

PARIKA DEVELOPMENT PLAN 2006 - 2016



A Scenic view of Parika; the Majestic Essequibo River is in the background.



CENTRAL HOUSING & PLANNING AUTHORITY

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ACKNOWLEDGEMENT

In the preparation of this Plan, the Town & Country Planning Department of the Central Housing & Planning Authority wishes to put on record its appreciation for the invaluable assistance, advice and other forms of assistance rendered by several persons, Government Ministries and other Agencies, particularly the Mora/Parika and Hydronie/Good Hope Neighbourhood Democratic Councils (NDC).

A similar expression of gratitude goes out to the many citizens and public officials in the Parika Planning Area who were of help to the Town & Country Planning Department's Team in the execution of the land use surveys and local level consultations and meetings.

FOREWORD

The Government of Guyana, consistent with its declared policy to stimulate the growth of new Secondary Towns has recognized that the settlement of Parika offers good opportunities to become a major transit point - a gateway to the Essequibo Islands, Coast, various resorts and interior locations

Parika's growth potential and the consequential need to carefully plan for its development has long been recognized by the Central Housing & Planning Authority (CH&PA). In fact, in recognition of Parika's role, functions and strategic location, the CH&PA has long advocated harnessing Parika's growth as a settlement based upon orderly planned development.

This Plan covers a ten (10) year plan period but its policies and proposals are subject to review both during and at the end of the plan period.

It is my hope that adherence to the provisions and requirements of this Plan will lead Parika along the path of sustained growth and development and that the Plan will be the basis for all major decisions to facilitate this process - a process which will see Parika emerging from a mere rural market centre to major regional service centre in Guyana.

Chairman
Central Housing & Planning Authority

PREFACE

Planning can be seen as being about people and place, the natural and built environment, immediate requirements and long-term stewardship. In this context, the Parika Development Plan (PDP) is all about providing for the orderly and sustainable development of Parika as a community in a national geographically significant location. The PDP provides immediate, medium and long-term policy guidance on Parika's development.

The PDP is intended to provide the basis for actions and decisions to both protect and improve the quality of Parika's physical environment and the quality of life of people in general, both present and future. It will be the basis for organised thinking and decision-making critical to harnessing Parika's development potential and the gradual transformation of the settlement to one providing functions and services as a Town.

The implementation of the PDP has to be a carefully coordinated exercise that should take into account an integrated and inclusive approach. This approach has to be integrated since it must be consistent with policy objectives of other sectors and it must be inclusive by engaging the public or the community in the implementation process.

As a potential new Secondary Town and given its proximity to the Essequibo River, Parika is expected to be targeted for major development decisions within the next five years. In order to facilitate the developmental process and ensure that development takes place in the right place and in the right manner a Plan is clearly needed.

Should special planning needs arise during the plan period, detailed "Action Area Plans" can be prepared, but within the general policy context of the PDP.

The Planning Team has also recognized that ideally a Regional Development Plan should have been the forerunner to a Plan such as the PDP. Such a Regional Plan can set the spatial framework for long-term Regional development covering not only Parika but all other nuclei of settlements in the entire Region No. 3 (Essequibo Islands/West Demerara). It is recommended that preparation of such Regional Plan be pursued in the near future.

At this stage in the planning process, the Parika Development Plan should be read as a development strategy proposal and *land use policy plan* for Parika which sets out a general strategic and policy framework for dealing with planning issues within the planning area and the land use policy context for more detailed planning at a later stage as the development momentum accelerates. Detailed development control guidelines and zoning regulations are to be prepared as second stage planning activities but within the framework of the proposed strategy and recommended land use policies.

61° 60° 59° 58° 57°

MAP 1

50 0 50 100 Kilometers



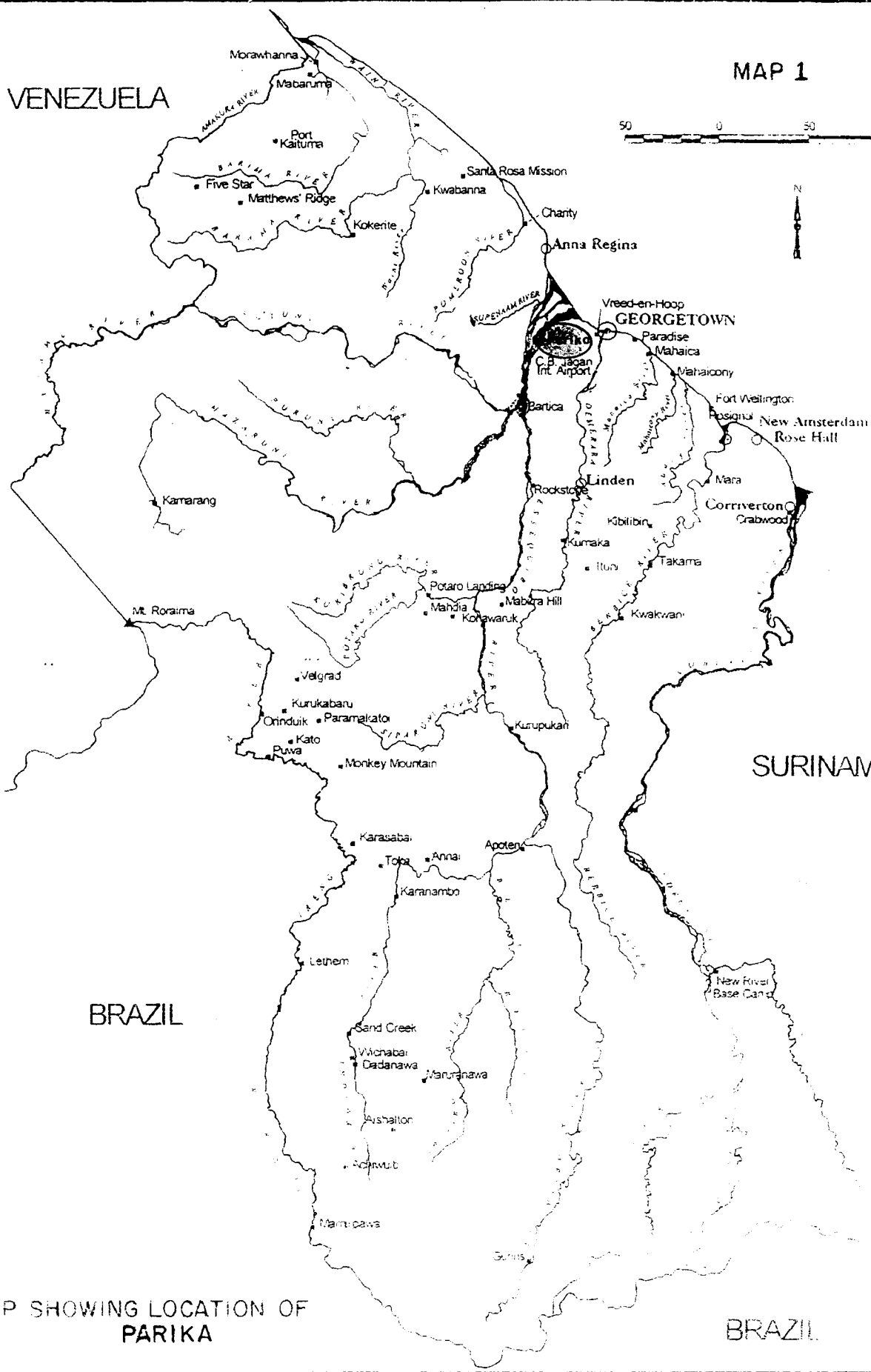
VENEZUELA

SURINAME

BRAZIL

BRAZIL

MAP SHOWING LOCATION OF PARIKA



8°
7°
6°
5°
4°
3°

61°
60°
59°
58°
57°

2.0 THE NATIONAL AND REGIONAL CONTEXT

2.1 Location

Parika is located in Region No. 3 – Essequibo Islands/West Demerara on the east bank of the Essequibo River. Parika is the largest village in the Mora/Parika Neighbourhood Democratic Council and is bounded by the villages of Hydronie to the East and Hyde Park to the West.

2.2 The National Context

The National Development Strategy document listed Parika as one of several areas to be upgraded to the status of a Town. Linkages by road and river transport have effectively integrated Parika within the national hierarchy of settlements as a major *regional service centre*.² Scope for potential linkages to be developed also makes Parika an ideal settlement for future development.

2.3 The Regional Context

In its Regional setting, Parika is part of a very large Administrative Region in Guyana – Region No. 3 (Essequibo Islands/West Demerara). In terms of population Region No. 3 is the third largest Region with a total population of approximately 30,000 persons based on the year 2002 Census Report.³ The geographical extent of Region No. 3 is shown on Map 2.

The Parika Planning area has a population size of 7,120 persons and Parika settlement itself has a total population of 4,060 persons. During the planning period 2006 – 2016 this population is projected to increase by approximately 1,707 persons from base year population total of 4,060 persons.

The importance of Parika within the Regional context is linked to several factors, namely:

- It is one of the primary settlements within Region No. 3 offering a range of goods and services characteristic of a small Town.
- It is one of the main population centres in the Region. It also has a significant transient population due to the regular movement of people in and out of the area.

² *Regional Service Centre* in the context of this plan means a major settlement within an Administrative Region of Guyana performing a wide range of functions and facilitating connections to other Regions of Guyana.

³ Population figures quoted in this document are based on the year 2002 Census Report, Statistical Bureau, Georgetown.

- Parika can be considered a “Regional growth pole” with potential to stimulate the growth and development of other settlements through a “trickle down effect”.
- Parika enjoys a strategic location along major transport routes (ravine and land based) for through traffic to hinterland communities.
- Function as a “Break of bulk” port for goods distribution between hinterland communities along the Essequibo and the capital city of Georgetown.

Map 2

PARIKA IN ITS REGIONAL CONTEXT - REGION NO. 3



Source: Guyana Lands & Surveys Commission

3.0 THE PLANNING AREA

The delineation of the boundaries of the Parika Planning Area as shown on Map 4 was determined through consultations primarily with the two respective Neighbourhood Democratic Councils – Mora/Parika and Hydronie/Good Hope and was subsequently advertised by way of Resolution published in the Official Gazette.

The planning area for this study, hereinafter called the Parika Planning Area or the PPA is described as follows:

- On the North, by the mean low water mark of the Essequibo River;
- On the East by the Local Authority boundary of Plantation Good Hope, as fully described in the Municipal and District Council Act, Chapter 28:01;
-
- On the South by the Boerasirie-Bonasika Canal;
- On the West by the Local Authority Boundary of Plantation Mora, as fully described in the Municipal and District Council Act, Chapter 28:01.

4.0 AIMS, OBJECTIVES AND CORE PRINCIPLES OF PLAN

4.1 General Considerations

In the process of formulating the specific aims and objectives of this Plan certain potential factors of change or plan assumptions were considered.

These are as follows:

1. Parika's future growth and development over the next five to ten year period will be primarily as a consequence of more intense commercial development, particularly commercial development associated with its regional marketing functions.
2. Parika will continue to function as a marketing centre for agricultural produce and agro-based economic activities will be a major component of the economic base of the emerging Township. Thus, a rural agricultural development strategy, designed with the objective of maximisation of agricultural productivity of surrounding farm areas and transforming Parika into an agro-industrial centre has great potential to make Parika's development sustainable.
3. Parika's terminal functions as a focal point of access to other hinterland areas and the Essequibo region would be accentuated over the Plan period. This would be highly influenced by the demand for the movement of goods and services to hinterland areas such as Bartica, the Mazaruni, the Cuyuni areas and the Essequibo Coast to Pomeroun area. In this regard, road connection between Parika and areas such as Bartica is desirable. Also of importance here would be the growing need to use Parika as the point of access to other areas for nature/heritage/eco-tourism purposes con with the tourism drive development of area such as Bartica.
4. The emerging morphological structure of Parika as an urban centre (its future urban form) would be shaped primarily through its marketing/commercial, agricultural and terminal functions.
5. Parika itself will experience increased activity due to tourism and recreational-type activities.
6. The development of Parika will lead to an increased demand for land for housing and other social services in the area.

4.2 Aims & Objectives of the Plan

- 4.2.1 To provide a rational framework for decision-making to secure the orderly growth and development of Parika taking into account its existing and expected future role and functions and its physical environment.
- 4.2.2 To provide a mechanism for securing public involvement in shaping local planning policies.
- 4.2.3 To provide the basis for actions and decisions to both protect and improve the quality of the physical environment and the quality of life for the community, present and future.
- 4.2.4 To facilitate the co-ordination of policies and development programmes designed to promote Parika's growth and future urban centre.

4.3 Core Principles

This Plan is built around *three core principles* and these are:

- Integration:** An integrated approach to development is seen as important to the success of this plan.
- Inclusiveness:** The process of planning for Parika's development and the implementation of the Plan must take into account the views of the Community and key stakeholders.
- Sustainability:** Development must at all time be environmentally sound given local conditions and also be economically feasible.

5.0 COMMERCIAL DEVELOPMENT

Over the years, the growth of Parika has been characterised by the gradual intensification of commercial activities along the main roads in the area. It is expected that this general trend will continue as Parika's function as a Regional Service Centre becomes more prominent due to the provision of more high-order goods and services and as more businesses seek to benefit from factors of agglomeration.

5.1 Issues Statement:

- a) Parika has been experiencing an expansion of its commercial sector over the years. However, this expansion is not reflective of the application proper standards for well-organised commercial development. Many businesses are even operating without approval to do so.
- b) Revenue collection issues are critical as a means of allowing for the Neighbourhood Democratic Councils (NDCs) to have a stronger revenue base for the provision of vital services to the residents of Parika. The current slow rate of revenue collection and a narrow base do not now offer a good context for financing an expanded service provision.
- c) Many agricultural plots are being converted to other uses without the necessary approvals and secondary, without the benefit of an overall long-term Plan.
- d) Disorderly street vending is of major concern to all since it affects the smooth functioning of the road transport system and displays a negative image of the potential town. It is also of great concern that the functioning of legitimate businesses is affected by the unauthorised presence of roadside vendors in the vicinity of such business places.
- e) The Parika ferry stelling terminal area offers good potential for the organised developments of commercial activities. However, the entire area first has to be re-ordered and physical improved.
- f) Serious traffic management issues in Parika have emerged as a result for the competition for limited central space and the greater demands posed by the need to move people, goods and services to and from Parika.
- g) There is a recognised need for a more ordered commercial land use arrangement through the zoning of various types of commercial land uses and the implementation of proper development control regulations.

- h) The full potential for the mobilization of resources of Parika for commercial development remains largely unexplored. For example, resources for commercial development in the form of tourism attractions and waterfront development remain largely under-utilised.

5.2 Objectives:

1. To better streamline business operations in Parika and ensure order and efficiency in service delivery.
2. To provide for the stimulation of commercial development in Parika and its planning area.
3. To harness the growth potential of Parika and promote development in an orderly manner.
4. To facilitate the expansion of the economic base of Parika for self-sustainability.
5. To optimise the use of physical resources (land etc.) so as to ensure the viable growth and development of Parika's commercial sector.

5.3 Policies:

- CD 1 The Local Authority shall at all times ensure that there is no roadside vending activity in Parika and shall ensure the proper utilisation and management of the new market site at Hydronie.
- CD 2 In order to stimulate commercial development in key central core area, a mixed-use approach to land use development shall be encouraged.
- CD 3 The dominant presence of major established commercial activities along the main road shall be recognised as an established land use characteristic of Parika. These areas will be earmarked for the continued siting of level 1 commercial land uses (more stores, bars, supermarkets etc.)
- CD 4 The Local Authority shall facilitate an Industrial Zone where facilities for Boat Building and Repairs, Fueling and Lumber Yards shall be allowed, on the Essequibo River. This zone shall also include docking facilities for ships.

- CD 5 The creation of new commercial activity nodes shall be encouraged as an opportunity to generate revenue along the main Road Network.
- CD 6 The relevant Authorities and the Local Authority shall facilitate and encourage the diversification of Parika's commercial sector by facilitating further improvements in agricultural production and marketing in the Planning Area and the establishment of agro-processing zones. The possibilities for the further development of Parika's fishing industry and fresh water fishing shall be explored.
- CD 7 Priority consideration will be given for the waterfront area to be utilised for waterfront commercial and waterfront tourism type development.



Conflict between roadside vending, public transport and terminal functions at Parika.



The Parika Stelling as a bulk-breakage point for Agriculture produce

6.0 TOURISM

6.1 Issues:

It has been recognised in this planning study that the tourism and leisure sector offers good potential for meaningful contribution to Parika's development. However, Parika as a place with touristic development potential has been neglected largely because of *public perception* of Parika as a transit point to other destinations and *the lack of investment* in the development of tourism-type facilities. Other key issues are:

- a) Lack of good standard tourism facilities in Parika (guest houses, hotels, recreational halls etc.).
- b) A skewed trend for persons from Georgetown and other areas to indulge of some amount of weekend entertainment in Parika at places such as discotheques and bars rather than other land or water-based tourism activities.
- c) No organised system of public information dissemination and awareness for potential tourists.
- d) Given its dominant riverain and agricultural land use setting, Parika offers a potentially unique tourism attraction in Guyana based upon rural/cultural factors. The inland waterways utilised for agricultural production purposes offer a good opportunity to link land-based tourism in a rural/agricultural setting. However, these opportunities remain unexplored.
- e) The Bushy Park waterfront area has emerged as a good touristic/recreational area. However, with the improvement in operational and environmental and infrastructure standards, this area has the potential to be developed as a major tourism resort within the Parika Panning Area.

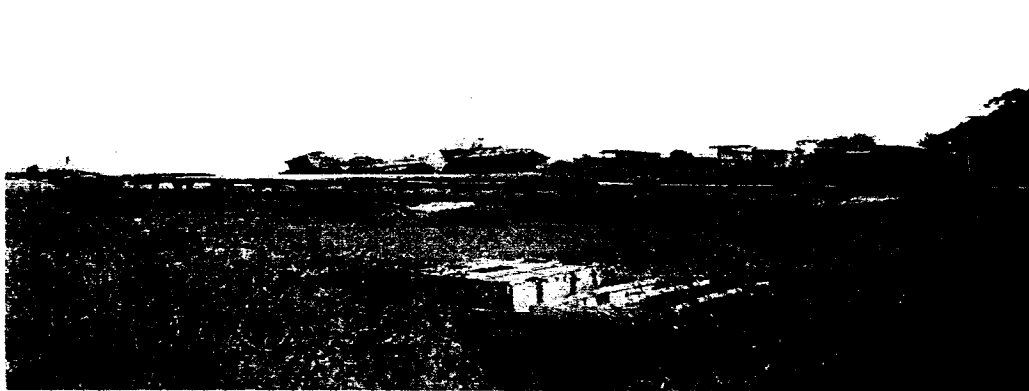
6.2 Objectives:

1. To expand the economic base of Parika and the surrounding areas by promoting tourism activities in the form of Canal Cruises, River-front (beach) resorts, etc.
2. To create the enabling environment to promote tourism in the Parika Planning Area.
3. To facilitate the expansion and upgrading of facilities such as Bushy Park "Resort".

6.3 Policies:

- ToD 1 The Local Authority shall facilitate the expansion of the Tourism Sector in the Planning Area.
- ToD 2 A Recreation/Leisure Zone shall be identified along the Essequibo Riverfront and shall consist of facilities for water-based recreation, water sports, leisure and fun activities like water-park for children etc.
- ToD 3 The inland waterways in the Planning Area shall be developed consistent with the objective of stimulating tourism development in the Parika Planning Area (Community based rural/cultural tourism development).
- ToD 4 The Local Authority shall seek to improve and enhance the road linkage between central Parika and Bushy Park so as to better integrate these two areas in a complementary manner, allowing for the harmonious growth of the commercial and recreational/entertainment sectors.
- ToD 5 Further investment in the development of Bushy Park as a tourism/recreational zone shall be encouraged through private means or public/private partnership arrangements.
- ToD 6 Farmers engaged in agricultural production activities in the Parika Planning Area shall be encouraged to facilitate *farm tours* by way of water transport.
- ToD 7 The Local Authority in co-ordination with the Guyana Tourism Authority shall seek to ensure a qualitative and sustained improvement in conditions and service standards in Parika's hospitality and entertainment sectors. In this regard, organised

training interventions for persons in the hospitality and entertainment sectors shall be encouraged.



Vast tracts of land to be utilised for River-front Tourism Development

7.0 TRAFFIC AND TRANSPORTATION

7.1 Issues Statement

The existing characterises and spatial framework for traffic and transportation in Parika and its environs were analysed and the following critical issues identified: -

- a) Due to the general absence of effective *traffic management* measures, Parika's central area or its emerging 'town centre' reflects traffic congestion and generally the inefficient use of space for traffic flow and circulation. This can be attributed mainly to limited network capacity, competition for limited space between vehicular and pedestrian traffic and conflict arising from the space demands posed by public transport and informal roadside commercial activities. Specifically, the following issues were identified: -
- Paucity of directional and other road signage.
 - Absence of clear physical demarcations for road traffic.
 - No specified mini bus terminals, parking zones, bus stops and lay-by points.
 - Lack of adequate land base parking facilities to facilitate river-based transport.
 - Lack of designated sites for public parking (other than mini buses).
- b) There exists very limited capacity of the transport network arrangement in its present state to allow for the effective integration of the major or dominant activity centre of Parika with other existing and potential activity nodes within the planning area:
- The road from Parika to Bushy Park is in need of improvement.
 - The capacity of the Parika – Hubu Road to efficiently handle two directional traffic is limited.
 - Road infrastructure to facilitate movement between Parika and its back land area is in a poor state.

- c) Terminal facilities (ferry, bus stands, waiting area for the loading and off-loading of goods and berthing facilities) reflect a poor infrastructural state and limited capacity to efficiently cope with Parika regional marketing and service function and the movement of people to other areas in an organised physical setting.
- The loading of goods at the ferry stelling area undesirably conflicts with the movement of people in the area.
 - The function of the Parika ferry stelling area as a break-of-bulk point for agricultural produce is seriously constrained by lack of space and the poor state of repair of the stelling area.
 - The existing waiting area utilised by minibuses is inadequate and does not lend itself the orderly movement of vehicular traffic and people in the area.

7.2 Objectives

1. To provide for the efficient, orderly movement of traffic in the Parika Planning Area, especially in the emerging “town centre”, through proper traffic management and the development of facilities.
2. To provide for and promote Parika’s development based upon an efficient transport system which addresses critical issues pertaining to the movement of goods, services and people via road, water and air transport.
3. To ensure that Parika’s transport system is organised in a manner consistent with the objective of avoiding land use conflicts and creating the spatial context for harmonious land use development in the Planning Area.
4. To facilitate the sustained growth and development of Parika as a Regional Marketing Centre through the effective integration of transport development initiatives in the area with development initiatives in other sectors.

7.3 Policies:

- | | |
|-------|---|
| TTD 1 | Specific Traffic Management Plan and Parking Management would be developed and implemented within the Central Area. |
| TTD 2 | A new Road Network shall be developed for serving the Planning Area, considering all existing roads alignment, trails, etc. |

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- TTD 3 This Road Network shall be integrated with the existing public road for better access to goods and services for the inland areas of Planning Area. This network shall be integrated with the waterway facilities.
- TTD 4 Terminal facilities shall be established for mini buses and hire cars with ancillary services such as vending facilities and public convenience.
- TTD 5 Public parking shall be provided by the Local Authority were possible.
- TTD 6 Helipad Facilities shall be developed in the Planning Area for aiding in emergency transportation and boosting tourism in the Region, and also to provide an alternative route of access for goods and services across the Essequibo River.
- TTD 7 The possibility to develop an Airstrip in the Planning Area to further enhance international transportation of tourists shall be explored.
- TTD 8 In the long-term, the Local Authority shall pursue the development of an Airstrip within the Planning Area with the objective of effectively destinations such as Lethem, Ogle and Bartica.
- TTD 9 As part of the long-term road transport expansion strategy, the development of the road linkage between Parika and Bartica shall be pursued so as to more effectively integrated Parika within its larger Regional context (area of influence).
- TTD 10 The Local Authority shall seek to ensure that the Parika Ferry stelling is infrastructurally upgraded in order to more efficiently carryout its terminal and bulk breakage/distribution functions.



Inappropriate Public Parking site near to the entrance to the Parika Ferry Stelling



An example of poor parking arrangements along a road shoulder.



Speed boats, Ferry in the background on the Essequibo River



Several speedboats moored haphazardly along the Ferry Stelling, Parika

8.0 COMMUNITY FACILITIES

8.1 Issues

The community facilities in Parika and in the Planning Area were surveyed and the main issues are highlighted below:

- a) Most of the community facilities are concentrated in Parika.
- b) Critical public and social service facilities are concentrated near the already congested Parika Stelling posing problems for public convenience and use.
- c) Most of the schools within the Planning Area are concentrated in Parika.
- d) Entertainment facilities are also concentrated in Parika – Hydronic area.
- e) Parika provides most of the recreational facilities for the whole Planning Area.
- f) Religious facilities are more evenly distributed across the villages in the Planning Area.

8.2 Objectives

1. To facilitate the balanced distribution of Community facilities throughout the Planning Area, where possible.
2. To create an administrative block for the efficient delivery of key community services and facilities.
3. To ensure that the Planning Area is adequately serviced with the necessary community facilities.

8.3 Policies

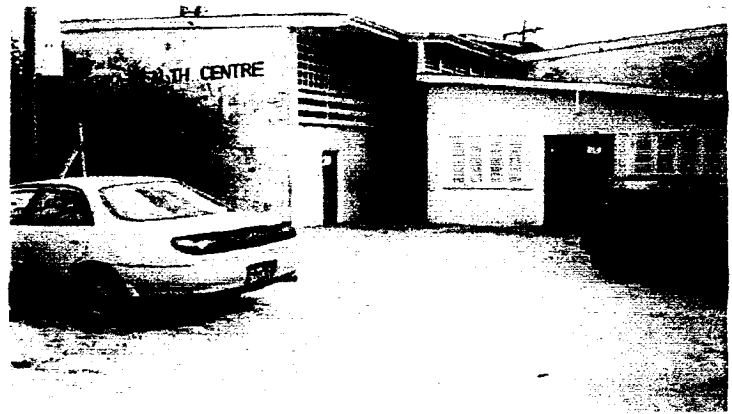
- CoD 1 The existing community/administrative service in the central core area shall be relocated. Further, a re-development plan shall be prepared for the stelling area with provisions for parking and user facilities etc.
- CoD 2 The Local Authority shall facilitate the improvement of infrastructure facilities at Parika stelling.

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- CoD 3 Existing Government buildings near the stelling shall be put to the best possible uses as an extension to the Administrative Complex.
- CoD 4 A Town Administration Complex shall be made in the Central Core to house a New Town Hall and other facilities needed for "Town" Administration.
- CoD 5 The existing social facilities such as Police Station, Health Centre etc. near the stelling shall be relocated in the proposed Town Administration Complex.
- CoD 6 A Fire Station shall be made part of the planned Administrative Complex.
- CoD 7 Existing Recreational facilities would be revitalised and Children's Fun Park shall be revived with improvement of canal along it as an interesting aesthetic element.



Unauthorised roadside vending impedes convenient use of existing community facility



Existing community facility (health centre)

9.0 PUBLIC UTILITIES AND SERVICES

9.1 Issues

The Public Utilities infrastructure in and around Parika has been examined and the following are the issues concerning this sector:

- a) Water supply is adequate in the developed areas along the Public Road, and those areas are fully serviced. However, the water supply system needs to be augmented for newly developed areas, and back dam areas where the pressure is insufficient, etc.
- b) Drainage is adequate in most of the areas but there is no sewage system.
- c) Collection of solid waste is fairly adequate but disposal is a problem. The present site for disposal has no clearance from the Environmental Protection Agency (EPA). Some persons are in the habit of dumping garbage in empty lots and trenches and the River and this has to be addressed.
- d) The electricity network is adequate for the present requirements but may need augmentation for future demand.
- e) The fully inhabited villages in the Planning Area are provided with telephone services. This network may be expansion to service new housing areas which are likely to emerge over time.

9.2 Objectives

1. To ensure the town of Parika is fully serviced by the basic Public Utilities, such as electricity, water etc.
2. To provide a proper and approved system of solid waste disposal to alleviate environmental pollution.
3. To incrementally implement and appropriate sewage system to serve the town of Parika.

9.3 Policies

- PuD 1 The improvement of infrastructure in terms of condition of roads, drainage, utility services etc. shall be undertaken and facilitated by the Local Authority.

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- PuD 2 The Local Authority shall engage the Public Utility providers in dialogue to examine the present utility network and the need to augment for expansion as the Town grows.
- PuD 3 The road network within the Planning Area shall be upgraded to better serve nearby communities.
- PuD 4 A landfill site must be provided for the Planning Area based upon careful land use/environmental considerations.
- PuD 5 The Local Authority shall ensure that a proper system of solid waste collection and disposal is instituted.



Site of the Guyana Water Authority (Serving the Parika area)

10.0 THE PHYSICAL ENVIRONMENT

Parika is set in an environment which is physically well endowed with unique natural areas, good aquatic resources and good quality agricultural lands. These attributes have given rise to a physical environment which offers good opportunity for future development, both in its natural and built form. However, considerations of conservation and protection must be factored at all times into the environmental planning and decision-making process. Some related specific issues can be highlighted.

10.1 Issues

- Given the growing trend towards the commercialisation of Parika and its increased use as a transportation hub, there is a definite need for the proper management of the physical environment so as to avoid or reverse any tendency towards environmental degradation.
- Beyond the central built-up core of Parika, most of the natural environment remains relatively untouched. However, with the forces of development taking on a stronger spatial impact on Parika, there is need for future development proposals to consider issues of environmental sustainability and appropriateness.
- Within the Parika Planning Area, there exists an elaborate man-made waterway system which was designed as a support to agricultural land use activities. This waterway system is a dominant facet of the physical environment, yet it does not in reality reflect such dominance in terms of use. Also, potential exists for its use to be diversified based upon *agro-rural tourism⁴ initiatives*.
- Elements of traditional rural architectural building styles can be found in the Parika Planning Area and there is an opportunity for this aspect of the physical environment to be preserved and integrated into an overall approach to the future development of the area based upon heritage tourism.
- Most towns do have a dominant, centrally located physical edifice which gives a sense of place and which also serves as a directional aid. This central monumental edifice is absent in Parika's physical environment.

⁴ This term 'agro-rural tourism' is used in this context to mean agricultural-based tourism activities in a rural setting.

10.2 Objectives

1. To harness the unique attributes of Parika's physical environment and facilitate future physical development based upon sound environment principles.
2. To protect all natural and valuable man-made elements of Parika's physical environment as the process of development takes place.
3. To encourage and facilitate more diversity in the use of Parika's natural resources, but in an environmentally sustainable manner.

10.3 Policies

- PE 1 The Local Authority, in consultation with the Central Housing & Planning Authority, shall seek to reduce development pressure on the natural areas and farmlands within the Parika Planning Area by restricting the sub-division or change of use of such lands and facilitating new development only within or adjacent to the central core area.
- PE 2 The Local Authority shall promote environmentally sustainable development by ensuring that all new major development projects or schemes are thoroughly evaluated from an environmental impact standpoint and that critical environmental/land use decisions are informed by broad-based stakeholder consensus.
- PE 3 A public-private partnership approach shall be adopted in an effort to facilitate investment in the upgrading and maintenance of the man-made waterway network for agricultural, tourism and navigational purposes. A similar approach shall be adopted in relation to the preservation of historic buildings of architectural interest.
- PE 4 In order to improve the overall image of Parika's physical environment, the Local Authority shall pursue plans to enhance certain critical points of interest in the area, such as the waterfront areas, the terminal zones and the emerging 'town centre' area. This policy shall consider the improvement or upgradation of physical infrastructure in the named areas and improving the areas aesthetic and amenity value. Consideration shall also be given to the siting of monumental edifices in the emerging 'town centre' area.
- PE 5 All major commercial/industrial establishments shall be made to comply with strict environmental standards or protocols with respect

to waste disposal, the emission of dust, noise and odour and impact on the visual qualities of the community.

PE 6 A 'clean water' policy in relation to the use of internal waterways shall be pursued by the Local Authority in conjunction with the relevant central government agency. This must be supported by measures to ensure:

- Regular monitoring of waterways/water quality.
- Timely removal of unwanted debris and excess vegetative growth.
- Restricting the discharge of both agricultural and non-agricultural waste into the waterways.
- Restricting the construction of bridges over waterways.



Underutilized River Front Areas, Parika: physical/community assets not optionally utilised



Poor state of waterfront infrastructure

11.0 FUTURE LAND USE

11.1 Issues

The Planning Team has concluded that the future land use patterns in Parika and its larger planning area would evolve within the context of three district spatial/land use units:

- 1) Parika's central core or emerging Town Centre.
- 2) Adjacent built-up areas with existing mixed residential land use (this includes both single-family and two-family residential units, some with small-scale commercial uses on the ground floor).
- 3) An extensive agricultural area (located approximately three miles from the built-up core).

From an analysis of existing trends, it was the conclusive view of the Planning Team that the future land use drivers in Parika and its Planning Area will be:

- Commerce/Marketing
- Transport (both land and water-based)
- Agricultural Development
- Tourism Developing
- Housing

The above constitutes what can be considered as the main factors which will stimulate future land use development and shape the future of Parika as a growing community.

One significant emerging land use issue is the extent to which an extensive spread new development in areas currently under agricultural land use can be controlled. Simultaneously, there is need to ensure that the infill land use capacity of the existing built-up core of Parika is maximised. In all of this the issue of land use compatibility in the development process will be of critical importance.

11.2 The Proposed Spatial Development Strategy

The proposed spatial development strategy for the Parika Planning Area is derived from:

- a) An analysis of the existing land use characteristics of the area as depicted in Map 5. This has pointed to the following key land use findings which have informed the strategy proposed: -

- i. There is a preponderance of agricultural land use within the Planning Area.
 - ii. Development is highly influenced by the articulation of the road transport network.
 - iii. A concentration of mixed-use land use activities has emerged in what can be described as Parika's emerging 'Town Centre'.
 - iv. Beyond the central core area, a pattern.
 - v. Parika's waterfront area is still relatively underdeveloped and has good potential for more intense commercial and industrial usage of linear ribbon-type development prevails.
- b) Observed land use trends.
- c) Feedback from stakeholder consultations held during the planning process.

Based upon considerations a, b and c, the preferred spatial development strategy was defined as follows: -

- Utilise the central core and adjacent waterfront areas for more intense commercial and industrial activities.
- Use and develop existing terminal area as the central point of entry to Parika's Town Centre but with a supportive decongestion strategy to be implemented for this area.
- Utilise strategic points along the waterfront area for waterfront tourism development purposes.
- Inland waterways to be used and developed as a unique landscape element in the area for both transport and tourism-type activities.
- Maintain the dominant agricultural land use characteristic of the areas beyond the central area as part of a 'green belt' containment strategy with development (including residential development) being allowed only at designated *development nodes* and *purpose designated areas*.
- Diversify the transport options to include provision of an area for the development of *air transport facilities*.
- Develop all existing farm to market roads based upon a two-level classification system. (Level 1 – roads linking to main connectors; level

Parika Development Plan 2006-2016

2 – roads merging with level 1 roads and providing direct access to farms).

- Encourage the use of land within the Bushy Park-Orangestien area for low impact community-based tourism development.
- Facilitate the development of an agro-based industrial area strategically located within agricultural 'green belt' area of a special permitted land use.
- Encourage the concentration of development resources and new commercial investment within the central core area and areas peripheral to this core area.

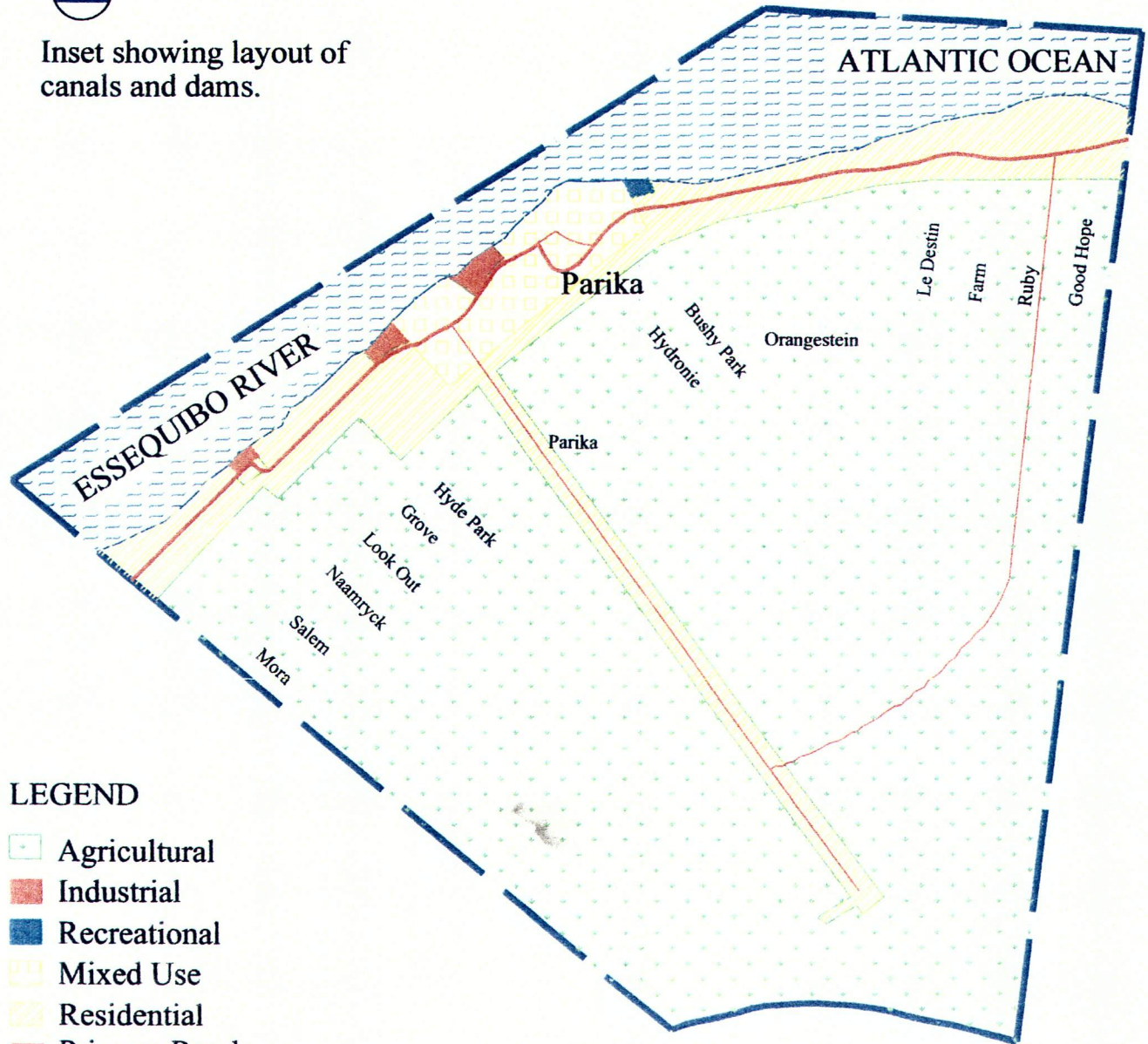
Map 6 depicts the *proposed spatial development strategy* for the entire Parika Planning Area. On the otherhand, Map 7 indicated a *generalised town centre development concept* which recognises:

- The need for Parika's central area to be de-congested.
- The further intensification of the trend of linear high-density commercial development along the Public Road.
- The emergence of the Hydronie market site as a dominant commercial node within the Town Centre.
- The need for traffic control measures at the junction of the Public Road and the Hubu Road – a mini roundabout is recommended for this intersection.
- Potential for waterfront driven development.
- Potential for mix-use development in the areas beyond the existing commercial strip and extending to Hydronie.

Map Showing Existing Land Uses in Parika Planning Area



Inset showing layout of canals and dams.



LEGEND

- Agricultural
- Industrial
- Recreational
- Mixed Use
- Residential
- Primary Roads
- Secondary Roads
- Boundary of Planning Area

11.3 Specific Land Use/Development Proposals

11.3.1 Parika Town Centre.

On the basis of the generalised town centre development concept for Parika specific land use/development proposals have been defined as follows: -

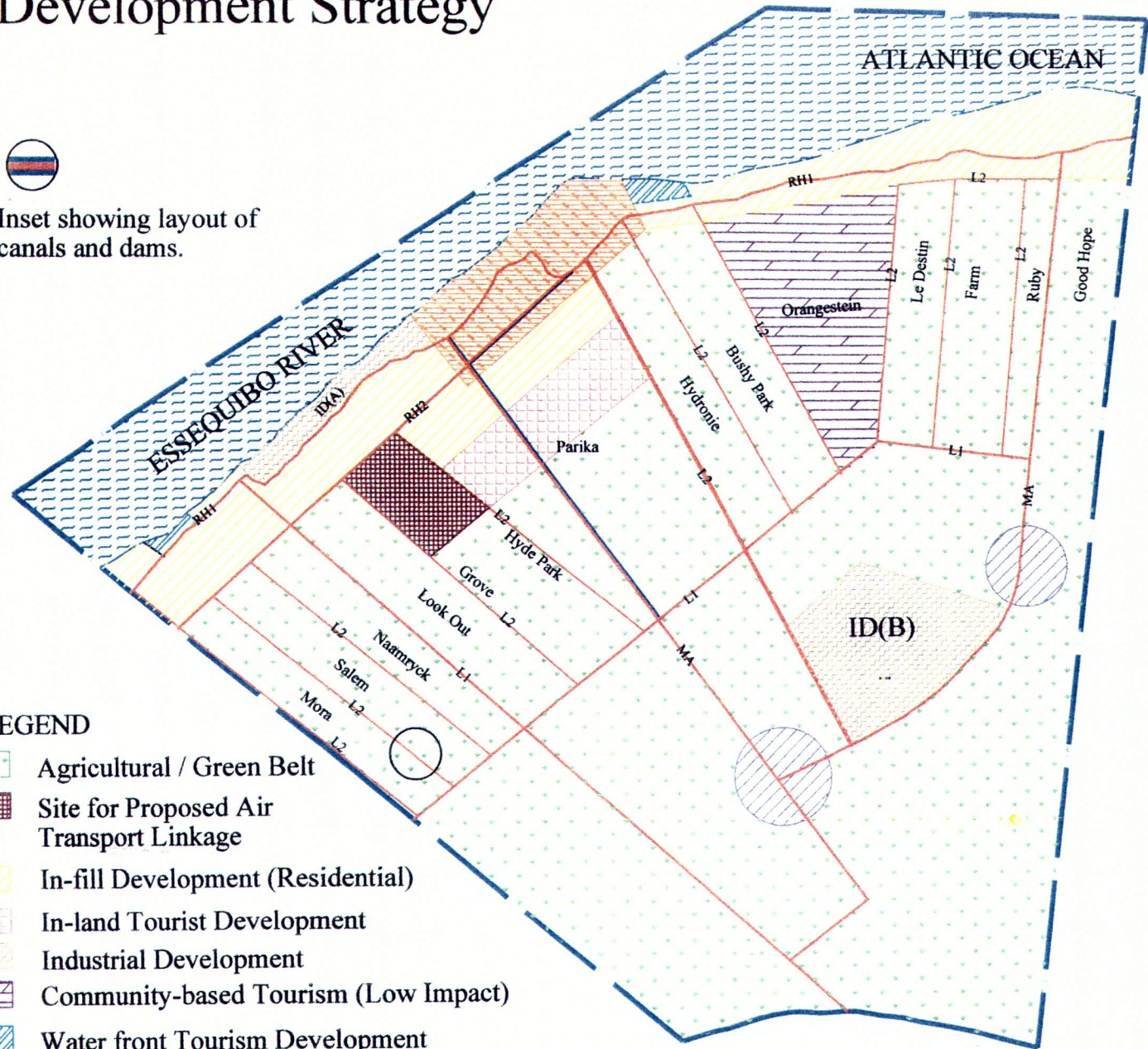
- The development of a new market
- The establishment of deep water harbour facility.
- Waterfront commercial/industrial establishments
- Waterfront tourism/recreational activities.
- New residential development.
- Enhancement of the major road transport corridors.
 - Street lighting.
 - Expanding the capacity of the public road and improving its physical state.
 - Developing the road to Hubu and Bushy Park.


11.3.2 The Parika Planning Area

Major land use/development activities envisaged for the larger Planning Area includes: -















- The development of a new agro-based industrial area.
- The establishment of an *airstrip*.
- The upgrading of farm to market roads.
- The development of new inland settlement nodes in proximity to the proposed industrial development site.
- The development of facilities for community-based tourism.
- The development of the inland waterway as a component of both agricultural and tourism development.
- The intensification of agricultural land use activities based upon sustainability and as part of a green belt preservation strategy.

Map Showing Proposed Spatial Development Strategy






 Inset showing layout of canals and dams.

LEGEND

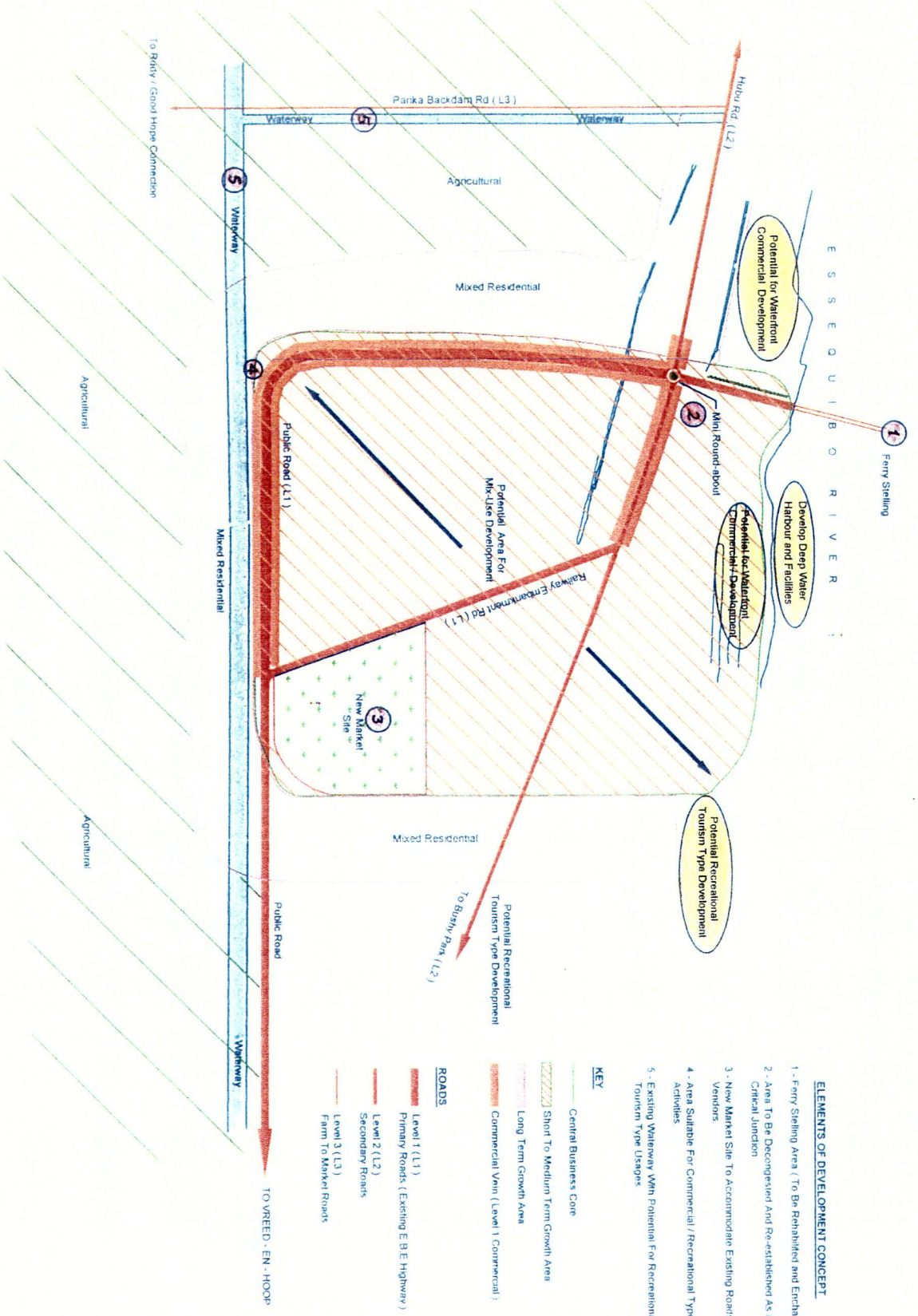
-  Agricultural / Green Belt
-  Site for Proposed Air Transport Linkage
-  In-fill Development (Residential)
-  In-land Tourist Development
-  Industrial Development
-  Community-based Tourism (Low Impact)
-  Water front Tourism Development
-  Town Centre
-  Major Waterway (with Development Potential)
-  Boundary of Planning Area
-  Potential Development Node (PDN)
-  Proposed Road Network
-  Regional Highway (RH1 & RH2)
-  Major Arterial (MA)

LEGEND cont'd

-  Minor Roads
-  Level 1 Farm to Market (L1)
-  Level 2 Farm to Market (L2)

SOURCE - Town and Country Planning Department, CH&PA, Guyana

**PARIKA DEVELOPMENT PLAN
GENERALISED TOWN CENTRE
DEVELOPMENT CONCEPT**



ELEMENTS OF DEVELOPMENT CONCEPT

- 1 - Ferry Stealing Area (To Be Rehabilitated and Enrichened)
- 2 - Area To Be Decomposed And Re-established As a Critical Junction
- 3 - New Market Site To Accommodate Existing Roadside Vendors
- 4 - Area Suitable For Commercial / Recreational Type Activities
- 5 - Existing Waterway With Potential For Recreational / Tourism Type Usages

KEY

- Central Business Core
 - Short To Medium Term Growth Area
 - Long Term Growth Area
 - Commercial Vmtr (Level 1 (Commercial)
- ROADS**
- Level 1 (L1)
 - Primary Roads (Existing E B E Highway)
 - Level 2 (L2)
 - Secondary Roads
 - Level 3 (L3)
 - Farm To Market Roads

12.0 PLAN IMPLEMENTATION

12.1 General Overview

The implementation of the Parika Development Plan (PDP) must be seen as a process of managing the settlement's growth based upon the established principles of co-ordination, integration and inclusiveness and within the established legal framework. The development/land use policies proposed in this Plan are intended to be the basis for the making of decisions on future development projects or programmes. These projects or programmes must be resourced-based in the sense of being tied to the unique resources of the Parika Planning Area.

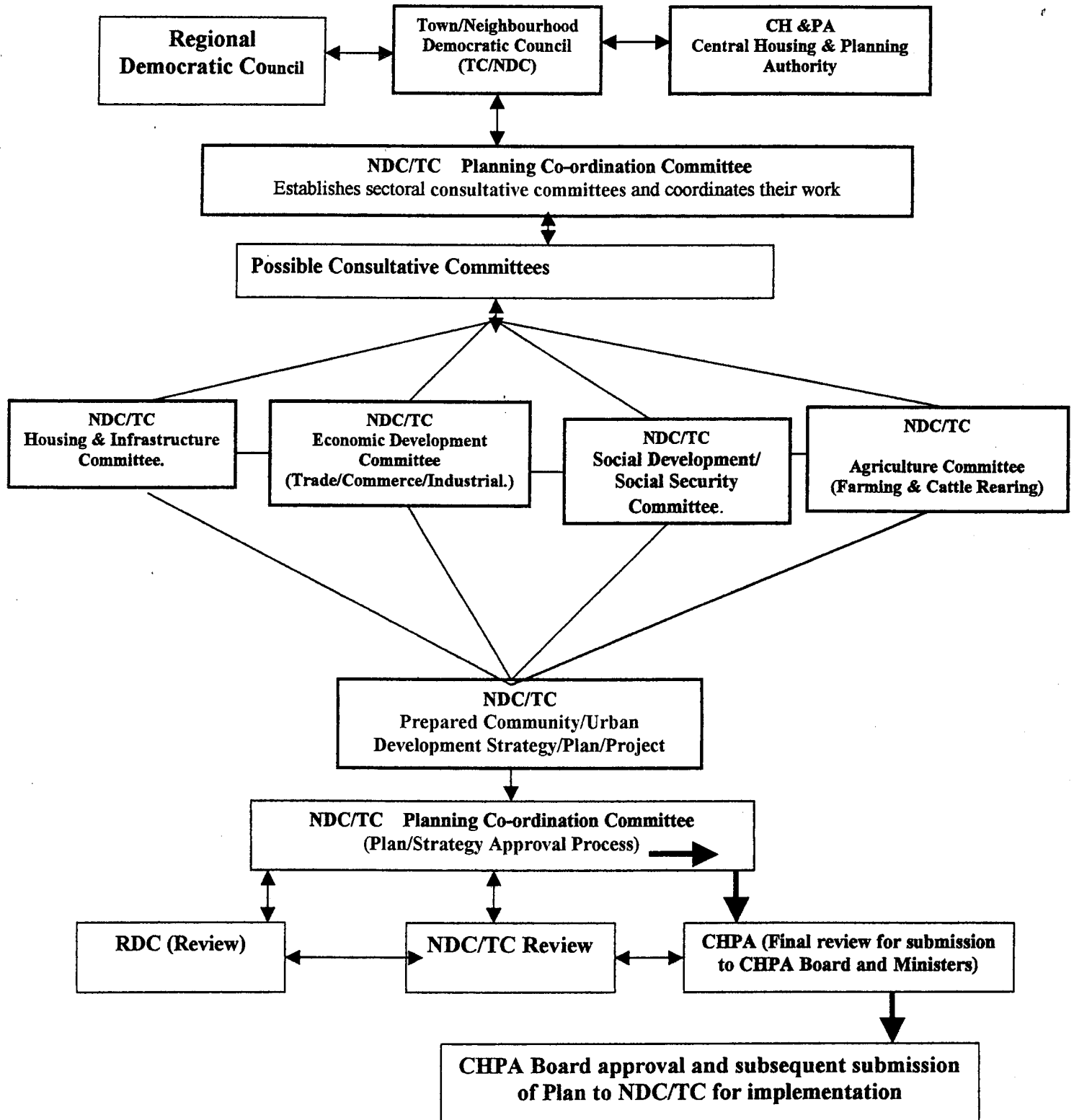
In the implementation process, it is important to note that because the Parika Development Plan (PDP) was prepared without the benefit of an overall Regional Development Plan, effective co-ordination with the various sector agencies and administrative bodies at the local and regional level would be of vital importance to the success of this Plan. This is particularly relevant given the cross-cutting nature of the Plan issues. In this context, one also has to consider how governance issues can be positively factored into the plan implementation process (this is addressed and illustrated in diagrammatic form later in this section of the text).

The Planning Team has recognised that several factors will operate to dictate the need for a well co-ordinated approach to plan implementation from a community development perspective:

- The anticipated increase in the population of the Planning Area.
- An increase in the number of people using Parika as an intervening stop (the transient population).
- Greater demands for the use of Parika as a centre facilitating the movement of goods and services.
- The enhanced attractiveness of Parika as a place with good social/entertainment value.

Implementation of the Parika Development Plan will therefore largely be characterised by a process of addressing new community demands and providing for the gradual improvement in the quality of life of the community through *infrastructural development, public and private investment and good governance.*

PARIKA : THE INTEGRATED COMMUNITY DEVELOPMENT PROCESS
Community Based Structures/Organisations Involved In The Community
Participation And Decision –Making Process For The Preparation of Community
Development Strategies/Plans/Projects



12.2 Institutional Framework for Plan Implementation

The Planning Team has recognised that the implementation of the Parika Development Plan will require the support of various central and regional level agencies since many of the recommended planning policies have an inter-sectoral aspect. Issues of governance and the future management of the emerging township of Parika are also of vital importance to Plan implementation and this points to the need for the establishment of an efficient Municipal management/administrative framework for Parika (the PDP envisages the emergence of Parika as a full-fledged Municipality). In this context, an integrated development strategy framework has been defined in the following chart. Critical implementation actions consistent with the defined new framework are as follows: -

- a) The declaration of Parika as a Town to be administered by way of the provisions of the Municipal and District Councils' Act, Chapter 28:01, Laws of Guyana.
- b) The determination of the organisational structure of the proposed Parika Town Council.
- c) The establishment of a joint *Parika Planning Co-ordination Committee (PPCC)* – a Committee of the two existing Neighbourhood Democratic Councils (see note below).
- d) The establishment of a special *Building Inspectorate Division* as part of the proposed PTC and based upon special building by-laws to be developed for Parika.

Note on the Parika Planning Co-ordination Committee

The PPCC in this context has been firstly conceptualised as a temporary advisory body prior to Township status and secondly as a fixed arm of the Council as a declared Municipality. In its temporary state, the PPCC, in addition to the two respective NDCs shall be expanded to include representation from the following agencies/developments: -

- The Planning and Settlements Development Department, CH&PA.
- The Environmental Protection Agency (EPA).
- The Regional Democratic Council (RDC).
- The Guyana Lands & Surveys Commission (GLSC).
- The Ministry of Local Government and Regional Development (MLGRD).

The functions of the Parika Planning Co-ordination Committee (in consideration of both its pre and post township status) shall be as follows: -

1. To co-ordinate all aspect of development within the Parika Planning Area, including work pertaining to development planning and infrastructural development matters.
2. To function as the forerunner to the PTC and to advise Central Government on all matters pertaining to the designation of Parika as a Town and its management as such. This includes the determination of governance structure, management features or components required to support Township status.
3. To consider community planning issues/problems and channel these along with related technical advise to the competent authorities for required action.
4. To establish the consultation criteria to determine the declaration of Parika as a Town (for example, geographic and demographic criteria).
5. To consider issues of economic sustainability of Parika as a new Town, including its economic base and harnessing the economic attributes of Parika in terms of revenue or identifying necessary measures to expand Parika revenue base.
6. To identify key development initiatives and the resources required for their implementation.

12.3 The Process of Implementation

12.3.1 The Plan and Development Compliance

With the implementation of the Plan, all development proposals to be established within the planning area must conform to the provisions of the Plan. Established procedural arrangements must be followed in order to ensure that all future development proceeds in accordance with the approved Plan and is consistent with the requirements for orderliness and environmental sustainability.

12.3.2 Policies (Development Compliance)

- DC1 The PTC shall ensure that all applications for development, except those for residential development, are referred to the Central Authority for planning permission along with the recommendations of the Parika Planning Co-ordination Committee.
- DC2 All residential applications for strictly residential use shall be dealt with at the level of the PTC through its powers under the Delegation of Functions by the Central Authority.
- DC3 Development must in all cases satisfy the requirements of the Central Authority, the Environmental Protection Agency (EPA) and any other competent authority, where relevant.
- DC4 During the consideration of any application for development or other development proposal, the PTC where deemed necessary, shall subject such application to process of *public consultation* prior to the granting of planning permission.

Generally however, a process of *community involvement* in shaping local planning decisions and deciding on development priorities shall be pursued by the Local Authority.

Note:

- The recommended set-back standards are outlined in Appendix 2.
- The above procedures shall similarly apply any time after the approval of this Plan and before the area is declared a Municipality.

The need for strong inter-agency linkages between the Local Authority (PTC), RDC and other key regulatory agencies such as the EPA, the CH&PA and the GL&SC has been recognised as an important aspect of the institutional framework needed for effective development compliance.

It must be noted that the technical and administrative composition of the current Local Authority is not geared to effectively handle development-planning matters that would arise as a result of the growth and development of the area. Therefore, as an initial step, the Parika Planning Co-ordination Committee referred to at 12.2.1 herein should be set up to co-ordinate work pertaining to development

Table 1

SUMMARY OF SHORT, MEDIUM AND LONG TERM DE

No	Action item/Initiative	Timeframe		
		Short Term (1 - 3 yrs)	Medium Term (3 - 5 yrs)	Long Term (> 5 yrs)
1.	Translating key Policy Proposals into actionable actions or project initiatives.	✓		
2 (a)	<ul style="list-style-type: none"> ➤ Infrastructural Development ➤ Re-surfacing and upgrading of roads. ➤ Improving farm to market roads. ➤ Street lighting. ➤ Drainage improvement works. ➤ River transport facilities. ➤ Sea and river defence works. 	✓	✓	
2 (b)	Development of new roads.			✓
3.	Development of waterfront commercial and industrial establishments.		✓	
4.	Development of tourism/recreational facilities.	✓	✓	✓
5.	Deep water harbour		✓	✓
6.	Development of infrastructure for agro-industrial development.		✓	✓
7.	Provision of dependable and efficient pure water supply throughout the planning area.	✓		
8.	Improving the state of the physical environment.		✓	
9.	Planned Development of new residential areas with adequate amenities.		✓	
10.	Provision of expanded network of public utilities and facilities.		✓	✓
11.	Improvement of marketing facilities.	✓	✓	
12.	Implementing improved operational standards for private boat operators.		✓	
13.	Construction of Central Administrative Facility		✓	

Legend

- MPWC - Ministry of Public Works and Communications P
- MLGRD - Ministry of Local Government and Regional Development C
- RDC - Regional Democratic Council N

control matters until the emergence of full-fledged Parika Town Council.

This Planning Co-ordination Committee would assess planning applications and make the recommendations to the CH&PA for planning permission.

12.4 Phasing

A phased approach to development (particularly infrastructural development) within the Planning Area should be pursued. This approach should embrace the spatial development trends in terms feasibility. It should also consider the need for Statutory Providers and the respective government agencies at the central, regional and local level to adopt *an integrated approach towards the provision of utility services and the execution of infrastructural and utility services projects.*

12.4.1 Key Action Areas in the Plan Implementation Process

During plan implementation, it would not be possible to simultaneously embark on all possible planning/development projects. Hence, the pursuit of key action areas within a short-term, medium and long-term time frame is recommended (see table 1).

12.5 Monitoring and Review of Plan

It must be noted that the policy recommendations of the PDP will remain applicable unless the Plan is duly reviewed after monitoring or replaced with another Plan. Monitoring and review of this Plan must however be seen as an essential on-going process which will have to take cognisance of any changing realities which may provoke policy and plan review. It is necessary during the monitoring process to:

- a) Determine the critical success factors by which to judge the plan implementation process (this has to be guided by the establishment of clear terms of reference on matters to be reviewed).
- b) The development of objective, verifiable *indicators* to measure and evaluate the Plan's implementation and to ensure it is making real progress for the community of Parika.

It is recommended that a *comprehensive review* of this Plan be conducted after the first three (3) years of its implementation and at the end of plan period.

Table 2 shows the institutional responsibility for plan preparation, implementation, monitoring and review.

12.6 Resources for Plan Implementation

The successful implementation of the PDP will require adequate resources (human, financial etc). On a positive note however, this plan envisages that the expected upsurge in economic activity in the Planning Area during the plan period will in itself open up new resource opportunities through potential public/private partnerships, private capital investment and the attraction of more highly skilled labour in search of employment opportunities.

Additionally, financial resources for development are expected through:

- Government investment – government using its financial wherewithal to support the strategic initiatives of the plan through direct means or allocation to the PTC.
- Rates and taxes.
- User fees – for example, fees for the use of river transport/terminal facilities.
- Development application fees.
- Market rental fees
- Public parking fees.
- Landing fees for agricultural produce coming from other Regions.
- Fees to be levied on private boat operators.

Generally, any economically feasible option to broaden the revenue base of the emerging Local Authority (the PTC) should be considered. Further, central government should seek to create a more attractive investment climate for businesses seeking to locate in Parika (special import concessions etc.) with the understanding that this will trigger off further social and economic benefits for the community.

Table 2

INSTITUTIONAL RESPONSIBILITY FOR PLAN PREPARATION, IMPLEMENTATION, MONITORING AND REVIEW

No.	Activity	Responsibility	Enabling legislation	Enabling instruments/agencies
1.	Plan Preparation	CH&PA	Town & Country Planning Act (T&CPA)	National Development Strategy. Inter-agency Co-ordinating Committee.
2.	Plan Implementation	Relevant Central Govt. Agencies PTC, CH&PA RDC	Town & Country Planning Act. Local Democratic Organs Act. Municipal & District Councils' Act.	Ministry of Finance. Cabinet decisions CH&PA Board Planning Department
3.	Monitoring > Land use changes > Application of Policies	CH&PA PTC	Town & Country Planning Act.	Documented approved list of indicators. Institutional arrangement with link to community level.
4.	Plan Review	CH&PA PTC	Town & Country Planning Act	Plan Review Committee Planning Department Community Groups PTC

Legend

CH&PA	-	Central Housing & Planning Authority
PTC	-	Parika Town Council
RDC	-	Regional Democratic Council

13.0 Conclusion

This Government of Guyana has a declared intent in its *National Development Strategy* to facilitate the development of settlements such as Parika as 'secondary towns'. While this Plan outlines the necessary policies to achieve this objective based upon orderly land use planning and development, its implementation will require further analysis on some key development items, the development of monitoring tools/mechanisms, and *the continued involvement of the public in the process within the context of an inclusive approach to planning*. Surely, in this context and given the national strategic spatial significance of Parika, this Plan must be seen as a vital building block on the road to local, regional and national development in Guyana.

Appendix 1

PERSONNEL CREDITS

**Land Use Surveys and
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**Map Production:
Technical assistance of**

The Guyana Lands & Surveys Commission

Appendix 2

Setback Lines:

The setback lines shall be as follows:

a) Residential or residential/commercial development:

Depth of lot	Set-backs	
	<i>Front</i>	<i>Rear</i>
Up to 135 feet	10 ft.	10 ft.
Above 135 feet	15 ft.	10 ft.

Note:

In the cases of corner lots, the front set-back shall be fifteen feet (15'-0")

<i>Width of lot</i>	<i>Side set-backs</i>
Up to 50 feet	One sixth (1/6) of the width of the lot.
Above 50 feet	Ten feet (10'-0")

b) Industrial development

	Set-backs	
	Front	Rear
	20 ft.	15 ft.

Note:

The positioning of any industrial building on any site must take into account the need to provide adequate space for the movement of vehicles, particularly those involved in loading and off-loading activities. Provision must also be made at the rear of any industrial building for space to allow for vehicular service access.