (7) to fourteen (14). There are six (6) lots on the south side of Seventh Avenue and eleven (11) on the north for a total of seventeen (17).

There are fifty-nine (59) residential lots out of a total of ninety-one (91) lots in this segment. The previous segment had twenty-seven 27% of the lots in residential use, compared to sixty-eight 68% in this section. As such, there can be little argument as to the residential character of the area. Professional offices are the main non-residential use in this area, followed by medical use. Four (4) of the professional offices in this section are illegal developments, where applications for change of use were not allowed. All of these are located on Tenth Avenue.

In light of the above analysis, there is strong planning justification for maintaining and protecting the predominant residential use.
**Eleventh Avenue (North) to Belmont Road**

This segment, like Collymore Rock and First to Seventh Avenue (South), is largely commercial. There are only two (2) residential lots out of a total of twelve (12) lots in this area. Eleventh Avenue (North) has only four (4) lots, two (2) of which are occupied by companies. The existing businesses on Belmont Road have on-site parking and adequate manoeuvrability, therefore this Avenue is not negatively impacted by traffic. Likewise the two commercial lots on Eleventh Avenue have adequate provision for parking.

Base on the analysis, the residential lots in this segment can be permitted change of use.

**Pine Road**

Pine Road consists of a mixture of commercial, residential and office use. Medical and professional offices comprise the majority land uses along this stretch, they represent eight (8) of the thirty-five (35) lots. The lots on Pine Road have been successful in averting adverse traffic problems by providing adequate on-site parking. As such, overflow on to the Avenues have not been identified as a problem.

Residential use in the area is relatively low with ten (10) lots, excluding the two (2) used as guest houses. Five (5) of these residential lots are located at the southern end of Pine Road. Two (2) of the remaining five (5) lots have development taking place without planning approval. Four (4) of the residential lots on Pine Road are large enough to accommodate a change to commercial use. Any further pressure for development could result in the remaining residential component decreasing.

Institutional is another land use on Pine Road, there are four (4) lots along this street which are being used for institutional purposes. The issue with institutional properties on Pine Road is the lack of adequate on-site parking to facilitate the drop off and collection of children. If further institutional development is to be allowed on this street then adequate provision must be made for on-site parking.

One issue arising from developments along this stretch is the lack of vegetation on some of the developed lots. Many of the distinctive Cabbage Palms were lost to disease and/or to make room for the inclusion of sidewalks on Pine Road. The shrubs that were replanted, along with the mature trees that were saved, have softened the area, and assisted in maintaining its look as a conservation area. Given this situation, strong consideration should be given to requesting the submission of Landscaping plans for developments on this stretch to ensure the greening of the area.

**George Street**

George Street has more than half of its lots (22/35) as residential. However, George Street needs constant monitoring as a number of illegal activities such as auto-spares and a day
care have occurred. These illegal developments can be detrimental to the adjacent Avenues, as George Street is incapable of supporting the type of traffic that is generated by such businesses. Activities such as auto spares, day care centres, professional and medical offices require adequate parking and circulation of vehicles. Most of the lots on George Street are too small to provide adequate parking and other site planning requirements to facilitate commercial use.

Developments on George Street should continue to be assessed with protection of residential amenity paramount. Further, commercial development should only be permitted on those lots where adequate on-site parking is available to prevent exacerbation of the current traffic congestion.

*Residential Enclave Abutting Collymore Rock, Pine Road and First Avenue*

This small residential community sandwiched between the Sagicor site, Collymore Rock, Pine Road and First Avenue is one of the exclusively residential areas remaining in Belleville and should be maintained. The area has seen a recent upgrade of pedestrian footpaths under a Governmental programme and this should go a long way to maintaining amenities and the residential character of this community.

*Refusals and Illegal Development*

Over the years the TCDPO has refused developments deemed detrimental to the Belleville Area. They have followed the policies recommended in the Belleville – Guidelines for Future Land Use Development 1986 and the Belleville Proposed Physical Development Plan, 1987 and have refused developments that could add greater traffic to the area and pose a threat to the residential core. These developments have included change of use to an auction mart, art galleries, large apartment buildings, additional institutional buildings, distribution centres, auto part outlets, hire car services, shops and restaurants.

In designating Belleville as a Cultural Heritage Conservation Area, the PDP states that all development should enhance or preserve the character or appearance of the area.

The Chief Town Planner will continue to refuse those developments which cannot provide adequate on-site parking, generate large volumes of traffic, are detrimental to residential amenity of the area and conflict with the stated land use policy for the area.

Illegal development is a serious cause for concern especially along George Street. These illegal developments include a restaurant, medical use and/or commercial use (auto spares). The majority of these developments have little or no on-site parking which is unsuitable for the development of the area, and is detrimental to a conservation area. Therefore, planning control should be a priority in such cases to prevent further deterioration of the situation.
6.0 Population Change

Despite an overall increase in the national population of Barbados, the Belleville area has seen a decline in population throughout the census years (Table 3). The population for Belleville is 368 persons which accounts for 0.1% of the national population. The greatest decline was shown during the last ten years with a loss of 110 persons. A total of 200 persons have been lost from the area during the period 1980-2000. This can be attributed to the change of use from residential use to commercial use.

Table 3: Population of the Belleville area from 1980 to 2000

<table>
<thead>
<tr>
<th>Area</th>
<th>1980</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belleville</td>
<td>568</td>
<td>478</td>
<td>368</td>
</tr>
<tr>
<td>Barbados</td>
<td>248,983</td>
<td>260,491</td>
<td>268,792</td>
</tr>
</tbody>
</table>

Source: Barbados Statistical Department 2007

The Barbados Census for 2000 has identified four (4) main ethnic groups which comprise the population of Belleville. Blacks are the leading group with 58%, East Indians 23%, Whites 11% and those that are mixed race at 8%.

Results from the Belleville Community Survey show that the majority of residential dwellings existed between 7th Avenue and Belmont Road, with a few residences on George Street and Pine Road. This area will be referred to as Greater Belleville. Approximately 34% of the population reported to be living in the area for 21 to 50 years. Similarly, approximately equal amounts (36%) reported living in the area for 2 months to 5 years. Three (3) residents reported living in the Belleville Area for more than 50 years.

By contrast, the area of Belleville between Collymore Rock and 1st Avenue referred to as Part A, fifty percent (50%) reported living in the area for more than 20 years, while 18% lived there between 11 to 15 years. The fact that one third of the population has lived in Belleville for an extended period of time demonstrates the value of the area for residential use. However, despite the residential component, there is a noticeable transition from a residential to a business community.

The household characteristics relates to single family dwellings and multi-family dwelling units. Twenty-one (21) of the twenty-two (22) households interviewed in Part A stated that between one to five persons are living in the same household. Only one household reported six to ten persons.

Interviews conducted in Greater Belleville revealed that 45% of the residences have one or two persons living in the same household, 39% have between three and five persons in the same household, 11% stated between six and ten people comprised their household, while 3% of residents said their household comprised more than ten persons. “These statistics suggest that more than half of the residences are occupied by families with household
arrangements that are consistent with the size of the modern nuclear family”. (Social Survey Report), 2007

The number of persons fifteen years old or less living in Belleville is approximately 16% of the population compared to the 21.5% at the national level. Those persons between fifteen and sixty-four years represent 65% of the population, which equals the national percentage for this range. The persons over 65 years are almost that of the younger population (19%) which is large in comparison to the national statistic of 12%.

A total of one hundred and seventeen (117) persons were interviewed to assess the level of education in the area. This falls into the full range of educational possibilities including “nursery”, “university”, “other tertiary” and “other institution” education. A total of sixty (60) persons or 51% have completed up to secondary education, and thirteen (13) or 11% have finished primary education. Approximately thirteen (13) persons have reached university and other tertiary training, fifteen (15) or 13% have finish composite/senior level education, and fourteen (14) or 12% have completed some type of training in other institutions. Two (2) or 2% have not stated their educational level. The population can therefore be considered literate.

Twenty-one (21) of the total forty-six (46) persons interviewed in the Barbados Census 2000 reported living in dwellings of concrete block construction, while thirteen (13) lived in dwellings with wood and concrete. Only nine (9) homes remain built of wood. This is a change from previous years where the majority of houses were constructed of timber and stone. The population is moving with the current trend of masonry built homes. As the land use in Belleville changes there is a corresponding change in the building typology from timber and stone to concrete blocks.

7.0 Transportation

The Street System

Belleville is served by major arteries leading into the City of Bridgetown, as well as a main road linking the northern and southern areas of Greater Bridgetown (refer to map 4). Belleville is encompassed by a Class 1 Special Road (Pine Road) to the east, a Class 3 road to the west (George Street), Belmont Road to the north, and Collymore Rock to the south. There are internal roads linking George Street and Pine Road. As a result of the good road network heavy traffic is generated in the area.

The road layout in the area has led to the number of distinct blocks thus making the area very accessible to vehicular and pedestrian traffic. The layout also offers the users a greater choice of route and which makes the area very permeable.
Traffic

The excellent road network, its proximity to Bridgetown and the Island’s main health Institutions, its linkage with the Greater Bridgetown areas, together with the existing land use in the area, have resulted in major traffic management issues. These include:

- Traffic congestion
- On-street Parking
- Traffic Conflicts along Pine Road
- Inadequate pedestrian facilities (crossings and pavements)
- On-site parking constraints

One of the factors that have contributed to traffic congestion in the area is the existing land use. During the past twenty (20) years Belleville has evolved from a predominantly residential area to one where 50% of the area is now in commercial use (medical, professional and retail). As a result of the increase in business activity, more persons are visiting the area to transact business and to work.

A social survey was carried out in the area between August and September 2007 to assess the number of businesses and employees in the area, their mode of transportation, service issues and concerns.
The information generated was used to assist in formulating policies to address the traffic concerns.

Interviews were conducted at one hundred and forty (140) businesses in the area. Of the businesses surveyed eighty-nine (89) or 63.57% employed between one (1) and five (5) persons, while only one (1) company employed more than fifty (50) persons. Eighty-four (84) percent of the employees interviewed reported that they travelled to and from work via private vehicle, while only eight (8) percent commute to work by public transportation. Most employees (41) in the area reside in the Parishes of St. Michael and Christ Church. The analysis of the survey confirmed the heavy use of private vehicles by employees to commute to work and which would have contributed to the heavy use of vehicular traffic in the area.

Another traffic concern in the area is on-street parking. Seventy-eight (78) percent of the employees interviewed indicated that there is adequate on-site parking for employees, however parking for clients carrying out business is inadequate. This has resulted in parking on the streets. Field surveys carried out by officers at the TCDPO confirmed parking on the avenues and to a lesser extend on George Street. The survey also revealed that a total of one hundred and thirteen (113) car parking spaces can be accommodated with parking on one side of the street without impeding the flow of traffic. Policies will therefore be formulated to facilitate on street parking.

Traffic conflicts at the junctions of the Avenues (1st to 4th in particular) and Pine Road is another factor contributing to traffic congestion in the area. Motorist making right turns from 1st, 2nd, 3rd and 4th Avenues onto Pine Road impede the free flow of traffic along Pine Road, thus assisting in traffic build up along this road. Traffic measures, such as no right turn from 1st, 2nd and 3rd Avenues Belleville, on to Pine Road have been put in place to mitigate traffic congestion in the area. With the level of pedestrian traffic traversing the area there is the need for proper pedestrian crossing as well as pedestrian pavement along George Street.
Buildings Form

The buildings in Belleville range in size from approximately 850 square feet on the south side of 11th Avenue (Photograph # 1), where the lots are approximately 3600 square feet, to structures averaging 6000 square feet on lot sizes of approximately 9000 square feet on 1st Avenue (Photograph 2.)

From 7th Avenue southwards towards Collymore Rock, there is a definite and noticeable change in lot size. Seventh Avenue could therefore be considered a transition avenue (Photograph 3) based on transition in lot sizes as well as the separation between the main commercial and residential areas.

The size of the lots dictates the scale of the built form. The existing structures are similar in design throughout the study area, with parapet, hipped roofs, jalousies louvered sash windows and doors, enclosed verandahs and entrance porticos (Photographs #4 and #5). Some smaller structures are of wood, while the others are mainly of coral stone. Over the years, some of the buildings have been altered for adaptive reuse, reflecting an extrapolation of the vernacular at the time of their reconstruction.

The formation of Belleville with a range of lot sizes (smaller lots closest to Belmont and Carrington Village and larger lots closest to Collymore Rock), does not appear to be coincidental. This, along with the fact that changes of use were allowed for medical offices on the larger lots as well as commercial use on the lots fronting on to Highway 6, have largely been responsible for the building types. This can be witnessed along Avenues 1 to 7 with the modern interpretation of the vernacular refer to photograph (# 6).

The buildings along Avenues 1-7 are mixed in character and also have some 1960 bungalow-type versions (Photograph # 7) interspersed with original and renovated buildings. Eastwards on Pine Road is a commercial band of strong, large buildings, all manifesting colonialism, with strong entrances and
very conservative in nature. Generally, all the buildings are related, but vary in size.

**Streetscape**

The streetscape has changed over the years with the removal of the majority of palm trees which were systematically planted on the edges of the avenues and the western side of Pine Road. The edges of the avenues are predominantly grass, with solid guard walls and metal gates protecting the properties. (Photograph # 8). There is a difference in the streetscape throughout Avenues 1 to 7. This phenomenon is interrupted by open parking areas, where the use of the building has been changed. (Photograph # 9). Generally, on Avenues 1 to 7, where the use of the building has been changed, the streetscape comprises the street, approximately 16'0" wide, a sidewalk approximately 5'0" wide and a green area. The walls have been removed. Where the use has remained unchanged, there is an absence of sidewalks. However, guard walls exist with green spaces.

Pine Road has undergone significant change since 2002 through road improvements. It consists of a 20'0" wide road, 6'0" sidewalks and solid guard walls. (Photograph# 10). On the eastern edge of Pine Road, where the buildings are well set back, there are a number of mature trees, mainly mahogany, creating another edge within the edge formed by the guard walls.

George Street is defined by a drain to the east and interrupted by sidewalks to the west. George Street presents serious pedestrian challenges. Pedestrians very often have to resort to walking in the drains in order to avoid conflict with vehicular traffic. Similarly, motorists often have to stop in order to avoid pedestrians. A pedestrian path should be established along George Street on the eastern side. The only obstruction will then be the wall located at the corner of 5th Avenue and George Street (Harcourt Carter Building).

The palms in Belleville are aged and some are rotting.
From time to time, some have been removed for safety reasons. There is a need for major replanting of the palm in Belleville in order that one of the signatures of this first major residential development on the island is maintained. The walls are in various states of disrepair and should also be maintained. Furthermore, the road reserves at times detract from the pleasantness of the area and need to be cleaned up.

**Landscape**

The Belleville Area can generally be defined as very green with large lawns and mature trees. On avenues 1 to 7, some of the lots are commercial with hard standing car parking areas, however, the landscape is still dominated by greenery (Photograph #11). On Avenues 7 to 11, there is less evidence of lawns, but the road reserve in most cases is planted and the area still has some mature trees (Photograph #12).

As changes of use occur, the commercial entities have been creating large areas of hard-standing as they seek to meet the parking requirements for non-residential uses. This has undermined the greenery fabric to some extent. In order to maintain this setting, where possible, the parking areas should not simply be made up of asphalt, but rather material such as grasscrete and geo-block. Tree planting should be encouraged.

**9.0 Listed Buildings**

A listed building is one that has significant architectural and historical features. The building must possess some ornate and historical characteristics and prove to be of special significance to the overall character of the area. The listing of buildings is to prevent the unrestricted demolition, alteration or extension of a listed building without the consent of the Chief Town Planner. It also ensures that the architectural and historic interest is carefully considered before any alterations can occur.

The Town and Country Planning Act makes provisions for the listing of buildings of special architectural or historic interest. Section 29 (1) of the Act states that ‘the Minister shall cause to be compiled lists of such buildings or approve, with or without modifications, such lists compiled by the Barbados National Trust or other persons or bodies of persons, and may amend any list so compiled or approved’. In Barbados the buildings listed consists of buildings constructed prior to 1945. It identifies the address of each property together with a description of its architecture and history. This description includes the age, style and main features of the building.

Historic buildings are a precious and finite asset, and powerful reminders of the work and way of life of earlier generations. The richness of a country’s architectural heritage plays an
influential part in the sense of national identity. These buildings can be found throughout the island.

Belleville contains a number of listed buildings and has been identified as a Cultural Heritage Conservation Area in the Physical Development Plan (PDP) Amended 2003. Belleville had a total of twenty-one (21) listed buildings located throughout the area; however, two of them have been demolished leaving a vacant lot and a newly constructed building on the other lot. It should however be noted that section 29 of the Town and Country Planning Act makes provision for the de-listing of building of special architectural or historic interest.

Section 2.4.3 of the PDP outlines the following policies pertaining to Listed Buildings:

1. All development, including alterations to the exterior appearance; changes to windows, balconies, materials, painting and colouring; additions to, extension to, change of use or demolition of a listed building will require express planning permission, and will be circulated to the Barbados National Trust, the Barbados Museum and Historical Society, and any additional nominated body for comments. (Policy 2.4.3.2).

2. Proposals involving the alteration, extension, change of use or demolition of a listed building will only be permitted where:
   - they do not have any adverse effect upon the architectural and historic character or appearance of the building or its setting;
   - they respect the scale, design and materials of the existing building;
   - Demolition or partial demolition will not be acceptable unless it can be shown to the Chief Town Planner that the building is beyond economic repair, viable alternative uses cannot be found or that there would be no substantial benefits to the larger community, and that an appropriate and detailed redevelopment plan is submitted (Policy 2.4.3.3).

3. In order to retain their appearance, permanent advertisements or signs of any type within the curtilage of the Listed Building will need the express permission of the Chief Town Planner (Policy 2.4.3.4).

4. Change of use of Listed Buildings may be permitted by the Chief Town Planner. The decision will take into account the land use designations of the area, the site and building characteristics and the proposed use of the building. In all cases, the distinctive features of the building must be retained in accordance with the policies of Sections 2.4.3.2 and 2.4.3.3 (Policy 2.4.3.5).

5. Conversion of Listed Buildings from a single family unit to more than one self contained unit may be permitted if it is in accordance with residential planning policies and the policies of Sections 2.4.3.2 and 2.4.3.3 (Policy 2.4.3.6).
6. Development adjacent to or in the vicinity of a Listed Building, where through its siting, scale or design, it would have a major adverse impact on the setting of a Listed Building, will be discouraged (Policy 2.4.3.7).

7. The Government will seek to increase the fines for illegal demolition of listed historic buildings (Policy 2.4.3.8).

The majority of the listed Buildings are houses and these have been kept in good condition but some are in need of significant repair, notably “Wentworth” and “Holy Rood”. A number of owners have made some changes over the years to the appearance; however these changes have not been to the detriment of the character of the building, but an improvement. The problem posed by the home owners is the high cost of maintenance and since a number of homes are owned by elderly citizens this compounds the problem. It is therefore suggested that continued funding be made available to the owners of these treasured homes. Below is a table showing a list of these buildings, their names and location.
Table 4: Table of Listed Buildings found in the Belleville Area

<table>
<thead>
<tr>
<th>Name of House</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiesta House</td>
<td>No. 3, 1&lt;sup&gt;st&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Ashcroft</td>
<td>No. 4, 1&lt;sup&gt;st&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Wentworth</td>
<td>No. 5, 1&lt;sup&gt;st&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Delodge Inn</td>
<td>No. 13, 1&lt;sup&gt;st&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Tronvilla</td>
<td>No. 10, 3&lt;sup&gt;rd&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Beirnfels</td>
<td>No. 12, 3&lt;sup&gt;rd&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Holyrood</td>
<td>No. 8, 4&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Argyle</td>
<td>No. 5, 7&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>St. Cyprian’s Church</td>
<td>No. 11, 7&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Everton</td>
<td>No. 15, 8&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Kimberley</td>
<td>No. 11, 9&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>The Palms</td>
<td>No. 6, 10&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Beulah</td>
<td>No. 12, 10&lt;sup&gt;th&lt;/sup&gt; Avenue (Demolished)</td>
</tr>
<tr>
<td>Govan</td>
<td>No. 2, 10&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Brynmair</td>
<td>No. 19, 10&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Smith &amp; Oxley</td>
<td>No. 2, 11&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Ashley</td>
<td>No. 3, 11&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Sunnyside</td>
<td>No. 8, 11&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Dorking</td>
<td>No. 9, 11&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>Lincoln</td>
<td>No. 11, 11&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
</tr>
<tr>
<td>No Name Given</td>
<td>No. 6, George Street (Demolished)</td>
</tr>
</tbody>
</table>

Source: Town and Country Development Planning Office 2007
10.0 Designation of Listed Buildings

Buildings can be listed because of age, rarity, architectural merit and method of construction. In Barbados all buildings constructed prior to 1840, the character of which remains substantially unimpaired, are included in the list. Otherwise they are selected on the basis of their individual character and quality.

Criteria for listing:

In choosing buildings to be listed special attention is paid to:

- Architecture of the building
- Association with famous people and events
- Building typology
- Regional variations in design and the use of material
- Social and economic history

The Minister with responsibility for Town Planning is responsible for the listing process and the maintenance of the List of Listed Buildings, including the removal from and addition of buildings to the List as well as any associated policies. Buildings are assessed for their architectural and historical interest by the Chief Town Planner, the Barbados National Trust, and other relevant bodies or persons.

Some buildings are selected because they have played a part in the life of a famous person, their architectural features, or as the scene of an important event. A distinctive group of buildings – such as a model town (Speightstown) or a community such as Belleville or Strathclyde can also be listed as a conservation area.

The older a building is the greater the likelihood that it would be listed. Buildings constructed before 1700 and which maintained to a greater extent their original condition should be listed. The majority of the Listed Buildings were constructed between 1700 and 1840. After that date, it becomes more stringent to be listed, hence the post 1945 modernist buildings have to be exceptionally important to be listed. The list also includes built structures like bridges, walls, gates, statues, telephone boxes, stand pipes, bandstands and mill walls.

Delisting of Building

A decision to list a building is made on the grounds of architectural or historic interest however the owner of the building can apply to the Minister responsible for Town Planning matters to have the building de-listed. Section 29 of the TCPA allows the Minister to modify the official List of Listed Buildings.
Categorization of Buildings

The Belleville Physical Development Plan (1987) identified two types of buildings within the Belleville Conservation Area:

a) Buildings of architectural and/or historical importance (CL) and which have been listed in accordance with the Town and Country Planning Act, Cap 240,

b) Buildings that constitutes a positive contribution to the architecture and/or character of the conservation area.

The current draft Belleville Local Area Plan (2010) has built on the previous categorization and the buildings have been grouped into five categories. These categories are based on details, features and the historicity of the structures. Among the critical components in determining categorization are roofs, windows, doors, verandas, entrances, shutters, floors, other details and, or historic events. The buildings are rated 1 to 10 with ten being the highest ranked.

If the components of the building have deteriorated, a determination would have to be made on its restoration prospects. This is done through consultation with the Ministry of Public Works, the government agency responsible for engineering matters and the Barbados National Trust.

Category 1

Category 1 buildings are of exceptional architectural or historic interest with a rating of 9 to 10. They possess details such as roofs, windows, doors, verandas, entrances, shutters, floors and, or historic event and cannot be altered or changed except through the town planning process. These buildings should be preserved. Refer to photograph 13.

Photograph 13 Category 1 building

Source: Town and Country Development Planning Office 2009
Category 2

These buildings have the second highest ranking with a rating of 7 to 8 and possess most of the details identified in a category 1 building (refer to photograph 14). In the event that a particular component or components of the building cannot be salvaged, the owner shall be required to replace it with a similar component or components made of a similar material. The finishes shall be a similar texture and colour to that of the component or components being replaced. If the material cannot be sourced, a modern interpretation of the original can be allowed, providing the scale and the size remain constant.

Photograph 14 Category 2 building

Source: Town and Country Development Planning Office 2009
Category 3

These buildings have been rated 5 to 6 and possess less of the components of a category 3 building (refer to Photograph 15). The same stipulations that apply to the replacement of components and material of a category 2 shall apply to this category.

Photograph 15 Category 3 building

Source: Town and Country Development Planning Office 2009
Category 4

These buildings have a rating of 3 to 4 (refer to Photograph 16) and can be replaced. However, the size and ratio of the components must be maintained. The components can be replaced with a modern interpretation of the existing components, and the form of the building must be similar to the one being replaced.

Photograph 16 Category 4 building

Source: Town and Country Development Planning Office 2009
Category 5

These buildings are rated 1 to 2 and can be replaced. The replacement building must inherit the same architectural language as the one being replaced. The building can be a modern interpretation of the original vernacular.

Photograph 17 Category 5 building

Source: Town and Country Development Planning Office 2009
Category 6

This relates to monuments and sites of historical interest. These sites are chosen from all ethnic, economic, social strata of society, and should reflect the country’s journey through time as a nation.

Building Preservation Orders

Individual buildings which have the potential to be listed can come under threat of alteration or demolition. In such circumstances Section 28 (1) of the Town and Country Planning Act allows the Minister with responsibility for Town Planning to issue a Building Preservation Order restricting the demolition, alteration or extension of any building of special architectural or historic interest in the island. However, the Minister shall not make a building preservation order unless satisfied that the execution of the work specified in the order would seriously affect the character of the building.

11.0 Policies

Land Use

The following land-use policies will apply to the Belleville Area and are intended to guide development in a manner that will maintain and protect the character of this conservation Area. For the purpose of identifying the land use policies, Belleville has been divided into seven segments (refer to Map 2). First Avenue to Seventh Avenue (south), Seventh Avenue (north) to Eleventh Avenue (south), Eleventh Avenue (north) to Belmont Road, Belmont Road, Pine Road, George Street, Collymore Rock and the residential enclave between Collymore Rock and First Avenue.

The following policies shall apply:

a) Any development being carried out shall protect, maintain and enhance the character of the area.

b) Permitted uses shall generally include an integrated mixed of compatible uses including Residential, Office, Institution and Shops.

c) Commercial development will be permitted between First Avenue and Seventh Avenue (south), and along Eleventh Avenue (north) provided all site planning requirements are met.

d) The land use between Seventh Avenue (north) and Eleventh Avenue (south) is still predominately residential, hence change of use will only be permitted if the proposed use will not be detrimental to the residential amenity of the area and provision made for adequate on-site parking.
e) Pine Road, Belmont Road, George Street and Collymore Rock are major roads serving the Belleville Area and have been designated as Mixed Use Corridors. As a result Commercial, Institutional and Residential development will be permitted along these Corridors provided all site planning requirements are met.

f) Development along Pine Road will require the approval of a landscaping plan by the Chief Town Planner.

g) Development along George Street shall make provision for pedestrian paths.

**Urban Design**

Belleville is a conservation area and any development or redevelopment of the area shall be compatible with the existing built form. When considering applications, the Chief Town Planner shall ensure that where possible development adhere to the following design guidelines.

a) Category 1 buildings within the Belleville area shall not be altered or changed except through the town planning process.

b) Changes will only be permitted to categories 1, 2 and 3 buildings if the components of the building cannot be salvaged. However, the replacements will have to be of similar components or material.

c) Category 4 buildings can be replaced, however the size, scale and ratio of the components of the building must be maintained.

d) Category 5 buildings can be replaced but the replacement building must inherit the same architectural language.

e) Buildings will be permitted up to a maximum height of two stories.

f) New development shall compliment the materials and architectural design of the existing streetscape.

g) Where components of a Building cannot be salvaged, the replacements must be of similar components or material.

h) Development shall respect the existing setback conditions of the existing streetscape.

i) As development occurs improvement to sidewalks and streetscape shall be integrated into the site design.

j) Where a parking lot abuts a street, landscaping shall be provided along the frontage of the street to provide a visual buffer for pedestrians.

k) Any new parking area shall have a section of it made of grasscrete, geoblock or any similar porous material.

l) All buildings shall be coated with pastel colours.
Traffic

The following policies will apply to improve the traffic situation in the area:

a) There shall be no right turn from First, Second and Third Belleville on to Pine Road.
b) There shall be no right turn from Pine Road on to First, Second, or Third Avenue Belleville.
c) An alternating one-way street system will be permitted in Belleville commencing at First Avenue.
d) On-street parking will be permitted on one side of the street in Belleville.
e) No parking will be permitted along George Street.
f) George Street and Taylor Road will be upgraded to provide pedestrian pavement and to improve drainage.
g) Flashing amber signals will be provided at pedestrian crossings.
REFERENCES

Barbados Statistical Service – 2000 Population and Housing Census


