

TOWN OF PORT REXTON

MUNICIPAL PLAN

2004-2014

Gazetted: April 1, 2005

Consolidation Date: n/a

Amendments: To see if there were any amendments to this document since it came into effect, please refer to:

[List of Amendments](#)

November 2004

**PORT REXTON MUNICIPAL PLAN
2004 - 2014**

Arvo McMillan, MCIP, Planning Consultant
St. John's, NL

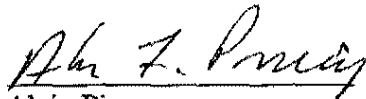
**URBAN AND RURAL PLANNING ACT
RESOLUTION TO ADOPT
TOWN OF PORT REXTON MUNICIPAL PLAN**

Under the authority of Section 16 of the *Urban and Rural Planning Act 2000*, the Town Council of Port Rexton adopts the Port Rexton Municipal Plan 2004 - 2014.

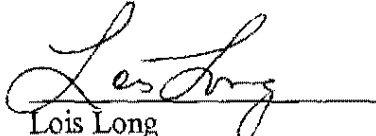
Adopted by the Town Council of Port Rexton on the 17 day of Nov, 2004.

Signed and sealed this 17 day of Nov, 2004.

Mayor:


Alvin Piercey

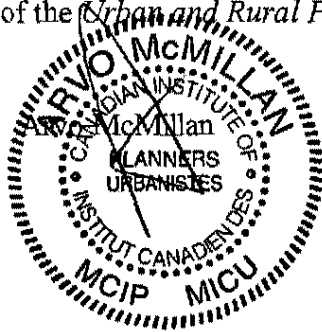
Clerk:


Lois Long

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached Municipal Plan has been prepared in accordance with the requirements of the *Urban and Rural Planning Act 2000*.

MCIP:



**URBAN AND RURAL PLANNING ACT
RESOLUTION TO APPROVE
TOWN OF PORT REXTON
MUNICIPAL PLAN 2004 - 2014**

Under the authority of section 16, section 17 and section 18 of the *Urban and Rural Planning Act 2000*, the Town Council of Port Rexton:

- a) adopted the Port Rexton Municipal Plan on the 17 day of NOV, 2004.
- b) gave notice of the adoption of the Port Rexton Municipal Plan by advertisement inserted on the 22 day and the 29 day of NOV, 2004 in the Packet newspaper.
- c) set the 5 day of Dec at 7:00 p.m. at the Town Hall, Port Rexton for the holding of a public hearing to consider objections and submissions.

Now under section 23 of the *Urban and Rural Planning Act 2000*, the Town Council of Port Rexton approves the Port Rexton Municipal Plan 2004 - 2014.

SIGNED AND SEALED this 2nd day of March, 2005

Mayor:

Alvin F. Piercey
Alvin Piercey

Clerk:

Lois Long
Lois Long

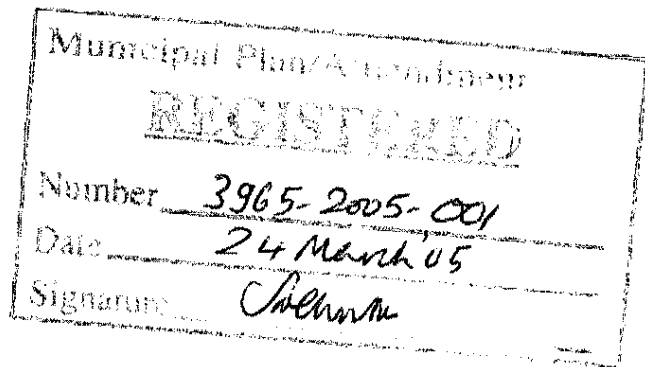


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**PORT REXTON
MUNICIPAL PLAN 2004 - 2014**

1 INTRODUCTION

This document is a municipal plan for the Town of Port Rexton that has been prepared in accordance with the provisions of the Urban and Rural Planning Act of Newfoundland and Labrador. It is accompanied by the Town of Port Rexton Development Regulations which provides the land use controls necessary to implement certain land use policies of this municipal plan.

2 INTERPRETATION

Sections 6 and 7 and the Future Land Use Maps, constitute the legally effective parts of the Port Rexton Municipal Plan. These sections set out the land use policies for the Port Rexton Municipal Planning Area. These policies are given effect under the Urban and Rural Planning Act and the Port Rexton Development Regulations.

The boundaries between the different land use designations in the Municipal Plan are meant to be general, except in the case of roads or other prominent physical features, where they are intended to define the exact limits of each category.

3 RATIONALE

The Town of Port Rexton decided to proceed with a municipal plan in order to prevent developments that would diminish the quality of life for the Town's full and part-time residents, and that would negatively affect the Town's ability to retain and attract suitable businesses, particularly in the tourism and recreational sectors.

This planning process is seen as a tool to achieve certain community goals over a five to ten year period that will enable to the Town to capitalize on its assets and the assets of the Trinity Bight area, and remain an attractive, livable community on the Bonavista Peninsula.

4 CONTEXT

Port Rexton is a Trinity Bay community of approximately 432 persons (2001 Census) located on the Bonavista Peninsula about 75 kilometres north of Clarenville and the Trans Canada Highway. It lies approximately 260 kilometres from St. John's.

Port Rexton is a member of both the Discovery Regional Economic Development Corporation and the Trinity Bight - a group of 13 communities including the

Champney's, Port Rexton, Trinity East, Trinity, Goose Cove, Dunfield, Trouty, Old Bonaventure, New Bonaventure, and Kerley's Harbour.

The dominant community on the Bonavista Peninsula is Clarenville - population 5,104 as of 2001- where a full array of essential services are to be found, including medical facilities, certain government offices, and several shopping centres.

South of Highway 230, Port Rexton takes in Champney's Arm and part of Trinity East. Port Rexton itself is composed of two communities - Robin Hood, and Ship Cove - both focused on Robin Hood Bay south of the Highway 230. It also is comprised of the adjoining settlements of Robin Hood and Ship Cove.

The older and built-up area of Port Rexton is served by a network of roads that extend roughly 500 to 750 metres west of Robin Hood Bay to Rocky Hill Road. It includes development around Robin Hood Pond at the bottom of Robin Hood Bay. East from Rocky Hill Road to the Town limits is undeveloped.

Development in Champney's Arm is concentrated in the vicinity of Randall's Point. Salmon Cove River - the eastern boundary of Port Rexton - flows into Champney's Cove.

A mixture of development occurs along a portion of the Bonavista Peninsula Highway, Highway 230, and residential development occurs north off several roads toward Little Pond and Big Pond. The Town Office is located on the Highway near Rocky Hill Road and the former Bonavista Branch track bed. There is a small cluster of development - two lounges, tourist accommodation, and a restaurant at the intersection of Peninsula Highway and Highway 236.

Development along the Peninsula Highway is controlled by the Province under a Protected Road Zoning Plan to a depth of 100 metres on both sides from the eastern boundary to the end of Robin Hood Pond.

The developed areas are surrounded by undeveloped forested and semi-forested lands. A very large area has been delineated as a domestic cutting area.

History

Port Rexton was incorporated in 1969, and first permanently settled in the 1790's by John Rex and John Randall, "both of whom likely came to Newfoundland as servants of the Lester-Garland firm of Trinity. Both married local women and built the first homes at Ship Cove, in the 1790's." Prior to that, "Port Rexton was probably well known to the migratory fishermen who frequented Trinity from the 1600's." Its population has not varied a great deal - in 1869 it was 352, peaked at 790 in 1921,

and settled back to 449 in 1951, and 442 in 1991. (Source: Encyclopedia of Newfoundland and Labrador - Volume 4 - Port Rexton)

At this point in time, no archaeological sites have been explored in Port Rexton. However, this does not mean that none exist. There is a significant number of sites in Trinity and Champney West, which could mean that there are sites waiting to be discovered.

5 KEY ASSUMPTIONS - DIRECTIONS FOR THE FUTURE

Based on research, observation, preliminary consultations and planning practice, certain major assumptions are made which help guide the objectives and policies governing land use in Port Rexton. These are set out below.

- Port Rexton is expected to remain largely stable in population - in the area of 400 to 450 persons (present population is 432 - 2001 Census) and in the number of dwellings (237 private dwellings - 2001 Census). This stability is likely because the Town is well located with respect to employment opportunities in Clarenville and other centres of employment, and, because the Town is in the centre of a major tourist and second home destination on the Bonavista Peninsula - Trinity Bight.

Because of its scenery, services and location, Port Rexton is an attractive tourist destination. It is beginning to develop a tourism infrastructure in the form of a major inn, several bed and breakfasts, plus trails and other amenities.

- Housing Activity is going to remain limited, since there is not likely to be much of an increase, if any, in population on an already small population base. The "conventional" residential areas - newer single dwellings on standard sized lots - lie north of the Highway. There will also be some new housing construction in the older part of Town between the Highway and the coast-line.

Land Use Issues

Policy will have to reflect the demands for different settings for housing - the new and the traditional.

- Second home ownership is going to increase, with some of the existing housing being used and renovated for this purpose, accompanied by the construction of new buildings for tourist accommodation - on a limited scale.

Many of the part-time residents will be persons who are original residents of Port Rexton.

Land Use Issues

The land use issues associated with tourism and second home residency are reflected in a heightened interest in: environmental and cultural heritage conservation and development; protection of scenic views and public access to the coastal areas along Robin Hood Bay and Champney's Cove; the provision of recreational opportunities primarily for mature persons; and adequate public services, including those related to development controls and property protection.

- Commercial and public development is going to be modest insofar Port Rexton residents and visitors have ready access to services provided elsewhere. Major public services and commercial services are available in Clarendville, an hour's drive away, and other services are readily available in Trinity.

There will be more home-based businesses, and accommodation and catering businesses related to the tourism industry, along with some coastal recreation types of enterprises. As with the residential development, change is likely to occur gradually. The Bonavista Peninsula Highway will remain partially commercial and residential in nature.

Land Use Issues

Land use policy will accommodate commercial, residential and public mixed development (businesses carried out by owner-occupiers for the most case, and public uses to be limited to relatively low impact community halls, churches, etc.) in the Village area between Robin Hood Bay and Rocky Hill Road (both sides), including Ship Cove, and in the built up part of Champney's Arm - that is, around the eastern of Robin Hood Pond and around Randall's Point. Ship Cove and Champney's Cove - Randall's Point policy should also include provision for appropriately scaled commercial marinas and related facilities.

A greater variety of commercial uses will be allowed along the Peninsula Highway, particularly around the intersection of Highway 236 (road to Lockston Path Provincial Park and King's Cove).

- Agriculture and forestry are not significant resources in this Municipal Planning Area. There is however, a large community pasture to the north and east of the Bonavista Peninsula Highway. Also, there is an operation that accommodates a variable number of horses, sheep, goats and more exotic animals across from the Town Office. Some casual pasturage of livestock occurs within the older part of Port Rexton south of the highway.

There is an extensive domestic cutting area north of the Highway that, notwithstanding the apparent boundary that runs along the Bonavista Peninsula Highway, excludes private lands.

Land Use Issues

Low impact agricultural use can be accommodated within the built-up areas. The present operation across from the Town Office can be more effectively integrated within the Town so that it becomes an asset and an attraction. Other large scale operations should not be allowed.

Excluding lands used for other purposes, the domestic cutting area should be protected. Protection of the domestic cutting area will also help to control the spread of urban development and thus help to conserve Town resources.

- Historic and archaeological resources - In nearby Trinity, Trinity East, and Champney West there are early European and aboriginal sites and thus, while there are no discovered archaeological resources in Port Rexton, the potential is deemed to exist.

Land Use Issues

Protection and programming to research and develop the resources, including development of selected areas and sites for the benefit of the community and visitors. Major developments are subject to scrutiny for archaeological potential.

Also, develop a heritage conservation program that will enable the Town to identify its resources and protect and develop these resources appropriately. This could lead to the designation of a heritage conservation area, and the designation of heritage buildings and landscapes.

- Mineral Resources - There is an active mineral exploration program in Port Rexton. Also, there are several pits in the area. The pits are not registered with the Department of Natural Resources.

Land Use Issues

Mineral exploration is to be allowed to continue. The status of the existing pits is to be assessed in order to determine if these are to be allowed to continue and to determine if they, and other potential aggregates resources should be protected.

- Waterways and wetlands - There are significant waterways within Port Rexton, not the least of which is Salmon Cove River, a designated salmon river.

Land Use Issues

The conservation and protection of waterways is essential, as is the protection of wetlands feeding these waterways.

- A regional solid waste disposal system (the landfill is located outside the Town's Municipal Planning Area) will be put into operation during period covered by the Municipal Plan. In line with contemporary thinking as articulated in the recently released Provincial solid waste strategy, it will place a very heavy emphasis on recycling and consolidation of landfill sites.

Land Use Issues - To be determined.

- Municipal finance - Financial resources are limited, and so the Town will not be able to undertake the installation of municipal sewer and water services. The Town will have to budget for increased treatment of the existing seven wells and its share of regional solid waste disposal system. Also, the Town should budget for trail maintenance.

Land Use Issues

The Town must ensure that new development and redevelopment does not trigger a requirement for municipal water and sewer services, and that insofar possible, development occurs along existing roads.

PORT REXTON MUNICIPAL PLAN
OBJECTIVES AND POLICIES

6 OBJECTIVES

The municipal plan is designed to assist in securing certain basic objectives for the Town, namely:

- (a) to make the Town of Port Rexton a hospitable and physically attractive environment for full and part-time residents;
- (b) within the context of Port Rexton as a residential, tourist oriented and heritage community, to create an environment that will foster business development;
- (c) to conserve and appropriately develop the cultural resources of the community- which includes buildings and landscapes, and historic trails and the old railway bed, and potential archaeological sites;
- (d) to conserve the largely natural environment - the waterways and wetlands, future water-supplies, the coastal shorelines, treed areas, and so forth;
- (e) to reduce, if not entirely eliminate, the likelihood of having to install costly municipal water and sewer services through controls over development, which include environmental conservation and protection measures. and;
- (f) to provide a legal framework for orderly development, and to prevent developments that will negatively affect the use, enjoyment and value of the properties of the residents and businesses of the community.

In general terms the Town intends to secure these objectives by:

- (a) maintaining the traditional character and densities of development of the Town: that is:
 - (i) generally restricting development to existing roads, particularly south of the Bonavista Highway;
 - (ii) the retention of fields and spaces between the developed roads and areas south of the Bonavista Peninsula Highway;
 - (iii) ensuring that residential and other developments generally conform to the appearance and scale of the neighbouring buildings and are clearly appropriate to the area;

- (b) allowing the expansion of commercial development along the Bonavista Peninsula Highway and extensive residential subdivision development north of the Highway;
- (c) restricting, and if necessary completely prohibiting, certain new developments that could create negative impacts on the environment, more desired uses and the amenities and appearance of the community - for example, scrap yards and waste-disposal sites, and livestock operations with more than a few animals;
- (d) exercising effective control over existing developments that are deemed to have a high negative impact;
- (e) establishing major buffers along the coast-line, having regard for activities that must be located with direct access to the tidal waters, protecting clearly defined wetlands from development, and establishing buffers along all well-defined freshwater wetlands and waterways;
- (f) establishing standards for development, including lot area, location, and so forth - so that development can be self-sufficient in terms of water supply and waste disposal;
- (g) protecting the seven community wells from development that can contaminate the water supplies, and under the guidance of the Department of Municipal and Provincial Affairs carrying out a program in association with other communities of well and water quality maintenance to ensure that these water supplies meet Provincial standards;
- (h) and finally, achieving a sustained dialogue with and between residents and stakeholders of the community to carry forward the goals and objectives that have been developed during the preparation of this Plan, and as conditions change, to effectively respond to these changes.

7 LAND USE POLICIES

7.1 General Development

7.1.1 Future Land Use Designations and Policies

All development within the Port Rexton Planning Area shall be managed in accordance with the general land use policies and designations set out in the ensuing sections. These designations are shown on the Future Land Use Maps.

To identify land for the future development needs of Port Rexton, the following land use designations are established in the Plan and designated on Future Land Use Maps:

- (a) Village
- (b) Commercial and Community Services
- (c) Rural
- (d) Conservation
- (e) Well Head Protection Area
- (f) Domestic Cutting Area (overlays the Rural designation).

The boundaries between the land use designations 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.

7.1.2 General Development Policy

Council shall ensure that new development makes efficient use of existing roads and infrastructure. Council shall further ensure that new development will not create unreasonable servicing demands or costs.

Development that could trigger the demand for municipal sewer and water services shall not be permitted.

Larger scale subdivision development will be subject to a comprehensive evaluation by Council to ensure that it will mesh with adjacent development and the existing road system. Access to adjacent undeveloped land shall be reserved for future development.

In addition to any other considerations under this Municipal Plan, Council may refuse permission for a subdivision or any development where in its opinion it is

uneconomical to provide all requisite services, including road maintenance, garbage pickup and fire protection.

Development on private water and/or waste disposal systems shall be approved by the Department of Government Services and Lands and all other appropriate agencies before a permit is issued by the Town.

7.1.3 Conditions - All Development

(1) Services and Access

Services and access must be appropriate to the type and scale of development.

(2) Uses Permitted In All Designations

Accessory buildings and uses, antenna, conservation, public utilities and recreational open space and trails are permitted in all designations.

(3) Compatibility of Uses, Buffers and Screening

Council shall ensure as much as possible that new development will not negatively affect existing and proposed land uses by creating a hazard or nuisance such as noise, dust, odour or unsightly appearance. Council may require a developer to provide appropriate screening or to undertake other measures to minimize negative off-site effects.

7.1.4 Advertisements and Signs

Advertisements and signs shall, while complying with requirements for safety and convenience and promoting the businesses and resources of Port Rexton, shall be designed and located in such a way as to contribute to the overall attractiveness of Port Rexton.

7.1.5 Agriculture and Forestry

Agriculture and forestry uses are deemed to be permitted uses under the Rural designation, subject to all other provisions of this Municipal Plan and the implementing Development Regulations.

Higher intensity livestock and related agricultural uses shall be separated by an adequate buffer between existing and proposed residential developments and shall conform to Provincial Government policies and guidelines with respect to their development and management.

The boundaries of the domestic cutting area are only general in nature, and are meant to exclude private and developed lands. Within the domestic cutting areas, development can only occur with the approval of the Department of Natural Resources, Forest Resources Division.

7.1.6 Archaeological and Heritage Resources

Archaeological sites and discoveries are protected under the *Historic Resources Act, 1985*. If such a site is discovered, development shall stop and the Provincial Archaeology Office of the Department of Tourism, Culture and Recreation consulted. Also, if any major development is proposed, this Office shall be advised before an approval is granted by the Town so that the necessary research can be carried out before construction begins.

The Town shall conserve and develop its heritage resources and landscapes. This will include a process whereby historic buildings and landscapes are identified and preserved, and new developments are reviewed by Council to ensure that they are compatible with the character of the area south of the Bonavista Highway - primarily around Ship Cove, Robin Hood Bay and Ship Cove Road/Church Road. Part of the process may include the establishment of committee to assist Council in design review.

7.1.7 Comprehensive Development

This provision is designed to allow a development that could reduce road frontage, make more effective use of services, yield more open space and/or protect certain environmental and heritage resources. This provision can be applied to sites that are difficult, if not impossible to develop, under the conventional zoning requirements - for example, sites that contain wetlands, and rocky outcrops.

The Town can allow a planned comprehensive development, in which frontage on a public road, lot frontage and lot area do not meet the requirements of the Village Zone under the Town's Development Regulations, provided:

- (a) the development is planned as a single development with roads, services, lotting, open spaces and other features typically required in a plan of subdivision;
- (b) water and waste disposal systems are adequate;
- (c) adequate access is provided to the site;
- (d) the land use and overall density of the comprehensive development satisfies the requirements of the zone in which it is located.

7.1.8 Designated Trails Buffer

The Skerwink Trail and the former Bonavista Branch Line railway track are protected as designated trails on the Future Land Use Maps. These are well-known and delineated trails heavily used by residents and visitors alike.

Buffers are established along trails designated on the Future Land Use Maps in order to:

- protect the trail from physical damage by development;
- ensure a pleasant experience for trail users;
- minimize conflicts between abutting residents about privacy and other issues and trail users;
-

by:

- the creation and maintenance of a separation between the trail and certain types of development;
- retaining the natural vegetation and features of the trail corridor - or providing sufficient space to allow for suitable landscaping.

Wherever space and terrain characteristics allow, the appearance and use of designated trails shall be protected by buffers that separate the trail and other forms of development. Within the buffer the retention of the natural vegetation is encouraged.

Except where it's not feasible in built-up areas, the minimum buffer along the designated trails shall be fifteen (15) metres from either side of the trail. The maximum buffer shall not exceed thirty (30) metres from either side of the trail.

7.1.9 Discretionary Uses

Unless it is specifically set out as a discretionary use under the Municipal Plan, the Town may determine that a use should be identified as discretionary use under the Development Regulations, where, in its opinion:

- (a) the use is likely to have an impact on the predominant uses of the zone and that in order to mitigate this impact it is desirable to consult with the public and possible affected parties prior to issuing, issuing subject to conditions, or refusing a permit;
- (b) that to ensure that the discretionary use is compatible with nearby uses and the predominant uses of the zone it is necessary to attach conditions to an approval that differ from the standard conditions under the Development Regulations.

7.1.10 Mineral Exploration

- (1) Subject to the other provisions of this Municipal Plan, mineral exploration which is not classed as development by virtue of appreciable soil disturbance, construction of access roads, noise, odour and appearance can be permitted anywhere in the Planning Area, provided that adequate notification is provided to the Town.
- (2) Mineral exploration which is classed as development shall be permitted in the Rural designation, provided that adequate provision is made for buffering/and or other mitigations of impacts on existing or future urban and conservation areas and provided that all necessary approvals are obtained.
 - (a) Buffering may take the form of a separation between such mineral exploration and areas set aside for urban purposes within which higher impact mineral exploration is either prohibited outright, or is treated as a discretionary use.
 - (b) Higher impact mineral exploration shall be subject to conditions that control noise, appearance, duration of the drilling or excavating program and the control of other impacts that may arise. The precise nature of these controls will depend upon the location of the mineral exploration in respect to built-up areas.

- (c) Where there is soil disturbance, the developer shall provide a site restoration surety and/or other satisfactory guarantees of site landscaping to the Town.

7.1.11 Mineral Workings

The Town may provide for mineral workings in areas where there is a known resource and where there is less likely to be conflict between mineral workings and other uses. Such mineral workings can be accommodated in the rural portions of the Planning Area, subject to controls that will minimize environmental damage, protect the amenities of nearby areas, foster restitution of sites and minimize land use conflict that could affect the proper exploitation of aggregate resources.

Regulations may include establishing buffer areas around mineral workings within which certain types of development are to be reviewed by the Department of Natural Resources, Mineral Lands Division, before approvals are given by the Town.

The Town may distinguish between classes of mineral workings, and regulate the removal of fill materials which occurs as part of a development and landscaping.

7.1.12 Site Development

Before approving a development, the Town shall consider the adequacy of site grading, drainage and landscaping and the potential of the development to cause erosion onto and pollution of adjacent development and lands and bodies of water receiving run-off from the site, and other similar matters.

The Town shall ensure that the proposal is not inappropriate by reason of:

- (a) precipitating or contributing to a pollution problem in the area; or
- (b) causing erosion and/or sedimentation.

7.1.13 Waterways - Buffers

- (1) A protective buffer of undisturbed soil and vegetation shall be preserved along the shoreline of all waterways. The buffer shall be sufficient to prevent erosion, retain natural drainage features, prevent siltation, preserve public access and protect fish habitat.

- (2) Subject to the appropriate approvals and reviews, only trails and accessory uses, and uses requiring direct access to a body of water may be permitted in these buffer areas.
- (3) The matter of adequate and usable legal public access to the waterway may be used as a consideration in the review of an application for a structure within a buffer and/or waterway.
- (4) Any activity that has the potential to affect fish habitat shall be forwarded to Fisheries and Oceans Canada for review.

7.2 Village Designation

The Village Designation is designed to sustain and develop the existing character of Port Rexton. This includes the older village south of the Bonavista Peninsula Highway with its rich mix of uses and the newer residential areas north of the Highway.

The scale and appearance of development shall be reviewed in accordance with Sections 6 and 7.1.6 of this Plan.

This designation allows:

- (a) bed and breakfast;
- (b) boarding house;
- (c) child care;
- (d) double dwelling;
- (d) family and group care centre;
- (e) home occupations;
- (f) marina associated with a residential property; and
- (g) single dwelling and subsidiary apartment;

as permitted uses.

Discretionary uses are those, which while compatible with the basic character of the traditional village area, are deemed to have a larger impact than the permitted uses. Such uses are:

- (a) business, professional and personal service uses group - such as offices, medical and legal offices, beauty parlours, appliance rentals, etc.;
- (b) catering;
- (c) clubs and lodges;

- (d) commercial - residential;
- (e) cultural and civic uses, including theatre;
- (f) educational;
- (g) general assembly;
- (h) marina;
- (i) outdoor market;
- (j) place of worship;
- (k) shop; and
- (l) theatre.

Free-standing businesses or businesses located in dwellings shall be compatible in use, scale and appearance with the surrounding area and shall not impose a nuisance or hazard on adjacent residential properties because of noise, dust, fumes, hours of operation, parking, traffic, appearance, outdoor storage, site design or other factors. Council may require the business to be suitably buffered or screened so to minimize its impact on nearby residential properties and the character of the residential area.

7.3 Commercial and Community Services Designation

The Commercial and Community Service designation is used to accommodate commercial and public development in places where there are significant free standing commercial and public developments which cannot be reasonably accommodated under the Village designation because of impacts on other uses.

In addition to the primary commercial and public developments, certain types of residential and industrial developments can be allowed in this designation provided that these are compatible with the other uses.

More specifically, this designation accommodates the following uses:

- (a) commercial uses, including uses such as retail stores, shopping centres, tourist accommodation and commercial services to persons and businesses;
- (b) private and public offices;
- (c) light industrial uses;
- (d) commercial garages, carwashes and service stations;
- (e) public and institutional uses, such as churches, government facilities, schools, special care facilities, medical clinics;
- (f) major gathering places, such as arenas, and community and civic centres and outdoor and indoor assembly;
- (g) campgrounds;
- (h) full service marinas, transportation uses;
- (i) recreational open space;

- (j) residential uses such as hostels, seniors housing, and apartment buildings.

There must be adequate separation and/or other screening between potentially conflicting uses, accompanied by landscaping of the property that includes driveways and parking areas.

7.4 Rural Designation

The Port Rexton Municipal Plan protects rural areas from inappropriate urban development through the Rural designation.

Subject to the other requirements of this Municipal Plan, this designation accommodates the following uses as permitted uses:

- (a) agriculture and forestry, veterinary;
- (b) cemeteries;
- (c) marina associated with a single dwelling; and
- (d) mineral exploration.

Other uses, notably:

- (a) resource based industrial uses - processing and storage related to agriculture, forestry, and/or mineral workings;
- (b) campgrounds;
- (c) full service marinas;
- (d) mineral workings;
- (e) scrapyards;
- (f) outdoor assembly and outdoor markets;
- (g) accessory single dwelling and
- (h) animal pounds and kennels;

are discretionary uses under this designation.

A scrapyard shall be buffered and screened from other uses.

An accessory single dwelling may only be permitted as a use accessory to an agriculture or forestry use.

Any requests for development in the Rural designation shall be reviewed by the Departments of Government Services and Natural Resources. Other agencies shall be consulted as appropriate.

7.5 Conservation Designation

The conservation designation is applied to well-defined areas along or around selected waterways and wetlands and undeveloped coastal areas.

The intent is only to allow those uses which are entirely compatible with the conservation of environmentally sensitive areas. Only conservation uses are permitted uses in this designation. However, subject to the appropriate approvals and reviews, trails and accessory uses, and uses requiring direct access to a body of water may be permitted in this designation.

7.6 Well Head Protection Area

There are seven wells in Port Rexton serving a certain number of properties with piped water. In accordance with Provincial policy, a one hundred metre radius buffer is delineated around each well-head.

Notwithstanding the uses allowed in the designation that the well head protection area overlays, no development shall be permitted within this area that is likely to contaminate the water supply or otherwise affect the continued operation of the well.

Any development, except for renovation of an existing use, shall be referred to the Department of Environment and Conservation for approval before the Town issues a permit.

7.7 Domestic Cutting Area

The boundary of the domestic cutting area which lies north of Highway 230 is shown as an overlay on the Rural designation. Residential and other developed areas are excluded from the Domestic Cutting Area. Development and activities in this area are subject to the approval of the Department of Natural Resources.

7.8 Bonavista Highway (Route 230) Protected Road Zoning Plan

Development within 100 metres of the centre-line of the Bonavista Highway, Route 230) is subject to review by the Government Service Centre of the Department of Government Services before a permit is issued by the Town.