



WHITE BAY SOUTH HIGHWAY ZONING PLAN

Provincial Planning Office

Dept. of
Municipal & Economic Affairs

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PREFACE

1. DEPARTMENTAL RESPONSIBILITIES

In 1959 the Protected Road Zoning Regulations were adopted in order to protect critical highways in this province and maintain them as pleasing, safe, and convenient conveyors of traffic. In attempting to achieve these objectives, it is necessary to impose control over those factors which present a threat to highway safety and amenity including: the location, density, and visual characteristics of structural development; the location of highway service functions; and the location and alignment of accesses. Associated with these responsibilities, this Department is required to preserve the interests of the public and any concerned governments, departments, and authorities and enforce any applicable codes, regulations and policies.

In view of the above requirements, nine (9) specific objectives have been identified as this Division's responsibility with respect to Protected Roads:

1. To restrict sporadic ribbon development along the highway.
2. To restrict the number of accesses along the highway, thus reducing the number of potential hazards and expediting the free flow of traffic.
3. To ensure that development along the highway is constructed and located in such a manner as not to detract from the amenities of the roadside.

4. To control the location of advertisements on the highway and to ensure that those permitted do not present an eyesore or pose a hazard to traffic by virtue of their lettering and design.

5. To ensure that new development will not create a sanitation hazard in itself or to adjoining property, or in any way have an injurious effect on the property of others.

6. To ensure that highway service areas are developed along the highway in locations that will provide assistance to the travelling public in a safe and convenient manner.

7. To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.

8. To assist in the orderly development of the community where that ability lies within this Department's terms of reference.

9. To generally ensure that the amenity of the roadside is kept in a pleasing condition.

2. DEPARTMENTAL POLICIES

Over the past several years, and in view of the previously discussed responsibilities and objectives, this Department has evolved several policies with regard to development control on Protected Roads. In general terms, these policies are:

1. To identify urban and quasi-urban areas and provide reasonable limits to their growth adjacent to highways. Where these areas are not presently regulated by land use controls, this Department provides interim zoning.

2. To prohibit the erection of private advance - warning advertisements along the highway and in lieu of these erect standardized advance - warning signs for highway services which are of interest to the motoring public.

3. To allocate areas for highway commercial development in appropriate and viable rural and urban areas, and to cause this development to locate in clusters so as to minimize disruption of highway safety and utility.

4. To identify desirable areas for the location of summer cottage development.

3. ESTABLISHMENT OF CONTROL AREAS

The Protected Road Zoning Regulations stipulate that when a highway is designated as a Protected Road by an Order in Council, an area of development control is created by establishing Building Control Lines according to the following schedule:

1. Within a Municipality, the Building Control Line shall extend one hundred (100) m either side of the centreline of a Protected Road.

2. Outside a Municipal Boundary but within a designated Municipal Planning Area, the Building Control Line shall extend one hundred and fifty (150) m either side of the centreline of a Protected Road.

3. Within an established unincorporated community, the Building Control Line shall be as designated by an existing or proposed Highway Zoning Plan.

4. On a Protected Road, other than as described above, the Building Control Line shall extend four hundred (400) m either side of the highway centreline.

Under the jurisdiction of these Regulations, this Department now controls 25 major trunk roads containing slightly more than 2,940 km., of road and literally hundreds of communities.

4. CONTROL PROCEDURE

The established procedure for controlling development on Protected Roads consists of a dualistic system of pre-zoning the highway and a complex system of referrals. A zoning scheme consisting of up to eight separate zones, each with prescribed permitted uses and specific conditions regarding uses, is applied to each highway. Applications occurring in the control area are then referred to appropriate governments, government departments, and authorities with regard to the suitability of the site applied for. Should the site be approved, there is further review and referral of detailed plans to determine the suitability of the proposed development.

PART I

1. THE PROTECTED ROAD

The White Bay South Highway was first gazetted as a Protected Road on 81-12-18, and was described as "The White Bay South Highway (Route 420) from its intersection with the Trans Canada Highway (Route 1) to a point where a brook from an unnamed pond crosses the highway and flows into Dover's Brook, said point being approximately 3.3 km south of the road to Pollard's Point."

On 85-08-02, this order was rescinded and the road is now described as "The White Bay South Highway (420) from its intersection with the Trans Canada Highway (Route 1) to a point where its centreline intersects with the centre line of the Road to the Cat Arm hydroelectric project near Jackson's Arm."

2. THE ROAD DESCRIBED

The White Bay South Highway is located on the eastern foothills of the Long Range Mountains, in the District of Humber Valley. Total length of the protected portion of the road is approximately 60 km. A recent series of upgrading projects and paving has changed the character of the road and has certainly made for a more efficient transportation route.

Leaving the Trans Canada Highway it travels northwards towards White Bay's most southerly community - Hampden. About 10 kilometres inland it swings in a northwestern direction at the

intersection of 420 and 421, and skirts the upper basin of the Humber River Valley. The road then adopts an alpine appearance as it travels the valleys of Taylor's Brook and Doucer's Brook enroute to the only urbanized area on the protected road - Pollard's Point in Sop's Arm. From Sop's Arm and the Main River delta the road maintains its mountainous character as it traverses toward Jackson's Arm. The next 11 kms is flanked by a ridge of mountains to the east, and an unnamed river valley to the west. The protected part of the road ends just inside the Planning Area Boundary of Jackson's Arm, at the intersection of the Cat Arm Road and Route 420.

3. EXISTING PLANNING MEASURES

During the late seventies and early eighties, the Cat Arm hydroelectric project was in its peak construction stages. The provincial government recognized the potential impact this project could have on the communities of White Bay West, and hence established a number of planning measures in the region to ensure that growth and development progressed in a controlled and planned manner. The following is an outline of the measures:

White Bay West Local Planning Area	effective	81-10-30
White Bay West Development Control Regulations	effective	81-12-18
White Bay West Local Area Plan	effective	84-04-27
White Bay West Development Control Regulations	rescinded	85-08-02
Protected Road Zoning Regulations	effective	85-08-02
Community of Jackson's Arm incorporated	effective	86-06-19

To summarize, the only areas having meaningful planning/control measures are the Protected Road and the Community of Jackson's Arm. While the Local Area Plan is still in effect, it has no regulations and no authoritative body to oversee its implementation. It is proposed that when the White Bay South Highway Zoning Plan is approved, the White Bay West Local Area Plan will be rescinded.

PART II - LAND USE/NATURAL RESOURCES

A variety of land use activities and natural resources are found within the highway's 800 m corridor. The only urbanized section of the highway is found at Pollard's Point. The remainder of the highway is rural in nature, and fortunately the activities here are all compatible with a rural area and conflicts are minimal.

The information contained here was compiled from the Land Use Atlas (Department of Environment and Lands), cadastral mapping (Department of Environment and Lands), the Interdepartmental Land Use Committee, the White Bay South Development Association, aerial photography, and field reconnaissance.

There are a number of provincial and federal departments exercising various degrees of control over land adjacent to the Protected Road. This brief analysis reflects their concerns and provides a guideline to prospective developers as to where development can best proceed without conflict.

AGGREGATE RESOURCES

The Department of Mines and Energy has produced a series of maps showing areas of potential aggregate resources and active and abandoned quarry areas. These maps are available at the Department of Mines and Energy, or the Western Regional Development Control office in Corner Brook.

FORESTRY

The Department of Forestry and Agriculture identified 2 areas of concern -- Productive Forest Areas and Forest Resources. The Forest Resources are identified on Land Use Map (Appendix). The Productive Forest Areas are identified on the 1:30,000 maps and are available from the Department of Forestry and Agriculture or the Regional Development Control office in Corner Brook.

Generally speaking, harvesting is carried out by the residents mainly to satisfy the local demand for fuel wood and saw logs. Abitibi-Price and Corner Brook Pulp and Paper have licensed timber rights south of Main River, but commercial operations here are not of a large scale nature.

PROVINCIAL PARKS

The only provincial park along the protected road is Sop's Arm Provincial Park, found at the mouth of Main River. It is equipped with both day-use and camping facilities.

It should also be noted that the Main River is being considered for designation as a Provincial Reserve under the Wilderness and Ecological Reserve Act and nomination as a Canadian Heritage River.

DOMESTIC WATER SUPPLY AREAS

The only domestic water supply area along the Protected Road is for the community of Pollard's Point. All applications for development within this watershed must be referred to the Department of Environment and Lands.

HISTORIC RESOURCES

Two archaeological sites (representing the Maritime Archaic, Beothuck Indian, and Dorset Eskimo) are located near the Protected Road. The Historic Resources Division has requested that development not take place within 50 m of any archaeological site, and within 100 m of any water body. However, rather than restrict development in these areas, the prospective developer will be made aware of the restriction and if the application is made, it will be referred to the Historic Resources Division for comments.

FISHERIES

There are least 4 scheduled rivers within the 400 m corridor of the Protected Road. These are the Hampden River, Main River, Gales Brook, and Dover's Brook.

Any development likely to effect these areas or other fish habitat, must be referred to the Department of Fisheries and Oceans.

WASTE DISPOSAL SITE

There are 2 waste disposal sites on the Protected Road -- the Jackson's Arm site and the Sop's Arm/Pollard's Point site. Both have a 1.6 km buffer, and therefore, any application for development within this buffer is to be referred to the Department of Environment and Lands.

AGRICULTURE

Agriculture activity is non-existent along the Protected Road. However, the Agriculture Division has received enquiries dealing with confinement operations such as foxes, and it is expected that within the near future confinement operations of this type may be established along the route.

PART III - ZONING

The urban and rural zoning is described in the following pages with the exact location of all zones and building control lines defined by the attached plans. In order to facilitate the establishment and recognition of zoning boundaries and building control lines, the following common guidelines were used.

- (a) All measurements from the highway or local roads, unless otherwise stated or depicted refer to a measurement from the centreline of the highway.
- (b) All references to points and distances from the highway shall unless stated or depicted to the contrary, be taken to be perpendicular measurements from the highway centreline.
- (c) All zones and lines running in the direction of the highway dealing with zoning boundaries shall, unless otherwise stated or depicted, refer to lines running parallel to the centreline of the highway.

1. URBAN ZONING

The only urban development adjacent to the Protected Road is at Pollard's Point. The remainder of the realigned highway now bypasses the community of Sop's Arm, and ends just before entering the urbanized area of Jackson's Arm.

Pollard's Point is located at the bottom corner of Sop's Arm inlet. Typical of most coastal communities, it has developed

around the saltwater and has little space for expansion because of steep hills and poor drainage.

Before the highway was upgraded, development for the most part was confined to Pollard's Point Road. However, the improved highway soon attracted small business, especially at Pollard's Point intersection, and residential development soon followed. Demand to develop on the highway beyond the existing limits (towards the community centre) is increasing and if permitted would certainly be to the detriment of the Protected Road.

Realizing the need to alleviate this pressure, this Department in conjunction with the Lands Branch, developed a subdivision layout that can accommodate up to 30 residential lots. Already 5 leases and 4 approval to surveys have been issued, and one lot is developed.

BUILDING CONTROL LINE

The Building Control Line is maintained at 400 m from the highway centreline throughout Pollard's Point. The rationale for this is to ensure the backlands, especially the planned subdivision and proposed trailer park, are developed in an orderly and planned manner.

ZONING

MIXED

Within the Mixed Zone a variety of activities are found -- commercial, public, institutional and residential. Most of the

remaining land within the Mixed Zone, and fronting on the road, is either subject to application or unsuitable for development. The vacant land on the south side of the road, east of Pollard's Point Road, is controlled by Corner Brook Pulp and Paper and it is doubtful if this can be released in the near future.

RESIDENTIAL

The planned subdivision is zoned as Residential. It is designed to accommodate 30 residential lots and a number of these have already been leased.

According to a review carried out by the Engineering Division, Department of Municipal and Provincial Affairs, the drainage area of Pollard's Point West Water Supply, known as Country Cove Water Supply, is adequate to supply the water needs of the subdivision. However, the existing 50 mm watermain along the highway is not large enough to provide the extra flow required. Therefore, it is the responsibility of the individual lot owners to upgrade the existing system in order to provide the sufficient domestic flow.

Depending on the recommendations of the Departments of Health and Environment and Lands, a sewer line to the saltwater may be installed. If this is not feasible, then from the Health inspections already carried out, it appears the general soil conditions are suitable for on-lot septic disposal installations.

MIXED (2) - PUBLIC

The community centre, opposite the outdoor rink, is zoned as Mixed (2) - Public.

RURAL ZONING

1. SUMMER COTTAGE ZONE

The only Summer Cottage Zone on the Protected Road is found at Hampden Junction, near the Hampden/Trans Canada Highway intersection. All lots are fully developed or leased.

There are numerous other cottages elsewhere along the route. Very few of these have Crown leases, with most possessing Permits to Occupy. The unsuitability of the land base for new lots in the area will not permit the establishment of new zones, and therefore the remainder of the rural land is also zoned as Rural Conservation.

2. RURAL CONSERVATION ZONE

All land not zoned for urban uses or summer cottage use is zoned as Rural Conservation.

The purpose of Rural Conservation Zone is to provide a medium for the conservation or managed production of natural resources while preserving the rural character of the highway corridor in undeveloped areas. In general terms, open space is to be preserved by access control, general siting requirements, and any standards generated through the referral system.

The uses which may be permitted in the Zone will be those related to the conservation or utilization of natural resources. These in general terms would be agriculture, forestry, fishing, mining, conservation. (Refer to the Protected Road Zoning Regulations in the Appendix)

SUMMARY

This Plan was prepared by the Provincial Planning Office in consultation with other government departments, and agencies. It identifies the resource potential and land use parameters for the highway corridor and establishes urban zoning for the community of Pollard's Point. The zoning applies to all land, regardless of tenure. The Plan is intended to be a working document for the Western Regional Development Control office and those involved in land development and the permit granting process, as well as a guide to prospective developers.

Changes to the Building Control Line, land use zoning and resource management policies will require amendments to the Plan. An amendment may be required as a result of an annual review, major five year review, government request, or as a result of a request from an individual or an organization. Requests for amendments must be channelled through the Provincial Planning Office.