

TOWN OF HOLYROOD

Municipal Plan

**Prepared March, 1993
for
Town of Holyrood**

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Appendix I

Future Land Use Maps (1A and 1B)

1.0 ADOPTION AND APPROVAL

1.1 COUNCIL RESOLUTION

Resolved, pursuant to section 15 of the Urban and Rural Planning Act, that the Council of the Town of Holyrood adopt the Municipal Plan entitled "Holyrood Municipal Plan, 1993-2003".

Resolved further, pursuant to section 17 of the Urban and Rural Planning Act, that the Council apply to the Minister of Municipal and Provincial Affairs for the setting of the time and place of a Public Hearing to consider objections or representations to the adopted Plan.

PROPOSED BY: _____

SECONDED BY: _____

Certified as a correct copy of a Resolution passed at a meeting of Council held at _____ on the
day of _____, 1993.

Clerk

1.2 SEAL AND SIGNATURE

Signed and sealed pursuant to section 15(3) of the Urban and Rural Planning Act this day
of , 1993.

Mayor (SEAL)

1.3 CLERK'S CERTIFICATE

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan adopted
by the Council of the Town of Holyrood, on the day of , 1993.

Clerk

2.0 INTRODUCTION

2.1 FOREWORD

(A) Planning in Newfoundland

The Municipal Plan

This Municipal Plan has been prepared in accordance with the requirements of section 14 of the Urban and Rural Planning Act, following surveys and studies of land use, population growth, the local economy, present and future transportation and communication needs, public services, social services and other relevant factors.

The Plan outlines the goals, objectives and policies of Council regarding the development of the Municipal Planning Area over the next ten years. This Municipal Plan, consisting of a written text in which the goals, objectives and policies are set out, also includes Land Use Maps indicating the proposed allocation of land into various Land Use categories.

Ministerial Approval

To bring a Municipal Plan into effect, the process set out in the Urban and Rural Planning Act must be followed. When the Municipal Plan is formally adopted by resolution of the Council under section 15(1) of the Act, two copies must be impressed with the Seal of the Council and signed by the Mayor. The Council must then give notice of its intention to seek the approval of the Minister of Municipal and Provincial Affairs by publishing a notice in the Newfoundland Gazette and in a newspaper published, or circulating, in the community. The notice must state where and when the Municipal Plan may be inspected by any interested person and the time and place set by the Minister for the hearing of any objections or representations. At the Public Hearing, a Commissioner appointed by the Minister will hear the objections and representations, and subsequently forward to the Minister a written report, together with copies of all the evidence taken at the Public Hearing.

After the Public Hearing is concluded and the Commissioner's report has been submitted, the Council must apply to the Minister for approval of the Municipal Plan. The Minister requires two copies of the Municipal Plan certified correct by the Clerk of the Council, a copy of the adopting resolution and of all written objections and representations considered at the Public Hearing. Once Council has applied for approval, the Minister may approve the Municipal Plan, with or without modification, or may disapprove it and order that a new Municipal Plan be prepared. Upon approval,

the Minister will endorse a copy of the Plan and return it to the Council. Within ten days of receipt of the final approval by the Minister, a notice of approval must be published in the Newfoundland Gazette and in a local newspaper.

The Effect and Variation of the Municipal Plan

When the Municipal Plan comes into effect, it is binding upon the Council and upon all other persons, corporations and organizations. The Plan has to be reviewed by the Council at the end of every five years from the date on which it comes into effect and at that time revised as necessary to take account of developments which can be foreseen during the next ten-year period. This document is the result of such a review and revision.

The Municipal Plan may be amended from time to time by the same process by which it was adopted and approved initially.

Development Schemes

At any time after the adoption of the Municipal Plan, the Council can prepare and adopt Development Schemes under sections 30-32 of the Act for the purpose of carrying out specific proposals of the Municipal Plan.

A Development Scheme may provide for the acquisition, assembly, consolidation, subdivision and sale or lease by the municipality of land and buildings which are necessary to carry out provisions of the Municipal Plan. The Scheme may reserve land for future acquisition as the site of any public roadway, service or building, or for a school, park or other open space and may make such agreements with the owners of the land as will permit its acquisition and use for those purposes. The Development Scheme may also specify the manner in which any particular area of land is to be used, subdivided or developed, and may regulate the construction of buildings which would interfere with the carrying out of the Development Scheme.

Development Schemes are prepared and approved in exactly the same way as the Municipal Plan, and, when approved, form part of that Plan.

Municipal Plan Administration

When a Municipal Plan comes into effect, the Council is required to develop a scheme for the control of the use of land in strict conformity with the Municipal Plan in the form of land use

zoning, subdivision, and any other regulations necessary. After adoption by the Council, these "development regulations" must be submitted to the Minister for approval.

Regulations must comply with the requirements of the Urban and Rural Planning Act, and provincial administrative and general standards have been developed to form the basis of these regulations. Councils are also advised, if they have not already done so, to adopt the National Building Code of Canada as its building regulation.

The day-to-day administration of the Municipal Plan, and development regulations, is in the hands of staff members authorized by the Council. Council staff have the duty of issuing all necessary permits approved by Council and making recommendations to the Council in accordance with the Municipal Plan policies and implementing regulations regarding all development in the Municipal Planning Area.

(B) Municipal Planning Area

As shown on Maps 1A and 1B, the landscape of the Municipal Planning Area is generally rugged and broken, with hills rising to over 270 m and capped by huge rock masses. These are formed by the intrusion of igneous matter in the siltstone and slate, which is found in the area. Many of the houses around the coast lie on a fairly deep ground moraine soil, but this coastal strip is very narrow and provides only limited developable land. There are also scattered pockets of deep moraine soil away from the coast, notably along the Salmonier Line.

The area is dotted by a number of small ponds and two short rivers, the North Arm River and the South Arm River. The coastline is highly indented. The area is well forested, except along the coast.

2.2 SUMMARY OF CONCLUSIONS OF THE BACKGROUND REPORT

This section highlights relevant findings of a detailed study of the planning elements in the community.

2.2.1 Population

The 1991 population of the Town was 2,075, representing a 2 percent decrease from the 1986 population of 2,118, and the result of the decline in growth for the past five years. The decline could be attributed to the slow growth in the Province's economy which has subsequently caused an out migration of people seeking employment opportunities. However, while the town has experienced a decline in the general population, the number of households have increased at an annual rate of 1.5 percent. This is primarily due to greater new family formation amongst the remaining population.

2.2.2 Economic Base

Holyrood's economy has been very stable, with a total of more than seventy commercial and industrial establishments. The community is also within commuting distance of St. John's via the Trans Canada Highway. Most residents find employment in St. John's and surrounding areas and subsequently bring income into the community.

Although the refinery has been closed for a few years, all structures on the site have remained for the most part, intact. Any redevelopment of the site which called for the dismantling of the storage tanks and the removal of contaminated soil would be extremely costly. The site is suitable for marine-oriented development, such as an off-shore supply base. The Town has potential for economic growth, particularly in the tourist industry because its proximity to Butter Pot Provincial Park and its marine facilities.

2.2.3 Existing Land Use

A review of existing land use and development in the Town reveals a number of features which the Plan will have to address. The Town has developed in the form of a long and narrow ribbon along the Conception Bay Highway, with uneven gaps in between. The more in-depth developments are some side streets and subdivisions off the highway. The predominantly linear and dispersed form of development has made the community a less convenient place to live and the provision of municipal water and sewerage services expensive. Additionally, haphazard developments of the past have created many dead-end streets which prevents the continuation of development. There is a lack of any defined commercial centre in the Town, although most commercial services are close to the intersection of the Holyrood Access Road and the Conception

Bay Highway. The two existing fish plants have little vacant land nearby for future expansion. Residential uses are intermingled with other different uses, which does not seem to pose a problem. The major land use conflict exists between the broiler operations and the nearby residences in the Woodford's area.

2.2.4 Education

Holy Cross Elementary is the only school in the Town. The existing school site can accommodate some expansion and the Roman Catholic School Board has other available sites in the community. However, new schools are not expected to be built without significant increase in enrolment.

2.2.5 Environment

As the Town continues to grow, its environment should be protected from possible adverse effects of urban expansion, industrial operations and resource development. Urban developments (residential in particular) without adequate water and sewerage services may cause health problems, and pollute the land and water bodies in the Town. Without proper control, development may also adversely affect the natural environment of the regional recreational facilities such as, the North Arm River, a registered salmon river future water supply for the Town, and Butter Pot Provincial Park.

2.2.6 Transportation

The Town is located at a junction of routes; the Conception Bay Highway with the Holyrood Access Road and Salmonier Line. The Trans Canada Highway in the Holyrood area is in the process of being upgraded to a four-lane highway. Although most of the local roads are paved, additional paving and improvements will remain one of the Council's major capital works projects for years to come.

The railway right-of-way runs almost the length of the built-up area of the Town, and has a number of crossings with local roads. Pending the decision of the Province concerning an appropriate use for the railway right-of-way, Council would like to use these lands as access points into developable land. Until such a decision is made the railway right-of way should be protected from development.

2.2.7 Municipal Services

The Town provides the usual municipal services: water and sewer, garbage collection, road construction, snow clearing and so on. Full services (water and sewer) have been limited to the eastern side of the Town along the Conception Bay Highway. The present source of water supply is a series of community wells, and the sizable North Arm River drainage area is reserved as a future supply source. The sewage is treated and then discharged into Holyrood Bay. Currently the Town has a "limit of servicing plan" proposal under review by both Council and the Department of Municipal and Provincial Affairs. Further extension of the system will depend upon the availability of funds from both the Town and the Province.

2.2.8 Policy Assumptions

The approved St. John's Urban Region Regional Plan covers Holyrood and designates it as one of the Local Centres where the extent of present development is such that public services must be provided. In the residential areas priority will be given to the provision of a piped water supply and sewage collection facilities. The growth of these areas will depend upon servicing facilities and physical constraints to development.

In considering the position of Holyrood in the St. John's Urban Region as established in the Regional Plan, it is essential to recognize one of the basic concepts of the Regional Plan which envisages that the major population growth of the region will be accommodated in the established urban centre (the City of St. John's and its immediately peripheral locations) in order to maximize the use of roads, water supply and all other urban services.

For the planning and development of the designated Local Centres, the Regional Plan establishes the following guidelines:

- (i) Local centres may be able to develop to the fullest extent possible with the constraints established by:
 - (a) the existing and likely future extent of municipal services;
 - (b) the ability of the region to finance the necessary capital works to service such development;
 - (c) the need to protect regional resources including agricultural and forest lands, watersheds and scenic resources;
 - (d) the need to limit as far as possible heavy capital expenditure on additions to the regional road network to handle commuting and other traffic;

- (e) the amount of infilling possible within presently developed areas;
 - (f) the capacity of existing local roads and the need to achieve a desirable level of transportation service;
 - (g) the effect of additional population on present school facilities.
- (ii) Within the local centres, residential uses shall generally be of a low density nature with a continuing predominance of single-family dwellings. Consistent with the size of most of the local centres and the policies of educational authorities in the region, school facilities may be limited to the junior grades.
 - (iii) Commercial uses shall be limited to those of a local nature but may include both retail and highway commercial functions, where such uses are deemed desirable. Industrial activities shall generally be limited to those of a specialized local nature such as the fishing industry. Other small scale industries providing local employment to a small number of persons may also be considered appropriate.
 - (iv) Two prime aims in the local centres will be to encourage the infilling and consolidation of presently semi-developed areas once essential public services to existing development are installed and to develop improved local road systems so that better circulation of traffic may be facilitated.
 - (v) The Local Area and Municipal Plans shall recognize and define, where applicable, a core area or areas within which higher density development and development in depth may be possible.
 - (vi) Two levels of service may be provided in the local centres depending upon local conditions; one area within which water and sewer and full municipal services would eventually be installed would form the heart of each such local centre. Outside of this would be an additional area of somewhat lower density development within which a lesser standard of services would be required.

In addition, the following two objectives of the Regional Plan are also essential in guiding the planning and development of Holyrood:

- (i) To prevent development that will require disproportionately costly public services because of location or use, and to preserve in its natural state land that should not be developed due to its physical characteristics.
- (ii) To prevent the continuation of 'ribbon development' along the main roads and highways of the region.

3.0 THE MUNICIPAL PLAN

3.0 THE PLAN

The following sections of this document and Municipal Plan Maps 1A and 1B, Future Land Use, constitute the legally effective parts of this Plan.

3.1 GOALS

The following are planning goals intended to be pursued in the Plan Period.

- (i) To provide for development and allocate land for its best use within the overall growth strategy as guided by the St. John's Urban Region Regional Plan (see Policy Assumptions) which will enhance the viable functioning of the community.
- (ii) To develop Holyrood in a manner which will maximize the utilization of municipal servicing and maintenance (this will have direct effects on the levels of municipal taxes) and to make the Town a more convenient and economical place in which to live.
- (iii) To provide trunk water and sewerage services in the built-up areas and to phase future development to obtain the most efficient and economic use and tax revenue from the developing service system.
- (iv) To provide an efficient local transportation system.
- (v) To ensure that all development, particularly industrial operations and resource development, is compatible with its neighbours.
- (vi) To promote tourism and to preserve the natural environment of the regional recreational resources and facilities (ie. Butter Pot Provincial Park) which are assets of the local tourist industry.
- (vii) To protect the natural environment and natural resources throughout the Planning Area.
- (viii) To establish areas and policies for different land uses which will contribute to wise use and economical development in the Town. The Plan will, where possible, facilitate the development of primary and secondary industries in the Town in order to diversify and strengthen its economic base.

3.2 OBJECTIVES AND POLICY STATEMENTS

The Plan policies aim to consolidate residential development in existing developed residential areas of the town and to provide an adequate supply of residential land which is serviceable with municipal water and sewer services to accommodate future demand.

The Plan also sets aside large parcels of land intended to accommodate industrial uses. The designation of these areas for industrial use would provide the Town with the opportunity to accommodate a number of options, taking advantage of what each area has to offer.

The following specific planning objectives and policies are intended for the attainment of the planning goals.

3.2.1 General Development

A. Objective:

- (i) Discourage ribbon development and urban sprawl, and encourage the development of a compact community, in order to:
 - (a) keep down the capital cost of providing municipal services such as piped water and sewerage, road pavement and upgrading, and street lighting;
 - (b) keep down the cost of running the community, especially those services where cost is related to road mileage, such as garbage collection and road maintenance;
 - (c) keep down the cost of living in the community and make the community convenient - homes, schools, and shops near to one another;
 - (d) preserve the open countryside for recreation and resource development.

Policy Statements:

Residential

- (i) Development shall be consolidated in the existing and planned serviced areas through infilling along existing roads and properly designed residential subdivisions.

Roads and Road Frontage

- (ii) New development and redevelopment shall meet site design standards and requirements to be established by the Authority intended to safeguard and improve

the road system of the community, and to provide easy access for fire protection and municipal servicing.

- (iii) New development shall, wherever possible, contribute to shorten or reduce existing dead-end roads.
- (iv) All development shall have adequate frontage (to be specified in the development regulations) onto a publicly-maintained road.

B. Objective: Protect existing development and character of the community from possible adverse effects of new development.

New Development

- (i) New development shall not prejudice the use of adjacent lands. Council will assess the potential use of adjoining areas at the time applications are made. Where there is potential for additional development in the area, Council will satisfy itself that lots and access roads are properly located and that roads can accommodate future development.

Non-Conforming Uses

- (ii) Nothing in the Plan shall affect the continuation of a use which was legally established on the day that this Plan was approved by the Minister of Municipal & Provincial Affairs. Where a building or use exists which does not comply with the intent of the Plan and the designated use, then it shall not be substantially expanded. Minor extensions may be approved provided there will be no adverse effects on surrounding properties or the environment.

Maps

- (iii) The boundaries between types of land use portrayed on the Future Land Use Maps are general only and, except in the case of roads or other physical barriers, are not intended to define exact limits. Therefore, minor adjustments may be made to these boundaries for the purpose of implementing the Plan.

Utility Buildings

- (iv) Notwithstanding the specified permitted uses in the land use designations, municipal and public utility works such as telephone, water treatment, pollution control, and electric transmission and utility facilities are permitted uses in all use designations, provided no adverse effect on adjacent land uses is created. In this regard, the size and appearance of such works must be in keeping with adjacent uses and provision must be made for buffering in the form of a landscaped area between any such works and adjacent uses.

3.2.2 Residential:

Housing is the major land use in Holyrood, and will most likely remain so during the plan period. The need for new building sites will primarily be for housing. It is estimated that the Authority will continue to issue approximately 11 building permits per year.

The Town currently has in place a municipal water and sewer network which services the built-up area in the northeastern portion of town. Within this area there is potential for further serviced development along serviced roads (infilling and backlands) which are capable of being hooked up to the existing system. The Town sees these backlands as an opportunity to attract new residents with its scenic settings. These areas will be developed at a lower density.

The portion of Town northwest of North Arm along the Conception Bay Highway is supplied with water only. This area has been identified by the Town as an area intended to have full servicing in the future.

A. Objective: To provide for an adequate amount of housing and housing types to meet the needs of the Town during the plan period, and to guide the establishment of the other kinds of complementary or compatible uses in Residential areas.

Policy Statements:

- (i) Within the designated Residential Areas (see Map 1A and 1B), dwellings, recreational open space and their accessory buildings may be permitted. Also refer to sections 3.2.3.A (Mixed development) and 3.2.9.B (Rural development).
- (ii) Non-residential uses which provide local neighbourhood services or which are small-scale and compatible with the residential character of the area may be accommodated in Residential areas. Council will take into account, the impact of the proposed development on the surrounding area and it shall be a policy of Council to publicly advertise applications for such uses in the designated residential areas.
- (iii) In particular, convenience stores, an office for a professional person, a commercial use or service which caters to local needs of the neighbourhood, and certain home occupations which do not result in increased traffic or nuisance (noise, unsightly premises) may be permitted. The uses described shall be clearly secondary to and a part of the residential use.
- (iv) Special attention shall be given to the bulk and scale of the proposed convenience stores, professional offices and local commercial uses to ensure that this development would not adversely affect the residential character of the area, and to the provisions of adequate on-site parking, buffering and landscaping.

- (v) Mobile homes shall be permitted only in designated mobile home parks or subdivisions. The establishment of a mobile home subdivision or park shall require that the site be identified through a rezoning under the Development Regulations which will implement this Plan, and its development shall be in accordance with the Mobile Home Development Regulations and other site or design standards which Council may establish.
- (vi) The Plan shall allow for different housing densities to be established.

B. Objective: Make efficient use of the existing servicing systems.

Policy Statements:

- (i) Residential development on a fully serviced basis shall be encouraged in the Residential areas of Town where municipal water and sewer services are available in order to maximize the use of the existing systems and to encourage new subdivision development which will result in a more compact community and efficient network of local roads. For Residential areas in the portion of Town where full services exist or which are adjacent to municipal services (piped water and sewer), new development shall:
 - a. be provided with town water and sewer services;
 - b. require the provision of complete municipal water and sewer services by the developer where extension of an existing road or construction of new roads are required; and
 - c. contribute to shorten or reduce existing dead-end roads wherever possible.
- (ii) Residential subdivision development shall be based on a proper development scheme or subdivision plan which makes the most economical use of municipal services and land.

Infilling

- (iii) For those Residential areas not adjacent to existing water and sewer, residential development shall be permitted provided that the development fronts onto and constitutes infilling along an existing publicly maintained road.

C. Objective: Limit certain types of development not in keeping with the overall character of the Town.

Policy Statements:

- (i) Cottages shall not be permitted in designated Residential Areas.

- (ii) Nothing in the Plan shall affect the continuation of the broiler operations which were legally established before the approval of the Plan, and whose minor expansion may be permitted, provided there will be no adverse effects on surrounding properties or the environment. After they cease to operate, subsequent use of the land occupied by them shall conform to the Plan.

3.2.3 Mixed Development

The business community of Holyrood has developed in a linear fashion along the Conception Bay Highway. There is a lack of any defined commercial centre in the Town. Commercial uses, in a number of cases, are intermingled with residential uses.

The highest concentration of commercial buildings is located along the Conception Bay highway, immediately south of Furey's Wood Path to the intersection of Conception Bay Highway and North Side Road.

A. Objective: Develop an identifiable commercial centre while recognizing the traditional and existing mix of commercial and residential uses.

Policy Statement:

- (i) Within the designated Mixed Development Areas, residential and commercial uses may be permitted.
- (ii) Commercial developments are encouraged to front onto the road along with the attached residential uses located at the back.
- (iii) Public buildings that require a central location may also be permitted.
- (iv) Hotels and "bed and breakfast" operations shall be located only where there are piped water and sewer services.
- (v) Commercial uses such as the sale of goods and services, business, professional or personal services shall be encouraged. Uses for cultural and entertainment purposes may also be permitted. Also see section 3.2.6.

B. Objective: Protect the amenity of residential uses which may be affected by non-residential uses.

Policy Statements:

- (i) Adverse effects of any proposed non-residential development on the adjacent existing residential use shall be prevented or minimized through proper site planning and buffering to Council's requirements.
- (ii) Access points to the public street shall be limited in number and properly designed in order to keep the street safe and efficient for both vehicles and pedestrians.
- (iii) Adequate off-street parking and loading facilities shall be provided.

C. **Objective:** Protect the existing full commercial developments.

Policy Statement:

- (i) Nothing in the Plan shall affect the continuation of existing full commercial uses. These sites will be identified and zoned for commercial uses in the Development Regulations prepared to implement this Plan.

3.2.4 Highway Commercial

The Town is linked to the Trans Canada Highway about 5 kilometres south by both the Holyrood Access Road and Salmonier Line.

Currently the Trans Canada Highway is being upgraded through the municipal boundary of Holyrood. The Highway is being upgraded to a four lane divided standard with an interchange at the intersection of the Holyrood Access Road, Route 62, and at the Salmonier Line intersection, Route 90.

A section of the Trans Canada Highway has been realigned west of the Holyrood Access Road in the area of the Ultramar facility. The old highway now functions as a service road for the service station. This will eliminate the need to have development fronting onto the highway.

A. Objective: Maintain the transportation corridor and ensure safe transportation flow while providing for services to the travelling public.

Policy Statements:

- ~~(i) Within the designated Highway Commercial Area (see Map 1A), uses servicing the travelling public may be accommodated.~~
- (i) Within the designated Highway Commercial Area (see Map 1A), uses servicing the public may be accommodated. Amendment No. 5, 2003**
- (ii) Under the Protected Road Zoning Regulations, no development shall be considered or carried out on the Trans Canada Highway without the review and approval of the Development Control Unit of the Department of Municipal & Provincial Affairs.**
- (iii) In order to protect the Trans Canada Highway, no more than two access points to the highway shall be permitted in each designated Commercial Highway Area. For each development adequate on-site parking and loading facilities shall be provided.**
- (iv) Uses such as recreational vehicle parks and overnight campgrounds that cater to the travelling tourist shall only be permitted in accordance with (ii) and (iii) above.**

Amendment No. 6, 2004

3.2.5 Industrial

The developed industrial area in Holyrood is exceptionally large for the size of the Town, mainly because of the existence of the power generating plant and the old oil refinery site, both of which occupy adequate space for their operation and expansions. The two fish plants, on the other hand, are located on sites limited in size, with little vacant land nearby for expansion. At present, there is no indication that the two fish plants intend to expand.

Existing light industrial uses include a bus service depot and small engine repairs. Similar to commercial uses, most of the small scale industrial land uses are intermingled with existing residences.

A. Objective: Facilitate the development of primary and secondary industries in the Town in order to diversify and strengthen its economic base.

Policy Statements:

- (i) A large parcel of land has been designated to develop an industrial subdivision off the Holyrood Access Road and opposite of the Holy Cross Park. Also, additional land has been designated for industrial use near the generating station. Sections 3.2.8A and 3.2.9B also provide for industrial uses in the Rural and Mineral Workings designations.
- (ii) Within the designated Industrial Areas, a full range of industrial activities may be accommodated. Uses that are complementary to industrial uses such as educational, passenger assembly and catering, may only be considered where the use is part of an industrial operation.
- (iii) Within the designated Industrial Areas along the coast, preference will be given to marine-related uses. Other industrial uses will be judged on their compatibility with nearby uses.

B. Objective: Preserve amenity of adjacent land uses affected by industrial activities.

Policy Statements:

- (i) Industrial uses which may have adverse effects on adjacent uses as a result of noxious fumes, noise, or unsightliness shall be required to minimize these effects through proper location and the provision of buffers. Buffer zones may be created by proper siting, tree and shrub planting, landscaping or fencing, and the provision of sufficiently large sites.
- (ii) Industrial uses which do or could have detrimental effects on other uses, lands, waters or the environment of the Town shall implement mitigating measures to be determined by Council or environmental authorities.

3.2.6 Public Buildings and Uses

There is one church and one school, located on the headland. Other public buildings include the Roman Catholic Parish Hall, the Post Office, the RCMP Detachment, the Library, the Town Hall and the Fire Hall.

A. Objective: Ensure public buildings are easily accessible to all residents of the community and encourage their location in the central part of the community and within easy walking distance of most residences.

Policy Statements:

- (i) Within the designated Public Buildings and Use areas, uses such as educational, cultural and civic uses, medical and public offices shall be permitted. Public buildings are also provided for in the Mixed Development uses (see section 3.2.3).
- (ii) Access points to the public street shall be limited in number and properly designed, in order to keep safe and efficient for both vehicles and pedestrians.
- (iii) Adequate off-street parking facilities shall be provided.

3.2.7 Open Space/Recreational

Holyrood's municipal park is well located and well developed. It's Centennial Recreation Centre located on the Salmonier line is well equipped with sports and playground facilities.

Within the built-up areas of the Town, recreational facilities are rather limited. These include the marina and the beach, the latter being good for passive recreation.

A. Objective: Preserve existing recreational sites as well as encourage the development of future sites for recreational uses.

Policy Statements:

- (i) Additional recreational facilities will be provided in areas where they are needed and when the Town's financial resources permit. Since most of the regional and local recreational facilities are less accessible to the older age groups, in the provision of additional facilities special consideration will be given to these groups.
- (ii) Wherever possible, greater provision will be made for open space in areas adjacent to schools.
- (iii) Play areas for small children will be provided in different sections of the community where they are needed. If such facilities do not exist in presently developed areas, consideration will be given to the development of vacant lots or backlands. Provision of open space and play areas for small children may also be required in new subdivisions.
- (iv) Within the designated Open Space/Recreational Areas, recreational uses such as parks, playgrounds, places of public recreation, and their accessory uses may be considered. Buildings may be permitted provided it is clearly an accessory to the recreational use.
- (v) The development and operation of recreation facilities shall not impose adverse effects on adjacent residential and other uses in terms of noise, traffic, and hours of operation.
- (vi) Existing recreational facilities shall be properly equipped and maintained.
- (vii) Where any lands designated for Open Space/Recreational are under private ownership, this Plan does not indicate that the lands will necessarily remain as Open Space/Recreational indefinitely, nor shall it be construed as implying that these Open Space/Recreational Areas are free and open to the general public or will be purchased by Council. If proposals to develop any such lands are made and Council does not wish to purchase such lands in order to maintain the Open Space/Recreational

designation, applications for re-designation of such lands for other purposes will be given due consideration by Council.

3.2.8 Rural

The largest proportion of land in the Town is designated rural. This designation has been given to land with limited development potential other than for rural uses. This designation also serves to restrict outward urban expansion, but provision is made for serviced residential development in the Town's core area or in areas where there is already some residential development.

A. Objective: Limit development to those areas designated for urban or other specific purposes, and provide for the use of rural resources and other development which cannot be accommodated in the built-up or future urban areas.

Policy Statements:

- (i) All the lands within the Holyrood Planning Area other than those designated for urban and other specific purposes are designated as Rural. (See Maps 1A and 1B).
- (ii) Within the designated Rural Areas, rural uses such as fishing, agriculture, forestry, mining, recreation and activities connected with the conservation of soil or wildlife may be permitted in line with the policies set out in section 3.2.12 to preserve the natural environment. Uses that are complementary to these uses may also be permitted, provided there is no requirement to extend municipal services. Dwellings shall not be permitted except as accessory use for the foregoing uses or as set out in section B below.
- (iii) Special consideration will be given to the future development and expansion of the fishing industry on lands along the coastlines.
- (iv) Areas identified as having potential for aggregate extraction shall be preserved where possible, for future extraction, provided that this will not conflict with the use of adjacent lands. In areas where blasting is necessary, a 1000 metre separation from residential lands is recommended, and without blasting, a lesser separation.
- (v) A general industrial use which is not suited for location in the built-up part of the town because of extensive land requirements, outdoor storage, or other features of its operation may be located on a suitable site in the rural area provided that it meets certain conditions. In order to be considered for a Rural location, the activity shall not require any municipal services, shall have no adverse visual or other impacts on urban areas and public roads, and must be located so that no significant traffic increase is generated in urban areas of the Town. The industrial activity must be capable of development without adverse environmental impacts. No associated retail sales or service may be carried out from the rural site.

- (vi) Nothing in the Plan shall affect the continuation of the broiler operations which were legally established before the approval of the Plan, and whose minor expansion may be permitted, provided there will be no adverse effects on surrounding properties or the environment. After they cease to operate, subsequent use of the land occupied by them shall conform to the Plan. Refer to section 3.2.1(ix).
- (vii) All the Rural Areas shall be retained in natural state except for development associated with the uses described above and in section B below.

B. Objective: Provide for residential development in Rural areas which can be developed on a fully serviced basis or which are already partially developed with homes.

Policy Statements:

- (i) Residential development may be permitted provided:
 - (a) the site is located adjacent to the built-up area of the community;
 - (b) adequate roads, piped water and piped sewer, and other facilities required by Council are provided;
 - (c) the site is rezoned to accommodate the development; and
 - (d) the site and its design comply with the standards to be established in the Town's Development Regulations.
- (ii) Residential infilling (new residential development between existing residential development on substantially developed frontages) may be permitted subject to:
 - (a) the lot fronting onto an existing and publicly maintained road;
 - (b) the lot having a minimum frontage of 38 metres and a minimum area of 2030 square metres;
 - (c) the approval of the Department of Health; and
 - (d) the development not resulting in a need for additional municipal services and not being taken as an indication that piped services will be provided by Council.

C. Objective: To protect the Hawke Hill Ecological Reserve.

Policy Statement:

- (i) The Hawke Hill Ecological Reserve is an established Ecological Reserve subject to the Hawke Hill Ecological Reserve Regulations, 1992. Scientific research at the site will be encouraged, and educational use of the Reserve will be permitted where it

does not conflict with the general objectives of preservation and scientific research.
(see section 3.2.10 B)

3.2.9 Mineral Workings

A number of quarry developments and similar operations as well as some potential aggregate resource areas exist in the Municipal Planning Area. The Town of Holyrood provides approximately 50 percent of the concrete aggregates for the Avalon Peninsula.

The Town wishes to ensure proper operation and restoration of the sites used for this type of land use.

A. Objective: Conserve important aggregate resources from conflicting uses.

Policy Statements:

- (i) Within the designated Mineral Workings areas (see Maps 1A and 1B), aggregate extraction, mineral exploration and related operations may be permitted.
- (ii) It is the policy of the Plan to ensure that the adverse effects of aggregate extraction, mineral exploration and their related operations such as dust, noise, and visual impact on the adjacent properties and environment be kept to a minimum. In order to separate such operations from other incompatible uses, adequate buffers shall be provided by the operator in the form of undeveloped land between Mineral Workings and other uses.

B. Objective: Ensure that land restoration takes place after uses have discontinued operations.

Policy Statements:

- (i) All derelict lands resulting from aggregate extraction, mineral exploration and their related operations shall be properly rehabilitated by the operators.
- (ii) Council will consider the appropriateness of utilizing worked out quarry sites for industrial uses which can not be accommodated in the urban areas and which do not need the provision of urban type services.

3.2.10 Watershed

The Town has a relatively large watershed designated for protection, a large portion being south of the Trans Canada Highway. There are two watersheds, one which drains into both the North Arm River and one which drains into the Harbour Main Pond. While the present well water supply meets the needs of the Town, Council has been interested in an alternate source of surface water, one that can meet the demands of the entire community. Proposed water sources include the North Arm River and Harbour Main Pond, but no final decision has been made about the future source.

As future regional water supplies are being considered, protection of future water sources become important. Any development in such area should be coordinated with concerned departments such as Environment and Lands, Water Resources Division and Municipal and Provincial Affairs, Urban and Rural Planning and Engineering Divisions.

Within the Watershed area south of the Trans Canada Highway, the Hawke Hill Ecological Reserve has been established for the purpose of protecting the best representative area of alpine barrens east of the Long Range Mountains and a representative portion of the Alpine Health Ecoregion for scientific study and educational purposes.

A. Objective: Protect existing and potential water supplies.

Policy Statements:

- (i) The North Arm River drainage area is designated as a Future Water Supply Watershed in the Regional Plan. It is also the intent of this Municipal Plan to protect it and the Harbour Main Pond from existing and future uses that could adversely affect the quality of water in this designated area. (See Maps 1A and 1B).
- (ii) The area between Harbour Main Pond and North Arm River drainage area within the Holyrood Municipal Planning Area (see Maps 1A and 1B) falls into another drainage area intended for future water supply to the neighbouring Town of Harbour Main-Chapel Cove-Lakeview. In order to protect the quality of water, Policy Statements 3.2.10 A(ii), and 3.2.10 A(iii) shall also apply to this drainage area.
- (iii) It is the policy of the Plan to allow the continuation and minor expansions of the existing uses in the designated Watershed Area, provided that the future water quality in the area is not adversely affected.
- (iv) Uses in the designated Watershed Area will be limited to passive recreational activities such as hiking, fishing, and canoeing, until such time as a resource use

study is completed which carefully considers the Watershed Area's resources and uses which are compatible with the municipal water supply priority.

- (v) The North Arm River (and its tributary streams) is a Scheduled Salmon River under the Newfoundland Fishery Regulations established by the Federal Government. Since the larger part of this river and most of its tributary streams are within this designated Watershed Area, it is the policy of the Plan to refer all applications for development on lands that are adjacent to the river and streams in this designated area to Fisheries and Oceans, Government of Canada, for review, assessment, and authorization.
- (vi) The proposed future Lower Churchill Hydroelectric Transmission Line Corridor crosses the designated Watershed area. The current proposal of Newfoundland and Labrador Hydro is for a 65 m corridor which will in part coincide with the existing transmission line corridor south of the Trans Canada Highway. Council will ensure that any potential adverse effects on the water supply are to be mitigated.

B. Objective: To protect the Hawke Hill Ecological Reserve.

Policy Statement:

- (i) The Hawke Hill Ecological Reserve is an established Ecological Reserve subject to the Hawke Hill Ecological Reserve Regulations, 1992. Scientific research at the site will be encouraged, and educational use of the Reserve will be permitted where it does not conflict with the general objectives of preservation and scientific research. (see section 3.2.8 C)

3.2.11 Environment

As the Town continues to grow through development, its attractive environment could deteriorate unless proper protection from the adverse effects of development and industrial operations is provided.

A. Objective: Protect natural environment and scenic resources of the Town.

Policy Statements:

- (i) It is the policy of the Plan to protect the lands, rivers, streams, ponds, and shorelines in the Planning Area from pollution, and to retain the existing vegetation wherever possible.
- (ii) The Town shall promote civic upkeep by individuals, businesses, and institutions and encourage rehabilitation or removal of existing dilapidated buildings and structures.
- (iii) The adverse effects of aggregate extraction, mineral exploration and their related operations, such as dust, noise and visual impact on adjacent uses and properties shall be kept to a minimum through adequate buffering and the rehabilitation of derelict lands. (also see Policy Statements: Mineral Workings, section 3.2.9)

Shorelines

- (iv) In order to protect the quality of water and fish populations, a 15-metre Buffer on each side of rivers and around ponds shall be established to prevent linear development along them (for protection of the rivers and their tributary streams within the designated Watershed Areas, see Watershed Policy Statements). Any development proposals on the rivers or within the Buffer area will be subject to the review, assessment and authorization by Environment and Lands, Water Resources Division.

Provincial Park Protection

- (v) In order to protect and preserve the natural environment surrounding Butter Pot Provincial Park, within 1.0 km of the Park Boundary Council will refer all development applications, for review and assessment to the Parks Division, Department of Tourism and Culture.

Incinerator "Buffer"

- (vi) In order to keep away any incompatible development and to avoid any possible land use conflict, a 1.6 km Buffer around the existing incinerator site and other future waste disposal sites shall be established. Within the Buffer, all development applications shall be subject to the review and authorization by the Department of Environment and Lands.

3.2.12 Transportation

The main road is the Conception Bay Highway, which leads to the Conception Bay South area and the Harbour Main area to the northeast and the northwest respectively. The Town is linked to the Trans Canada Highway about 5 km to the south by the Holyrood Access Road and the Salmonier Line. Located in the southwest section of the Town is a short stretch of the Salmonier Line, which also connects with the Trans Canada Highway before it continues to St. Mary's Bay.

A. Objective: Improve the Town's road system.

Policy Statements:

- (i) Paving and improvements of local roads will be carried out on a yearly and priority basis and according to the Town's financial capability.
- (ii) New roads, extensions or upgrading of existing roads that are not publicly owned and maintained at the time of the coming into effect of this Plan will not be permitted unless they are fully developed to standards for road construction outlined in the regulations developed to implement this Plan. The full costs of the road development or upgrading shall be borne by the developer.
- (iii) The financing and construction of all new roads servicing new subdivision or commercial developments will be the responsibility of the developer and shall be constructed to standards adopted by the Council.
- (iv) To safeguard the road system in the community, all development shall be required to provide adequate off-street parking and loading facilities; building setback; and in case of a corner lot or corner site, adequate sight distance.

B. Objective: Establish a hierarchy of roads and road standards.

Policy Statement:

- (i) Many of the existing local roads were built without proper design, and some need to be upgraded. In order to improve the road system of the community, it is necessary to establish a hierarchy of roads according to their functions. In this community, there are three major classifications of roads as follows:
 - (a) Arterial roads - intended to function as the principal network for through traffic. (ie. Holyrood Access Road, Conception Bay Highway)
 - (b) Collector roads - intended to collect and distribute traffic between arterial and local roads.

- (c) Local roads - intended primarily for direct access to individual properties from collector roads.

Present arterial and collector roads are shown on Maps 1A and 1B. As well, standards appropriate to their intended use will be established for all roads in Development Regulations to be prepared and implemented with this Plan.

C. Objective: Provide for the safety and convenience of the Holyrood Access Road and the Trans Canada Highway.

Policy Statements:

- (i) It is the policy of the Plan to prohibit ribbon development along the Holyrood Access Road, in order to safeguard the functions of the road as a safe and efficient access to the Trans Canada Highway from the Town. In the Rural area, whenever possible, access points to individual sites shall be discouraged in favour of roads serving a number of sites. (eg. the proposed industrial park development)
- (ii) With the exception of the designated Highway Commercial Areas, the area measured one hundred metres (100 m) horizontally on each side of the centreline of the Trans Canada Highway in the Planning Area is designated Conservation, where lands shall be used only for conservation purposes and be kept free of development.

3.2.13 Municipal Services

Presently approximately 50 percent of the Town has both municipal water and sewer. Council is making an effort to get municipal water to residents in other parts of the community. The Town is supplied by a series of community drilled wells. The sewage is treated and then discharged into Holyrood Bay. Storm water drainage follows natural channels and roadside ditches where they exist.

A. Objective: Provide municipal services to as many residents as possible where the need exists in a manner economically feasible to the Town.

Policy Statements:

- (i) In order to provide for the optimum use of the municipal water and sewer system and to limit the cost of extension to the Town, new development locating adjacent to existing water and sewer services will be required to connect into those existing systems.
- (ii) Other than for infilling along existing public roads, development in advance of municipal water and sewer systems will not be permitted.

4.0 IMPLEMENTATION

4.1 ADMINISTRATION

The preparation, adoption, and approval of this Municipal Plan represents only a part of the planning process. In other words, the Plan is not an end in itself nor does it serve any useful purpose without being implemented. Furthermore, the Plan cannot implement itself and can be functional and effective only through Council's actions and efforts to carry it out.

The Municipal Plan is implemented partly by means of the regulatory powers conferred upon the Council by section 36 of the Urban and Rural Planning Act, and programs such as capital works. The Plan will serve as a continuing reference and guide to Council and its officials in order to achieve the goals, objectives, policies, and programs which it contains.

In order to implement this Plan, Council must undertake the necessary action, as required by the Urban and Rural Planning Act and outlined below:

- (i) Prepare, adopt and request the Minister of Municipal and Provincial Affairs to approve Development (Land Use Zoning, Subdivision and Advertisement) Regulations.
- (ii) Control future development by enforcing the Development Regulations and the policies of this Plan.
- (iii) Undertake the capital works program on a progressive basis geared to the available resources of the community and financial assistance from the higher levels of government.
- (iv) Make necessary amendments to the Plan if conditions of the community change, and undertake a review of the Plan every five years.

4.2 DEVELOPMENT REGULATIONS

The direction and orderly control of land use is an important feature of the municipality's planning program. After the Plan is formally adopted, Council is required under section 36 of the Urban and Rural Planning Act to prepare Development Regulations for the control of land use in strict conformity with the Municipal Plan. These must include Land Use Zoning Regulations, Subdivision, and Advertisement (Sign) Regulations.

Development Regulations to be administered and enforced by the Council shall include:

- The powers of Council including rules and administrative procedures governing Council's consideration of planning applications.
- Rules and administrative procedures for the appeal board.

- General development standards for all zones.
- Regulations governing advertisements.
- Regulations governing the subdivision of land, covering but not limited to, subjects such as services to be provided, building lines, public open space, design standards, and transfer of streets and utilities to the Council.
- Definitions of key words and phrases to be used in the interpretation of the Regulations.
- A classification of uses of land and buildings to be used in the Use Zone tables.
- Zone tables tailored specifically for each use zone listing the permitted and discretionary uses and the standards and conditions for development in each specific zone.
- Use Zone maps dividing the Planning Area into areas corresponding with the use zone tables.

4.3 DEVELOPMENT CONTROL

Council will exercise proper control over all development within the Municipal Planning Area in accordance with this Plan and the Development Regulations.

Any person wishing to develop¹ or subdivide land for any purpose within the Planning Area shall make application on the prescribed forms to Council for permission. It is important to note that the Council will require a separate permit to be obtained by the developer for the subdivision² of land. All new development or redevelopment as well as any change of use or intensity of use or alteration or improvement to any land or existing building will require a permit from the Council. In addition, a separate permit will be required for all building work and the occupancy of a building. A building permit will not be granted until a development or subdivision permit has been obtained.

Development control properly exercised can ensure not only orderly and economical growth of the community in terms of land, roads, and municipal services but also safety and convenience for the residents.

Applications for development in areas under the control of Council as well as other government departments will be referred to the concerned departments for review.

¹ The Urban and Rural Planning Act should be referred to for the precise definition of "development".

² Subdivision means the dividing of any land whether in single or joint ownership into two or more pieces for the purpose of development.

4.4 CAPITAL WORKS PROGRAMME

In an effort to ensure that adequate funds are available at the appropriate time to implement various works and improvements to the municipal services, Council shall prepare and submit every year, a five-year forecast of its anticipated capital expenditure requirements.

Despite the availability of water and sewerage services within the Town, additional services are proposed for a few areas. It is Council's intention to secure funding to extend services in the short term along Conception Bay Highway and to other areas where necessary and economically feasible in the long term.

Table 4.1 sets out the Capital Works program which Council has proposed in its "5-year Capital Works Budget" for 1993. The completion of this work would essentially complete servicing for the Town. Cost estimates are given where available, along with a proposed schedule for implementation. Although set out in one-year packages actual scheduling will depend on government funding which is decided annually. The hypothetical scheduling reflects Council's priority for the servicing projects.

TABLE 4.1

| Municipal Financial Year | All 1993 Proposed Work Listed in Priority Order. | Estimated Cost |
|--------------------------|---|---|
| 1993 | Valley Road & Conception Bay Highway 800m - 200mm watermain & 200mm sewer 650m - 200mm watermain & 200mm sewer 1100m - 150mm diameter forcemain sewage lift station Valley Road Upgrading - 750m Healey's Road Upgrading - 350m | \$ 280,000 230,000 170,000 80,000 120,000 55,000 |
| | | \$ 935,000 |
| 1994 | Conception Bay Highway 1000m - 200mm watermain marine outfall 1400m - 200mm watermain and 200mm sewer Kieley's Road Upgrading - 350m Barrett's Road Upgrading - 200m | 150,000 200,000 500,000 70,000 35,000 |
| | | \$ 955,000 |
| 1995 | Woodford's Road 900m - 200mm watermain & 200mm sewer sewage treatment plant Valley Road Paving - 750m Healey's Road Paving - 350m Kieley's Road Paving - 350m Barrett's Road Paving - 200m | 315,000 485,000 55,000 20,000 20,000 20,000 |
| | | \$ 915,000 |
| 1996 | Conception Bay Highway 700m - 200mm water & 200mm sewer Ridge Road 1000m - 200mm water & 200mm sewer sewage lift station 600m - 150mm forcemain Healey's Cove 300m - 150mm watermain Kennedy's Lane Upgrading & Paving 700m | 250,000 350,000 80,000 90,000 40,000 100,000 |
| | | \$ 910,000 |
| 1997 | Country Path 3000m - 200mm watermain Salmonier Road - 300m - 200mm watermain County Path - Paving 3000m | 450,000 450,000 100,000 |
| | | \$ 1,000,000 |

Source: Town of Holyrood

4.5 AMENDMENT AND REVIEW OF PLAN

Since the condition of the community may change during the Plan period, plan amendments may be proposed by Council at any time in order to cope with the new conditions. Any such amendment shall be read together with and form part of this Plan.

As required by the Urban and Rural Planning Act, Council will review and, if necessary, revise this Plan on the expiration of every five years from the date on which this Plan came into effect, in accordance with the developments which can be foreseen during the next ten years.

The process for amendment and review of this Plan is the same as that for bringing this Plan into effect.

(Appendix I)

APPENDIX I
FUTURE LAND USE MAPS

(Appendix I)

APPENDIX II
FUTURE LAND USE MAPS

