THE BARTICA URBAN DEVELOPMENT PLAN: A DEVELOPMENT STRATEGY PROPOSAL

(2006 – 2015)

TOWN & COUNTRY PLANNING
DEPARTMENT
2006

CONTENTS

CHAPTER 1.0

PLANNING METHODOLOGY/APPROACH

1.0 PLANNING METHODOLOGY/APPROACH

The preparation of the Bartica Urban Development Plan represents a planning approach which was never before so extensively adopted by the Town & Country Planning Department. This approach is to be considered as unique in that it was thoroughly guided by the principles of ***integrated development planning*** characterised by its focus on the integrated working of the various sectors within an agreed planning framework, allowing for the holistic and co-ordinated development of the community to be realised in the future.

The planning process adopted was therefore one which was sensitive to needs and priorities of all segments of the community. In this regard, first level community consultations and the formation of community groups featured as a prominent first stage planning activity. The general aim at this stage was to gather information on key and critical issues affecting the community and to link these issues with land use activities, setting a focused context for land use surveys to follow.

The second prominently important phase of plan preparation activity was initial consultations with other government departments, sector agencies and non-governmental organisations. The objective here was to ensure, at an early stage, that the context was well set for the integration and consolidation of emerging plan policies and proposals.

To gather vital field data, the Planning Team conducted ***land use surveys*** and a physical and socio-economic appraisal of the planning area, while focused stakeholder and community groups continually worked diligently in defining key issues affecting their community and making recommendations to address these issues. The Planning Team also reviewed relevant reports and documents which were seen as significant to shaping the strategic plan and policies for Bartica's development.

Once all requisite information/data was compiled, the Planning Team then reviewed and analysed such information/data. The outcome of this process, along with feedback from the community groups and other stakeholders led to the determination of key and critical

plan issues for which strategic planning policy intervention was considered appropriate. Major issues, constraints and prospects for change were identified and put to a second level general community and stakeholder consultation process. The outcome of this process was the definition of planning options and policies to achieve the agreed objectives of the Plan – the draft Plan. The finalisation of the draft Plan was achieved through further technical review, community and stakeholder consultations.

Given its focus on involving the community meaningfully in the planning process at all stages, the Bartica Urban Development Plan must be seen as the ***"people's plan"***. The people-centered approach adopted is not only confined to the plan preparation process but would also be a vital part of the overall plan implementation and plan monitoring strategy.

THE COMMUNITY CONSULTATION

PROCESS IN ACTION

CHAPTER 2.0

BRIEF HISTORICAL PERSPECTIVE

2.0 BRIEF HISTORIC PERSPECTIVE

Historically, the development of Bartica[1] was influenced to a large extent by the Anglican Church in Guyana. In fact, the conclusion of many is that Bartica developed from an Anglican Missionary Settlement in 1842. However, with the dream of 'El Dorado' in the minds of many in search of mineral wealth, Bartica's popularity in the historical sense and its growth and development as a settlement was strongly influenced by its unique position as a transit point for those en route to other hinterland locations for mining purposes.

In the twentieth century Bartica gained popularity (or notoriety!) as a place where gold and diamond seekers, upon return from their hinterland exploits, would spend their earnings having fun and pleasure. As this trend continued, the social/entertainment function of Bartica assumed greater significance, not only for miners but other visitors as well.

Bartica's functional importance throughout its history as the gateway to the rich mineral fields of the Cuyuni, Mazaruni and Pataro regions of Guyana cannot be understated and is indeed an integral aspect of its growth and development as a major settlement. Today, Bartica is an active settlement with quite a diverse range of socio-economic activities. Its populace is a good reflection of a harmonious mix of the six ethnic groups in Guyana co-existing in a rich multi-religious and multi-cultural social environment.

[1] 'Bartica' is a derivative from an Amerindian work meaning 'red earth' which is suggestive of the colour of the soil in the area.

2.0 WATER RESOURCES PERSPECTIVES

[illegible] the Amazon [illegible] subsequent to a long [illegible] in Guyana. In fact, the [illegible] of many of the Barima-Waini [illegible] from the Amazon tributary Siparuni in [illegible] with the [illegible] of [illegible] made of [illegible] of natural [illegible]. Barima's population in the [illegible] and its proximity [illegible] contribution to [illegible] pollution in its [illegible] position as a transit point for [illegible] in order to [illegible] purposes.

In the twentieth century [illegible] and population [illegible] as a place where [illegible] and diamond [illegible] upon [illegible] their [illegible] [illegible] would [illegible] [illegible] having [illegible] and [illegible]. [illegible], the [illegible] of [illegible] [illegible] [illegible] [illegible] well.

Barima's [illegible] and [illegible] through [illegible] as the [illegible] [illegible] of the Guyana, Venezuela and Brazil regions of Guyana [illegible] is indeed an [illegible] aspect of [illegible] and development [illegible] Barima [illegible] population [illegible] [illegible] [illegible].

CHAPTER 3.0

INTRODUCTION

3.0 INTRODUCTION:

As a major settlement in Guyana, the potential for the development of Bartica has been long recognised. In fact, this recognition led the Town & Country Planning Department of the Central Housing & Planning Authority in 1985 to prepare the then Bartica Physical Development Plan. Lack of institutional capacity and moreso the failure then to foster consensus at the community level on critical developmental issues led to problems with the implementation of this Plan. The 1985 Plan also suffered at the implementation stage because it did not advance a clear integrated implementation framework and identify the resources to achieve set development targets. Its physical development focus also conceptually negated the importance of the involvement of people in the planning process. However, the 1985 Plan did provide a useful guide with respect to spatial organizational or locational issues in Bartica, through the application of the principle of zoning of land uses.

Given expectation at all levels about Bartica becoming a Town and the renewed interest in Bartica from national development perspective, particularly in relation to the growth and development of Guyana's tourism sector, there is again the recognised need for plan led development of Bartica.

The Guyana National Development Strategy (2001-2010) document has clearly articulated a case for Bartica as a new (Secondary) Town. This Plan has been prepared against this national development strategy context.

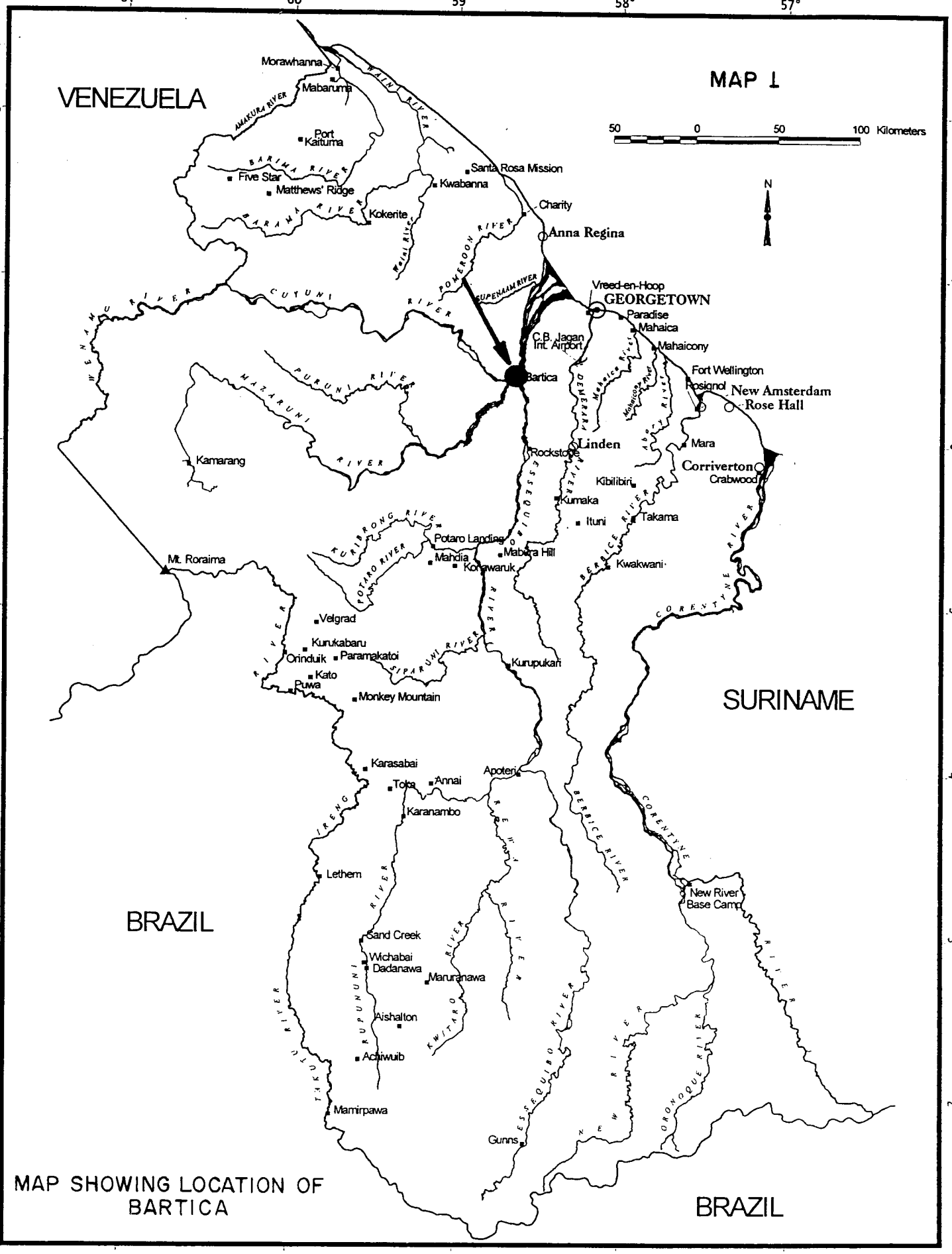
The question of the maximisation of the collective welfare interest of the Bartica community has been central to the plan preparation approach adopted by this Plan. In this regard, the overriding objective from the start of the process was ***to establish a social and physical development agenda through consensus building*** involving all stakeholders of the community in order to meaningfully address the many development problems and issues facing this potential town. In effect therefore, strong public participation was built into the planning process from the very start. This was facilitated largely by way of the formation of various steering committees at the local level whose

purpose was to define the critical developmental issues/problems affecting the community.

Concerning the Plan document, this is to be read as primarily a development strategy for Bartica since it does not provide all the details on specific development proposals but rather seeks to give the community and decision-makers a futuristic guide on dealing with and deciding on developmental issues in Bartica. The Plan also seeks to identify a framework for deriving future programme and project initiatives based upon the strategic guidance for the short, medium and long term. The Plan Document contains fifteen chapters, ten of which deal with substantive plan issues. In dealing with the substantive plan issues, the Plan seeks to clearly define and analyse the key issues and determine appropriate plan objectives and required policy interventions. Finally, a general development strategy and framework for plan implementation is defined.

CHAPTER 4.0

BARTICA IN ITS REGIONAL CONTEXT



MAP SHOWING LOCATION OF BARTICA

4.0 BARTICA IN ITS REGIONAL CONTEXT

4.1 Locational Attributes (Its Strategic Location)

The settlement of Bartica is strategically located at the confluence of the Mazaruni and Cuyuni Rivers and on the left bank of the Essequibo River. More precisely, Bartica is located at 6.41° north latitude and 58.63° west longitude. The strategic locational significance of Bartica is derived primarily for its entry position in proximity to three (3) major rivers – the Essequibo, the Mazaruni and the Cuyuni. In this position, Bartica is a critical strategic node allowing for land and river access to other coastal and hinterland areas such as the Potaro area. Map 1 shows the location of Bartica in the national context.

4.2 The Planning Area

The Bartica Planning Area (BPA) is shown and defined in Map 2. This area can be described as follows: -

The land area extending southwards from the point of intersection of the Mazaruni and Essequibo River for a distance of approximately six (6) miles and west of the Essequibo for a distance of approximately five (5) miles to an area coinciding with the western end of the Bartica airstrip.

Overall, the BPA accounts for a total of approximately 209,594,784 acres (84,820,300 hectares) of land.

4.3 Function and Linkages

Bartica currently perform major functions as the Administrative Centre for the Administrative Region of Region No. 7 (The Cuyuni-Mazaruni Region). It also provides central service functions with respect to commerce, social services and natural resource exploitation. In this regard, Bartica also functions as a Regional Service Centre.

The water element is a critical aspect of Bartica's linkage with other settlements within and beyond the Region. In this regard, riverain access provides linkages

with other major settlements such as Parika, Supenaam, Charity, Anna Regina and Fort Island. Road linkages are facilitated primarily via the Bartica – Potaro Road which connects Bartica to the Town of Linden and henceforth to Georgetown. (See Map 3)

Given its wide area of influence in a predominantly riverain settlement setting, Bartica's function as a Regional Service Centre with functional linkages to other settlements is strongly reinforced. The level of services and facilities existing in Bartica allows it to function as a highly ranked settlement when compared to other settlements in the Region and other Regions as well. Recent studies have shown for example that Bartica can be favourably compared to the town of Linden in terms of service provision and facilities.

4.4 Land Use

An examination of the overall land use characteristics of the settlement of Bartica shows clearly that a high percentage of land within the area remains undeveloped and is not in any meaningful way effectively integrated with the existing transport network. Additionally, the following points must be noted: -

a) The limited linear commercial land use development was highly influenced by the interplay of waterbased and landbased commercial activities and the use of river transport for the movement of goods and services.
b) A mixed land use pattern has evolved over much of the settlement area.
c) Industrial-type land uses do not emerge as a dominant feature of the built-up area.
d) A growth of semi-forest type vegetation can be found in much of the area beyond the built-up area.
e) Quite unlike the situation around ten years ago, there is much more diversity among commercial land uses and conflict between commercial land uses and traffic circulation is emerging as an issue.

f) Lands previously set aside for agricultural land use have not been meaningfully used as such with the result being residual pockets of scattered residential buildings (former homestead buildings).

g) An organised central open recreational space as a land use element in the "Town" is absent. However, the prevailing land use situation shows good potential for the development of open recreational areas.

h) The existing solid waste disposal site, as a critical land use aspect, is poorly located and is in conflict with other land uses.

i) The land use scenario reflects a situation where administrative "Town Centre" functions are in conflict with certain critical terminal/transport functions. Similar problems also exist in relation to the present abattoir site.

Map 4 shows the existing land use in Bartica.

4.5 Socio-economic Characteristics and Importance of the Settlement

Bartica has a total population of seventeen thousand one hundred and fifty-five (17,155) people. Compared to 1991 Census data, this population total of Bartica reflects an increase of two hundred and forty-seven (247) persons[2]. Surveys conducted have revealed that most permanent residents within Bartica are employed in the private service industry and commercial (business) sector. Government Departments also absorb a small percentage of the employed population.

The mining and forestry sectors have had a pronounced effect on the social/welfare aspects of the lives of the people of Bartica and the local economy in general given Bartica's easy point of access to mining and forestry reservations.

Socially, Bartica has been recently experiencing a noticeable influx of Brazilian miners who have taken up permanent residence in the area and who are using

[2] The population total of seven thousand, one hundred and fifty-five persons is based on the 2002 Census Survey (Courtesy Statistical Bureau).

Bartica as a 'take-off' point for access to further hinterland mining areas. One other significant trend has been the diversification of commerce in Bartica, as evident by the establishment of several new commercial developments in the area offering a wider range of goods and services for sale to the public.

Public facilities such as schools, hospital, places of worship, health centres, telecommunication, water supply and power supply are also concentrated in Bartica. In terms of recreational activities, the annual Bartica Regatta continues to be the most prominent social/recreational activity on Bartica's social calendar.

Because of the relatively high concentration of population and social services and facilities within Bartica, the settlement has assumed even greater functional importance. Given its strategic position as a point of entry for nature/heritage eco-tourism purposes and with the national emphasis being placed on the development of the tourism sector, one can positively assume that over the next five to ten year period Bartica will be elevated in importance as a major settlement in Guyana. The social attractiveness of the place is to a large extent influenced by its unique locational attributes. In this regard, the well-balanced island/mainland effect of Bartica offers opportunity for the community to derive social and economic gains both through its water and land natural resource base.

4.6 Key Emerging Policy Issues (General/Regional Context)

Bartica's growth and development in a regional context depends largely on the extent to which the settlement can be more effectively integrated with other areas through the improvement or expansion of the transport network. The ability of the settlement to perform its service functions can be enhanced in this regard. Thus, key Regional policy interventions should deal with the following:

- Developing the Bartica – Potaro Road as a ***Regional road.***
- Developing a road linkage between Bartica and Parika.
- Developing the Bartica – Agatash – Biderabu Road as a major ***settlement road.***

- Improving the frequency, safety and reliability of the water transport mode.
- Providing good air transport linkage and facilitates.

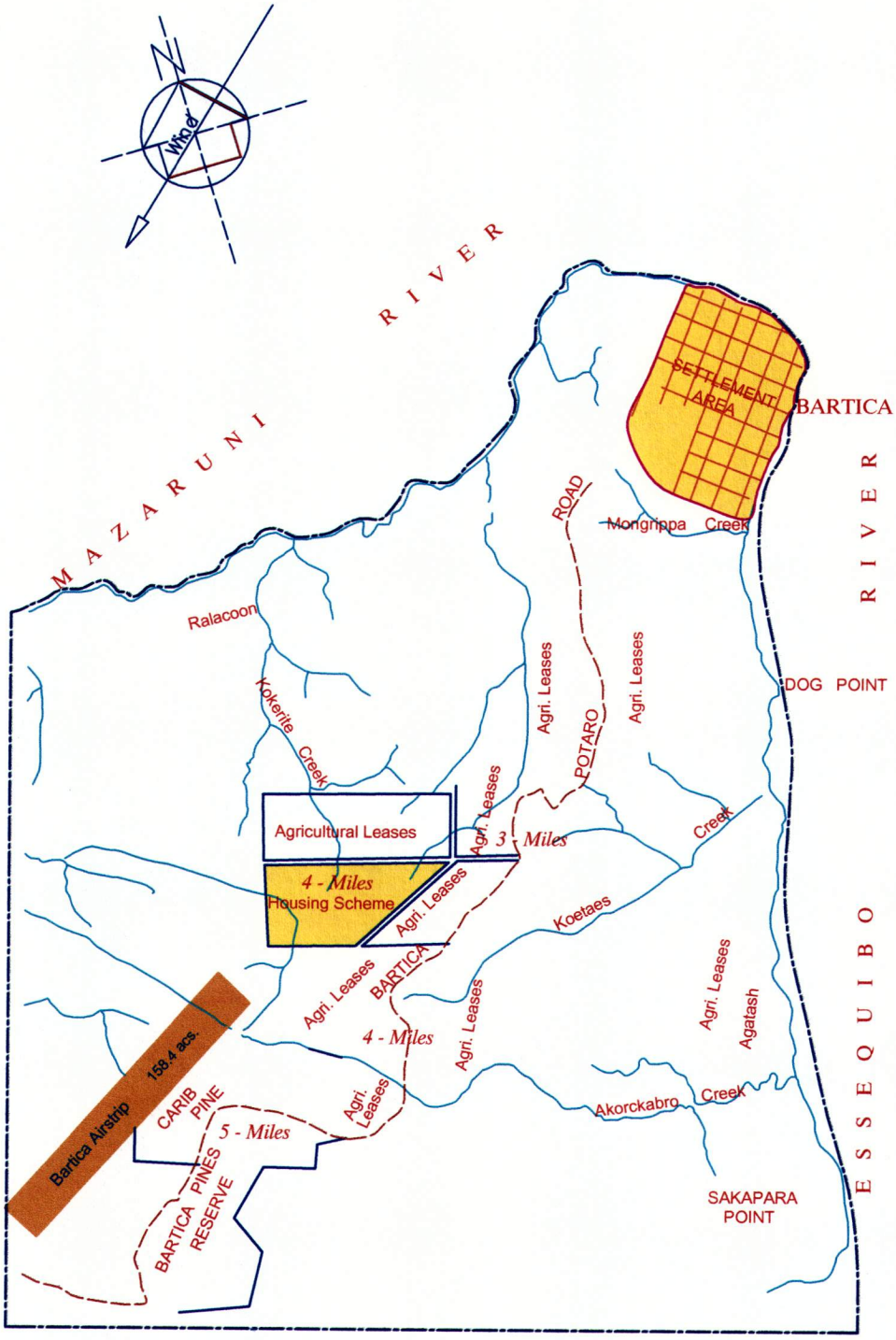
Further, at the Regional level and based upon feedback from consultations held, the need to allow (from a policy perspective) more autonomy in decision-making has been recognised as a critical development factor which is also applicable to the Neighbourhood Democratic Council level decision-making.

Other critical areas requiring Regional policy interventions which can have an impact on Bartica's future development are as follows:

a) The policy framework on the development of the mining and forestry sectors.
b) The agricultural development policy.
c) The land use and land tenureship policy.

These critical policy areas would be examined in greater detail under the respective substantive plan issue.

It is important too from a policy perspective that the provision of funds by Central Government for capital projects in the Region be not subjected to too much centralised decision-making. Such funds should be disbursed based upon clear plans and projects schedule drawn up at the Regional level by the Regional Democratic Council in consultation with the Neighbourhood Democratic Council and other major stakeholders.

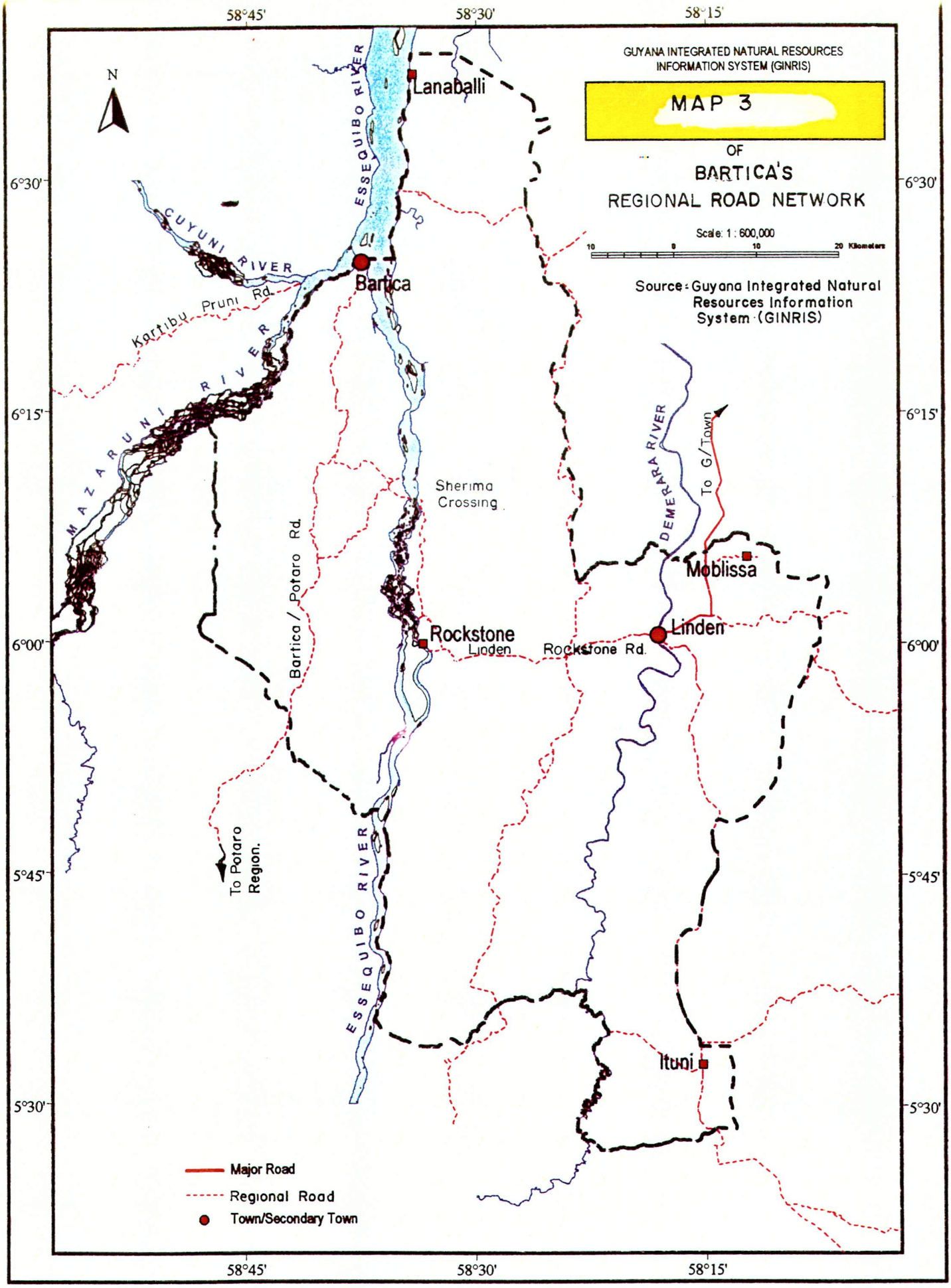


Boundary Of Planning Area

Map Showing The BARTICA PLANNING AREA, REGION - 7

0 50 100 200 300 400 Km

Source: Town and Country Planning Department; CH & PA


GUYANA INTEGRATED NATURAL RESOURCES INFORMATION SYSTEM (GINRIS)
MAP 3
OF
BARTICA'S
REGIONAL ROAD NETWORK
Scale: 1 : 600,000
10 0 10 20 Kilometers
Source: Guyana Integrated Natural Resources Information System (GINRIS)
N
58°45'
58°30'
58°15'
6°30'
6°15'
6°00'
5°45'
5°30'
Lanaballi
ESSEQUIBO RIVER
CUYUNI RIVER
Bartica
Kartibu Pruni Rd.
MAZARUNI RIVER
Sherima Crossing
DEMERARA RIVER
To G/Town
Moblissa
Linden
Rockstone
Linden
Rockstone Rd.
Bartica / Potaro Rd.
To Potaro Region.
ESSEQUIBO RIVER
Ituni
Major Road
Regional Road
Town/Secondary Town

CHAPTER 5.0

BARTICA: AN ASSESSMENT OF ITS DEVELOPMENT POTENTIAL

- Urban social/health services (polyclinic, sports etc.)
- An agro-industrial processing centre.

Bartica's strategic position as an emerging regional service centre can be also justified from the standpoint of its dominant position within its extended sphere of influence. As a focal point for nature/heritage tourism, Bartica enjoys strategic regional linkages with other hinterlands attractions activities such as waterfalls, forestry and mining. It is these linkages that are critical to sustaining Bartica's future development.

In the realisation of its development potential as a tourist and regional service centre, careful attention must however be given to the planning of proper facilities and improving the settlement's infrastructure. This kind of intervention however has to be linked to Bartica's resources and the identification of a definite market.

5.2 Development Plan Assumption

The Bartica Urban Development Plan is based upon the following key plan assumptions:

a) Due to its strategic location, Bartica will continue to perform functions as a ***critical transit node*** to other hinterland locations.

b) Given the fact that Bartica is strategically placed in a nature/heritage/eco-tourism environment, it will develop, as a dominant centre for the supply of tourist facilities, recreational and commercial needs.

c) The growth and development of Bartica in its regional context will be driven largely by the extent to which Bartica can be further integrated with other areas through the improvement or expansion of the existing transport network (land, water and air transport).

d) Once a development momentum is established and sustained, Bartica will witness significant growth of its population with a resultant increased demand for housing, including short to medium term residential accommodation facilities and other services.

5.0 BARTICA: AN ASSESSMENT OF ITS DEVELOPMENT POTENTIAL

5.1 General

Based upon surveys conducted, consultations at various levels and an evaluation of Bartica's physical and locational attributes, the Planning Team has concluded that Bartica has great potential for development as a ***tourist centre*** and ***regional service centre,*** and agro-industrial process centre It has been concluded that the catalyst to realising Bartica's development potential depends heavily on the extent to which Bartica can capitalise on its central strategic position in a nature/heritage/eco-tourism environment.

Although as a potential Town, Bartica is not itself richly endowed with many special tourist attractions, it is seen as having a good ***latent demand*** as a place for tourist accommodation facilities and a good base for water-related recreational activities.

Bartica's potentially great role in the development of the tourism sector in Guyana can be attributed to the following main factors:-

- Its position at the confluence of major water transport channels (the Essequibo and Mazaruni Rivers).
- Its potential as a supply centre for tourism and mining activities in support of hinterland activities.
- Its position within reasonable travel time from other tourist attractions and resorts in the Region (Map 5 shows Bartica in relation to other regional tourist sites).

As a regional service centre, Bartica is expected to provide for the following services needs:-

- The services required by hinterland Amerindian Communities;
- As a marketing depot for Amerindian goods;
- As a commercial offering a wide range of commercial services to the public.

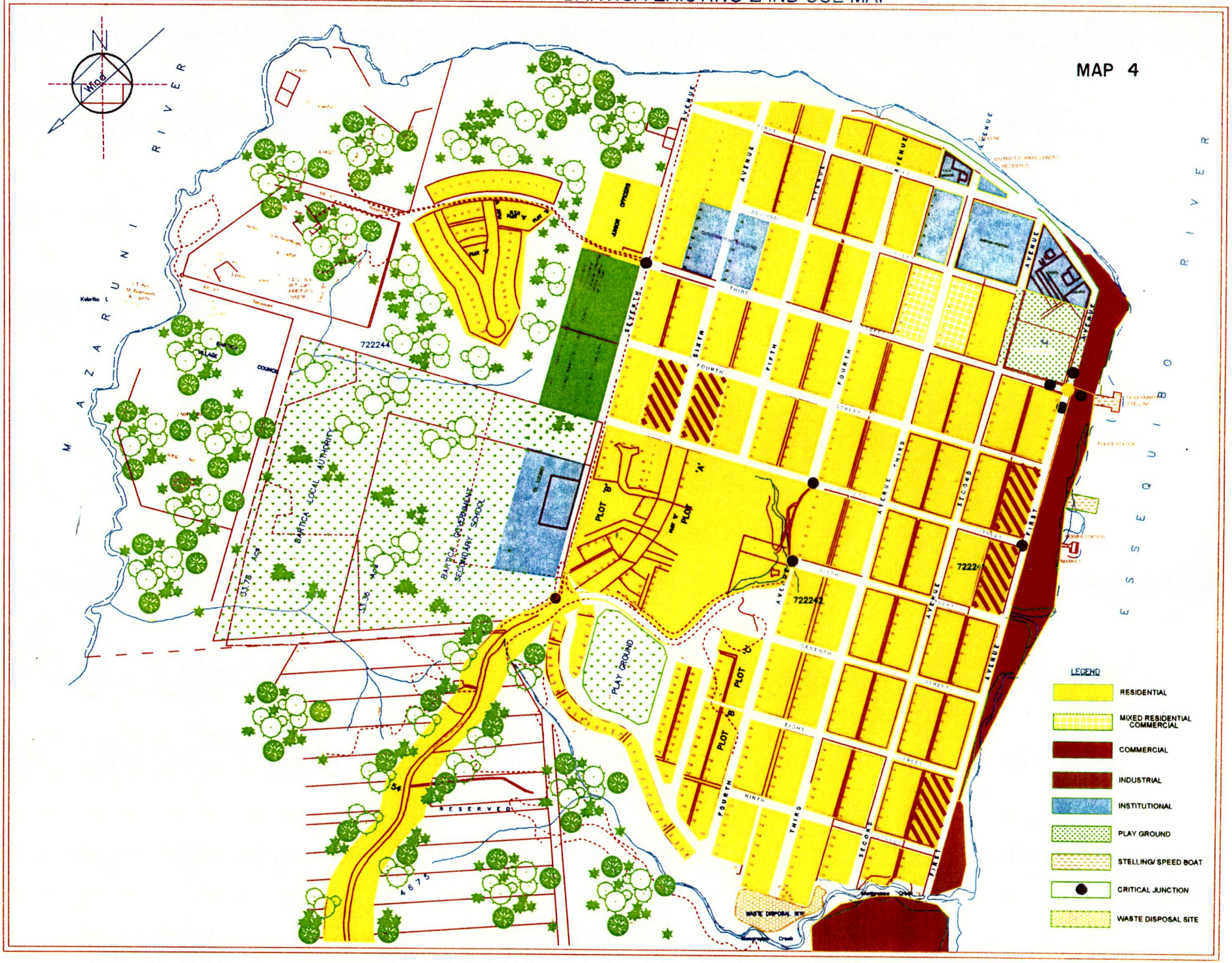
5.3 The Vision

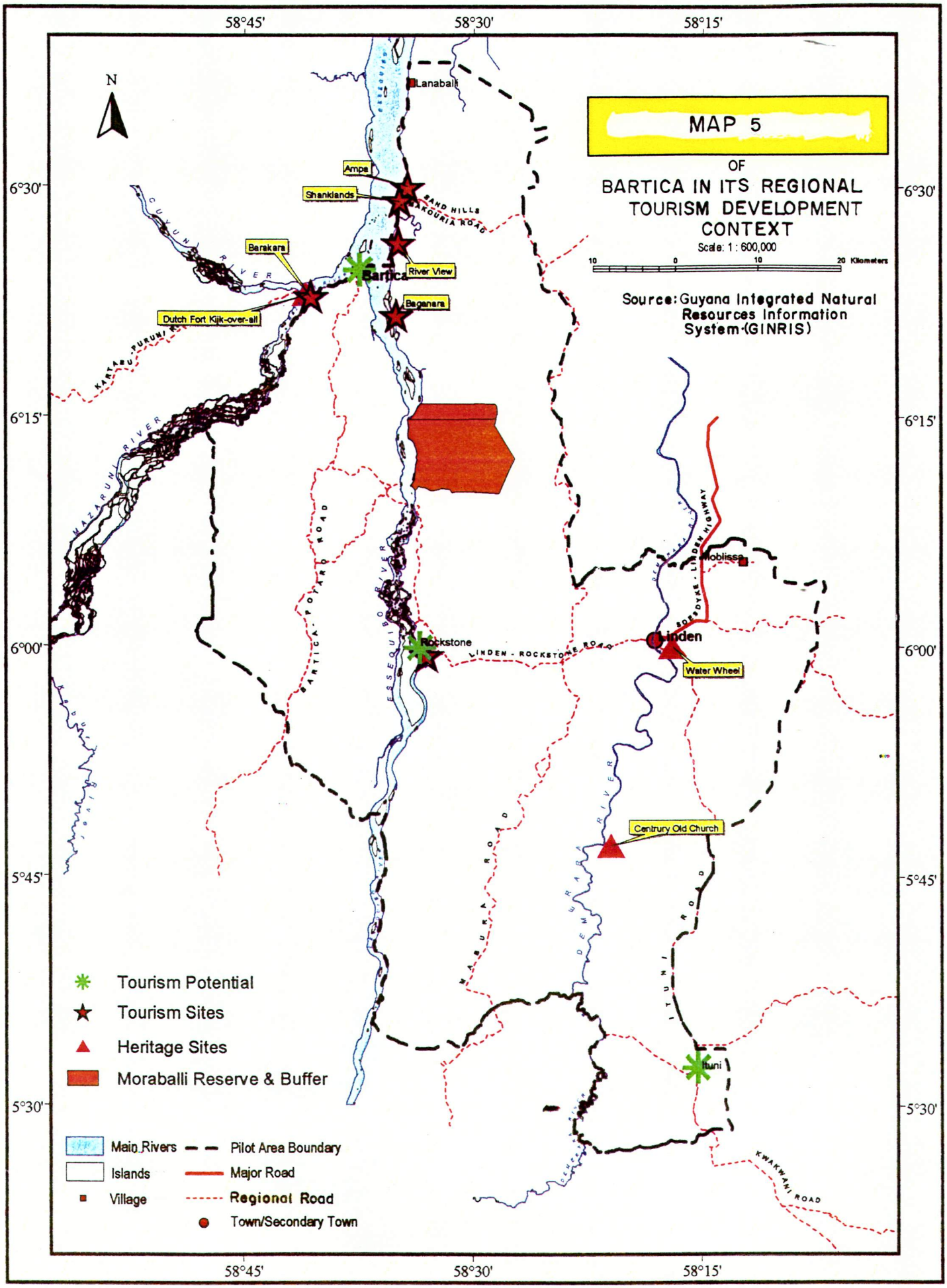
At the end of the plan period, the ***vision*** for Bartica is:

- ***TOWNSHIP STATUS WITH ENVIRONMENTALLY SOUND DEVELOPMENT.***
- ***WELL-ORGANISED TOWN BEING MANAGED BASED UPON THE PRINCIPLES OF INTEGRATED COMMUNITY DEVELOPMENT.***
- ***AN EFFECTIVELY AND EFFICIENTLY MANAGED TOWN WITH ARTICULATE AND RESPECTED COMMUNITY LEADERS.***
- ***A CATALYST FOR THE DEVELOPMENT OF THE ESSEQUIBO REGION AND THE REALISATION OF ITS NATURE/HERITAGE/ECO-TOURISM POTENTIAL.***
- ***A PILOT OR DEMONSTRATION PROJECT FOR A NEW TOURISM PRODUCT I.E. COMMUNITY BASED TOURISM INITIATIVE FROM WHICH LESSONS OF EXPERIENCE CAN BE DERIVED AND BE REPLICATED ELSEWHERE IN GUYANA.***

1 : 5000

BARTICA EXISTING LAND USE MAP




MAP 5
OF
BARTICA IN ITS REGIONAL TOURISM DEVELOPMENT CONTEXT
Scale: 1 : 600,000
10 0 10 20 Kilometers
Source: Guyana Integrated Natural Resources Information System (GINRIS)
N
58°45'
58°30'
58°15'
6°30'
6°15'
6°00'
5°45'
5°30'
Lanaballi
Amps
Shanklands
Barakara
Bartica
River View
Baganara
Dutch Fort Kijk-over-all
Rockstone
Moblissa
Linden
Water Wheel
Centrury Old Church
Ituni
GUYUNI RIVER
MAZARUNI RIVER
ESSEQUIBO RIVER
DEMERARA RIVER
SAND HILLS
AKOURIA ROAD
KARABU PURUNI
BARTICA - POMPIRU ROAD
LINDEN - ROCKSTONE ROAD
SOESDYKE - LINDEN HIGHWAY
MABURA ROAD
ITUNI ROAD
KWAKWANI ROAD
Tourism Potential
Tourism Sites
Heritage Sites
Moraballi Reserve & Buffer
Main Rivers
Islands
Village
Pilot Area Boundary
Major Road
Regional Road
Town/Secondary Town

CHAPTER 6.0

TRANSPORTATION & COMMUNICATION

6.0 TRANSPORTATION AND COMMUNICATION

6.1 Issues

Given its inland location, good transport and communication linkages are very important to Bartica's development. In fact, Guyana's National Development Strategy report recognizes the importance of development of the transport and communications sector to overall national development.

The movement of goods and services to and from Bartica is facilitated by a transport system characterised by various 'modes' each with its own intrinsic characteristics. The dominant transport mode to Bartica from Georgetown and Parika is by boat (speedboat, ferry service or jet boat). Within Bartica itself, movement on land is facilitated by a hire car service, mini buses, private vehicles and bicycles. Most movement between Bartica and other settlements is by means of trucks, river travel and private land cruisers.

In evaluating Bartica's transport and communication system, a multi-criteria approach was adopted. In this context, the critical criteria were as follows:

- Adequacy to serve the mushrooming tourism sector.
- Adequacy for the movement of goods and services.
- Adequacy in terms of providing effective linkages between activity nodes or between Bartica and other settlements.
- Adequacy in terms of accommodating different grades of vehicles.
- Reliability
- Safety and comfort

The general conclusion drawn from surveys conducted and an evaluation is that:

- Both a qualitative and quantitative improvement in Bartica's transport service is needed.
- Most of the roads are in poor physical condition and hence cannot adequately service the community.

- The Government ferry service is irregular in its operation and operational standards are generally poor.
- Moving from Bartica to other areas on land is very difficult and time-consuming because of the poor state of roads. This condition confines vehicular travel only to large trucks and land cruisers.
- Road connection between Bartica and Parika is also of vital importance.
- The tourism sector is not adequately served by the existing transport system:
  - Clearly defined and aesthetically pleasing paths for the movement of tourists are not discernable.
  - Roads and trails to facilitate regional tourism ventures or eco-tourism adventures are in a very bad state.
  - The terminal facilities functioning as points of entry to Bartica are in a deteriorated state and are not welcoming to tourists.
  - The service standards for boat travel are in need of improvement.
- The growth and development of Bartica commercial sector is being stymied because of failures or limitations of the transport system in getting commercial goods to Bartica.
- The absence of air transport facilities in Bartica is affecting the settlement's development by seriously limiting travel options and placing a heaving reliance on travel modes which are much more time-consuming, uncomfortable, unsafe and at times unreliable.
- The fact that there is no organised public transport system in Bartica has resulted in transport operators competing for very limited central space to provide a public transport service. Emerging related traffic management problems of bad parking practices, traffic congestion and unsafe pedestrian movement space are very noticeable, particularly around the market area.

The Bartica-Parika Connection (issues).

The evaluation of Bartica's transportation and communication network has pointed to the Bartica-Parika connection as a very important aspect. The significance of the Bartica-Parika linkage and the associated intensity of movement are premised on several factors:

1. Bartica depends heavily on Parika as a source of supply for goods.
2. Both settlements enjoy very prominent strategic locations in the Essequibo Region. This has fostered a ***symbiotic strategic relationship*** over the years which are advantageous to both Bartica and Parika.
3. The social/recreational value of Bartica as a place and the commercial function of Parika have a complementary development impact on both communities.

Both the formal government - run ferry service and the privately – run speedboat service complete on the Bartica to Parika connection. In the case of the ferry service, issues of reliability and quality of service are important. However, this ferry/service provides the only means of safely transporting high order and bulky goods to Bartica. On the other hand, issues of traffic regulation, management, passenger safety and comfort are central to the operation of the privately owned speedboat service. The frequency and less time-consuming nature of the speedboat service is however preferred by many.

Bartica's Road Network.

Characteristic of Bartica's road network, to a large extent, is its dominant grid pattern of east to west streets and north to south Avenues. However, to the extreme west and southern ends of the settlement, elements of a curvilinear road network pattern are clearly noticeable. This is largely an adaptation to the more hilly terrain of these areas.

From an urban design standpoint, a clear hierarchy of roads within Bartica is not noticeable. However, in terms of ***function*** and ***potential for connectivity,*** some roads have emerged as more important than others. Secondly, effective network connectivity around the settlement is largely non-existent, as many areas remain unserved by proper

roads. It is important to recognise too that many roads have limited reserve width with small verge spaces for use a pedestrian walkways, planting of utility poles etc. The overall road pattern however has a good element of ***clarity of form.***

Towards A Hierarchy of Roads (A Proposal)

The Planning Team, in recognition of the absence of a clear hierarchical road pattern in Bartica has defined this as an important issue in the overall road development strategy. Accordingly, a hierarchy of roads within the existing road network is proposed. This proposal takes into account the following factors:

a) Level of function, and
b) Potential for connectivity.

The suggested hierarchical road classification is as follows:

1. Regional Road (RR) - a road connecting major activity centres or major areas in the Region.
   - The Bartica-Pataro Road

2. Major Settlement Road (MSR) - a road connecting Bartica with other village(s)
   - The Bartica to Agatash Road
   - The Bartica to Biderabu Road.

3. Town Roads (TR) - roads serving the 'Township' area
   a. Primary Town Roads (PTR):
      - First Avenue
      - Fourth Avenue
      - Seventh Avenue
      - Third Street
      - Fifth Street
   b. Secondary Towns Roads (STR):

b. Secondary Towns Roads (STR):

All other roads in the 'Township' area.

Map 6 shows the recommended road classification system and road network development proposals.

6.2 Plan Objectives

1. To provide a planning framework for the future improvement of Bartica's transport system.
2. To provide for the effective integration of transport modes with planned land use development proposals.
3. To provide for traffic management interventions which would bring more order to and effectiveness in terms of facilitating the movement of goods, services and people.

6.3 Policy Recommendations (Transportation & Communication).

General (Traffic Management)

The area in the vicinity of the Bartica's riverfront and between fifth and sixth street is already showing signs as an emerging "zone of congestion" due largely to the absence of good traffic management practices and as vehicular traffic try to co-exist with other land use activities such as the market, terminal use, commercial enterprises and social/entertainment facilities. ***This trend has to be reversed in order to avoid further central area congestion and the non-optimal use of critical movement space.***

TPC 1

Future development in the central commercial core of Bartica must be based on good traffic management practices. A Traffic Management Plan must be implemented to counter the impact of more intense land use activities in Bartica or the impact the increase functional importance of Bartica will have on traffic generation and movement demands.

TPC 2

The area along the riverfront and between fifth and Sixth Street will be de-congested with the following underlying objectives:

- ***The need to better control the use of this area as a critical movement space so as to optimise its use for movement of goods, people and services.***
- ***The need to improve pedestrian and vehicular safety.***
- ***The need to prevent any negative impact traffic may have on other critical functions of business, trade and amenities.***

TPC 3

The critical functions, namely Third Street and First Avenue; Fifth Street and First Avenue; Fourth Avenue and Fifth Street; Fourth Avenue and Sixth Street and Seventh Avenue and Third Street be improved as signalised junctions with clear directional signage.

TPC 4

The following streets should be designated as one-way streets with the objective of improving traffic flow and easing congestion:

- Fifth Street (including its proposed western extension, west of Seventh Avenue) – One-way going west.
- Fourth Street (as a one-way street going east).
- First Avenue, as a one-way street from the intersection of First Avenue, northwards to the intersection of First Avenue and Third Street.

TPC 5

Loading Bays for commercial goods vehicle will be provided east of and along Second Avenue will be used as a public parking area.

TPC 6

A portion of land west of Fourth Avenue and south of Fifth Street shall be reserved as a Public Parking Facility for the parking needs of cars, mini buses, trucks etc.

Road Improvement/Expansion

TPC 7

In order to improve the level of connectivity of the existing road network a new Primary Town Road is recommended in the western extremity of Bartica's built up area.

Secondly, Fifth Street shall be extended westwards to merge with the new proposed Primary Town Road.

TPC 8

The Bartica – Potaro Road must be developed and upgraded as a Regional Road linking Bartica with other hinterland areas. The current public/private arrangements in place for the maintenance of this road should continue.

TPC 9

a) The roads to Biderabu and Agatash must be developed and upgraded as major settlement roads.
b) All other roads within Bartica should be improved as part of a general ***road improvement scheme.***

TPC 10

A road linkage between Bartica and Parika must be given priority consideration as an issue of national strategic importance in terms of settlement integration in a spatial context.

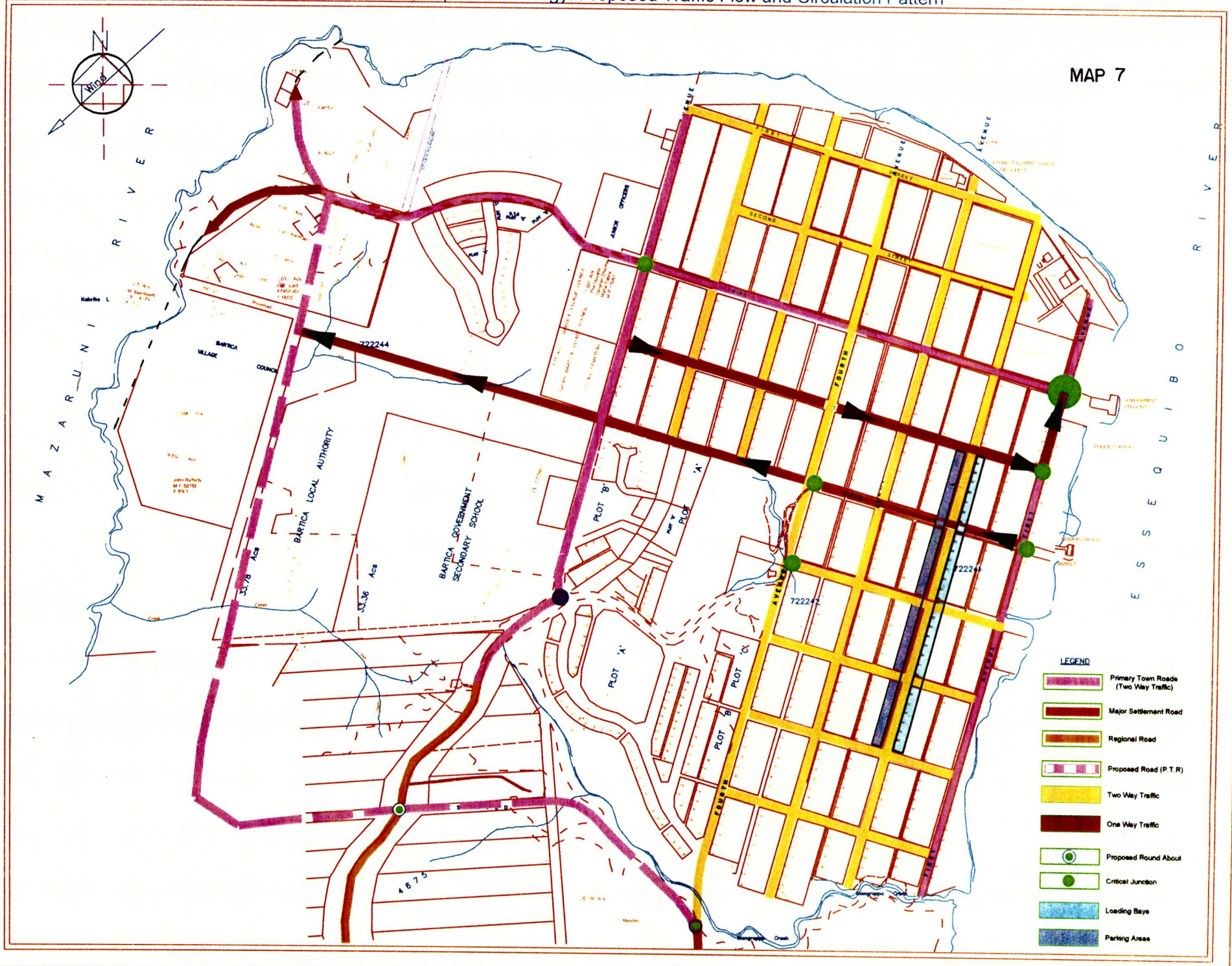
The proposed traffic flow and circulation pattern is shown in Map 7(a) while Map 7(b) highlights specific traffic improvement points further depicted in detail by way of Figure 1 to 6.

1 : 5000

Bartica Development Strategy: Proposed Road Classification

1 : 5000

Bartica Development Strategy: Proposed Traffic Flow and Circulation Pattern



Bartica Development Strategy: Proposed Traffic Flow and Circulation Pattern

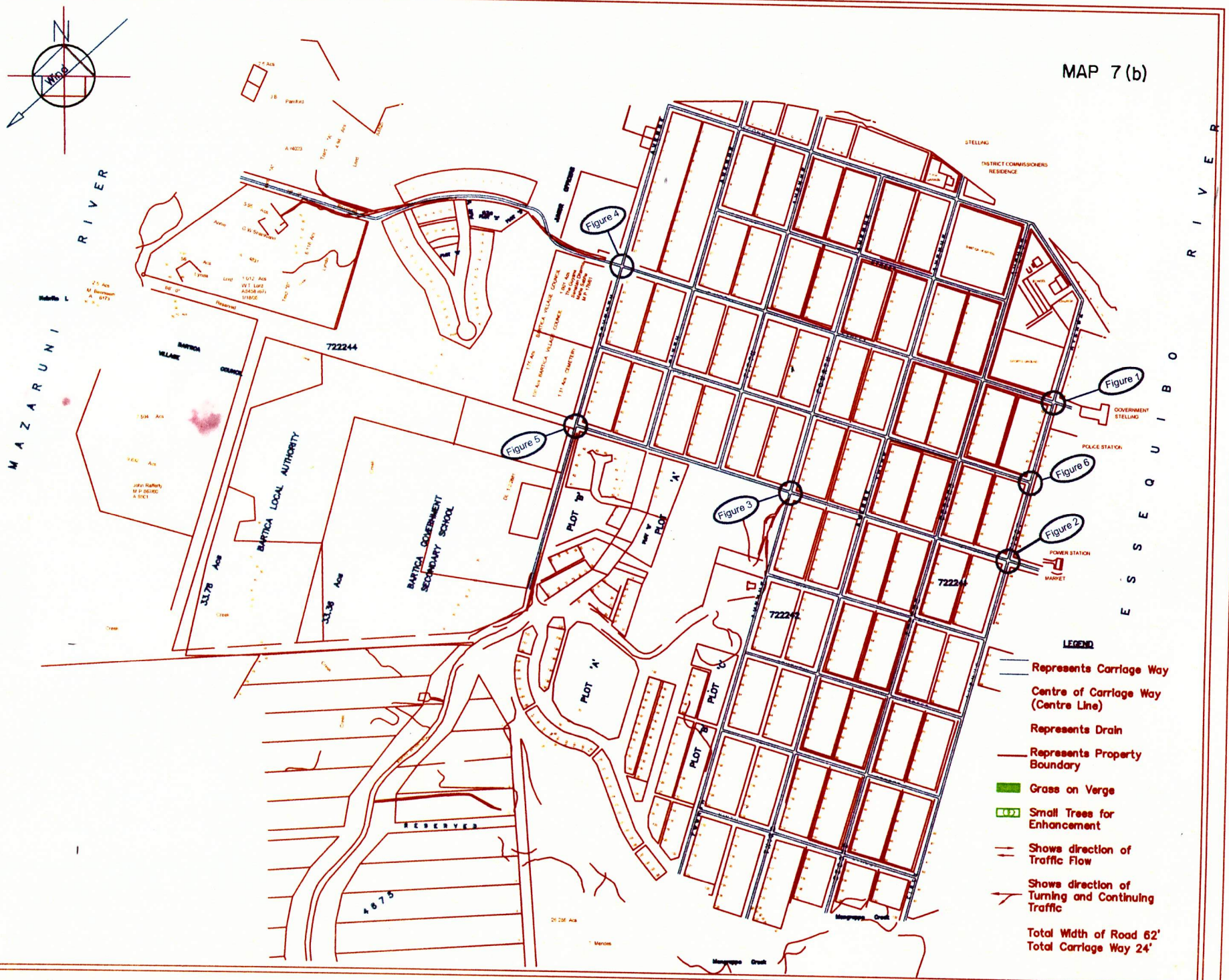
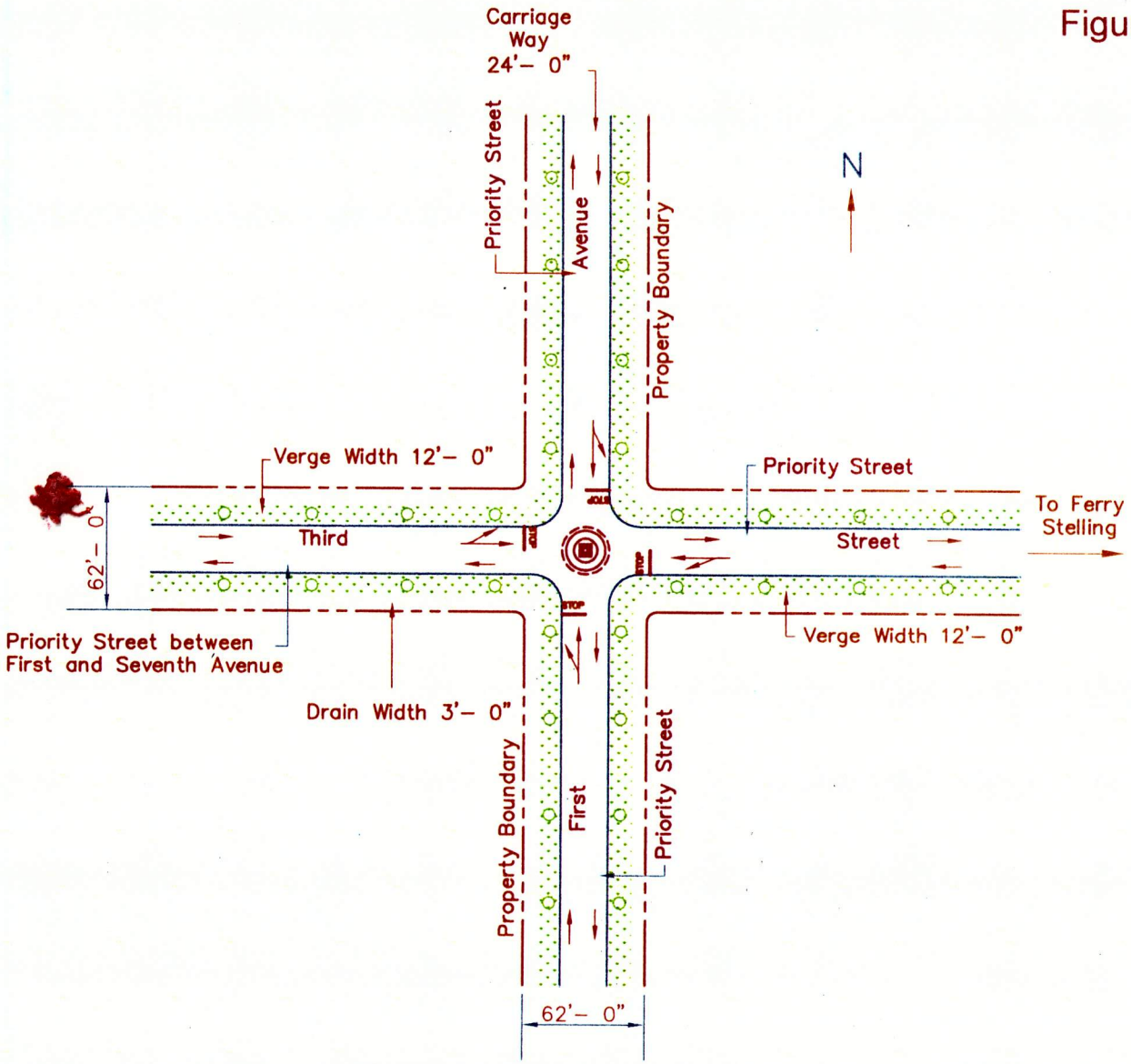
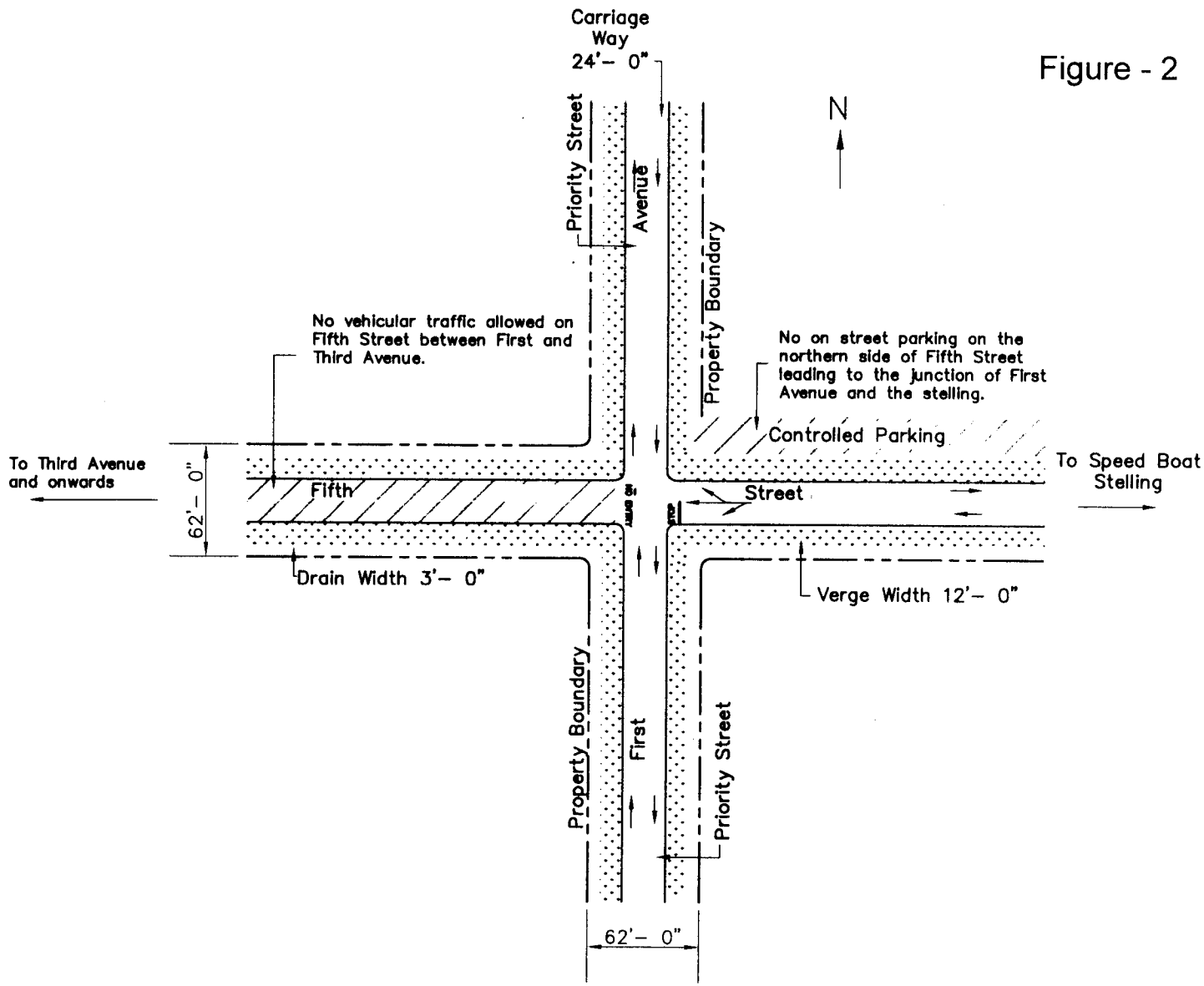


Figure - 1



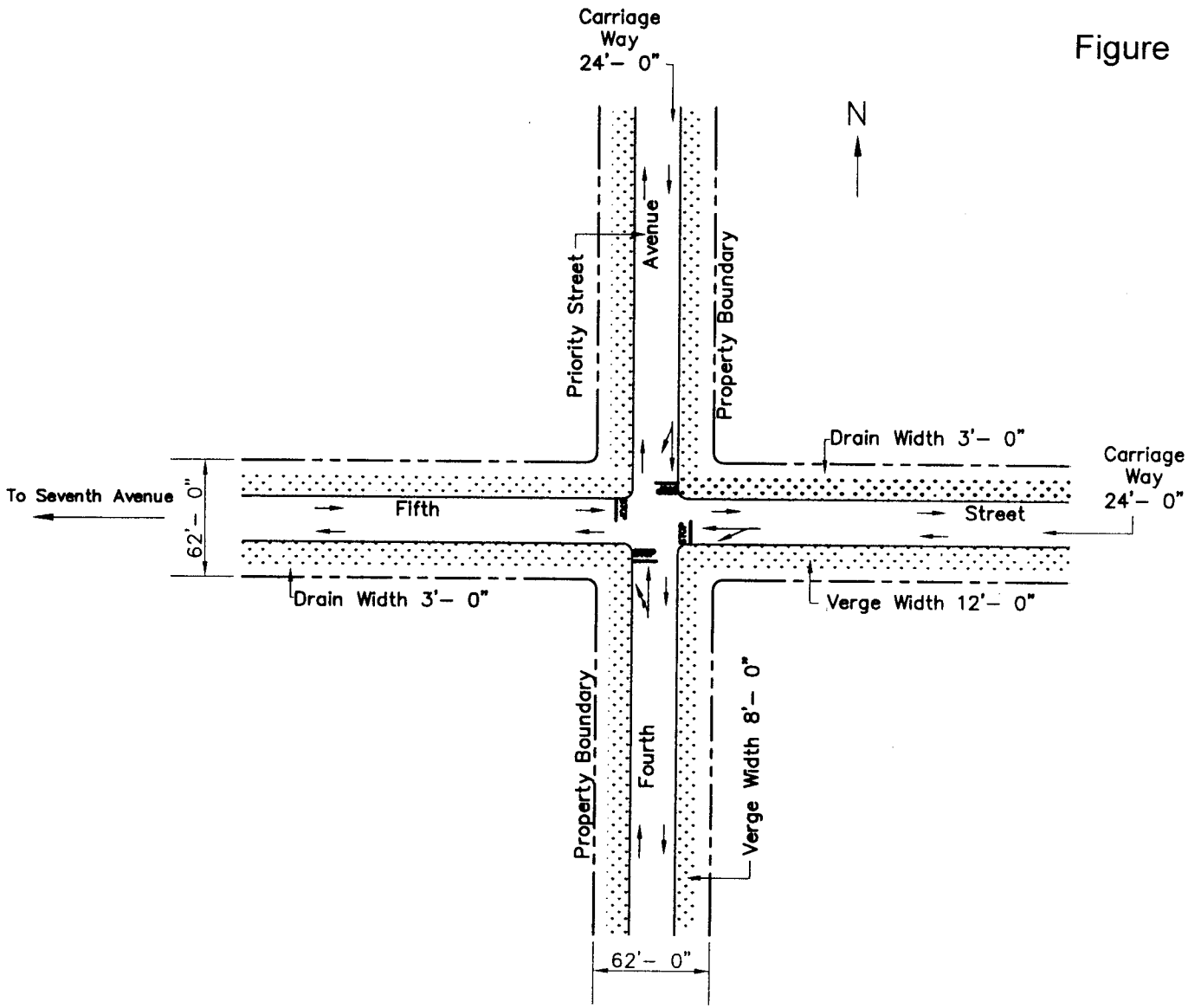
Proposed Roundabout at
Third Street
and First Avenue

Figure - 2



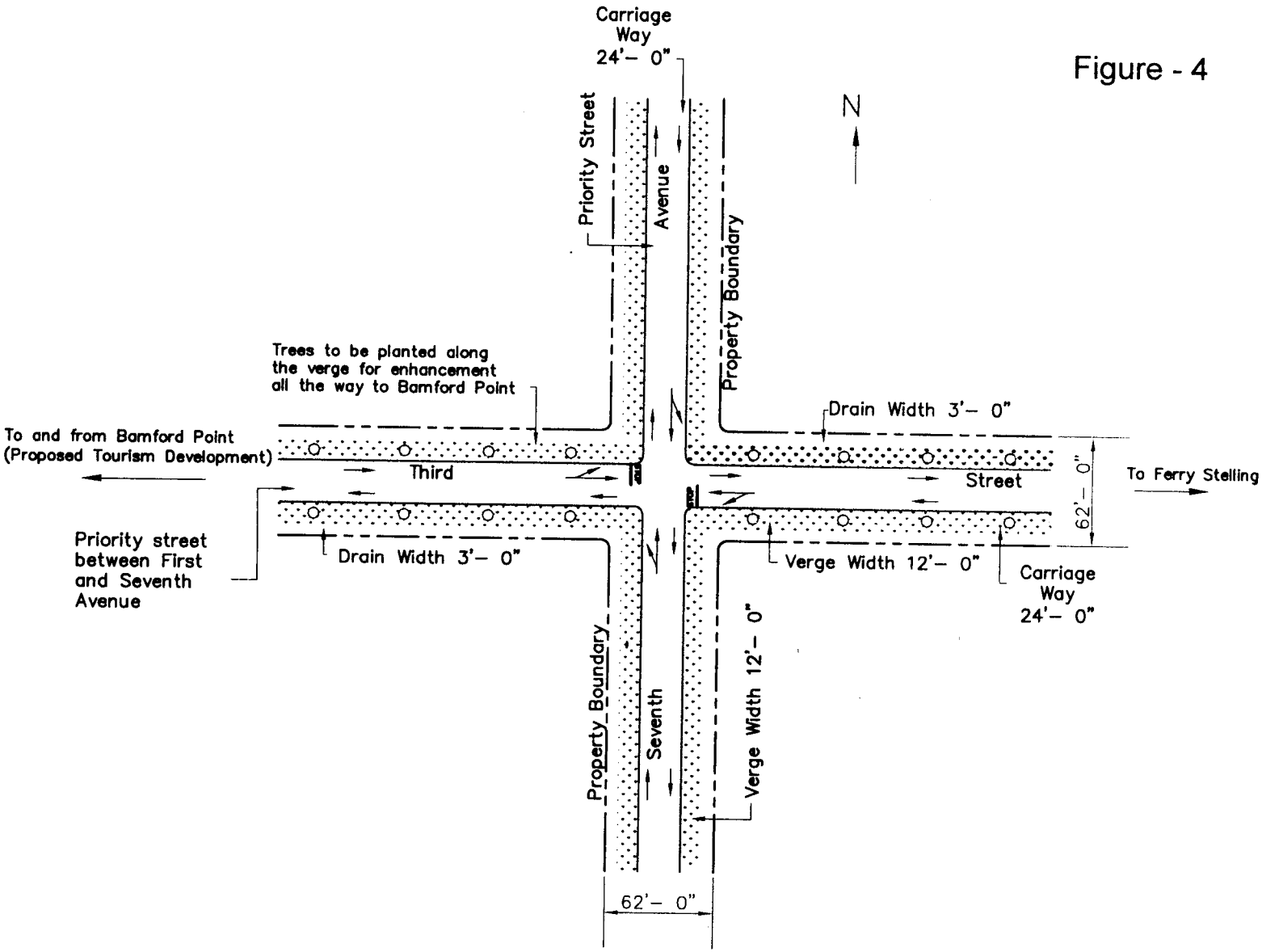
Junction at Fifth Street and First Avenue

Figure - 3



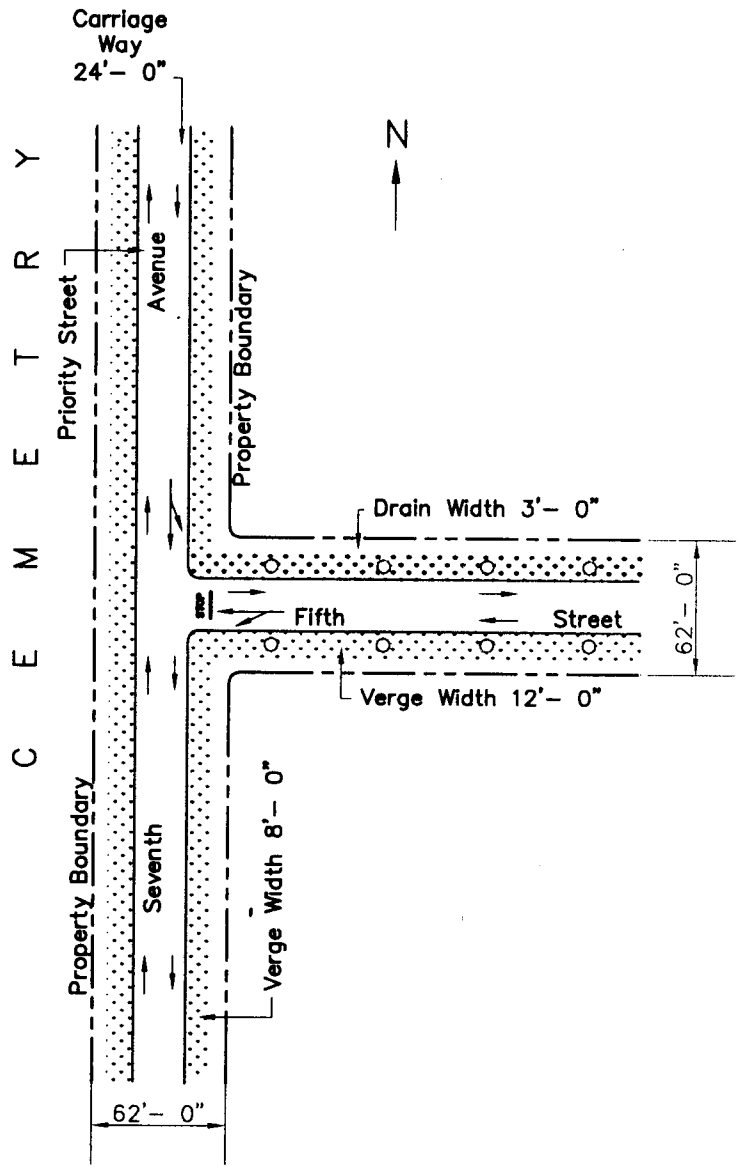
Critical Junction at Fifth Street and Fourth Avenue

Figure - 4



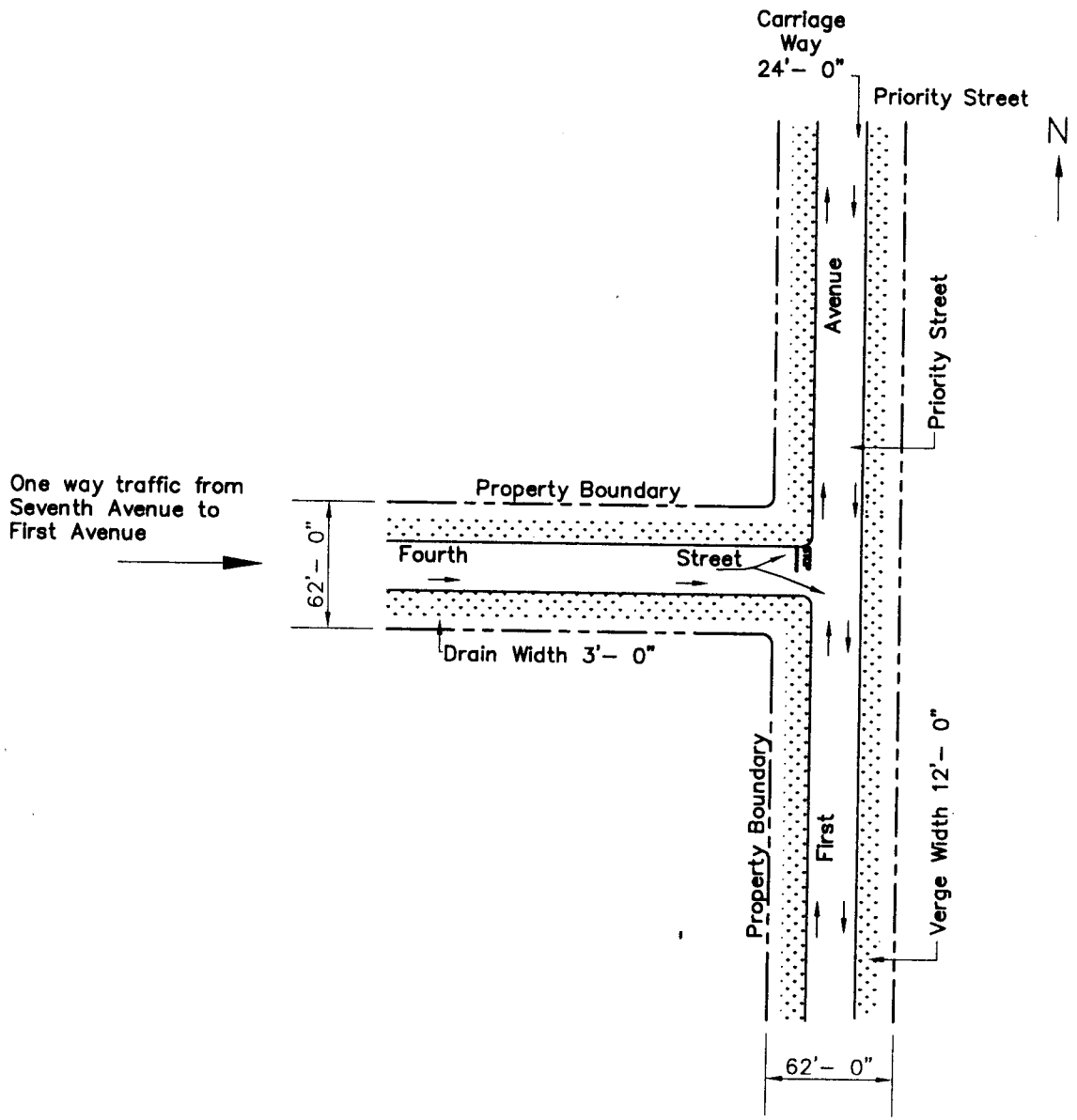
Junction at Third Street
and Seventh Avenue

Figure - 5



T - Junction at Seventh Avenue and Fifth Street

Figure - 6



Junction at Fourth Street and First Avenue

EMERGING CENTRAL AREA PEDESTRIAN

AND VEHICULAR CONFLICT

INADEQUATE PUBLIC PARKING FACILITIES

NEAR TO THE POWER SUPPLY STATION

CHAPTER 7.0

TOURISM & RECREATIONAL DEVELOPMENT

7.0 TOURISM AND RECREATIONAL DEVELOPMENT

7.1 Issues Statement

As a major settlement in Guyana, Bartica, although by itself not richly endowed with tourist attractions, is well positioned to play a critically important role in tourism development in Guyana. Bartica's own development can be realised and sustained through tourism as the catalyst. In this context, Bartica must be seen as:

- An ***activity node*** at the confluence of major waterways in Guyana. Bartica enjoys a dominant strategic location in its larger setting.
- The ***land entry and access point*** for the vast Mazaruni – Cuyuni Region with all its nature/heritage tourism wonders, dense forests and rich mineral deposits.
- A ***potential centre for the supply of good standard tourist facilities*** (hotels, restaurants etc.)
- A ***centre of demand for recreational and leisure facilities.***

In assessing Bartica's tourism development potential, the Planning Team concluded that opportunities for Bartica in this regard emanate from several factors, namely:

a. ***It natural resources*** – geomorphological or landform setting; visually attractive landscapes; natural vegetation and the water influence. The combined effect of these features has resulted in Bartica having a ***high visual value*** – an important factor in the settlement's tourism/recreational appeal.

b. ***Socio-cultural*** – Bartica epitomizes the rich ethnic and cultural diversity of Guyanese society. Its population can be considered a group of warm, friendly people who enjoy being a part of their community and who are always willing to pay host to others. This factor is important since Bartica's tourism development potential is seen as much more than the physical/natural attributes of the place, but also the social attitudes of its people as well.

c. ***Man – made*** – local handicrafts, traditionally built homes or the well-crafted wooden speedboats are all elements of Bartica's man-made

environment which are significant to its development based upon Tourism.

The Planning Team also noted that the sum of ***thirty-eight million Guyana dollars*** was earmarked in this years (2005) National Budget for marketing Guyana as a tourist destination.

After analysing the foregoing factors, it was concluded that:

1. **The development focus for Bartica must be based upon tourism as the lead sector.** In this development context, this Plan is seen as a pilot development strategy focusing on Bartica as the node to open up the interior of Guyana through low-impact tourism development for heritage/adventure/eco-tourism purposes.
2. Because it is a relatively small, closely knit community, existing in a good nature setting, the philosophical approach to Bartica's tourism development should be one of ***nature/heritage community-based tourism development.***
3. In order to ensure sustainability, ***the community-based approach to tourism development in Bartica must embrace an integrated, inclusive approach to planning*** which should seek to:
    a) Develop among people a shared commitment or shared vision on the development of the tourism product.
    b) Recognise the long-term social, culture and environmental implications of land use decisions.
    c) Encourage product delivery based upon the use of local themes and local indigenous culture.
    d) Ensure continued community participation in the land use development and decision-making process in Bartica.
    e) Link planning for the development and marketing of the tourism product to clear delivery mechanisms through the expenditure programme of all relevant government agencies (at both the national, regional, and local levels) and also private sector agencies.

4. Bartica's tourism development must be articulated with a clear spatial strategic framework which seeks to maximise the development potential of certain strategic sites and places.
5. In support of the spatial strategic framework for tourism development, issues in certain critical areas of focus must be addressed. These are as follows:

- **The Watercraft Sector**
  - Need to improve river transport facilities.
  - Need to better manage and improve public river transport.
  - Potential for yachting activities and the development of the Bartica regatta.
  - Potential for sailing and jet ski activities.

- **Tour Operations**
  - System of tour operations should be organised so as to better link Bartica with other attractions in its larger sphere of influence and the Essequibo region.
  - Tour operations education and knowledge of places to be improved.

- **The Occupation Sector**
  - Standards in occupation sector are poor.
  - Range of services limited.
  - Bad locational settings and state of surroundings touristic appeal.
  - Problems of land use compatibility prevail.
  - Staffers need improvement in social skills etc.

- **Landbased Tour Operations**
  - No air transport facilitates exist to link regional tourist sites with Bartica.
  - Directional land arrival aids absent such as a lighthouse.
  - Ports of entry in poor physical state and not welcoming and also not effectively integrated with key points of attraction or activity.

- **Recreational Facilities**
  - Existing recreational facilities in poor state and do not adequately serve the needs of the Community.
  - The recreational needs of young children in the community not adequately catered for.
  - Beach use for recreational purposes can be enhanced through beach rejuvenation, particularly in the regatta site.
  - Recreational facilities not diverse enough to attract a large number of visitors to the area.

- **Road Network**
  - Existing road network and physical condition of roads does not allow for effective functioning as means of access, of transport and of liaison between tourist attractions and facilities.
  - Roads do not allow good opportunities for sightseeing and general visual delight to the visitor.
  - Local roads do not provide proper access or connectivity from points of entry to areas of potential tourist attraction or destination.
  - Regional roads, because of the poor state, do not effectively function as 'connectors' to other hinterland nature/heritage tourist sites.

- **The General Physical & Social Environment**
  - The physical environment is in a poor state and must be better organised and managed to support tourism development in Bartica. In this regard, issues such as solid waste disposal, littering and public nuisance must be addressed.
  - Social problems of delinquent behaviour, drug abuse and crime prevail in the community. These social ills must be eradicated so that a better created.

- **Future Development Along the Bartica-Potaro Road**

  Land use policy intervention for development along this road should consider the following:

  - ***Abandon Homestead – type sub-division***
  - ***Re-design and create new 'superblocks' or development sectors for future development as:***
    - ***Mixed use development***
    - ***New housing development (medium density)***
    - ***Industrial development, including agro-processing industries***
    - ***Terminal facilities for trucks, vans etc. plying the Bartica to Pataro route.***
  - ***Re-design 'superblocks' to cater for a marginal road alongside the Bartica-Pataro Road.***
  - ***Design for a landscape buffer between road and new development areas.***

7.2 Plan Objectives

i To promote the development of Bartica's economic base with tourism as the lead sector.

ii To promote the integration of tourism development in Bartica with issues of the wider social and cultural context of the community and to stimulate the development of intersectoral linkages which will ensure maximum economic benefits from tourism.

iii To encourage and secure complementarily and compatibility in terms of approach between tourism development activities and natural resources/environmental management.

iv to promote the integration of tourism sites with the transport network system so as to provide clear, aesthetically pleasing, convenient and safe linkage channels between point of entry and destinations (both local and regional).

7.3 Policy Recommendations

TRD 1

Issues of tourism development in Bartica must e addressed and decided upon within the context of this Plan and based upon a product development strategy which addresses, among others, the natural environment, the built environment and cultural/historical heritage.

TRD 2

The Local Authority must ensure and support an active role of the community in the tourism development process.

TRD 3

A well articulated marketing strategy for nature/heritage community base tourism development in Bartica must be developed and must be the basis for 'selling' Bartica to potential visitors. Such strategy can consider marketing for bio-diversity studies, for nature studies, for nature/heritage/eco-tourism adventure through the media of television, radio, newspapers and magazines (both local and international).

TRD 4

Tourism development initiatives in the designated Tourism Development Zones must reflect high design standards and must consider the objective of minimising visitor impacts on the environment.

TRD 5

The Local Authority shall seek to protect the vista of Bartica from the surrounding waterways and any form of development which constitutes and incompatible visual intrusion in this area will be strongly resisted.

TRD 6

The Authorities will work in co-ordination to facilitate the establishment of high quality standards for Bartica's tourism industry.

TRD 7

The competent Authorities will ensure that periodical impact monitoring of tourism development activities in Bartica is carried out so as to improve

the information base for the proper planning and decision-making on further development of the sector.

TRD 8

Tourism Development Zone 1 shall be classified as Bartica's official point of entry by river and will be developed as a main Terminal facility, inclusive of activities such as:-

- Souvenir shops
- Food stalls
- Tourist information centre
- An animation centre
- Rest area
- Washroom facilities
- Financial office
- Emergency Health Service
- Small boutique
- Customs and Immigration Office

TRD 9

Tourism Development Zone 2 shall provide for touristic/recreational facilities and water sports. In this regard, the Local Authority will seek to ensure the beach area is rejuvenated and kept clear, clean and free of garbage. The built structures in this area will be improved and maintained at a high standard.

TRD 10

Tourism Development Zone 3 (Bamford Point area) shall provide for a multiplicity of tourism development activities, including a yacht/boat landing facility. Tourism Development in this area would be guided by the Layout Concept and Explanatory Note at Appendix 2.

TRD 11

The street linking the existing Transport and Harbours Terminal facility to the Bamford Point (Third Street) will be re-classified as a ***Local Tourism***

Road and shall be enhanced by the planting of shade trees alongside and the physical improvement of the street.

TRD 12

The use of indigenous building styles as an element of the built environment in the Tourism Development Zone 3 shall be considered as part of the eco-lodge[3] concept and local people will be so trained to manage facilities in this zone.

TRD 13

The Local Authority in association with the Bartica Tourism Association will initiate and develop an on-going process of education and public awareness on tourism development issues in Bartica in support of the marketing strategy.

TRD 14

The investment strategy for financing tourism development initiatives in Bartica will consider three aspects:-

a) Direct public investment
b) Private sector investment
c) Public/private partnership

TRD 15

The Authorities shall encourage and support the formation of Associations to promote the development of tourism development in Bartica and as a means of providing strong linkages between the community and central government on issues and plans for the sector.

TRD 16

Wherever possible, ownership (wholly or shared) by the indigenous or local population of tourism development facilities shall be encouraged and promoted. This policy intervention recognises that tourism development

[3] Eco-lodge is defined in this text to mean and accommodation facility in natural surroundings built predominantly of indigenous building material and at which food and beverages are served.

in Bartica cannot flourish in a hostile environment, in which the local population feel alienated from the profits/participation.

TRD 17

Central government should consider a fiscal arrangement which allows for profits earned from Bartica's tourism industry to be invested back into the community to ensure the financial sustainability of the sector.

TRD 18

The development of Bartica's tourism sector shall consider integrating agricultural activities within Bartica with tourism development by actively exploring market opportunities for organic farm products and developing an incentive package to encourage investments and tourism linked to agro-tourism activities.

TRD 19

The main terminal entry point into Bartica shall be re-designed and developed to provide for a multitude of facilities and tourist attractions such as craft shops, animation centres and entertainment facilities.

Map 8 shows the proposed spatial strategy for tourism development in Bartica.

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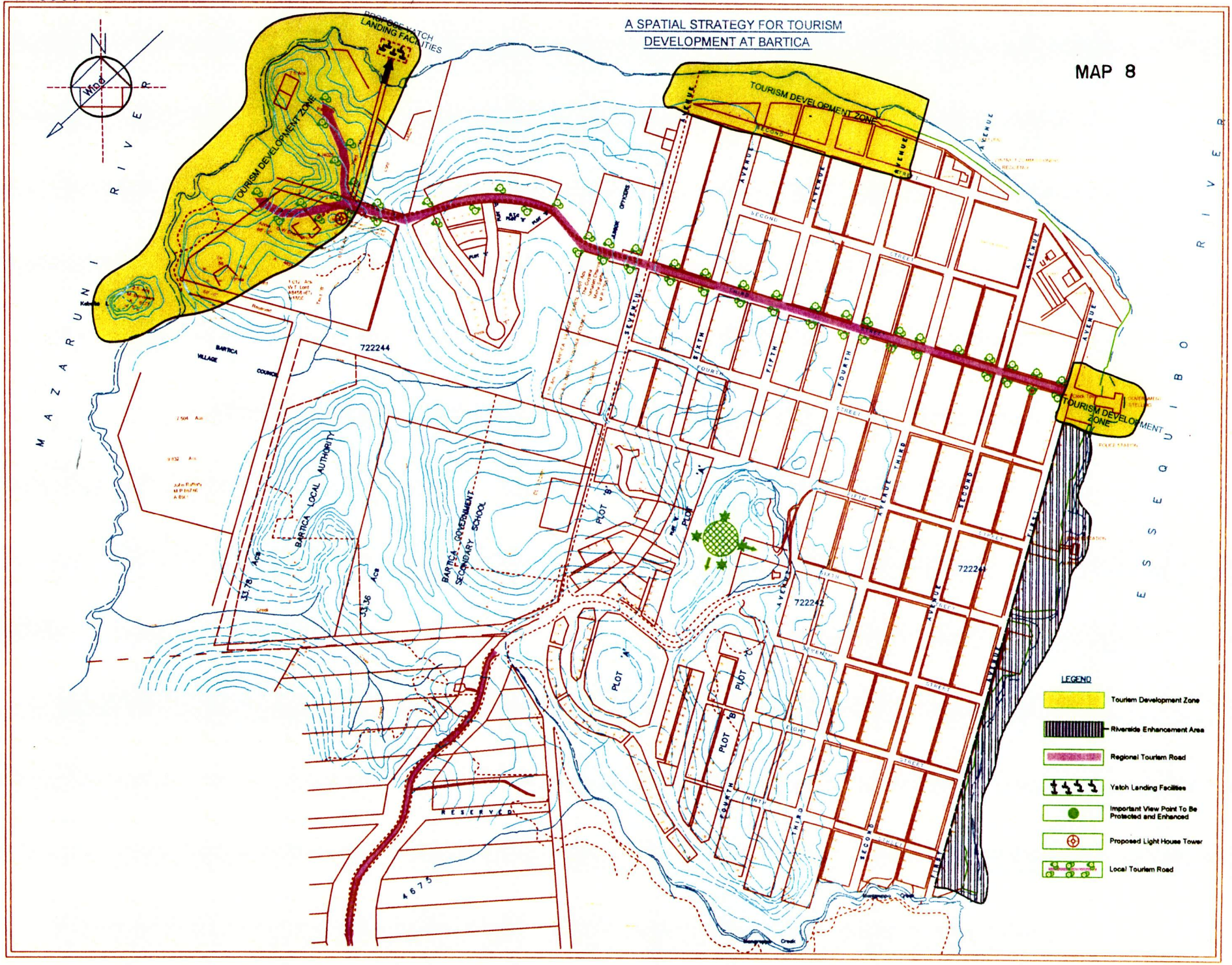
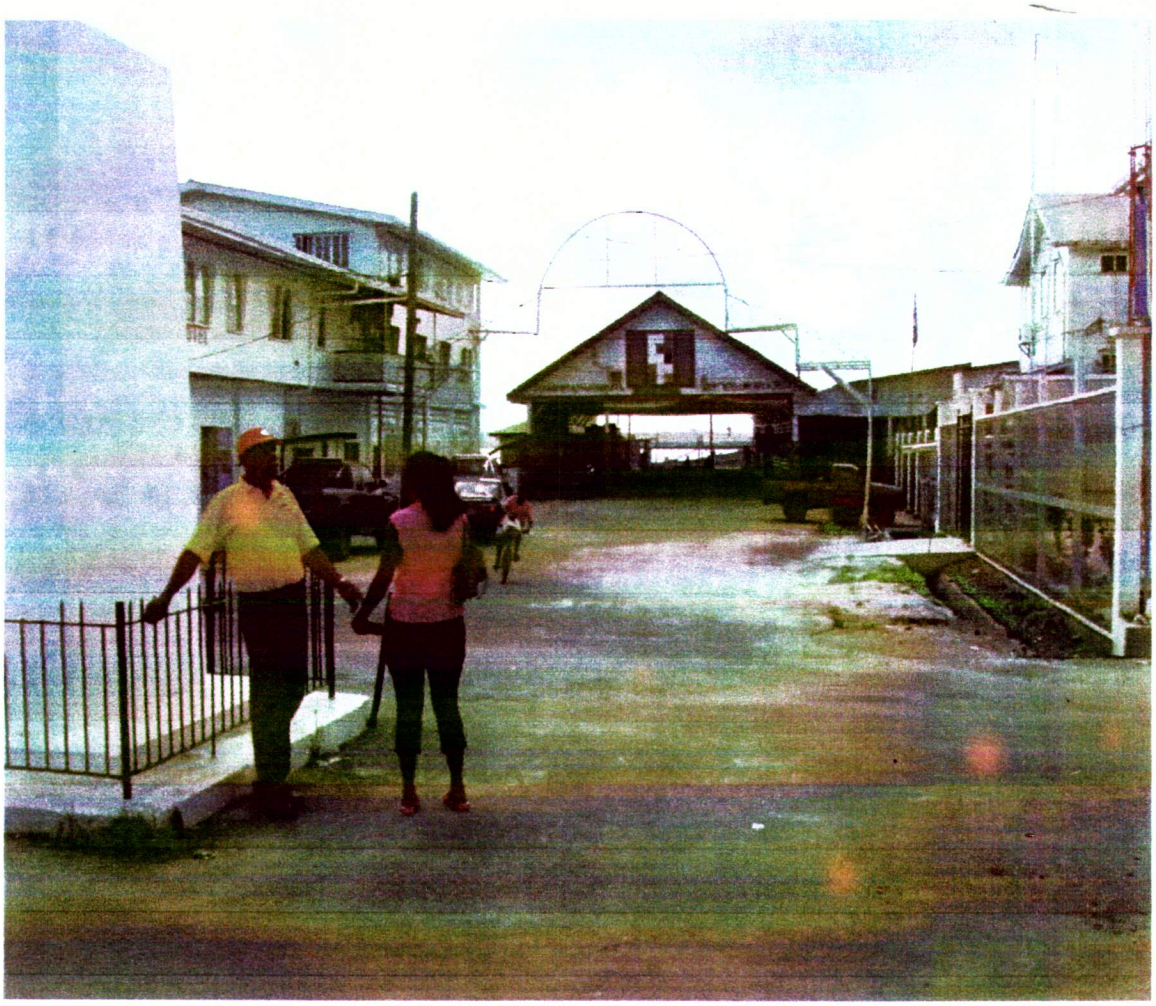
A SPATIAL STRATEGY FOR TOURISM DEVELOPMENT AT BARTICA

MAP 8





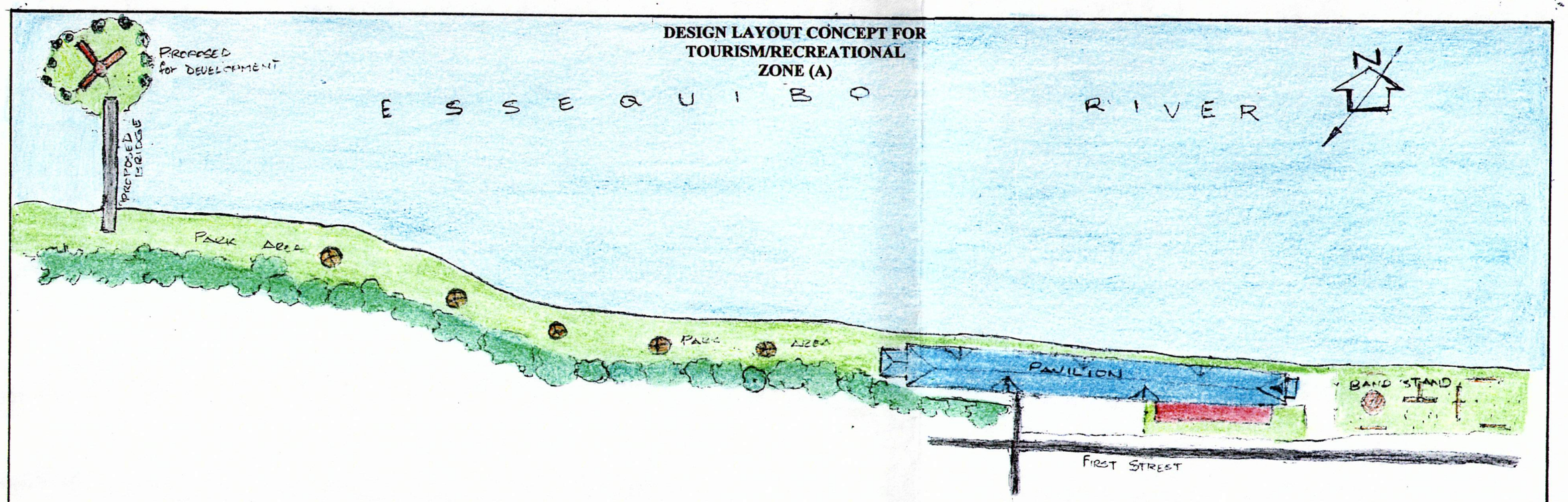
THE EXISTING BARTICA FERRY STELLING: TO BE DEVELOPED AND ENHANCED AS A POINT OF ENTRY AND TOURISM DEVELOPMENT ZONE.

THIRD AVENUE: THE MAIN ROAD TO BAMFORD POINT

AND DESIGNATED LOCAL TOURISM ROAD

BAMFORD POINT – A LAND AREA WITH GOOD POTIENTIAL FOR TOURISM DEVELOPMENT PROJECTS

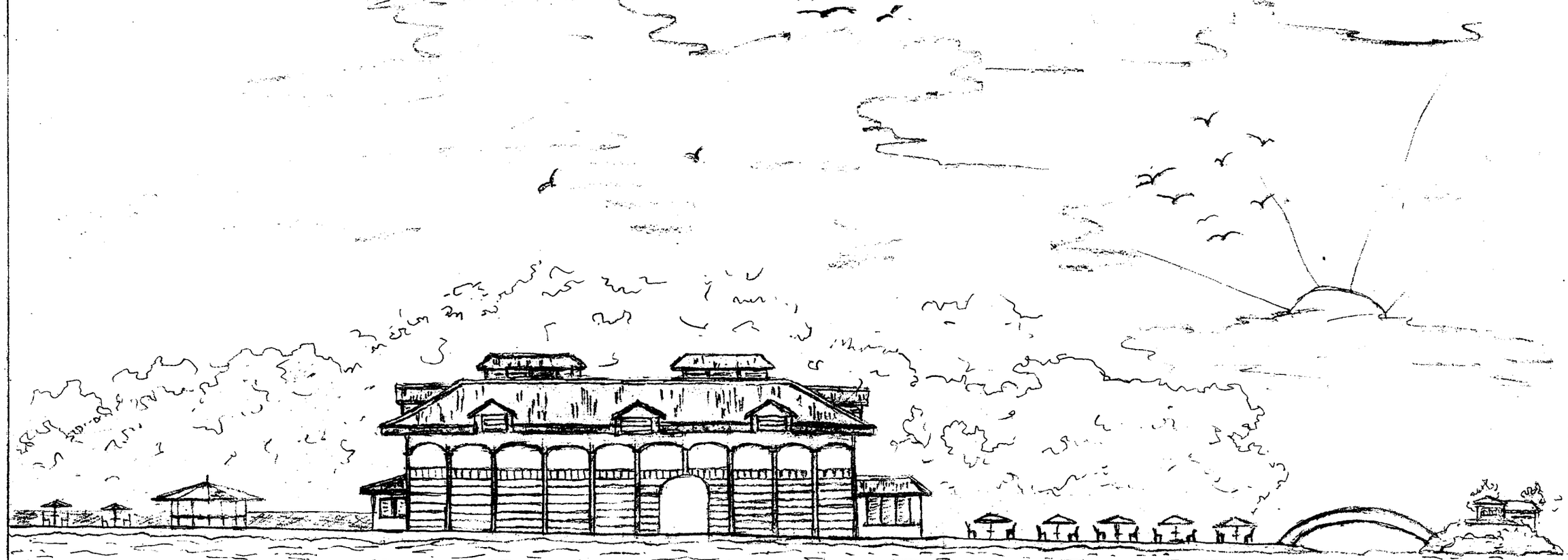
DESIGN LAYOUT CONCEPT FOR TOURISM/RECREATIONAL ZONE (A)



DESIGN NOTES:

- Develop area in the vicinity of the Regatta Pavilion as a distinct ***Waterfront Recreational park.***
- Use a defined landscape barrier to separate area from mainland sites to the south.
- Encourage a proliferation of the "green" element in the area in its linear form to enhance the landscape quality and amenity value of the area.

DESIGN LAYOUT CONCEPT FOR TOURISM/RECREATIONAL ZONE (B)



DESIGN NOTES:

- Provide additional low intensity recreational infrastructure for Regatta site.
- Enhance the outdoor recreational attractiveness of the area with benab-like structures.
- Allow for a waterfront recreational building to cater for a smooth transition from land-based to water-based recreational activities.
- Central walkway of building to be integrated with street network.
- Cater for the establishment of a low intensity recreational building on nearby island.
- Link Island to mainland with an appropriately designed causeway.
- Provision of facilities to enhance the watercraft sector by including sites for storage/mooring of jet skis, speedboats and sailboats.

CHAPTER 8.0

SOCIAL & ECONOMIC DEVELOPMENT

8.0 SOCIAL & ECONOMIC DEVELOPMENT

8.1 Issues Statement

- Bartica with a population of seven thousand one hundred and fifty-five (7,155) persons lack a diverse range of economic social facilities, especially in the field of employment and education. This situation has caused the settlement to lose people over the years as a result of the "pull" factor from other areas such as Georgetown.
- As a 'gateway' to the interior, Bartica has performed functions as a ***social transit point*** with a significant transient population comprising miners, loggers etc. who have economic interests in other hinterland locations.
- Bartica's present economic base depends largely on its role in terms of providing commercial and social services fro persons involved in the mining, forestry sectors and to a lesser extent, the tourism sector. However, potential exists for small-scale organic farming ventures.
- Agricultural productivity will not play a vital role in Bartica's economic growth and development since the soil condition in the area is poor and not capable of sustaining a vibrant agricultural sector.
- There exists no favourable correlation between the economic conditions in Bartica and the strategic locational significance of the settlement. The extent to which private investment schemes have contribute to Bartica's overall development has lagged being expectations due to private capital being invested elsewhere. Recent trends have however revealed that there has been an upsurge in private investment in the commercial service sector, as evident by the recent construction of a shopping mall, new hotels and other commercial establishments.

8.2 Plan Objectives

1) To promote the economic and social improvement of Bartica through a diversification of its economic base taking into account the physical/locational attributes of the settlement.

2) To maximise Bartica's development potential based on its natural resource base and its function as a hub for the mining, forestry and tourism emerging sectors.

3) To create opportunities for social equity in Bartica's developmental process by maximising opportunities for the socially weak and marginalized groups to participate in the development process and gain economically and socially through such a process.

4) To ensure the sustainable use of Bartica's resources for the long-term economic and social betterment of the settlement.

5) To harness Bartica's tourism development potential in a manner which would allow for the gradual emergence of tourism as the dominant base for Bartica's economic and social development.

6) To ensure the optimal use of land within the planning area.

8.3 Policy Recommendations

SED 1

The Regional and Local Authority shall promote the diversification of Bartica's economic base with tourism as the lead sector. In this context, employment opportunities occurring from tourism-related development projects should be encouraged. Such projects (Tourism-related) shall be facilitated by the Local Authority within the context of this Plan.

SED 2

The location of tertiary level educational facilities within Bartica shall be encouraged and promoted within the framework of Guyana's educational policy.

SED 3

The Local Authority shall seek to ensure that lands within Bartica are put to their best economic use. In this regard, recommendations on land use conversions to agricultural use must be informed by soil suitability analysis. Continued agricultural land use on poor agricultural lands shall be discouraged.

SED 4

The Local Authority, in co-ordination with the Guyana Lands & Surveys Commission shall ensure that developers who hold Leases to land within the Planning Area and who are desirous of investing in development projects, particularly those in relation to the tourism sector, be given the opportunity of having leasehold arrangements changed to full Freehold title.

SED 5

A percentage of the royalties derived from the operations of the mining and forestry sectors must be placed in a special fund with the objective of assisting in financing capital projects in Bartica. A similar approach should allow for all revenues earned through tourism activities related to Bartica to ploughed back directly to finance the development of Bartica's own tourism sector.

SED 6

Employment training centres shall be established to deal with the issue of developing the appropriate skills requirement for employment in the tourism, commercial and industrial sectors.

CHAPTER 9.0

BARTICA & ITS PHYSICAL ENVIRONMENT

9.0 BARTICA & ITS PHYSICAL ENVIRONMENT

9.1 Issues Statement

- Bartica's natural physical environment reflects a mix of tropical rain forest type vegetation existing within a largely latosol[4] soil association and a dominant riverain context.
- The dominant water influence due to Bartica's physical location at the confluence of the Essequibo and Mazaruni Rivers, with the water element on three sides of the settlement area gives Bartica a semi-island type environment.
- Bartica's landform ranges from relatively flat river flood plain type conditions in the north-north-eastern area to very hilly conditions (moderately undulating) in the east-south-eastern areas.
- Given poor soil stability conditions regular torrential rainfall and landform variations, development in many areas of Bartica should be designed based upon the specific topographic conditions of the site.
- The natural vegetative cover of the area plays a vital role in mitigating soil erosion in the hilly areas.

9.2 Plan Objectives.

1) To protect Bartica's physical environment by ensuring that all major developmental projects in the area consider issues of environmental protection and management, environmental sustainability and area carrying capacity[5] in their design and implementation.
2) To ensure that environmental degradation is not caused by ill-conceived and badly located projects.
3) To promote and enhance the preservation of Bartica's greenery as a mechanism to prevent soil erosion and maintain to amenity value and quality of the urban environment.

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[4] Latosol – a soil with thin A_0 and A_1 layers over reddish or deeply weathered material which is low in silica and high in sesquioxides.

[5] Carrying capacity – the maximum biomass which an area can support for an indefinite period.

4) To accentuate the vista of various sites and places by enhancing the natural environment through planned landscaping.

9.3 Policy Recommendations.

PE 1

The Local Authority, in consultation with the Environmental Protection Agency shall seek to ensure that all major development projects be decided upon based upon a thorough analysis of the prevailing environmental conditions.

PE 2

The Local Authority shall pursue and implement a settlement – wide tree planting and tree preservation programme based upon the proposals contained in this Plan, where applicable.

PE 3

Special permission for the falling of any tree(s) in the proposed Bartica Township area must be sought from the Local Authority.

PE 4

The Local Authority shall protect and enhance the physical environment of Bartica through innovative landscaping, tree-planting and restorative programmes.

PE 5

All projects, particularly those in the designated Tourism Development Zones (TDZs), must be so designed and structured to limit impact on the ecosystem as part of this plan's philosophy of ***facilitating development by people in partnership with nature.***

PE 6

In cases where existing forests must removed in order to facilitate new development projects, such removal must be guided by advice from the Environmental Protection Agency and the Guyana Forestry Commission.

MAJOR STREETS IN BARTICA: IN POOR CONDITION

BUT ALLOWING A RIVERSIDE VISTA FROM HILLTOPS

CHAPTER 10.0

RESIDENTIAL DEVELOPMENT

10.0 RESIDENTIAL DEVELOPMENT

10.1 Issues Statement

- The evidence of the growth of Bartica's population over the 1991 – 2002 period does not indicate a very strong potential demand which is likely to be very burdensome on the housing sector from the supply perspective.
- Government interventions in providing serviced residential lots in the four-mile, Mongrippo Hill West Indian Association and Old Bartica Area is likely to make a significant impact on low to meddle-income housing needs in Bartica.
- Opportunity exists for a significant quantum of the housing needs to be met through a residential infill development approach in areas already benefiting from existing services and social amenities.
- Future long-term housing needs in Bartica can be met through the conversion of underutilised and poor quality agricultural lands along the Bartica – Potaro Road into residential plots (5,000 to 10,000 sq. ft. in size).
- The real challenge to Bartica's ability to cope with future residential demands is the potential need to accommodate a significant increase in the demand for short-term residential accommodation concomitant with the settlement's future development as a tourism centre and its continued role as home to persons working in other hinterland locations in the mining and forestry sectors.
- There is no provision presently for the residential needs of special groups such as the elderly and the disabled.

10.2 Plan Objectives

1) To ensure that the land requirements for Bartica's future residential development during the plan period are adequately met.
2) To maximise the potential for increasing the capacity for residential development in Bartica within the context of the settlement's existing residential infrastructure.

3) To adequately cater for the short-term residential needs within the community that expected to arise due to the emerging growth and development of Bartica's tourism industry.

10.3 Policy Recommendations (Key areas)

RD 1

The Local Authority shall support and encourage change of use of existing residential units to facilities for the short-term accommodation of tourists.

RD 2

Special consideration shall be given to the development of residential/tourism facilities such as eco-lodges on purpose designated sites as shown on the proposed land use strategy Map.

RD 3

Given the poor quality of existing agricultural lands along the Bartica – Potaro Road, the Local Authority shall allow the sub-division of such lands for future residential purposes in accordance with an approved layout/sub-division plan.

RD 4

The Local Authority shall ensure that future residential development in Bartica considers the needs of the elderly and dis-abled.

RD 5

Only low-density residential dwelling units shall be permitted along Bartica's coastline. Such units must be single storey buildings allowing for one or two-family occupation, save and except in cases otherwise specified for any special developmental purposes.

RD 6

The design of Eco-lodge residential building units must be in harmony with the natural environment, be characterised by the dominant use of indigenous building materials and of indigenous building styles.

RD 7

The Central Housing & Planning Authority in collaboration with the Local Authority shall review the design of the Four-Mile Housing Scheme in order to accommodate the development of a commercial sector to serve the needs of the emerging neighbourhood.

CHAPTER 11.0

AGRICULTURAL & INDUSTRIAL DEVELOPMENT

11.0 AGRICULTURAL & INDUSTRIAL DEVELOPMENT

11.1 Issues Statement

- Research conducted by the Guyana/Germany Natural Resources Management Project in its Pilot Area Land Use Plan for the Bartica area (2002) revealed that the Bartica region has a generally poor class of agricultural soil.
- Presently several large plot of land along the Bartica – Potaro Road (poor agricultural soil classification) has been leased to individuals as homestead plots for agricultural cultivation. However, it was observed that these plots of land are grossly underutilised for their intended agricultural use.
- Bartica lacks a dominant industrial sector capable of generating industrial-type jobs for its populace and harnessing whatever agricultural productivity Bartica and its larger planning area may possess.
- The skills of local craftsmen and women in areas such boat-building woodwork and handicraft and also other cottage-industry type activities should be harnessed into an organised industrial environment, allowing for income generation through self-initiative.
- Although Bartica has a good land resource base to support an emerging industrial sector, there has been a noted lack of investment in industrial development projects. Additionally, there is a lack of marketing, business and industrial skills required to support the development of a viable industrial sectors.
- No special incentive or taxation system exists – no system to lure a potential investor to locate an industrial enterprise in Bartica, particularly given its relatively hinterland location.

11.2 Plan Objectives

1) To create an enabling industrial investment environment in Bartica allowing for the exploration of possible awareness for industrial development.

2) To develop an industrial base integrated with the agricultural (agro-processing) and forestry sectors and also meaningfully utilising to skills of local craftsmen and women.

3) To provide for the human resource needs in order to sustain an industrial sector in Bartica.

4) To ensure that industrial activity does not in any way compromise the integrity of Bartica's natural environment.

11.3 Policy Recommendations (Key areas)

AID 1

No further large-scale use of lands along the Bartica – Potaro Road for agricultural purposes shall be allowed and existing leasehold holdings shall be reviewed for conversion to large residential plots.

AID 2

In accordance with this plan's guiding principle of development with nature in mind, the local Authority shall encourage industrial development only on suitable locations where their environmental impact on the local community and natural eco-systems is acceptable. High polluting industrial types shall be discouraged.

AID 3

The prevalence of clean river water around Bartica is a natural asset. Therefore, the Local Authority in collaboration with the Environmental Protection Agency shall ensure that industrial establishments of not discharge untreated industrial wastewater into the nearby rivers.

AID 4

Bartica has a poor agricultural base due to poor soil types. A lot of agricultural produce is imported into Bartica from other areas and in times of shortage citizens of Bartica suffer since there is no capacity in the settlement to process agricultural produce for long-term storage.

The Local Authority shall therefore promote and facilitate the establishment of agro-processing industries in Bartica.

AID 5

The Local Authority shall promote and encourage the development of industrial training centres in Bartica with the objective of developing a pool of skilled persons to satisfy the human resource needs for industrial expansion in Bartica.

AID 6

In planning for the development of an industrial base in Bartica, consideration shall be given to the development of a ***recycling factory.***

Industrial recycling is seen as a very important intervention given this Plan's philosophy of the development of Bartica with nature in mind and based upon sound environmental principles. Recycling is directly linked to the issue of proper solid waste management and the need to promote and maintain high environmental standards, particularly given the fact that future development is premised largely on Bartica's tourism potential.

AIM 5

The Lower Antrim Shire should promote the economic development of industrial training centres in Larne with the objective of developing a pool of skilled persons to satisfy the future manpower needs for industrial expansion in Antrim.

AIM 6

In planning for the development of the industrial base in Antrim consideration shall be given to the development of a supporting service

Industrial recycling is seen as a very important intervention given this Plan's philosophy of the development of Antrim with nature in mind and based upon sound environmental principles. Recycling is directly linked to the issue of proper solid waste management and the need to promote and maintain high environmental standards, particularly given the fact that tourist development is premised largely on Antrim's tourism potential.

CHAPTER 12.0

AN EXAMINATION OF BARTICA WITHIN THE CONTEXT OF THE FORESTRY & MINING SECTOR

12.0 AN EXAMINATION OF BARTICA WITHIN THE CONTEXT OF THE FORESTRY & MINING SECTORS

12.1 Key Issues

- The easy access from Bartica to areas of tropical rain forests is generally good for nature/heritage tourism purposes.
- The non-coordination of plans for the forestry and mining sectors can be a source of potential land use conflicts which can affect the environmental quality of the Bartica planning area.
- Bartica is the 'gateway' to other hinterland areas for the purpose of forestry and mining. However, there is a lack of awareness in Bartica of various types of forest products and mining processes.
- Accommodating much of Bartica's future spatial requirements for urban expansion may mean the conversion of existing forest areas to other urban land uses.

12.2 Plan Objectives

1) To ensure that activities in the forestry and mining sectors do not degrade the environmental quality of the planning area.
2) To harness the potential of the forestry sector to better support nature/heritage tourism.

12.3 Policy Recommendations

The policy position of the Bartica Urban Development plan on issues pertaining to the forestry and mining sectors can be summarised as follows: -

F&M 1

The removal of any heavily forested area in order to allow for any new development project must be an activity carefully co-ordinated with the Guyana Forestry Commission and the Environmental Protection Agency.

F&M 2

Any business involved in the processing of forest products must be duly approved taking into account comments and recommendations of the Guyana Forestry Commission and the Environmental Protection Agency.

F&M 3

Any exploitation of sub-surface mineral resources within the Bartica planning area shall be prohibited, save and except in cases where the

Central Housing & Planning Authority and Geology & Mines Commission have accordingly agreed within the context of the provisions of the Bartica Urban Development Plan.

CHAPTER 13.0

SHOPPING & COMMERCIAL DEVELOPMENT

13.0 SHOPPING & COMMERCIAL DEVELOPMENT

13.1 Issues Statement

- Bartica's commercial sector is growing but is not very well organized from a spatial perspective. For example, there is a dominant concentration of commercial/shopping facilities along First Avenue without adequate provision for ancillary services such as garbage disposal, vehicular parking and public washroom facilities.
- There is a notable lack of shops dealing with the display and sale of local craft items and indigenous produce.
- Public shopping facilities (the marketing building) are in a poor physical state with marketing activities overspilling on public right-of-way reserves.
- The commercial needs of residents beyond the First – Second Avenue area are not adequately catered for under existing arrangements.
- The poor quality of Bartica's physical infrastructure is not well supportive of the growth and development of Bartica's commercial sector.
- There are signs of informal vending emerging as a key and critical issue in Bartica. Quite a few such activities are presently being conducted on road reserves within Bartica.
- There are no organized facilities or arrangements for the loading and off-loading of commercial goods.

13.2 Plan Objectives

1) To provide a better spatial context for the development of Bartica's commercial sector.
2) To promote better and more convenient access by residents to shopping facilities.
3) To raise the level of environmental standards in support of further commercial development in Bartica.
4) To adequately and conveniently provide for the shopping needs of tourists in an emerging dominant tourism sector.

13.3 Policy Recommendations

SCD 1

The Local Authority shall ensure that all commercial entities in Bartica provide adequate facilities for garbage disposal and use as public washrooms.

SCD 2

All new commercial development projects located beyond Second Avenue shall be required to indicate what arrangements will be made for customer parking and must also indicate how the site will be landscaped.

SCD 3

The Local Authority shall encourage the establishment of shopping units which will provide for the specialized shopping needs of tourists by way of the sale of items of craft and indigenous Amerindian products.

SCD 4

The use of road reserves for informal vending activities will be strictly prohibited and where such activities currently exist, strong efforts should be made to have them accommodated in more formal settings.

SCD 5

The area defined below shall be classified as a ***mixed use zone*** which would provide for a wide range of commercial services. The intrusion of any new commercial activity into areas outside of this defined zone shall be strictly controlled by the Authorities.

Area bounded on the north by the southern side of Fourth Street; on the south by the northern side of Sixth Street; area south of Sixth Street up to the assumed western prolongation of Sixth Street and bounded on the west by Seventh Avenue; all areas between First Avenue and Second Avenue up to the southern side of Third Street in the north and the northern side of Ninth Street in the south.

SCD 6

Developers embarking on new commercial ventures within the defined mix use zone will be encouraged by the Local Authority to pay special attention to the design of shop fronts so as to make them aesthetically pleasing and compatible with their existing built environment.

SCD 7

Vending arrangements, as currently prevailing within and around the existing public market shall be re-organised so as to ensure order, compatibility and customer convenience. It is recommended that a new public market be built to better satisfy the needs of both vendors and customers.

SCD 8

Consideration will be given to the provision of neighbourhood-type shopping facilities in the Four-mile Housing Scheme so as to reduce the extent to which residents of this area rely on central Bartica for certain commercial goods.

SCD 9

The Local Authority will take necessary action to have the Abattoir relocated from its present location along First Avenue to another location to be determined after necessary site suitability studies are conducted.

SCD 10

Special consideration shall be given to facilitating the establishment of boat service and repair facilities in suitable waterfront areas on condition that these establishments do not in any way contribute to environmental degradation.

SCD 6

[illegible] commercial vehicles within the defined [illegible] will be encouraged by the Local Authority to [illegible] to the design of shopfronts so as to make them architecturally [illegible] with their surroundings and environment.

SCD 7

Vending arrangements in particular provision within and around the existing public market shall be re-organised so as to ensure better [illegible] and customer convenience. It is recommended that a new public market be built to better satisfy the needs of both vendors and customers.

SCD 8

Consideration will be given to the provision of indoor [illegible] shopping facilities in the [illegible] housing schemes so as to reduce the extent to which residents of this area rely on outside [illegible] commercial goods.

SCD 9

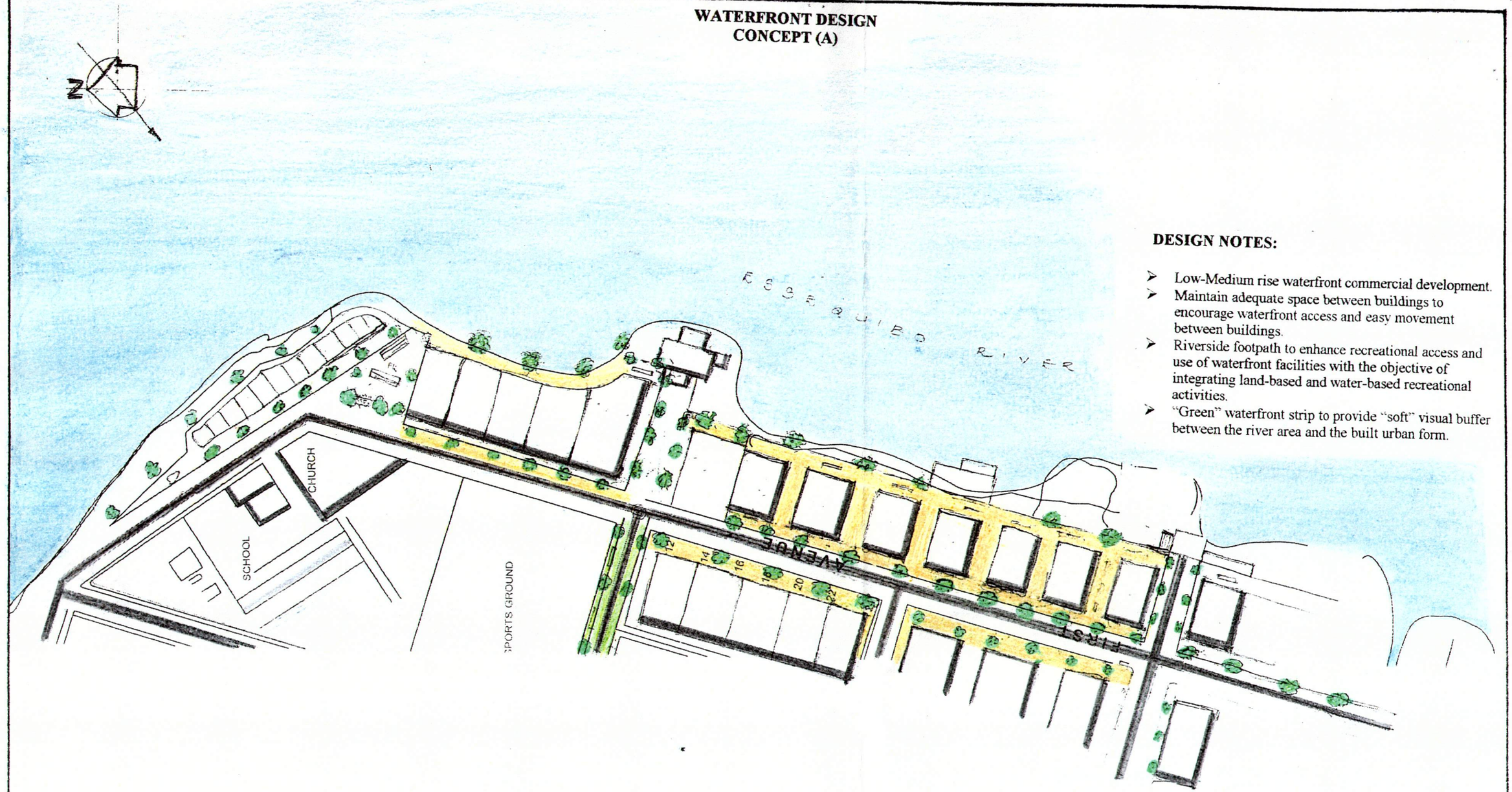
The Local Authority will take necessary action to have the Abattoir relocated from its present location along the Avenue to another location [illegible] be determined [illegible]

SCD 10

Special consideration shall be given to the [illegible] the establishment of [illegible] in order to [illegible]

DISORDERLY PARKING ARRANGEMENTS AND THE INTRUSION OF COMMERCIAL USES ON THE ROAD SIDE

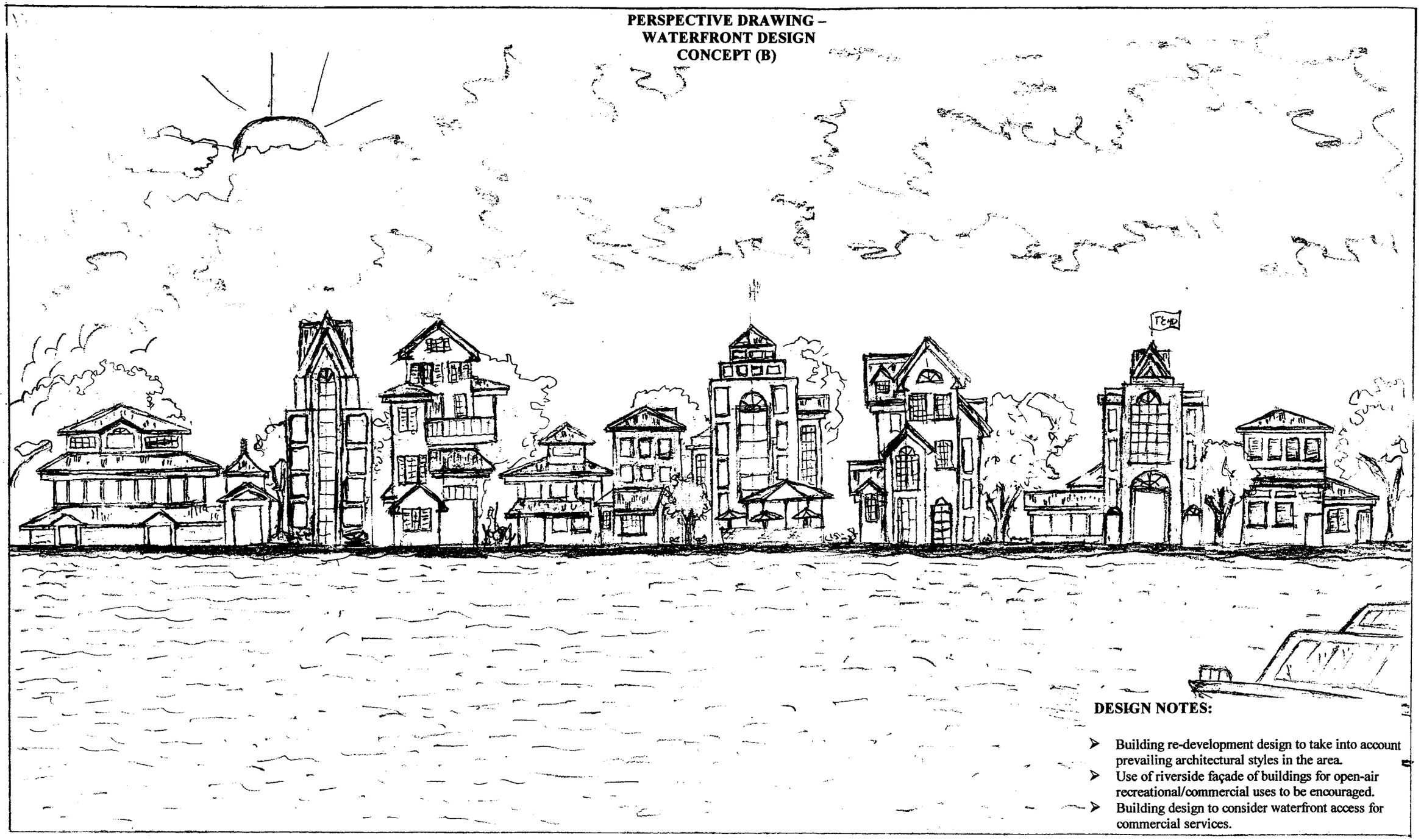
WATERFRONT DESIGN
CONCEPT (A)



DESIGN NOTES:

- Low-Medium rise waterfront commercial development.
- Maintain adequate space between buildings to encourage waterfront access and easy movement between buildings.
- Riverside footpath to enhance recreational access and use of waterfront facilities with the objective of integrating land-based and water-based recreational activities.
- "Green" waterfront strip to provide "soft" visual buffer between the river area and the built urban form.

PERSPECTIVE DRAWING –
WATERFRONT DESIGN
CONCEPT (B)



DESIGN NOTES:

- Building re-development design to take into account prevailing architectural styles in the area.
- Use of riverside façade of buildings for open-air recreational/commercial uses to be encouraged.
- Building design to consider waterfront access for commercial services.

CHAPTER 14.0

THE PROPOSED DEVELOPMENT STRATEGY

14.0 THE PROPOSED DEVELOPMENT STRATEGY

14.1 Issues Statement

The development strategy proposed for Bartica recognises a tourism development thrust as an integral aspect of such overall strategy. However certain key and critical issues must be addressed in the process. These are as follows: -

The poor quality of the existing built environment.
There must be qualitative improvement of Bartica's physical environment if the settlement is going to realise its full development potential.

The existing level and quality of physical infrastructure cannot adequately support further development.

Bartica's growth pattern is constrained by the existing natural barriers, that is, waterways on its northern, western and eastern sides.

Development beyond the existing 'urban core' is sparse and not well integrated spatially. As a result the settlement lacks a balanced and cohesive form.

Local topographic conditions have an influence on the determination and development of new development sites and necessitate that environmental management considerations be factored into the land use development process.

Some public facilities are either limited in capacity to serve the needs of people or are in a very physically poor state.

The preponderance of leasehold as against freehold land title may not be a good land tenure arrangement to induce or stimulate the property development process and maximise the use of lands for future development prospects.

There is an ill- defined central commercial core that does not effectively anchor the settlement and which is not effectively integrated with the existing transport network. A defined commercial district, in a spatially balanced setting, (as typical in most towns) is not discernable. There is an over concentration of activities along First Avenue.

The advantage of good vistas and viewpoints accruing from Bartica's undulating terrain has not been maximised in the development of the settlement in terms of the sighting of certain land uses, landscaping and other design factors.

The settlement lacks a distinguished hierarchical road pattern with a clear relationship between the land use pattern and the functional importance of roads.

Bartica's strategic location at the confluence of the Essequibo and Mazaruni Rivers is not maximized (the gateway to the interior with all its communication potential and unexplored tourism potential).

The Development Strategy (Summary)

1. Tourism Development

   a) The designation of special Tourism Development Zones, and
   b) The demarcation of Touristic Residential development.
   c) Enhancement and expansion of tourism/recreational activities.
   d) The development of Community-based tourism development projects.

2. Urban Environmental Enhancement

   Intervention designed to improve the overall quality of Bartica's physical environment.

   - Landscaping, such as street side landscaping, landscaping of important or prominent vistas
   - Solid waste management

- Ecological conservation (including coastal zone management and conservation).

3. Residential infill capacity

- Maximising the potential for development of land within the urban core for residential infill development.

4. Urban Infrastructural Development (Community Development Facilities and Services)

- Road network expansion and improvement.
- Provision of upgraded and new community facilities
- Ensuring a better spatial relationship between the location of community services/ facilities and the location of residences.
- Developing road linkages between Bartica and other settlements such as Parika.

5. Coastal Zone Conservation/ Protection.

- Developing the coastline based upon principles of coastal zone management.
- Ensuring development compatibility by allowing only low impact coastal development in areas such as the regatta site.
- Enhancing natural and amenity value of Bartica Coast both for residential and commercial purposes based on carrying capacities and the identified ***coastal zones.***

6. Commercial Zones Expansion

- Developing a better spatial context for the expansion of Bartica's commercial sector.
- Providing for a better relationship between transport and marketing functions, taking into account pedestrian movement/safety, vehicular movement and general environmental quality.

- Developing a well-ordered central commercial core, which balances new and old development. This is important in order to mitigate the land use problems normally associated with the negative externalities arising out of the over densification of the central commercial core – traffic circulation problems, compromise of pedestrian safety, congestion etc.

7. Traffic Management

Traffic flow and circulation patterns:

- Improvement in flows.
- Reduction in traffic congestion at critical junctions.
- Introduction of one-way traffic flow systems.
- Designated public transport parking zones and bys terminals.
- Organized river traffic management and better water transport facilities.

The proposed development strategy recognises the need for an *inclusive approach to community development* built around the involvement of local people in *all* aspects off Bartica's future development. It also considers the contribution of indigenous Amerindian culture to aspects of the design of the built environment in an ecologically friendly manner with potential touristic appeal.

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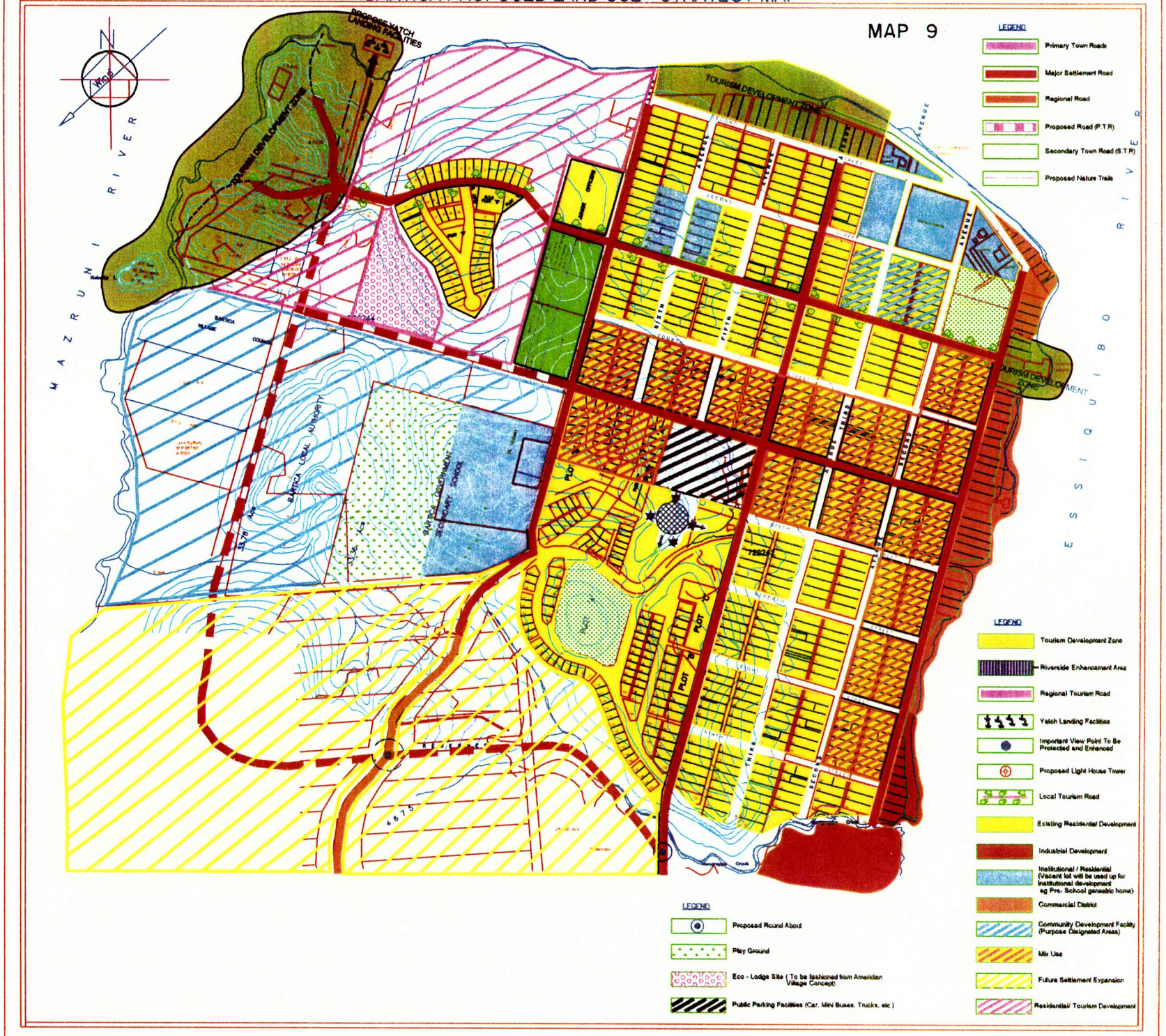
BARTICA PROPOSED LAND USE STRATEGY MAP



CHAPTER 15.0

PLAN IMPLEMENTATION & MONITORING

15.0 PLAN IMPLEMENTATION AND MONITORING

15.1 Implementation Environment

Critical to the implementation of this Plan is the co-ordination of activities among all stakeholders in the defined implementation environment characterised by the following agencies: -

1. The Bartica Neighbourhood Democratic Council
2. The Central Housing & Planning Authority
3. The Ministry of Local Government & Regional Development
4. The Regional Democratic Council
5. Government Agencies/Municipalities
6. Community-based Associations

It is important to recognise that within this implementation environment is the potential investor/developer. Given the principles upon which this Plan has been developed, the key partners in the implementation environment will seek to encourage and facilitate investment proposals which would advance the implementation of proposals contained in the Plan. Further, all partners involved in the co-ordinated implementation of this Plan would be guided in the decision-making process by way of special project initiative reports to be prepared prior to project implementation.

15.2 Development Prioritisation For Achieving The Goals And Objectives Of The Bartica Development Plan

Development projects necessary for the realisation of the goals and objectives of this Plan have been classified into the following three categories based upon feedback from the community and their priority and level of importance in terms of Bartica's future development:-

a) Short-term projects
b) Medium-term projects
c) Long-term projects

Short-term Project Activities (one-two years)

Activities	Responsible Agency
➢ Road repair and enhancement	NDC and Ministry of Public Works
➢ Improvement of drainage system	NDC
➢ Provision of garbage disposal receptacles in high activity areas.	NDC
➢ Rehabilitating the Bartica Stelling as a port of entry/tourism development zone	NDC & Ministry of Public Works
➢ Removal of stray animals from around the "Town"	NDC & Ministry of Agriculture
➢ Landscaping, particularly along Third Street and the Waterfront area.	NDC
➢ Construction of new Secondary School	NDC/Ministry of Education
➢ Development of Water Treatment Plant	GWI/NDC
➢ Establishment of new landfill site	EPA/NDC
➢ Construction of Fire Station	NDC/Ministry of Home Affairs
➢ Provision of public conveniences at strategic locations	NDC
➢ Implementing a public awareness programme	NDC & Community-based organisations

Note: Neighbourhood Democratic Council (NDC)

Regional Democratic Council (RDC)

Environmental Protection Agency (EPA)

Medium-term Project Activities

Activities	Responsible Agency
➢ Rejuvenation of Beaches along Bartica's coast	NDC, Ministry of Tourism & Ministry of Public Works
➢ Developing & implementing a strategy for Marketing Bartica as a tourist destination	Ministry of Tourism/NDC
➢ Establishing Vocational Training School	NDC/RDC/Ministry of Education
➢ Establishment of home for the elderly	Bartica NDC & RDC

Activities	Responsible Agency
➢ Implementing Traffic Management Plan (for both land and water transport)	Ministry of Public Works & Communications Bartica NDC RDC
➢ Re-construction of existing Regatta facilities and enhancement of other recreational facilities such as the children's park	Bartica NDC & RDC
➢ Rehabilitation of market facilities and re-organisation of vending arrangement	Bartica NDC & RDC
➢ Improvement of speed boat and ferry service	Bartica NDC & RDC
➢ Establishing an industrial zone in Bartica, including a recycle factory	Bartica NDC Ministry of Tourism & Industry
➢ Implementation if Institutional framework for future management of Bartica as a Town.	Bartica NDC Ministry of Local Govt. & Regional Development
➢ Implementation of coastal zone Protection/Management Plan.	Bartica NDC Environmental Protection Agency RDC

Long-term Project Activities

- Establishment of Air service linkage and development of an Airport.
- Development of yacht landing and boating facilities
- Implementation of other development proposals for the Bamford Point area.
- Establishment of tertiary educational facilities.
- Development of road linkage with Parika.

Note:

The above constitutes an indicative prioritisation of the key projects. All relevant details will be provided in detailed Project Initiative Document to be prepared as resources become available and as specific implementation decisions are made.

15.3 Proposed Institutional Framework For Urban Development Plan Preparation and Implementation

The following framework is being recommended for the preparation and implementation of future urban development plans/strategies for urban centres. The framework seeks to establish a process that is inclusive, democratic, consultative and participatory involving all relevant civil society, public and private sector stakeholder groups operating at the community level. It is envisaged that the involvement of these groupings would result in greater acceptability of the outcomes of planned intervention measures. The plans and strategies would also provide the basis for the preparation of the municipalities' and NDCs' ***annual business plans*** for requesting the financial support of the central government in its annual budgetary resource allocation exercise. It would allow the municipalities and NDC's to become involved in forward planning concert with community development needs.

It is envisaged that this new approach would mean that the existing technical capacities of the municipalities and NDCs would have to be enhanced to ensure efficiency and effectiveness. It is also recognised that there are plans to enhance the administrative capacities of selected municipalities as part of a CIDA project. It is also a critical concern that the NDCs and municipalities require increasing their economic/revenue base and this might require a review of the existing property tax system and or the initiation of new property assessments/valuations. It is also recognised the\at there is an initiative to reform the current local government structure. These considerations will be significant tot the institutional framework to be derived to facilitate the planning and implementation process.

Against this background the Town & Country Planning Department while making this proposal has also provided a framework that could facilitate an interim arrangement until such time as firm decisions can be made regarding the issue of local government reform.

Consequently, the proposal contained herein will serve to facilitate discussions as we seek to finalise an acceptable framework.

Figures 1-4 (as follows) outline the process involved, while Charts 1-4 outline the role of the consultative groups (CBO and NGO in the process).

FIGURE 1: LEVELS OF DECISION-MAKING AND RESPONSIBILITY FOR PLANNING AND IMPLEMENTATION WITHIN THE COMMUNITY INTEGRATED DEVELOPMENT PLANNING FRAMEWORK

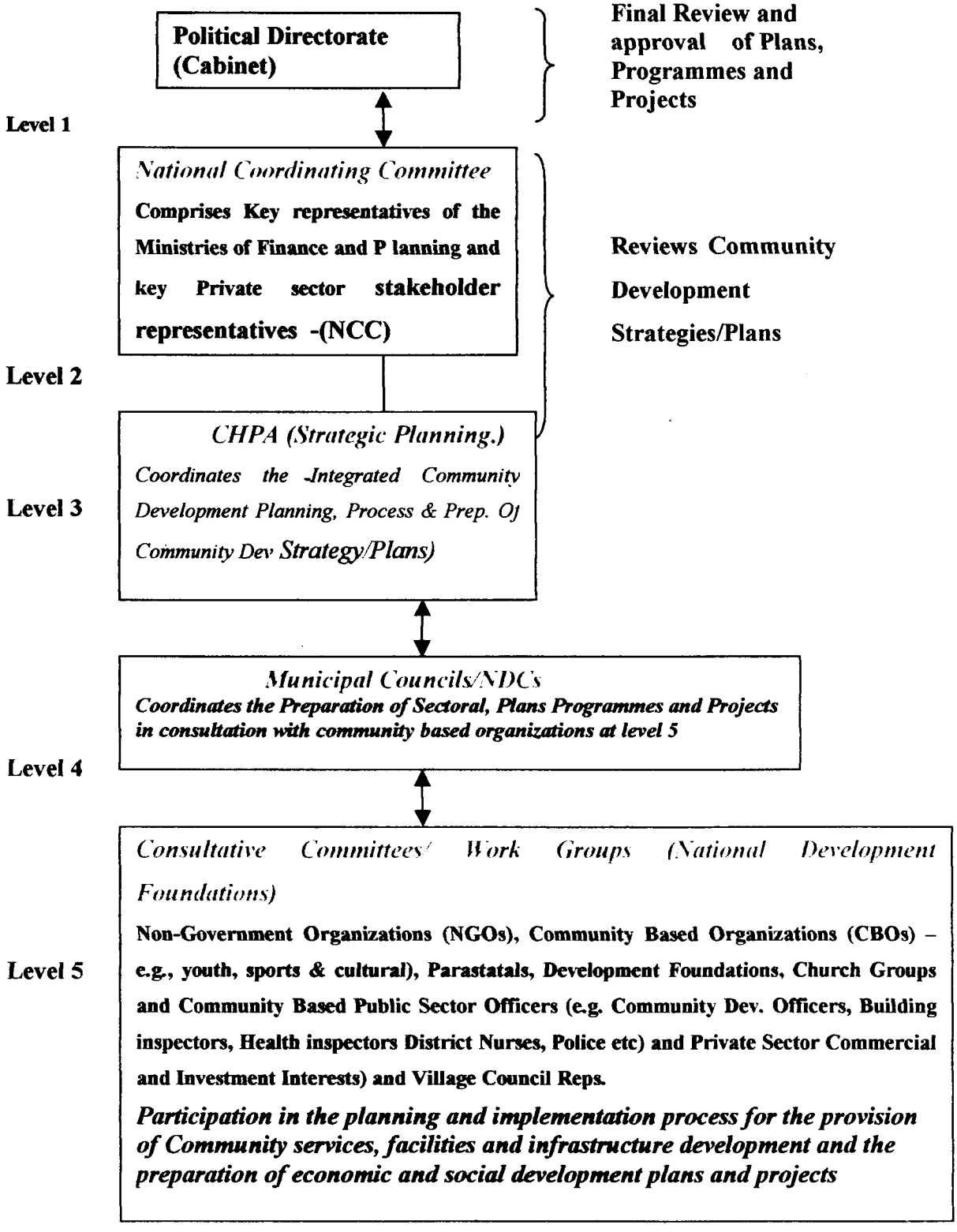


FIGURE 2: THE COMPOSITION AND FUNCTIONS OF THE INSTITUTIONAL STRUCTURES FOR COMMUNITY INTEGRATED DEVELOPMENT PLANNING AND IMPLEMENTATION

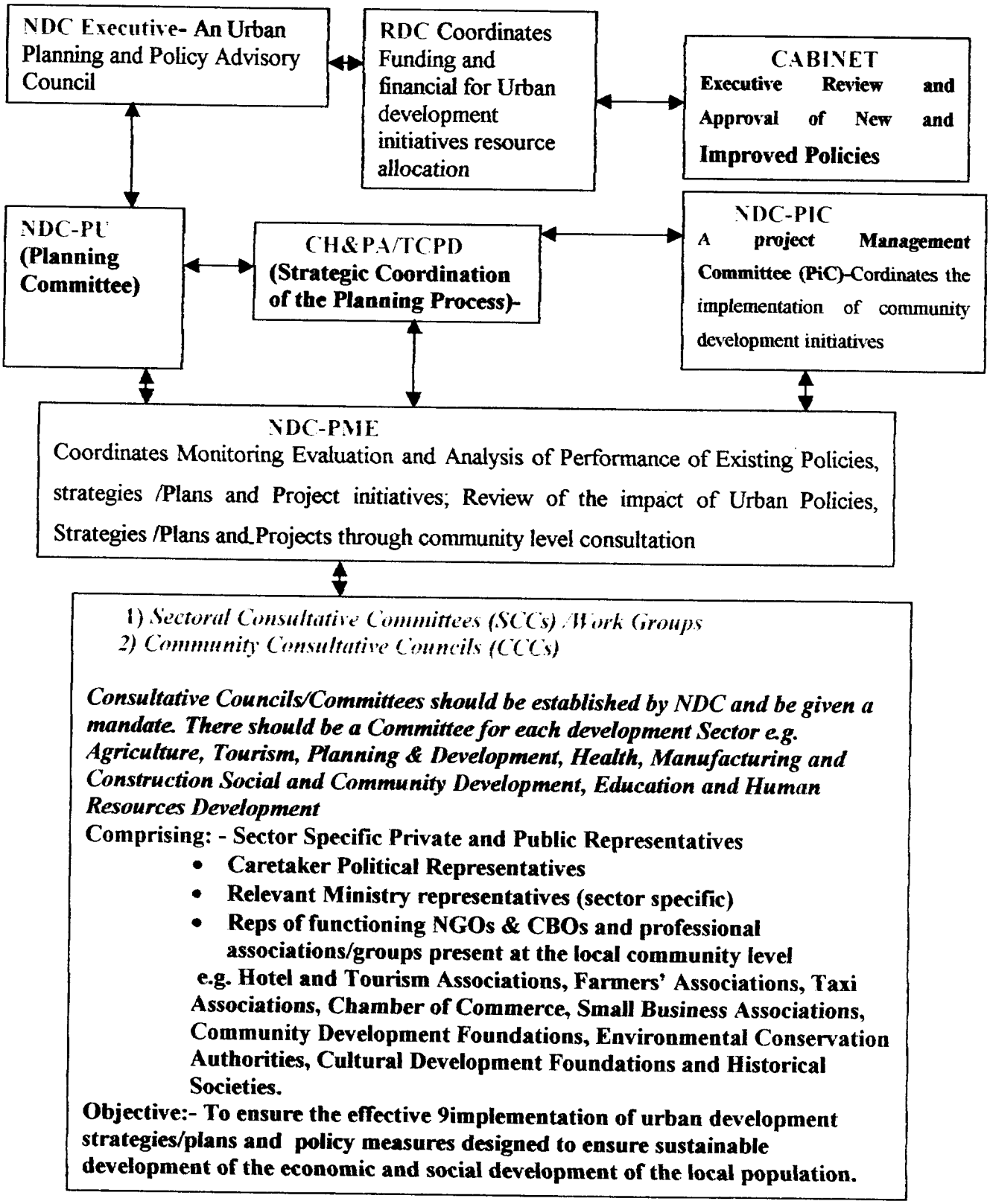
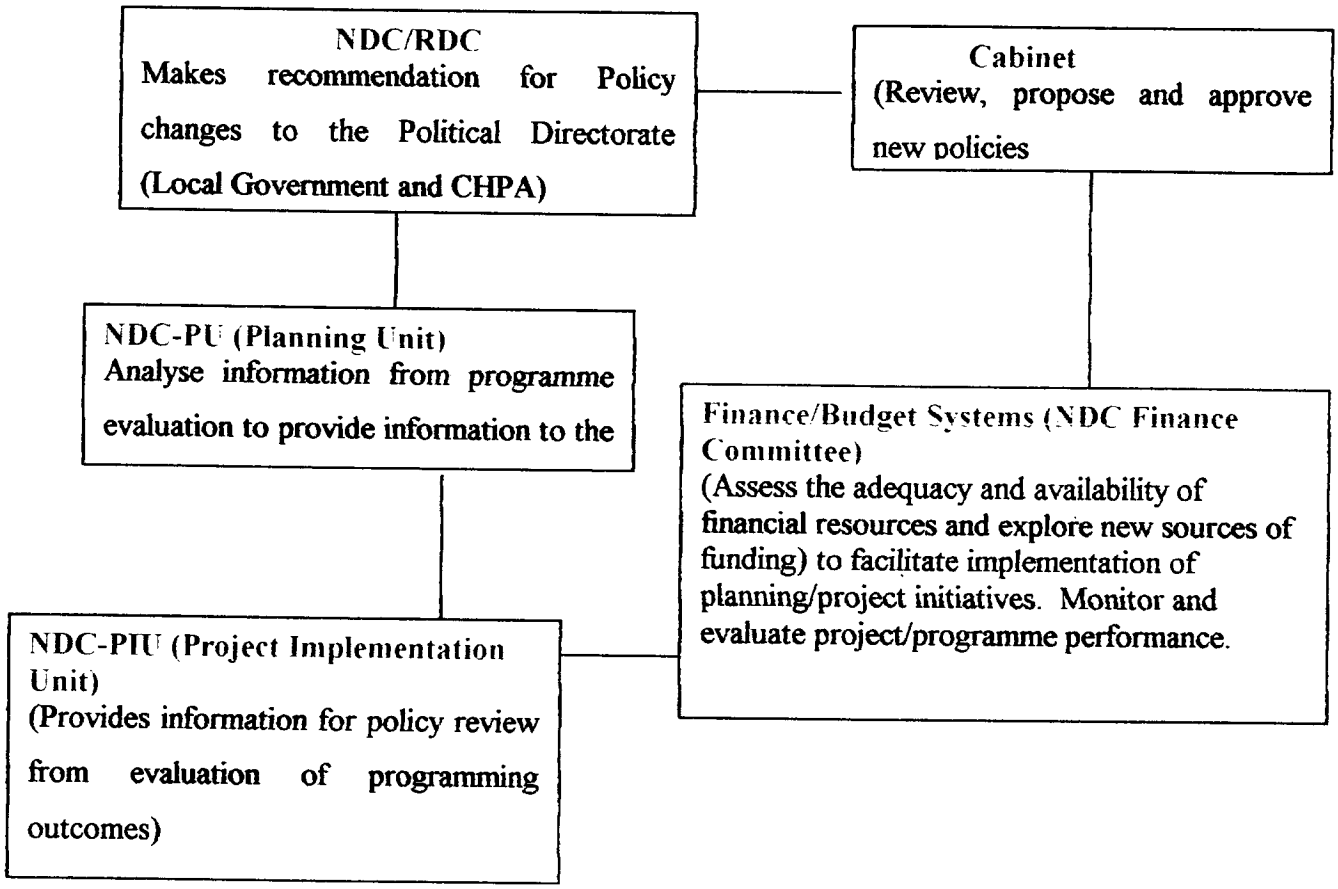


FIGURE 3.

MONITORING AND EVALUATION OF PROJECTS AND PROGRAMMES

(Multi-sectoral)



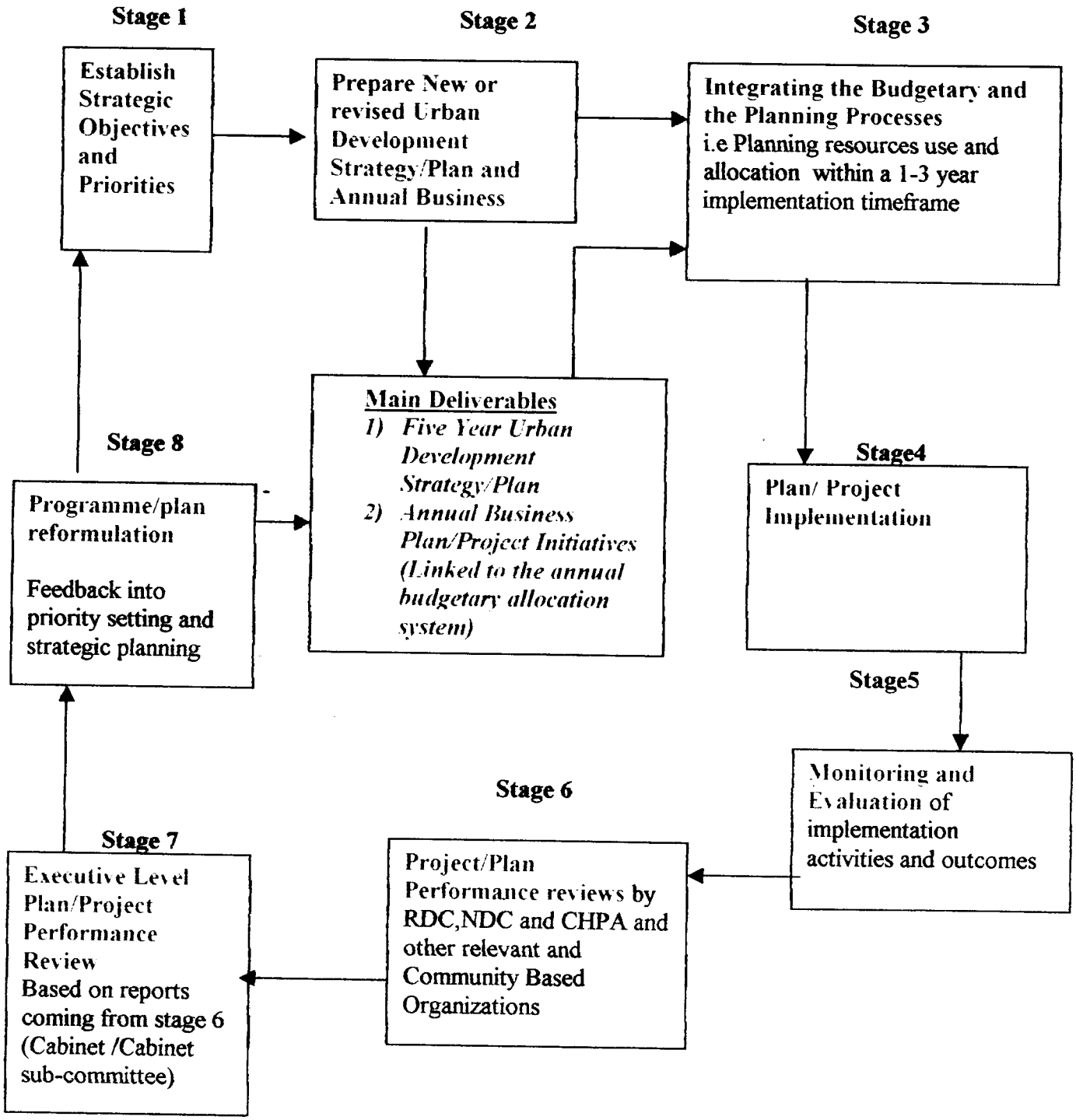
_____Two way flows

Outcomes

Provides information to facilitate:-

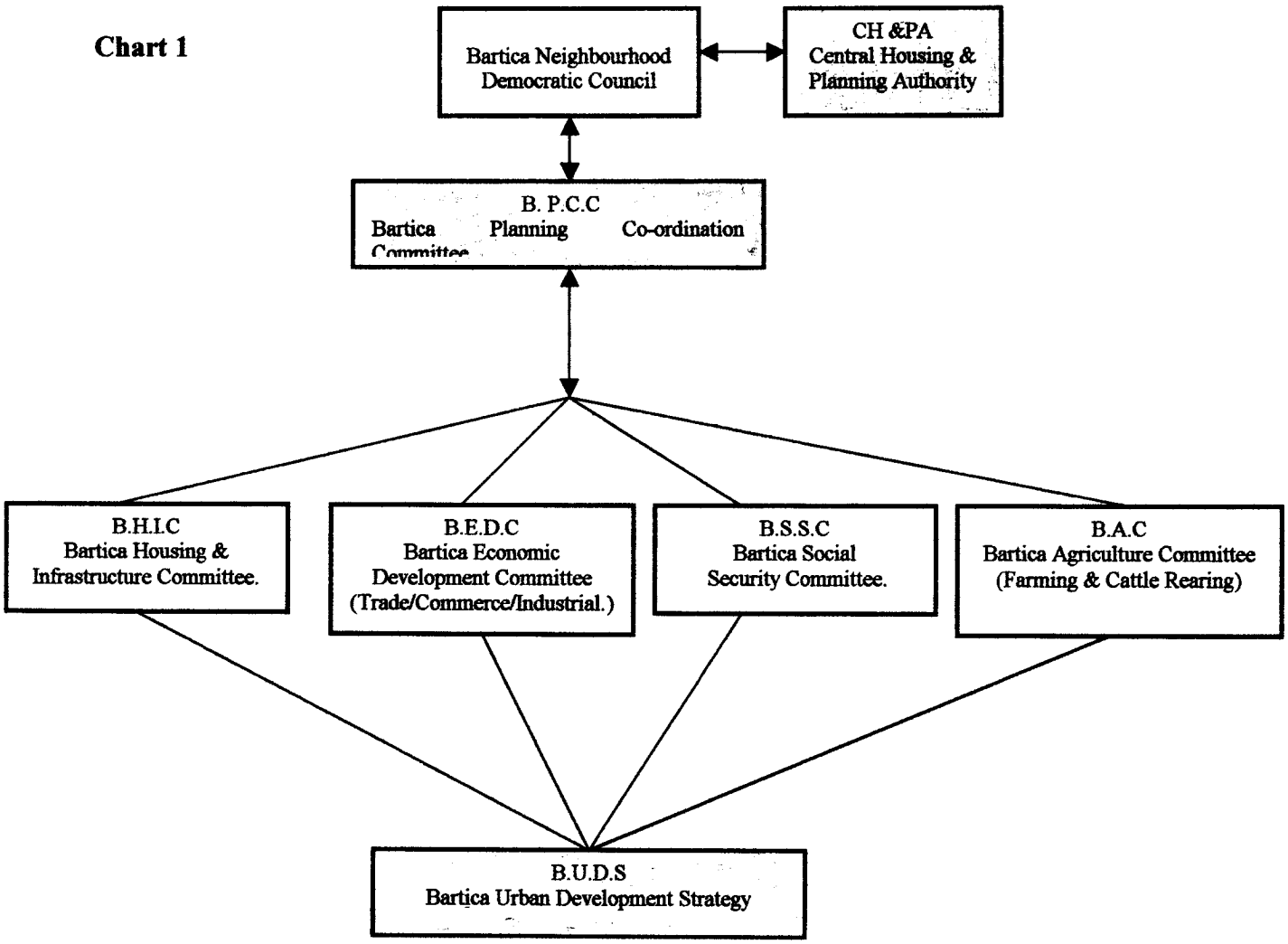
- Re-ordering of development priorities
- Re-orientation of development goals
- Changes in scope of activities
- Establishment of new performance indicators
- Recommendations for policy changes and establishment of new policies to be communicated to the NDC/RDC Executive for final review and recommendations to be forwarded for the consideration of Political Directorate.

FIGURE 4: STAGES IN THE COMMUNITY INTEGRATED DEVELOPMENT PROCESS FOR PLAN/PROJECT PREPARATION AND IMPLEMENTATION



THE PROPOSED ORGANISATIONAL FRAMEWORK AT THE NEIGHBOURHOOD DEMOCRATIC COUNCIL LEVEL

Chart 1



CHAPTER 16.0
CONCLUSION

16.0 CONCLUSION

The Bartica Urban Development Plan is a development strategy proposal which seeks to provide an acceptable basis for the future development of Bartica over the next ten years. The Planning Team has prepared this Plan with knowledge of the fact that ***planning lies at the heart of sustainability.*** Thus, if Bartica's development is to be sustainable, the process of development cannot be left to ad hoc decision-making but must be informed by a Plan.

The advantages to be gained from the orderly, planned development of Bartica are many but what stands out very clearly is the great potential for Bartica to be a model of the application of the principles of integrated development planning to tourism development and overall community development.

Once successful, the lessons learnt from the Bartica planning experience can be replicated elsewhere in Guyana as a human settlement development 'best practice'.

APPENDICES

Appendix 1

STATEMENT ON DEVELOPMENT REGULATIONS

The issue of having specific development regulations in support of the objectives of this Plan has been recognised by the Planning Team as an issue of importance in guiding the development process and providing an acceptable regulatory context to assess development proposals. However, until such regulations have been prepared, the Planning Team has concluded that all development proposals will be assessed and decided upon within the policy framework of this Plan and the prevailing regulations of the various regulatory agencies. This would entail a commitment to effective inter-agency co-ordination and recognition of the need to bring specialised knowledge to bear in the process of making development decisions whenever circumstances so require. The responsibility for ensuring that these process norms work effectively will be that of the Bartica Neighbourhood Democratic Council and the Central Housing & Planning Authority.

BAMFORD POINT – A LAND AREA WITH GOOD POTIENTIAL FOR TOURISM DEVELOPMENT PROJECTS

Appendix 2

EXPLANATORY NOTE ON CONCEPTUAL LAYOUT FOR THE DEVELOPMENT OF THE BAMFORD POINT AREA, BARTICA AS A TOURISM DEVELOPMENT ZONE

Assumptions

1. That the existing Leasehold land tenure arrangement will not restrict the realisation of the full development potential of the area.
2. That holders of Leases in the area may themselves be motivated to put their existing Leased hold areas to purposes consistent overall plan for Bartica based on the suggested development layout concept for the Bamford Point area.
3. That the State can exercise its constitutional prerogative to recall any Lease(s) for any specific area(s) for purposes consistent with the Plan and the suggested layout concept for the development of the Bamford Point area.

The Concept

The layout concept is based on the development of the Bamford Point area based upon two principles:

a) Low-density development.
b) Environmentally compatible development.

The concept articulates a spatial pattern for low-density, eco-friendly type development which takes into account the water element around the area, accessibility and the preservation of the green element. It also considers the 'park and walk' idea since the layout allows for the integration of walkways in a natural landscape setting.

Elements of the Layout concept

1 - Waterfront recreational, inclusive of

- Guesthouse
- Shopping facilities
- Beach area

2 - Yacht landing and boating facilities

3 - Nature preserve

4 - Eco Lodge/Short term low density residential

5 - Indoor Recreation/Entertainment Centre

6 - Riverside Park

7 - Picnic Area/Camp site (low-density minimum serviced)

8 - Lighthouse Park/Look out Point

9 - Outdoor Recreational

10 - Vehicular Parking Area

11 - Low density residential

12 - Water Treatment Plant

13 - Landscape Buffer

14 - Solid Waste Collection Point

15 - Site Management Facility

16 - Waterfront Entertainment

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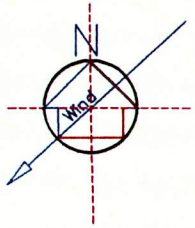
BAMFORD POINT: A TOURISM DEVELOPMENT AREA

CONCEPTUAL LAYOUT FOR THE DEVELOPMENT OF THE BAMFORD POINT AREA

BARTICA AS A TOURISM DEVELOPMENT ZONE



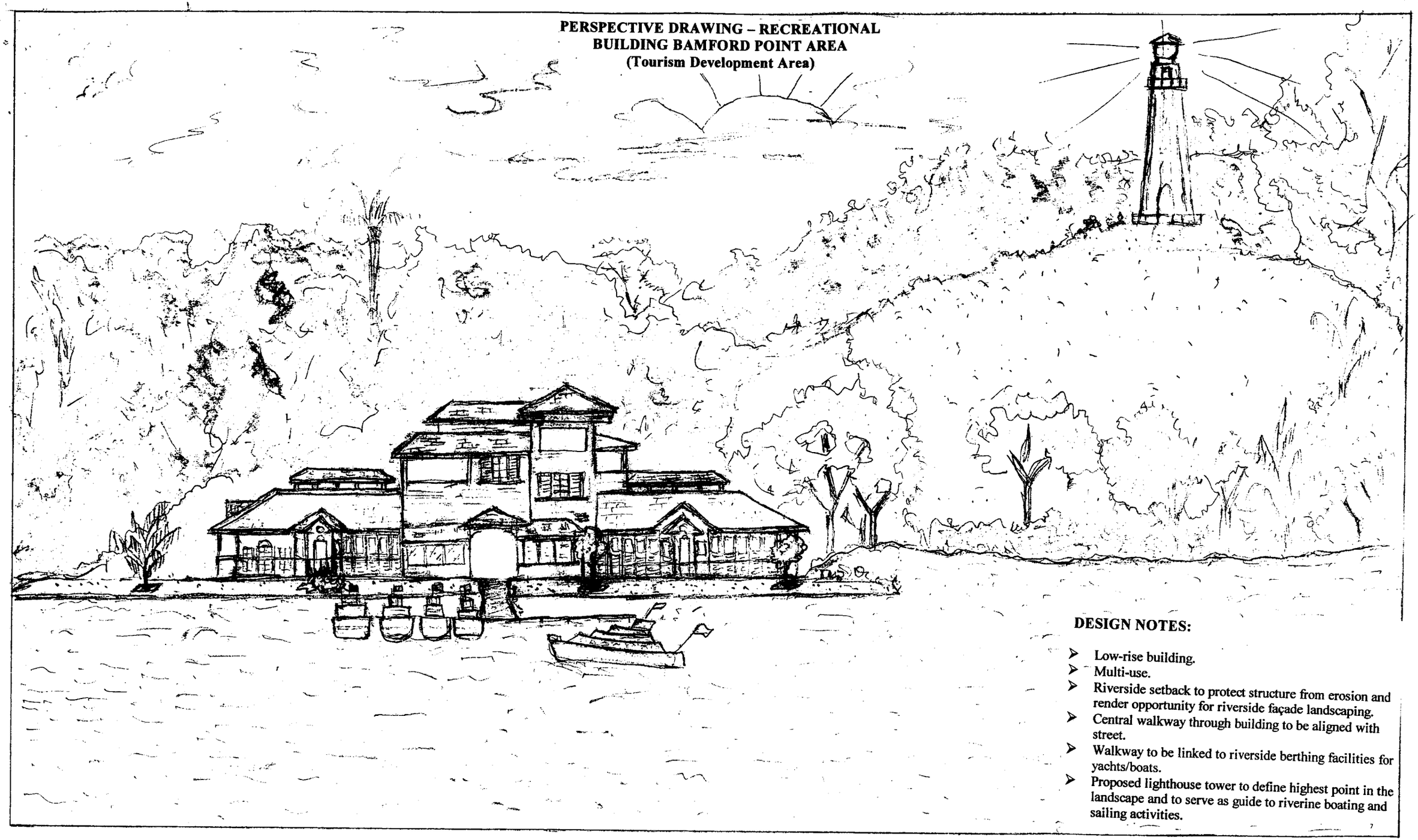
CONCEPT ELEMENTS

1 - Water Front Recreational (Low Density)
2 - Yatch Landing (Boating Facilities)
3 - Nature Preserve (Island Low Density)
4 - Eco - Lodge (Short Term Residential)
5 - Indoor Recreation/ Entertainment Centre
6 - Riverside Park

7 - Picnic Area (Camp Site Low Density Minimum Service)
8 - Light House Park/ Look out Point
9 - Outdoor Recreational
10 - Vehicular Parking Area
11 - Low Density Residential
12 - Water Treatment Plant
13 - Landscape Buffer
14 - Solid Waste Collection Point
15 - Site Management Facility

Note: Concept Considers The Park And Walk idea.

PERSPECTIVE DRAWING – RECREATIONAL BUILDING BAMFORD POINT AREA
(Tourism Development Area)



DESIGN NOTES:

- Low-rise building.
- Multi-use.
- Riverside setback to protect structure from erosion and render opportunity for riverside façade landscaping.
- Central walkway through building to be aligned with street.
- Walkway to be linked to riverside berthing facilities for yachts/boats.
- Proposed lighthouse tower to define highest point in the landscape and to serve as guide to riverine boating and sailing activities.

VIEW OF BAMFORD POINT FROM THE RIVER

PORPOSED LIGHT HOUSE TOWER SITE

Appendix 3

ACKNOWLEDGEMENT AND PERSONAL CREDITS

It is with deep appreciation that the Town & Country Planning Department of the Central Housing & Planning Authority extend its profound gratitude to all those who assisted in the preparation of this Plan for Bartica. Of special importance is the focused and purposeful support by the Community Representatives who led the various Community Groups tasked with defining issues/problems for consideration in the Plan. Special mention in this context must be made of Community Leader ***Ms. Veronica Charles*** who served as the main link between the Planning Team and the Community in the plan preparation process. Without her support and excellent mobilisation skills the preparation of this ***people's plan*** would not have benefited from active community involvement in the process. Appreciation is also extended to officials of the various government departments consulted, the Regional Democratic council officials and officials of the Neighbourhood Democratic Council. The support by officials of the Guyana Tourism Authority rendering advice and support in articulating a tourism development strategy for Bartica is also highly appreciated.

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8. Mr. Orsen Simon
9. Mr. James Dunlop
10. Mr. Randy Kaulessar
11. Ms. Fayola Azore

Clerical and Technical support staff:

1. Ms. Vislette Critchlow-Whyte
2. Mr. Calvin Prince

1 : 5000

BARTICA PROPOSED LAND USE STRATEGY MAP