

# THE TOWN AND COUNTRY PLANNING LAW, 1957

(Law 42 of 1957)

## THE TOWN AND COUNTRY PLANNING (HANOVER COAST)

### PROVISIONAL DEVELOPMENT ORDER (CONFIRMATION)

NOTIFICATION, 1962

In exercise of the powers conferred upon the Governor in Council by section 7 of the Town and Country Planning Law, 1957, the following Notification is hereby given:—

1. This Notification may be cited as the Town and Country Planning (Hanover Coast) Provisional Development Order (Confirmation) Notification, 1962.

2. The Town and Country Planning (Hanover Coast) Provisional Development Order, 1960, hereinafter referred to as the Provisional Order is hereby confirmed with the modifications set out in the Schedule hereto.

#### SCHEDULE

- (a) Proviso (b) of subparagraph (2) of paragraph 5 of the Provisional Order has been amended by the deletion therefrom of the figures "13(4)" and the substitution therefor of the figures "13(1)".
- (b) Subparagraph (6) of paragraph 5 of the Provisional Order has been amended by the deletion therefrom of the word "be" and the substitution therefor of the word "by".
- (c) Subparagraph (1) of paragraph 6 of the Provisional Order has been amended by the deletion therefrom of the word "in".
- (d) The marginal note to paragraph 10 of the Provisional Order has been amended by the addition of the letter "s" immediately before the fullstop to the word "Application".
- (e) Paragraph 12 of the Provisional Order has been amended in the following respects—
  - (i) by the deletion from subparagraph (4) thereof of the colon appearing at the end of the word "fit" and the substitution therefor of a fullstop;
  - (ii) by the deletion of the proviso to the said subparagraph (4);
  - (iii) by the deletion from subparagraph (7) thereof of the words "or otherwise than in accordance with the comments of the local authority within whose jurisdiction the land is situated";
  - (iv) by the deletion from subparagraph (8) thereof of the following words "(c) the local authority within whose jurisdiction the land is situated";
  - (v) by the renumbering of clause "(d)" of subparagraph (8) thereof to read "(c)";
  - (vi) by the deletion from subparagraph (9) thereof of the definition of "local authority".
- (f) The Second Schedule to the Provisional Order has been amended by the deletion of the word "workshop" and the substitution therefor of the word "worship".
- (g) The General Description section of the Provisional Order has been amended in the following respects—
  - (i) by the deletion from the paragraph headed "Existing Settlements" all the words commencing with the word "Gaps" and ending with the word "facade" where that word appears for the fourth time in the said paragraph and the substitution therefor of the words "Developers may be required to set back the building line in order to provide customers' car parking facilities off the roadway and may also be required to provide car parking areas for the building occupants within the curtilage of the site to be developed. Gaps between adjoining buildings shall be closed by a wall or fence in harmony with the appearance of the buildings. Where a developer wishes to set-back the property line this may be permitted without breaking the continuity of the frontage. The size, height, colour and finishing materials of buildings, the objects which may be affixed to buildings, the layout and site coverage of buildings and the use to which the land and buildings is to be put, will all be subject to control by the local planning authority in order to improve the standard of design in each building group. Display windows and doorways in each block of development shall be to standard heights. Similarly, canopies over the entire facade of each shop shall be designed to standard heights and thicknesses so that they provide a single and continuous overhead canopy to each shopping group. Columns may be used as supports to canopies or canopies may be cantilevered, but uniformity of appearance will be maintained in each shopping group. Where buildings are taken above ground floor height, the first floor shall be kept to a uniform height, throughout each block. Windows, eaves and parapets shall be to constant heights so

that even if the first-floor buildings are not continuous, there will be harmony in the features of the facade";

- (ii) by the deletion from the paragraph headed "Petrol Stations" the word "confirmed" and substitution therefor of the word "confined", also by the insertion immediately after the word "entry" of the word "from";
- (iii) by the deletion from the paragraph headed "Beaches"—
  - (a) the words beginning with the word "These" where that word appears for the third time and ending with the words "free of charge." and the substitution therefor of the words "These beaches, where and when possible, will provide facilities in three categories, e.g. Class 'A' facilities with an entry charge up to 2/6d, Class 'B' facilities with an entry charge up to 1/- and Class 'C' facilities which will be free of charge."
  - (b) the words "In addition to these categories of beaches, there will be reserves for private beaches which will be developed to serve the residential developments which do not have beach frontage of their own." and the substitution therefor of the words "In addition to these categories of beaches, there will be reserves for beaches which will be established to serve future subdivisions or other developments."
  - (c) the word "will" appearing in the last line of the paragraph and the substitution therefor of the word "may";
- (iv) by the deletion from the paragraph headed "Landscape"—
  - (a) the word "least" appearing in the sentence commencing with the word "Trees" and the substitution therefor of the words "not less than";
  - (b) the word "demolition" appearing in the said sentence and the substitution therefor of the word "destruction";
- (v) by the deletion from the paragraph headed "The Main Road"—
  - (a) in lines 17 and 18 words "before being diverted southwest along the south" and the substitution therefor of the words "to the north";
  - (b) in lines 18 and 19 the words "where the new road joins the old main road at" and the substitution therefor of the words "at the south-east corner of";
  - (c) in line 54 the words "where there will be a public and fishing beach,";
- (vi) by the insertion in the line 54 of the paragraph headed "The Main Road" immediately after the fullstop appearing after the word "purposes" the following words "At Cousin's Cove there will be a public and fishing beach. Resort development at Cousin's Cove depends upon the limited beach. It is intended that this beach shall ultimately be used for resort purposes, when satisfactory provision has been made elsewhere for the fishermen and for public bathing."
- (h) The section of the Provisional Order headed "STATEMENT OF INTENDED RELATION OF USES TO THE ZONES SHOWN IN THE DEVELOPMENT PLAN" has been amended by the deletion therefrom of the word "Township" and the substitution therefor of the words "Commercial Areas".
- (i) Drawing No. 2 annexed to the Provisional Order has been amended in the following respects—
  - (a) by the deletion therefrom of the red line which indicated thereon the road deviation at Blue Ho'e;
  - (b) by the insertion of the word "(Townships)" immediately after the words "Commercial Areas" under the heading "KEY TO SYMBOLS";
  - (c) by the insertion of the words "(Open Space)" to the right of each of the words "Fishing Beach", "Public Beach", "Public and Fishing Beach", "Seaside Park", "Roadside Park", appearing under the heading "KEY TO SYMBOLS".

Dated at Kingston this 18th day of June, 1962.

Secretary to the Cabinet.

THE TOWN AND COUNTRY PLANNING LAW, 1957  
(LAW 42 OF 1957)



THE TOWN AND COUNTRY PLANNING (HANOVER COAST)  
PROVISIONAL DEVELOPMENT ORDER, 1959

# HANOVER COAST

PRICE 5/-

# THE TOWN AND COUNTRY PLANNING LAW, 1957

(LAW 42 OF 1957)

## THE TOWN AND COUNTRY PLANNING (HANOVER COAST) PROVISIONAL DEVELOPMENT ORDER, 1959

In exercise of the power conferred upon the Town and Country Planning Authority by section 5(1) of the Town and Country Planning Law, 1957, the following Provisional Development Order is, in consultation with the Parish Council of Hanover hereby made:—

1. This Order may be cited as the Town and Country Planning (Hanover Coast Area) Provisional Development Order, 1959, and shall apply to the area described in the First Schedule to this Order. Citation & application.

2 (1) In this Order—

- “the Law” means the Town and Country Planning Law, 1957;
- “the Authority” has the meaning assigned to it by section 2 of the Law;
- “Local planning authority” has the meaning assigned to it by section 2 of the Law;
- “planning authority” means local planning authority as defined by section 2 of the Law, and includes the Authority in any case where an application is referred to the Authority pursuant to the provisions of section 12 of the Law;
- “development plan” means the plan including any accompanying statements, approved by the Governor in Council in relation to this Order;
- “the Minister” has the meaning assigned to it by section 2 of the Law;

Interpretation.

(2) For the purposes of this Order the specified date shall be one year before the publication of the Town and Country Planning (Hanover Coast Area) Notice in the *Gazette*.

3 (1) Where a building or other land is used for a purpose of any class specified in the Second Schedule to this Order, the use of such building or other land for any other purpose of the same class shall not be deemed for the purpose of the Law to involve development of the land. Use Classes.

(2) A use which is ordinarily incidental to and included in any use specified in the Second Schedule to this Order is not excluded from that use as an incident thereto merely by reason of its specification in the said Schedule as a separate use.

(3) Where the total floor area of any proposed building or of the existing and proposed buildings on the holding does not exceed 750 sq. ft., planning permission shall not be required if in the opinion of the local planning authority the buildings cannot be made visible from the existing main road or the location of the proposed main road.

4. Subject to the provisions of this Order, no development of land within the area to which this Order applies, shall take place except in accordance with the development plan and any planning permission granted in relation thereto: Prohibition of development.

Provided that the planning authority may in such cases and subject to such conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not appear to be provided for in this Order or the development plan, and is not in conflict therewith.

5. (1) An application to the local planning authority for planning permission shall be made in a form issued by the local planning authority and obtainable from that authority or from the Authority, and shall include the particulars required by such form to be supplied, and be accompanied by a plan sufficient to identify the land to which it relates and such other plans and drawings as are necessary to describe the development which is the subject of the application, together with such additional number of copies (not exceeding five) of the form and plans and drawings as may be required by the directions of the local planning authority printed on the forms; and the local planning authority may by a direction in writing addressed to the applicant require such further information to be given to them in respect of an application for permission made to them under this paragraph as is requisite to enable them to determine that application. Applications for planning permission.

(2) Where an applicant so desires, an application expressed to be an outline application, may be made under sub-paragraph (1) of this paragraph for permission for the erection of any building subject to the subsequent application to the planning authority with respect to any matters relating to the siting, design or external appearance of the buildings, or the means of access thereto; in which case particulars and plans in regard to those matters shall not be required and permission may be granted subject as aforesaid (with or without other conditions) or refused:

Provided that—

- (a) where such permission is granted it shall be expressed to be granted under this paragraph on an outline application and the approval of the planning authority shall be required with respect to the matters reserved in the planning permission before any development is commenced;

- (b) where the planning authority are of opinion that in the circumstances of the case the application for permission ought not to be considered separately from the siting, design or external appearance of the buildings, or the means of access thereto, they shall within the period of one month from the receipt of the outline application, notify the applicant that they are unable to entertain such application, specifying the matters as to which they require further information for the purpose of arriving at a decision in respect of the proposed development, and the applicant may either furnish the information so required (in which event the application shall be treated as if it had been received on the date when such information was furnished and had included such information) or appeal to the Minister under section 13(4) of the Law within one month of receiving such notice, or such longer period as the Minister may at any time allow, as if his outline application had been refused by the planning authority.

(3) An application for an approval required by sub-paragraph (2) of this paragraph shall be in writing and shall include such particulars and be accompanied by such plans and drawings as are necessary to deal with the matters reserved in the planning permission together with such additional number of copies of the application and plans and drawings as were required in relation to the application for planning permission.

(4) An application to the local planning authority for a determination under section 11 of the Law shall be in writing, and shall contain a description of the operations or change of use proposed and of the land to which such proposal relates.

(5) On receipt of any application under this paragraph the local planning authority shall send to the applicant an acknowledgment thereof in the terms (or substantially in the terms) set out in Part 1 of the Third Schedule hereto.

Third Schedule.

(6) The planning authority may be a direction in writing addressed to the applicant require to be produced to an officer of the authority such evidence in respect of an application for permission made to them as they may reasonably call for to verify any particulars of information given to them.

(7) The period within which the planning authority shall give notice to an applicant of their decision shall be three months or such extended period as may at any time be agreed upon in writing between the applicant and the planning authority.

(8) Every such notice shall be in writing, and—

- (a) where the planning authority decide to grant planning permission subject to conditions or to refuse it, they shall state their reasons in writing and send with the decision a notification in the terms (or substantially in the terms) set out in Part II of the Third Schedule hereto;

Third Schedule.

- (b) in the case of an application for a determination (whether forming part of an application for planning permission or not) where the planning authority determine that the carrying out of operations or the making of a change in the use of land would constitute or involve development of the land, they shall state in such notice the grounds for their determination and include a statement to the effect that if the applicant is aggrieved by their decision he may appeal to the Minister under section 13 of the Law within one month of the receipt thereof.

(9) The planning authority shall furnish to the Minister and to such other persons as may be specified by directions given by the Minister under this Order, such information as may be so specified with respect to applications made to them under this paragraph including information as to the manner in which any such application has been dealt with.

Directions  
restricting the  
grant of  
planning  
permission.

6. (1) The Minister may give directions in restricting the grant of planning permission by the planning authority during such period as may be specified in the directions, in respect of such development or any such class, as may be so specified.

(2) The planning authority shall deal with applications for permission to develop to which such directions relate in such manner as to give effect to the terms of the directions.

Development  
affecting  
main roads.

7. Before granting permission for development affecting main roads, whether unconditionally or subject to conditions, the planning authority shall consult the Chief Technical Director, Ministry of Communications and Works (Public Works Department).

Reference of  
applications to  
the Authority.

8. On referring any application to the Authority under section 12 of the Law, pursuant to a direction in that behalf, the local planning authority shall serve on the applicant notice of the terms of the direction and of any reason given by the Authority for issuing the direction and such notice shall inform the applicant that the application has been referred to the Authority and shall contain a statement that the Authority will, if the applicant so desires, afford to the applicant an opportunity of appearing before and being heard by a person appointed by the Authority for the purpose.

Appeals.

9. (1) Any person who desires to appeal—  
(a) against a decision of the planning authority refusing permission to develop land or granting permission subject to conditions, or



(b) against a determination of the planning authority under section 14 of the Law, or

(c) on the failure of the planning authority to give notice of their decision or determination, shall give notice of appeal to the Minister within one month of the receipt of notice of the decision or determination, or of the expiry of the period specified in paragraph 5(7) of this Order, as the case may be, or such longer period as the Minister may at any time allow.

(2) Such person shall also furnish to the Minister a copy of the following documents—

- (i) the application made to the planning authority;
- (ii) all relevant plans, drawings and particulars submitted to them;
- (iii) the notice of the decision or determination, if any;
- (iv) all other relevant correspondence with the planning authority.

10. (1) The planning authority shall keep a register containing the following information in respect of all land within the area to which this Order applies, viz. Register of Application.

- (a) particulars of any application for permission to develop made to them in respect of any such land, including the name and address of the applicant, the date of the application, and brief particulars of the development forming the subject of the application;
- (b) particulars of any direction given under the Law or this Order in respect of the application;
- (c) the decision, if any, of the planning authority in respect of the application, and the date of such decision;
- (d) the date and effect of any decision of the Minister on appeal, in respect of the application;
- (e) the date of any subsequent approval given in relation to the application.

(2) Such register shall include an index, which shall be in the form of a map unless the Minister approves some other form, for enabling a person to trace any entry in the register.

(3) Such register shall be kept at the office of the planning authority.

(4) Every entry in the register consisting of particulars of an application shall be made within fourteen days of the receipt of such application.

11. (1) Any power conferred by this Order to give a direction or consent shall be construed as including power to cancel or vary the direction by a subsequent direction or, as the case may be, to revoke or modify such consent. Directions, consents & Notices.

(2) Any notice or other document to be served or given under this Order may be served or given in the manner prescribed by section 30 of the Law.

12. (1) Where any land within the area to which this Order applies is subdivided into allotments for the purposes of sale, lease, letting or for building purposes, a scheme plan showing the proposed subdivision shall be prepared by a surveyor and submitted to the local planning authority for approval. Control of subdivision of land.

(2) A person shall not sell, or offer or advertise for sale, or build upon, any allotment in any subdivision to which this paragraph applies, or form any proposed road in connection therewith, unless a scheme plan has been previously approved whether conditionally or unconditionally by the local planning authority.

(3) Every scheme plan prepared for the purposes of this paragraph shall show the whole of the land being subdivided and the several allotments and their areas and dimensions, and in addition to existing roads, reserves, access ways and service lanes, and land affected by existing easements shall also show the proposed roads and their approximate grades, the proposed reserves, access ways, and service lanes, the situation of any land to be affected by easements, which are to be created and the nature of the easements, and such other particulars as may be specified in writing by the local planning authority.

(4) The local planning authority may refuse to approve any scheme plan or may approve the plan either unconditionally or upon or subject to such conditions as they think fit:

Provided that before approving any scheme plan the local planning authority shall submit a copy thereof to the local authority in whose jurisdiction the land is situated for the comments of that authority thereon.

(5) Without prejudice to the generality of sub-paragraph (4) of this paragraph the local planning authority may refuse to approve any scheme plan —

- (a) if in their opinion closer subdivision or settlement of the land shown on the scheme plan is not in the public interest or the land for any other reason whatsoever is not suitable for subdivision;
- (b) if in their opinion adequate provision has not been made for the drainage of any allotment or the disposal of sewage therefrom;

- (c) if the subdivision would in their opinion interfere with or render more difficult or costly the carrying-out of any public work or scheme of development which is proposed or contemplated by the Government of the Island or any local authority;
- (d) if in their opinion the proposed subdivision does not conform to recognised principles of town planning.

(6) The local planning authority shall give notice of any conditions upon or subject to which a scheme plan has been approved to the person who made application for the approval of the scheme plan.

(7) In any case where the local planning authority has refused to approve the scheme plan or has approved the scheme plan upon or subject to conditions or otherwise than in accordance with the comments of the local authority within whose jurisdiction the land is situated, the applicant shall be so notified and he may thereupon appeal to the Minister whose decision is final.

(8) Where an appeal under sub-paragraph (7) of this paragraph is made to the Minister, the following persons shall be entitled to be heard, to produce evidence and to put questions to witnesses, viz.—

- (a) the local planning authority;
- (b) the owner of the land or interest in the land, to which the appeal relates;
- (c) the local authority within whose jurisdiction the land is situated;
- (d) in any case where a main road is affected, or is likely to be affected, the Chief Technical Director, Ministry of Communications and Works (P.W.D.) or his nominee.

(9) For the purpose of this paragraph—

“local authority” has the meaning assigned to it by section 2 of the Law;

“owner”, in respect of any land or interest therein, includes an owner thereof, whether beneficially or as a trustee, and a mortgagee acting in exercise of power of sale, and any person whatsoever having power to dispose of the land or interest therein by way of sale;

“Sale” includes exchange, gift, devise or other disposition affecting the fee simple, and lease for any term (including renewals under the lease) exceeding twenty years and also includes any disposition affecting the leasehold interest under any such lease as aforesaid;

“surveyor” has the meaning assigned to it by section 2 of the Land Surveyor's Law;

Cap. 211.

and any division of land whether into two or more allotments shall be deemed to be a subdivision of that land for the purposes of sale if at least one of those allotments is intended for sale.

(10) The provisions of the Local Improvements Law, Cap. 227, and Regulations made thereunder shall not apply to the subdivision of land within the area to which this Order applies.

#### FIRST SCHEDULE

#### DESCRIPTION

#### HONOVER COAST DEVELOPMENT AREA

Starting at the centre of the Bridge over the Great River on the Main Road from Montego Bay to Lucca and proceeding in a south-easterly direction along the centre line of the Great River for a distance of 40 chains; thence in a westerly and south-westerly direction 40 chains from the centre line of and parallel to the Main Road from Montego Bay to Green Island via Lucca to the western boundary of the Main Road from Logwood to Green Island; thence in a northerly direction along the western boundary of the said Main Road from Logwood to Green Island to a point 1,000 feet south of the centre line of the new Main Road from Green Island to Orange Bay; thence north-easterly along the western boundary of the said Main Road from Logwood to Green Island to the corner of Haughton Hall and Salt Spring on the northern boundary of the said Main Road; thence northerly along the boundary between Haughton Hall and Salt Spring to the corner of the said properties at the seashore; thence in an easterly and north-easterly direction along the seashore to the centre of the mouth of the Great River; thence in a south-easterly direction in a straight line to the starting point at the centre of the Bridge over the Great River. See Drawing No. 1.

#### SECOND SCHEDULE

#### USE CLASSES

##### In this Schedule—

“shop” means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail, and without prejudice to the generality of the foregoing includes a building used for the purpose of a hairdresser, undertaker, travel agency, or as the receiving office for goods to be washed, cleaned or repaired, or for any other purposes appropriate to a shopping area, but does not include a building used as funfair, garage, petrol filling station, office or bank.

- Class 1 — Use as a shop.
- Class 2 — Use as an office or bank.
- Class 3 — Use as a warehouse for any purpose, except storage of offensive or dangerous goods.
- Class 4 — Use as a building for public workshop or religious instruction or for the social or recreational activities of the religious body using the building.
- Class 5 — Use as a health centre, a clinic, a creche, a day nursery or a dispensary or use as a consulting room or surgery unattached to the residence of the consultant or practitioner.

- |          |   |
|----------|---|
| Class 6  | — Use as an art gallery (other than for business purposes) a museum, a public library or a public reading room. |
| Class 7  | — Use as a public hall, a concert hall, an exhibition hall, a social centre or a community centre.              |
| Class 8  | — Use as a theatre, a cinema, a music hall.   |
| Class 9  | — Use as a dance hall, a swimming bath, a gymnasium, or for indoor games.                                       |
| Class 10 | — Use as a hotel, motel, or apartment house.  |

### THIRD SCHEDULE

## PART I.

Notification to be sent to the applicant on receipt of his application.

Your application dated ..... has been received and, if on .....  
(insert date) (insert date of expiry of the period)

.....you have not been given notice by the planning authority of their  
(under paragraph 5 (7) of the Order)  
decision, you are entitled to appeal to the Minister in accordance with section 13 of the Town and Country Planning  
Law, 1957, by notice served within one month from that date. You may, however, by agreement in writing with  
the planning authority extend the period within which the decision of the planning authority is to be given.

## PART II.

Notification to be sent to applicant on refusal of planning permission or on the grant of permission subject to conditions.

(To be endorsed on notices of decision)

(1) If the applicant is aggrieved by the decision of the planning authority to refuse permission for the proposed development, or to grant permission subject to conditions, he may, by notice served within one month of the receipt of this notice, appeal to the Minister in accordance with section 13 of the Town and Country Planning Law, 1957. The Minister has power to allow a longer period for the giving of a Notice of Appeal and he will exercise his power in cases where he is satisfied that the applicant has deferred the giving of notice because negotiations with the planning authority in regard to the proposed development are in progress. The Minister is not, however, required to entertain such an appeal if it appears to him that the planning permission for the proposed development could not have been granted by the planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the provisions of section 11 of the Law and of the Development Order and to any directions given in the Order.

(2) In certain circumstances provided in section 17 of the Town and Country Planning Law, 1957, a claim may be made against the Town and Country Planning Authority for compensations where permission is refused or granted subject to conditions by the Minister on appeal.

Dated at Halfway Tree, St. Andrew this 31st day of October, 1959.

D. W. SPREULL,  
Government Town Planner,  
Town and Country Planning Authority.

## HANOVER COAST

(From Green Island to the Great River)

## GENERAL DESCRIPTION

The intention of this Order is to enhance the appearance of the Hanover coastline as it is affected by tourist residential and holiday resort developments. With the development of a tourist resort centre at Negril which will be mainly approached from Montego Bay airport, the Hanover coast road will become part of the main traffic route for this development. It will also be the main road for the developments which will grow along it, as an outcome of the circulation between these two main centres. The road and adjoining developments will be designed to meet these future requirements and will be made to blend with the landscape in which they are set. See drawing No. 1.

## 2. Existing Settlements

The existing towns and villages along this road, such as Lucea, Lances Bay, Green Island, Sandy Bay and Hopewell, will have increasing importance in the development of this coastal resort area. They will be the convenient service centres to the new developments which will take place around them. Employment will be mainly from these centres. They will serve many of the daily shopping and other needs, such as Post Office, Police, Banks, Maintenance and Repairs etc. While Montego Bay is likely to continue as the main centre for medical, professional and specialist technical services, there is much which need not be centred within Montego Bay and could be more satisfactorily developed within the development area. These will also include local service industries such as building contracting, carpentry, plumbing, electrical, etc. See Drawing No. 2.

Shopping sites along the highway will not be permitted except in specific areas as shown in the plan. It is intended that wherever possible new shops will be sited within, adjacent, or near to existing shopping areas so that new commercial ventures will stimulate trade in existing areas instead of detracting from them.

In dealing with subdivisions for business or commercial developments, these will be set well back from the main road and provide easy and inviting car parking under tree shade adjoining broad pavements with arcaded shop fronts.

Where new commercial development has frontage along roadways, the facade shall be continuous. This does not mean that the whole frontage to each commercial lot need be built over. Where an entry is required into the back of a lot, it shall be through a gateway which can be closed, and designed to ensure that the facade is normally



unbroken. Gaps between adjoining buildings shall be closed by a wall similar in appearance to the buildings. Where a developer wishes to set back from the property line, this may be permitted without breaking the continuity of the frontage. Display windows and doorways in each block of development shall be to a standard height. Similarly, canopies over the entire facade of each shop shall be of a standard design, height and thickness, so that they provide a single and continuous overhead canopy to each shopping group. Columns shall not normally be permitted and all canopies shall be cantilevered. Where shops are taken above ground-floor height, the first floor shall be kept to a similar height throughout the block. Windows, eaves and parapets shall all be to a constant height so that even if the first-floor buildings are not continuous, they will have uniformity of facade.

All signs, notices, advertisements, etc. shall be kept below the canopy. No advertisement wall writings, neon signs, etc. will be permitted above the canopy line except with the special permission of the local planning authority. Special buildings within commercial areas, such as petrol service stations, light industries, etc., may be permitted to erect standard coloured trade signs, etc., with the approval of the local planning authority.

### 3. Petrol Stations

The establishment of new petrol and service stations will be confined to the commercial zones of the scheme and will normally not be permitted on isolated sites along the main road. The reason for this is to encourage the growth of the existing settlements and to provide a better and more interesting service to the public by grouping the service stations with other shops. These establishments will be set well back from the roadway to allow adequate space for landscaping and for easy and safe entry and exit to the main road.

### 4. Snack Bars and Refreshment Establishments

The road distance between Montego Bay and Negril is 47 miles and there are towns and villages well spaced out between, where the tired or thirsty traveller can stop for refreshments. There is no need, therefore, to provide for additional casual refreshment places which might adversely affect the resort development areas between the commercial centres. These facilities will therefore be permitted in the commercial areas and are not likely to be permitted in residential or resort areas.

### 5. Services

Electrical, telephone and re-diffusion lines, etc. shall all be taken underground as a safeguard against hurricane and storm damage. This will eliminate the usual unsightly 'wirescape' and will prevent the disfigurement of trees along roadways. Where it is impractical to take these services underground, overhead supplies should be taken along the backs of properties instead of along the edge of road frontages. This also applies to trunk mains which are generally situated within the main road reservation. It will be much better if these main distribution lines are sited entirely independent of the position of the main road and are taken along the most economical line across country, to serve the areas where power is most needed. This will have the added advantage of discouraging indiscriminate ribbon development along main highways simply because power happens to be there.

Other services, such as water supply, surface-water drainage and possibly sewage disposal, shall be placed within the road verges, and in the case of water supply and sewage disposal, these shall be placed adjacent to the property-line to allow minimum disturbance to the growth of the trees in the verges.

### 6. Beaches

There are fishermen's beaches which have been established for many years along this coastline. These and others will be reserved by the Beach Control Authority for the public and fishing industry in each area. Some of these will be close to the existing settlements where the fishermen live, but in other cases the sites will be determined by common public usage, ease of beaching boats and protection for boats during storms, etc.

Provision will be made for public bathing beaches and seaside parks which will be established by the Beach Control Authority. These will be divided into three categories, e.g. Class 'A' beaches with an entry charge up to 2/6d, Class 'B' beaches up to 1/- and Class 'C' beaches which will be free of charge.

In addition to these categories of beaches, there will be reserves for private beaches which will be developed to serve the residential developments which do not have beach frontage of their own. There will also be scenic vantage points on high ground or on the seafront where car parking will be provided to allow the public uninterrupted views and access to the sea. These will be arranged according to the nature of the site. Beyond the car park there will be a grassed area with decorative shrubs which will be laid out as a miniature park with tree-shaded seats and features of interest. Where the main road is too close to the seashore to allow space for practical development of the foreshore or beaches, the road will be relocated more inland.

### 7. Landscape

Every opportunity will be taken to create scenery of great beauty and to preserve, as far as possible, the natural charm of the Hanover coastline. It is not intended that there should be a continuous property-boundary screen blocking the views from the main roadway. The intention is for developers to provide privacy where it is required and at the same time allow the maximum view from the main road. This means that apart from buildings and related structures, there should be no continuous high boundary walls, fences or hedges, along the length of the road frontage, except that the property surrounding the structure should be properly landscaped, and should provide for residential privacy.

Along all road frontages other than the main road, developers shall be responsible for establishing the verges between the kerbs and the property boundaries. These will be on a level with the top of the kerbs and shall be graded in one slope to the property boundary. The verge will vary in width according to the width of the roadway and shall be finished in grass and planted in decorative trees and shrubs in accordance with the requirements of the local planning authority. This work shall be carried out by the subdivider, to the satisfaction of the local planning authority, before the scheme is handed over.

All kerbs to roadways within any subdivision shall be designed as riding kerbs, so that there is no necessity to break the kerb-line to each private driveway. Similarly, there shall be no variation in the level of the verges at each entrance. Cars shall be able to ride the kerbs, pass over the grass verge and then enter the private driveway. Where cars pass over the verge, a special foundation to the grass will be required to eliminate damage to the surface in wet weather.



Trees shall be planted at not less than 15 feet apart and at least 5 feet from the edge of the road kerb. This will allow sufficient manoeuvring space for vehicles to turn off the roads into lots without damage or demolition of trees.

Sections of the existing main road will be re-routed to allow adequate development depth between the sea and the road; at other places it will be re-aligned for improvement and safety purposes. Where this occurs, the road will sometimes be taken on higher ground where a larger landscape can be created. In other places it will be split to suit the changes in the level of the land. This will enhance its appearance as well as create an anti-dazzle screen within the central verge for night driving. The two tracks will be interwoven into the landscape, in places running together, but arranged to be unparallel, so that each track appears to flow along a natural route avoiding the formality of parallel tracks. Where service roads are required between the main road and new development, these will also be studied in relation to their setting to avoid the monotony of parallel carriageways between parallel rows of similar houses.

Wherever possible good existing trees or group of trees shall be kept within the road reservations, as well as hedges, boulders and other particular features to add interest to the landscape. The geological nature of the land will often dictate the treatment to be adopted in the road design, e.g. direct cuts can be made through marl while a deviation may be more practical around limestone outcrops.

New plantings will include a wide variety of tree types and shrubs. All plants which are appropriate only in the setting of a private garden will not be included in the landscaping. The landscaping will be arranged to conceal the unsightly and to draw attention to good features, such as a sea view, a mountain range or an interesting piece of architecture. The planting will also be designed to give protection against the wind, the sea-spray and the low west sun. It will include planting for privacy and will be used to provide sound protection.

The species to be planted will be studied for their shape, colour, size, beauty and time of flowering, as well as for any danger from falling branches, or tendency to snap in high wind or creep under and lift up road surfaces.

Details, such as railings, fences, walls, will all be considered. The colour, design, height and position of the various road signs form important features in the landscape and their design will be controlled. The road with all the diverse constructions that go with it, will be designed to fit the landscape through which it passes whether it is country, village or town.

#### 8. The Main Road

A deviation will be made to the main road on the border of Hanover and St. James, to re-align the approach to the Great River bridge from the east. This will eliminate two sharp twists in the road. After crossing the bridge the right-angle turn will be improved and the road will continue round Great River Bay. There is a fine view from this headland, where a seaside park and viewing point will be arranged between the road and Great River Bay. No major change will be made to the road past Round Hill and through Hopewell.

At Hopewell a roadside park will be arranged at the approaches to the town. On the seafront there will be a public and fishing beach. Continuing past Hopewell, there will be a slight change to the line of the road through the Orchard Estate, to allow adequate depth for development between the road and the foreshore. Much of the roadway will run beside, and parallel to, the coast which will allow picturesque views of the coast and the Round Hill development.

A new road will be constructed from about the western boundary of the Orchard Estate where there will be a public beach. From there it will be taken inland through the Flint River Estate to meet the bridge across the Flint River. This will eliminate the dangerous bends along the existing roadway and will also provide development depth between the main road and the sea. This deviation will give a new view of the coastline, from an easterly direction, with a hill view from the west. At a convenient point a roadside park will be established.

The road will remain in its present position through Tryall to Sandy Bay. At Sandy Bay provision will be made for a public and fishing beach. The road will then continue along the foreshore before being diverted southwest along the south of the Polo Grounds at Blue Hole. A public and fishing beach will be established where the new road joins the old main road at Maggoty Cove. From this Cove, the road will be taken inland through Barbican to bypass the tortuous roadway leading to Mosquito Cove where a fishing beach will be provided. At a convenient high point a roadside park will be established. The existing road at the Cove will be by-passed to the north across low-lying lands and will then be taken inland over high ground to follow easy curves in place of the dangerous twisting road at Hopewell Property which now forms the western approach to Mosquito Cove. This will gain magnificent views at the highest point above the Cove, where a roadside park will be established. Where this new road meets the existing road on the Hopewell Property coastline, provision will be made for a public and fishing beach. Passing through Paradise where there will be a fishing beach, the road will continue along this beautiful foreshore to Point.

The road at Point will be deviated inland, on higher ground, where a roadside park will be established. This will by-pass dangerous bends and allow sufficient space between the road and the sea, to develop this rocky coastline which contains two very good beaches. The road will then go in a direct line to pick up the existing road through Elgin where there will be a public and fishing beach, continuing along its present alignment to Kew. A new road by-passing Kew, alongside the river, will give lush, scenic views across the river to Lucca Harbour. This new road will be relocated to eliminate double bends and bad corners, picking up the coastline of the harbour with magnificent views across the bay to Lucca. Johnson Town will be by-passed through the existing deviation to the bridge over the West River.

At this point, a public and fishing beach will be established where there are arresting views of Lucca across the harbour. While the main road will continue through Lucca, a new road on higher ground, to the west and by-passing the main shopping centre, will be established. Branching off the main road at the entrance to Lucca, it will be taken inland to pass along the present road to the new factory and will then join the main coast road. This will be a useful road for fast or heavy through-traffic, but it will not be as attractive as the present road through Lucca, from the tourist point of view.

On the western border of Lucea, provision for a seaside park will be made between the main road and the sea. This will be near to where the new Lucea by-pass road joins the main road. The existing road will pass Great Cove, Little Cove, continuing on to Orange Cove, where there is an existing fishing beach.

Instead of continuing along the western boundary of Orange Cove, the road will be taken inland, to allow for improved alignment through this area, till it meets the main road again along the Ironshore frontage, with good views in either direction. This will allow sufficient depth between the new road and the sea for proper development of the rocky coves along this frontage.

A new road will be taken inland through Esher to Ballast Bay. This will leave good development depth along the Bulls Bay frontage, where there will be a public beach. A roadside park will be established at a high point along this new road which will then join the existing road before reaching Lances Bay. The bad corners around Ballast Bay will be improved as a re-alignment will not be possible due to the steep, high hill to the east. A new road will be taken round Lances Bay to link with the existing road where a public and fishing beach will be established. Around Lances Point the road will remain in its present position which allows adequate depth between it and the sea for development purposes. Beyond Cousins Cove, where there will be a public and fishing beach, a new road will be taken inland to meet the existing road to the east of Davis Cove where a fishing beach will be provided. This will allow sufficient depth for development between the new road and the Ironshore frontage, and provision will be made for the establishment of a roadside park at a high point along this new road. The existing road will follow its present line around the mangrove sea frontage of Davis Cove where there will be a fishing beach. Between Davis Cove and Negro Bay a public beach will be established at Industry Cove. The road will continue in its present inland location to the northern shoreline of Green Island Harbour. At this point there will be a public and fishing beach. The road will then proceed along the picturesque bay frontage through Green Island where there will be a fishing beach, and will finally link up with the new road through Haughton Hall to Negril.

D. W. SPREULL,  
Government Town Planner,  
Town and Country Planning Authority.

31st October, 1959.

#### STATEMENT OF INTENDED RELATION OF USES TO THE ZONES SHOWN IN THE DEVELOPMENT PLAN

	Shops	Offices	Industry	Ware- houses	Churches etc.	Health Centres, etc.	Halls, etc.	Cinemas, etc.	Petrol Filling Stations	Hotels, etc.	Resi- dences	Clubs, Bars
Township .. .. .	1	1	1	1	1	1	1	1	1	2	1	1
Resort .. .. .	3	3	3	3	3	3	2	3	3	1	1	2
Open Space .. .. .	2	3	3	3	3	3	2	3	3	3	3	2
Unzoned areas .. .. .	Applications will be given special consideration.											
Normally permitted .. .. .									1			
Considered in certain cases .. .. .									2			
Not normally considered .. .. .									3			