

**TRINITY SOUTH HIGHWAY
PROTECTED ROAD PLAN
Route 80**

Urban and Rural Planning Division
Department of Municipal and Provincial Affairs
Government of Newfoundland and Labrador
July 1998

Table of Contents

1. Introduction	1
Foreword	1
Departmental Responsibilities	1
Departmental Policies	2
Establishment of Control Areas	2
Control Procedure	3
Revisions	3
2. The Trinity South Highway	4
The Protected Road	4
Description	5
3. Plan Review	7
Community Consultations	7
Population	8
Traffic Volumes	8
Conclusions	11
4. Referrals	14
5. Zoning	17
Urban Zoning	17
Rural Zoning	20
6. Zoning Maps 1 to 33	21

1. Introduction

Foreword

This document is a review and update of the Trinity South Highway Zoning Plan 1982 - 1987. Numerous revisions have been made, generally to incorporate amendments that had been made to the earlier version of the Plan. Most of these are relatively minor in nature. The most significant changes are extensions to Mixed zones in Blaketown and the deletion of Bay de Verde from the Protected Road. New versions of the zoning maps have been prepared, with large scale topographic mapping used as much as possible to provide more accuracy. Mapping has been prepared for the full length of the Protected Road.

Departmental Responsibilities

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

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

- i) Restrict sporadic ribbon development along the highway.
- ii) Restrict the number of accesses along the highway, thus reducing the number of potential hazards and expediting the free flow of traffic.
- iii) Ensure that development along the highway is constructed and located in such a manner as not to detract from the amenities of the roadside.

- iv) Control the location of advertisements on the highways and ensure that those permitted do not present an eyesore or pose a hazard to traffic by virtue of their lettering or design.
- v) Ensure that any new development will not create a sanitation hazard in itself or to adjoining property, or in any way have an injurious effect on the property of others.
- vi) Ensure that highway service areas are developed along the highway in locations that will provide assistance to the travelling public in a safe and convenient manner.
- vii) Ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.
- viii) Assist in the orderly development of the communities adjacent to the highway.
- ix) Generally ensure that the amenity of the roadside is kept in a pleasing condition.

Departmental Policies

Over the past several years, and in view of the responsibilities and objectives outlined above, the Department has developed several general policies with regard to development control on Protected Roads. These are:

- i) Identify urban and quasi-urban areas and provide reasonable limits to their growth adjacent to highways and, in any such area not presently regulated by land use controls, to provide interim zoning.
- ii) Allocate areas for highway commercial development in appropriate and viable rural and urban areas, and cause this development to locate in clusters so as to minimize disruption of highway safety and utility.
- iii) Identify desirable areas for the location of summer cottage development.

Establishment of Control Areas

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

- i) Within a municipality, the Building Control Line shall extend one hundred (100) metres from each side of the centreline of a Protected Road.
- ii) Outside a municipal boundary but within a municipal planning area, the Building Control Line shall extend one hundred and fifty (150) metres from either side of the centreline of a Protected Road.
- iii) Within an established unincorporated community, the Building Control Line shall be as designated by an existing or proposed Highway Zoning Plan.
- iv) On a Protected Road, other than as described above, the Building Control Line shall extend four hundred (400) metres either side of the highway centreline.

Under the jurisdiction of these Regulations, the Department now controls development adjacent to 31 major trunk roads consisting of more than 3,000 kilometres of road.

Control Procedure

A zoning scheme consisting of up to eight (8) separate zones, each with prescribed permitted uses and specific conditions pertaining to development is applied to each highway. An initial inquiry regarding the suitability of a particular site for a development proposal within the control area is referred to appropriate government departments and authorities for their recommendations and, if necessary, their approval. Should the initial application be approved, further review and referral of detailed plans must be undertaken before final approval may be granted.

Revisions

The recommendations and zoning imposed are intended to offer maximum protection to the highway, and still take into consideration the natural growth of the highway's urban areas and the proper development of the rural uses such as summer cottages and highway service centres. However, due to changing land use requirements and unforeseeable events, a plan of this nature must be flexible and adaptable to changing conditions. Therefore, it is subject to periodic review. Any desired amendments within this time period must be channelled through the Urban and Rural Planning Division, Department of Municipal and Provincial Affairs.

2. The Trinity South Highway

The Protected Road

The Trinity South Highway was gazetted as a Protected Road on November 9, 1979 from its intersection with the Trans Canada Highway to its intersection with the Conception Bay North Loop Road. At the same time, the Conception Bay North Loop Road was declared to be a Protected Road from its intersection with the Trinity South Road to a point outside the boundary of the Town of Bay de Verde. Both roads, jointly referred to here as the Trinity South Highway, form the main highway link along the western shore of the Bay de Verde peninsula.

Of this length of highway, sections through six towns have been omitted from Protected Road zoning. On September 19, 1980, the description of the highway was altered to increase the area omitted from Protected Road Zoning through the Town of Heart's Delight - Islington. Some further alterations have been made under this Review. One of these is a minor alteration to move the boundary of the road at the south end of Heart's Delight - Islington about 100 metres. The other is a fairly substantial change which deletes the Town of Bay de Verde from the Protected Road. Bay de Verde is unique due to its location at the northernmost extremity of the Road. As a result, the Department of Works, Services and Transportation considered it acceptable to lower the speed limit there as it would have little impact on through traffic. With the lowered speed limit, remoteness of the area and the low degree of development pressure there, it was considered prudent to delete the area from the Protected Road.

The Trinity South Highway Protected Road is described as:

1. The Trinity South Road (Route 80), as existing or proposed, from its intersection with the Trans Canada Highway (Route 1) to its intersection with the Conception Bay North Highway (Route 70) at Old Perlican, excluding those sections of highway conjoint with the municipalities of Heart's Delight, Heart's Desire, Heart's Content, New Perlican, and Winterton as per the following descriptions:

- a) Heart's Delight: Commencing at a point 600 metres (1966 feet) south of the bridge over Bear Cove Brook where it crosses the highway and extending to a point 410 metres (1345 feet) north of the northern approach of the road locally known as "Road to the Northeast Side of Heart's Delight" with Route 80.
 - b) Heart's Desire: Commencing at a point 230 metres (750 feet) south of the bridge over Heart's Desire Brook and extending to a point 90 metres (300 feet) north of the intersection of Route 80 with the road locally known as "Bill Clark's Lane".
 - c) Heart's Content: Commencing at a point 110 metres (365 feet) south of the intersection of Route 80 with the Southern Cove Access Road and extending to a point where the access to Northern Point lighthouse intersects with Route 80.
 - d) New Perlican: Commencing at a point 200 metres (650 feet) south of the intersection of Route 80 with Vitter's Cove Access Road, and extending to a point 400 metres (1300 feet) north of the bridge over New Perlican River.
 - e) Winterton: Commencing at a point 1 kilometre (3240 feet) south of the bridge traversing the outflow leading from Western Pond and extending to a point (3000 feet) north of the intersection of Route 80 and the Harbour Bridge Road.
2. **The Conception Bay North Road (Route 70)** as existing or proposed from its intersection with the Trinity South Road (Route 80) at Old Perlican to its intersection with the road to Grate's Cove (Route 70 - 61).

Description

The Trinity South Highway runs for a distance of 111.4 kilometres from its intersection with the Trans Canada Highway at Whitbourne to the Town of Bay de Verde in the north. Route 80 comprises 102.9 kilometres of the road. The remainder consists of 8.5 kilometres of Route 70. As a coastal road, the highway provides many scenic views of Trinity Bay. It passes through some varied terrain, including forested coastal headlands and tundra-like barrens, particularly at the northern extremity of the road.

From its intersection with the Trans Canada Highway, the highway runs eight kilometres through the predominantly residential community of Blaketown to the coast of Trinity Bay at Dildo Arm. The highway then follows the coast for the next 69 kilometres to Hant's Harbour, passing through 13 communities along the way. For the next 25 kilometres, to its

intersection with Route 70, the road passes through five more communities. For the remaining 10 kilometres the road follows Route 70, linking the communities of Old Perlican and Bay de Verde.

The communities along the road are generally similar in nature, being rather small and, with the exception of Blaketown, situated along the coastline and economically dependent on the fishery. Other than the areas of settlement, notable features along the designated Protected Road include:

- i) International Biological Program site (IBP 8-46) on the New Harbour barrens immediately east of New Harbour covering approximately 4 kilometres of the road;
- ii) Backside Pond Provincial Park just north of Green's Harbour;
- iii) Protected water supply areas south of Whiteway, north of Green's Harbour and south of Heart's Content;
- iv) Newfoundland Light and Power watershed between Heart's Desire and Heart's Content;
- v) Agricultural Development Areas within the first two kilometres of the road from the Trans Canada Highway;
- vi) Agricultural Reserves south of the Heart's Delight - Islington municipal boundary and between New Chelsea and New Melbourne;
- vii) Regional Pasture along the barrens between Old Perlican and Bay de Verde.

Waste disposal site buffers extend into the Protected Road across the road north of Whitbourne, south of Islington, between Heart's Delight and Heart's Desire, north of Winterton, south of Hant's Harbour, between New Chelsea and New Melbourne and west of Old Perlican. Existing or potential aggregate resource sites are located in numerous places along the road. The locations of all of these features are depicted on the zoning maps.

3. Plan Review

The Plan review consisted of inspections of the Protected Road, review of land use and statistical information, referrals to various other government departments and agencies and consultations with representatives of the communities along the route. A general assessment of existing zoning was carried out through inspection of zoning maps and discussions with Development Control staff. With the exceptions of the changes in Blaketown and Bay de Verde, most changes are relatively minor in nature. Changes in zoning are described at the end of section 3.

Community Consultations

Representatives of all communities through which the highway passes were contacted and asked for their comments. When requested, meetings with community representatives were held. Some submitted written responses. Several communities expressed a desire that a greater degree of urban development be allowed along the highway. In some areas it was possible to do this, however, the need for extending zoning in most places was not demonstrated. Concern for the safety of residents and the travelling public prohibits extending zones that would allow residential or other urban development in high-speed areas. Therefore, extending urban zones in most cases would require that speed limits be reduced. The Department of Works, Services and Transportation is reluctant to lower speed limits since to do so would decrease the efficient use of the highway for the purpose for which it was built; to convey traffic. Several sections of the highway, over the past few years, have had their speed limit reduced because of development occurring along the road. Continuing this practice would lead to further reductions in the efficiency of the highway. Further, reducing the speed limit does not fully alleviate safety concerns as it does not affect the volume of traffic using the highway and, since a highway is designed to allow vehicles to move at high speeds, some speeding traffic cannot be ruled out, even with a reduced legal speed limit. It should be noted that the places where urban zones occur, or where zoning has been dropped, are where the highway runs through the main built-up part of a community. Where the highway by-passes or skirts the built-up part of a community, development along the road shall continue to be discouraged.

An issue that arose out of community consultations was concern about permits being issued by the Department of Mines and Energy for gravel pits or quarries in visually prominent locations. Several communities expressed a desire that an opportunity be made available for local representatives to comment upon proposals for development of pits and quarries.

Population

Table 1 demonstrates that, although various communities have experienced different rates of growth or decline, the aggregate population of communities along the route has dropped slightly from 1981 to 1991. Given existing economic conditions, which do not seem likely to change substantially for the better in the near future, there would appear to be little reason to expect much population growth in the Trinity South region, as a whole. Interestingly, there was some growth experienced in the area from Dildo to Whiteway, mostly in the Dildo and New Harbour area. Whether or not this particular area will continue to experience growth is difficult to forecast.

Traffic Volumes

Statistics for traffic volumes along the road have not been updated since 1979. (See Figure 1). However, it is likely that the present pattern of use - with most of the traffic occurring at the southern end of the road - has remained unchanged, especially in light of the fact that the overall population of the communities along the route has not changed much and no additional connector roads have been built that could affect traffic patterns. It should be noted that the Conception Bay North By-pass is to be constructed within the next few years, providing the eastern side of the peninsula with a four-lane, high-speed highway which will greatly reduce driving time to the Trans Canada Highway. In turn, this would improve access to the western side of the peninsula, via Route 74, which links Carbonear with Heart's Content. The effect that this may have on the Trinity South Highway is unknown but the improved accessibility to northern parts of the road could affect the amount of non-resident traffic it receives. Similarly, improvements to the Trans Canada Highway should also improve accessibility to and from the Trinity South Highway.

Community (Municipal Status)	Population			
	1981	1991	1981 - 1991	
			Increase or Decrease	% Change
Blaketown (LSD)	617	583	-34	-5.5
South Dildo (LSD)	291	239	-52	-17.9
Old Shop (LSD)	253	284	31	12.3
Dildo (LSD)	877	961	84	9.6
New Harbour (Unincorporated)	777	928	151	19.4
Hopeall (LSD)	245	270	25	10.2
Green's Harbour (LSD)	785	799	14	1.8
Whiteway (Community)	291	333	42	14.4
Cavendish (LSD)	343	322	-21	-6.1
Heart's Delight - Islington (Town)	899	878	-21	-2.3
Heart's Desire (Town)	416	363	-53	-12.7
Heart's Content (Town)	625	567	-58	-9.3
New Perlican (Town)	350	281	-69	-19.7
Winterton (Town)	753	667	-86	-11.4
Turk's Cove (Unincorporated)	61	60	-1	-1.6
Hant's Harbour (Town)	542	531	-11	-2.0
New Chelsea - New Melbourne - Brownsdale - Sibley's Cove - Lead Cove (LSD)	765	693	-72	-9.4
Old Perlican (Town)	709	745	36	5.1
Grate's Cove (LSD)	275	270	-5	-1.8
Red Head Cove (Unincorporated)	225	183	-42	-18.7
Bay de Verde (Town)	786	679	-107	-13.6
Total	10,885	10,636	-249	-2.3

Table 1: Population of Communities, Trinity South, 1981 - 1991

Conclusions

Responses to referrals made to government departments and agencies and other organizations indicated no notable plans for development that directly affect the highway. The Department of Tourism, Culture and Recreation has reported that a golf course has been proposed near the Community of Whiteway, however, the course does not come within the Protected Road area and presents no reason to change any zoning. Analysis of population figures indicates a population decline in the area as a whole, particularly at the north and south extremities of the highway. Some growth has been occurring in the Dildo to Cavendish area. However, the amount of growth is small and does not seem to present any reason to expect much increase in use of the highway, or to make any major changes to zoning. Zoning in communities in the growth area is already, for the most part, Mixed except in the outlying areas. Generally, the outlying areas are high speed areas and to maintain the function of the highway as a safe and efficient conveyor of traffic, Rural Conservation zoning should remain in place in such areas. New growth should continue to be directed to side roads within the communities. Further, allowing development along the highway outside municipal boundaries could mean, in some cases, a loss of municipal tax revenue where the development would otherwise have taken place within the community. Aside from potentially eroding municipal tax bases, this is unfair to the residents within the communities who are paying municipal taxes.

Never-the-less, a general review of zoning and site inspections revealed several areas where Mixed zones could be extended, where conditions seemed appropriate to do so; for example, in low speed areas where there already had been some existing development. It would be rather onerous to describe every minor zoning change. Notable changes are described below. Refer to zoning maps in Part 6.

Whitbourne to South Blaketown (Maps 1 and 2)

Mixed zone moved to the south approximately 2.5 kilometres from limit of previous Mixed zone (indicated by Line A on Map 2) in light of existing development in the area. Residential development will be excluded between the start of the 80 kph speed zone and line A due to the fact that it remains a high speed area. The section from the TCH north to the start of the 80 kph zone will be a general Mixed zone.

North Blaketown and South Dildo (Maps 3 and 4)

Building control line extended to shoreline of Dildo Pond in order to control unregulated cabin development which is posing a pollution threat to the pond. The Mixed zone has also been extended along the west side of the road to take in the area around the intersection of the road to Old Shop in recognition of the fact that the area is generally developed.

New Harbour (Map 7)

General Mixed zone extended to the north on both sides of the road approximately 450 metres. Commercial and Industrial Mixed zone and Highway Service Centre added on the south side of the road near intersection of Route 80 with the road to Tilton (Route 73).

Hopeall and Green's Harbour (Maps 9 and 10)

Mixed zone extended to the south approximately 600 metres to the limit of the 50 kph zone to incorporate existing development. Further extensions of the urban zones south of this area will not be considered due to the high speed limit.

North Green's Harbour (Map 11)

Mixed zone extended to the north approximately 600 metres to take in existing development. Further extensions of the urban zones north of this area will not be considered due to the high speed limit.

Whiteway (Map 13)

Restricted zone in water supply area changed to Rural Conservation. Mixed zone extended to water supply area boundary. Apparently, the protected water supply is to be dropped in this area at some point in the near future. When that occurs, a change in zoning up to the limit of the 50 kph zone may be considered.

Whiteway to Cavendish (Map 14)

Rural Conservation zone between Whiteway and Cavendish changed to Mixed in consideration of the low speed limit and the short distance between the extent of existing development in the two communities.

North Cavendish (Map 15)

Mixed zone extended along east side to match limit of Mixed zone on west side.

Cavendish to Islington (Map 16)

Protected Road zoning dropped back to 600 metres from Bear Cove Brook bridge from 500 metres to accommodate existing development.

South Heart's Content (Map 19)

Mixed zone added on local side road.

North Heart's Content (Map 20)

Residential zone changed to Mixed.

Turk's Cove (Map 22)

Buffer extended along Mixed zone at Turk's Cove. Mixed zone added to accommodate existing development.

New Melbourne (Map 28)

Mixed zone extended approximately 100 metres on east and west ends. Further extensions of urban zones in this area will not be considered due to high speed limits.

Brownsdale (Map 29)

Restricted zone that had previously been located in the area of the Community Centre building changed to Mixed.

Sibley's Cove (Map 30)

Rural Conservation area between Sibley's Cove and Lead Cove changed to Mixed due to the short distance between the communities.

Lead Cove (Map 31)

Mixed zone extended approximately 250 metres east.

4. Referrals

As previously noted, there are a number of federal and provincial departments exercising varying degrees of control over land use within the highway corridor. This brief analysis will reflect the concerns of these departments and provide a guideline to whom referrals of applications should be made. Zoning maps show the locations of particular features.

Provincial Parks and Nature Reserves

The Parks Division has identified two areas of concern along the route: Backside Pond Provincial Park south of Whiteway which borders the road for approximately three kilometres, and International Biological Program Site 8-46 (IBP 8-46) on the New Harbour barrens, immediately east of New Harbour, covering approximately 4 kilometres of the road. Any development proposed to take place within or near these areas should be referred to:

Parks Division
Department of Tourism, Culture and Recreation
P.O. Box 8700
A1B 4J6

Aggregate Resources

Potential and existing aggregate resource sites are indicated on the zoning maps. Any applications to develop pits or quarries or any applications for any development within 300 metres of any quarry pit (abandoned or existing) are to be referred to:

Quarry Materials Administration
Department of Natural Resources
Confederation Building
St. John's, Nfld.
A1C 5T7

Further, due to their potential negative visual effects, pits or quarries should be located in areas that are not visually prominent from the road or residential areas. Concern about this matter has been raised by local governments along the route. In that regard, applications for pits or quarries should be referred to the council of the municipality in which the development is to take place. In other areas, the Trinity South Mayor's Association should be contacted. Since the chair of this organization varies from year to year, there is no permanent address. Any municipality along the route can be contacted to find the current address.

* Currently referred to as the Joint Mayors Association
of Trinity - Bay de Verde.
Current contacts: Chair - Don Blundon
Sec/Treas - Alice Cumbly 583-2491

Waste Disposal Sites

There are seven waste disposal sites bordering the Protected Road: north of Whitbourne, south of Islington, between Heart's Delight and Heart's Desire, north of Winterton, south of Hant's Harbour, between New Chelsea and New Melbourne and west of Old Perlican.

Applications within 1.6 kilometres of each site must be referred to:

Regional Supervisor
Department of Environment
Provincial Building
Grand Falls, Nfld.
A2A 1W9

Domestic Water Supply Areas

The road passes through several protected water supply areas. Applications for development within a water supply area are to be referred to:

Regional Supervisor
Water Resources Division
Department of Environment
P.O. Box 8700
St. John's, Nfld.
A1B 4J6

Newfoundland Power

The road passes through a Newfoundland Power watershed between Heart's Desire and Heart's Content. Applications in this area should be referred to:

Newfoundland Power
P.O. Box 8910
St. John's, Newfoundland
A1B 3P6

Agriculture

At its southern end, part of the road is within an Agricultural Development Area. There are also a number of other areas along the route that the Agriculture Branch, Department of Forestry and Agriculture, has protected. There are also several farms along the route, including livestock operations. Proposals for development within Agricultural Reserves, Agricultural Development Areas or within 600 metres of a livestock operation must be referred to:

Soil and Land Management Division
Department of Fisheries, Food and Agriculture
Provincial Agriculture Building
Brookfield Road
St. John's, Newfoundland
A1B 4J6

Wildlife

Applications within the International Biological Program Site or within 250 metres of any water body are to be referred to:

Director
Wildlife Division
Department of Natural Resources
Building 810, Pleasantville
P.O. Box 4750
St. John's, Nfld.
A1C 5T7

Municipal Boundaries

There are 8 municipalities exerting control on the Protected Road. These are Whiteway, Heart's Delight - Islington, Heart's Desire, Heart's Content, New Perlican, Winterton, Hant's Harbour and Old Perlican. Heart's Delight - Islington and Old Perlican have planning area boundaries. Within the planning area boundary, control is reduced to 150 metres on both sides of the highway centre line, and within the municipal boundary control is reduced to 100 metres. Section 7 of the Protected Road Regulations states "where a Protected Road passes through an area controlled by an approved plan made under the provisions of Parts II, III, IV, V and VI of the Act, the land included shall be used only in accordance with these Regulations and the approved land use plan". At present no towns along the road have municipal plans. Should a town along the road adopt a municipal plan, then its zoning should reflect the Protected Road zoning.

5. Zoning

A general description of urban and rural zoning is presented in the following section. The exact location of zones and building control lines are depicted on the zoning maps in Section 6. The following guidelines were used to facilitate the establishment of zoning boundaries and building control lines:

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

Urban Zoning

Due to the fact the Trinity South Highway runs through many of the communities along the route, major portions of the highway are zoned for urban development. Exact locations of urban zones are depicted on the zoning maps.

Under Protected Road Zoning, there may be five Urban Zones. These are:

1. Residential Zone

The purpose of the Residential zone is to designate areas within communities to be used strictly for residential infilling or as a reservation for future residential development, and to protect those areas from encroachment of conflicting land uses. This zone is applied within or immediately adjacent to communities in areas that are mostly residential in nature and have space available for residential infill. It is also applied in undeveloped areas adjacent to communities which may be suitable for eventual residential development. In either case, the zone will only be applied where a need has been demonstrated for residential land. However, it should be noted that, in general, except

where it runs directly through the main built-up part of a community and the speed limit is low, the highway cannot be considered a desirable location for residential development. High speed areas or heavily travelled sections of the highway are unsuitable for such development for obvious safety reasons. Such areas will not be zoned to allow residential development fronting directly onto the highway even where a need exists for residential expansion in a community. No Residential zones have been designated on the Trinity South Highway, however, residential development is allowed in general Mixed development zones which cover much of the route.

Permitted Uses:

Residential development of various kinds, including detached and attached dwellings, row-housing, apartment buildings, and accessory buildings ancillary to the main use. Lot sizes are dependent upon site conditions and whether or not the site has piped services.

2. Mixed Zone

The purpose of the Mixed Zone is to designate areas within or adjacent to communities to be used strictly for the infilling of mixed development uses or as a reservation for future mixed development uses. However, it should be noted that, in general, except where it runs directly through the main built-up part of a community and the speed limit is low, the highway cannot be considered a desirable location for urban development. High speed and heavily travelled areas of the highway are unsuitable for such development for obvious safety reasons. Such areas will not be zoned to allow general urban development fronting directly onto the highway even where a need exists for land for urban expansion in a community. Mixed development zones occur along most developed sections of the route.

Permitted Uses:

A wide variety of residential, public, commercial, highway commercial and light industrial uses may be permitted in a Mixed zone.

3. Buffer Zone

The purpose of this zone is to establish a green belt effect between a highway and existing development to preserve some of the basic amenities of both and, in certain areas, to ensure that development fronts along local side roads and not along the highway. No development may take place within Buffer zones, with the exception of agricultural development, where sufficient area is available. Buffers occur in various locations along the highway.

Permitted Uses:

Only limited agricultural and recreational activity may be permitted in this zone. Access to such development shall be via a local road. Dwellings and major structures shall not be permitted.

4. Restricted Development Zone

The purpose of this zone is to restrict areas which are unsuitable for development primarily for safety or environmental protection. This includes such areas as flood plains, watersheds, areas with unstable soil, sections of hazardous highway, etc. Nevertheless, if a Restricted Development area can be rendered acceptable for building through alteration of the site, uses that would normally apply in the Mixed Development zone may be developed in such areas, provided it is otherwise acceptable to alter the site. Restricted zones occur in various places along the route.

Permitted Uses:

The same as in the Mixed zone, provided the site can be rendered suitable for development.

5. Highway Commercial Zone

The purpose of this zone is to restrict highway commercial development to specified areas to increase highway convenience, amenity and safety and reduce the unsightly and hazardous effects of the sporadic siting of highway commercial uses.

Permitted Uses:

Restaurants, snack bars in conjunction with restaurants, service stations, motels, lounges in conjunction with motels, hotels and tourist lodges, retail shops in conjunction with other uses, rest, camping and travel trailer parks; tourist lodges and cabins; tourist chalets; marinas; and accessory buildings.

Rural Zoning

Rural Zones (Highway Service, Summer Cottage, and Rural Conservation) were developed to assist in the implementation of this Department's objectives in sparsely developed or underdeveloped areas. This is achieved by the application of performance standards on rural areas and the designation of specified lots of land for comprehensive summer cottage and highway service activities. Outlying areas and high speed sections of the highway are generally placed under rural zoning to prevent development that could impair the main function of the highway as a safe and efficient conveyor of traffic.

1. Highway Service Zoning

A new Highway Service Centre has been established north of New Harbour. The objective of Highway Service Centres is to provide for grouped highway services where needed and appropriate. These include services and facilities for the travelling public such as service stations, restaurants, craft shops, tourist chalets, motels and the like.

2. Rural Conservation Zoning

All other land not zoned for urban related use, Summer Cottage, or Highway Service, is zoned as Rural Conservation. It is intended that such areas remain protected from development with the exception of resource related and recreational uses.

3. Summer Cottage Zoning

These are areas designated for summer cottage development in conjunction with the Department of Environment and Lands. There are no designated summer cottage zones along the Trinity South Highway.

6. Zoning Maps

The following maps depict land use zoning for the entire Trinity South Protected Road. Crown Lands maps at a scale of 1 : 2,500 are available for much of the southern section of the highway. These were reduced to make the 1 : 10,000 scale zoning maps. In a few areas, the only maps available were 1 : 50,000 scale topographic maps, which provide considerably less detail. However, for the most part, these maps cover generally remote and undeveloped areas of the highway. In certain places, where more detail was desirable, maps were drawn by hand from aerial photography.

In addition to zoning information, the maps depict various buffers and boundaries, such as municipal boundaries and waste disposal buffers. Boundary lines have been portrayed as accurately as possible. However, if more precise determination of boundary lines is necessary, appropriate organizations should be consulted. Various land uses have been identified as well. Note that the maps are not intended to depict all land use information in the area covered by the whole map; only that within building control lines of the Protected Road. Any building not individually identified should be considered to be a residence or accessory building. However, there may be instances where buildings not used for residential purposes have not been properly identified; or the use of a building may have been changed since the map was initially prepared.

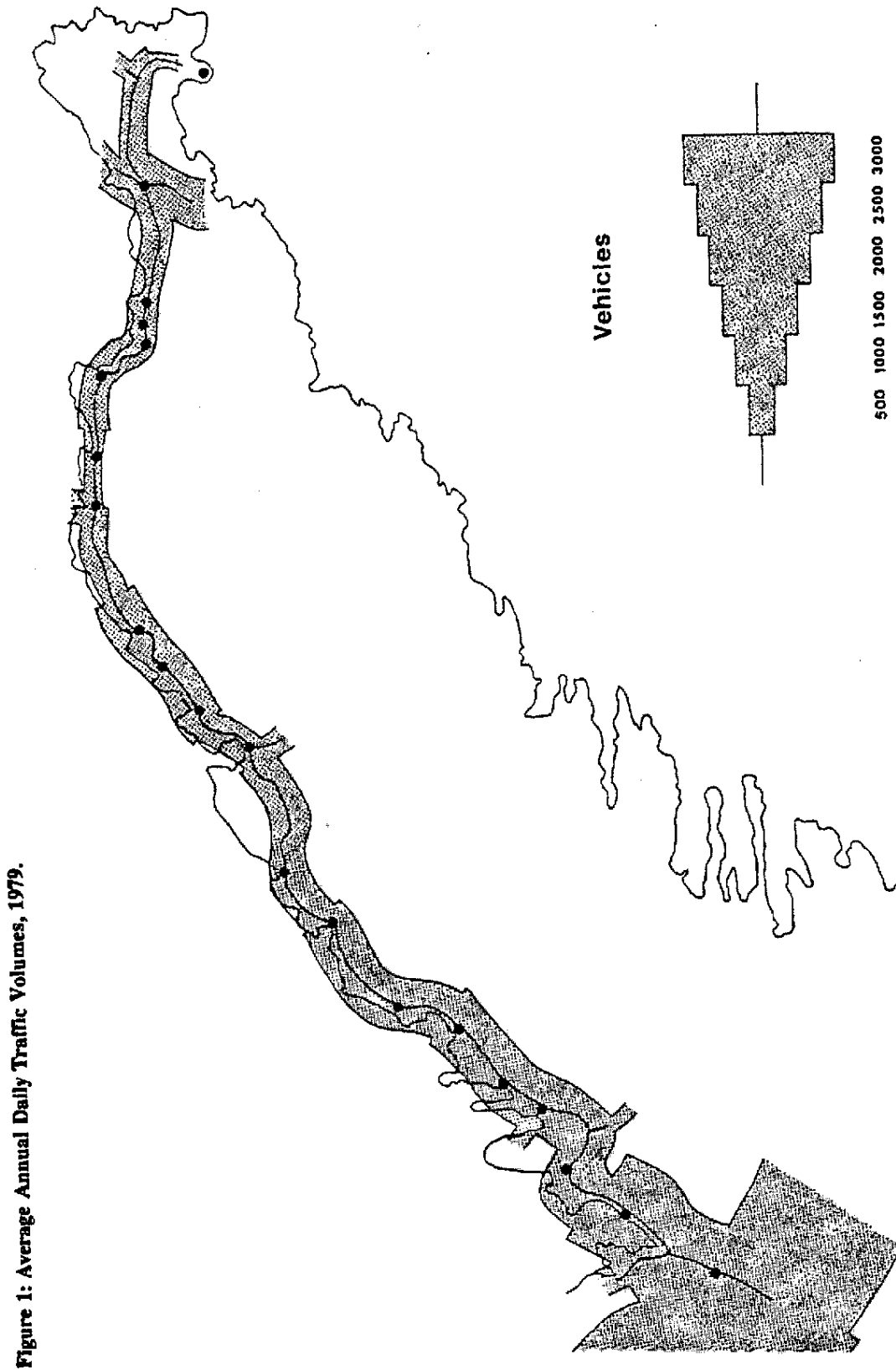






Figure 1: Average Annual Daily Traffic Volumes, 1979.

See Comments pg 11 Re. Maps 1/2

Trinity South Highway Protected Road Plan Whitbourne to South Blaketown

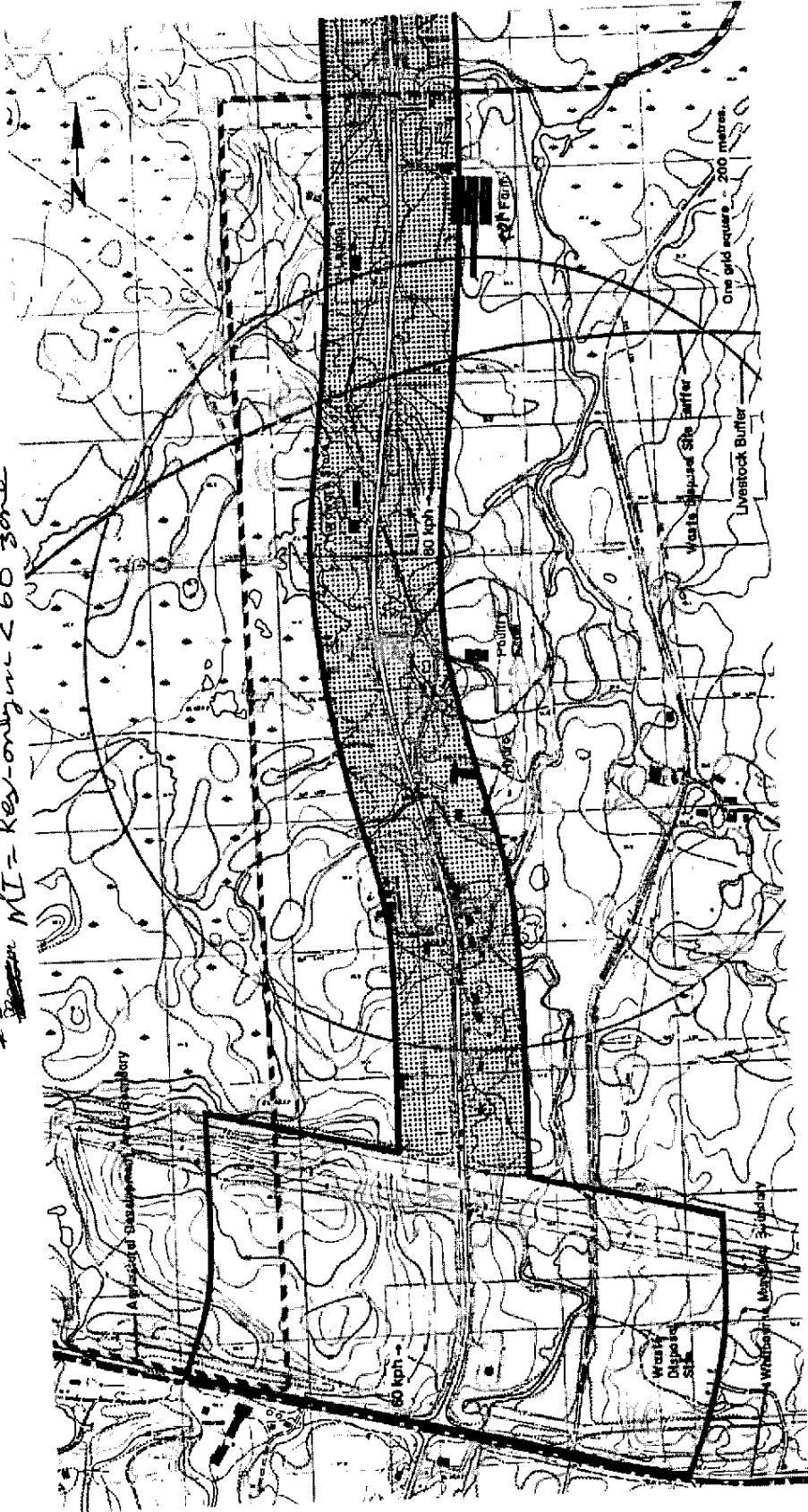
Scale 1 : 10,000

ZONING

-  Rural Conservation
-  Mixed (M2, M3, M4 and M5 only where the speed limit exceeds 60 kph)
-  Public Commercial
-  Building Control Line

General Purpose
Public Commercial
Public Highway
Reserve

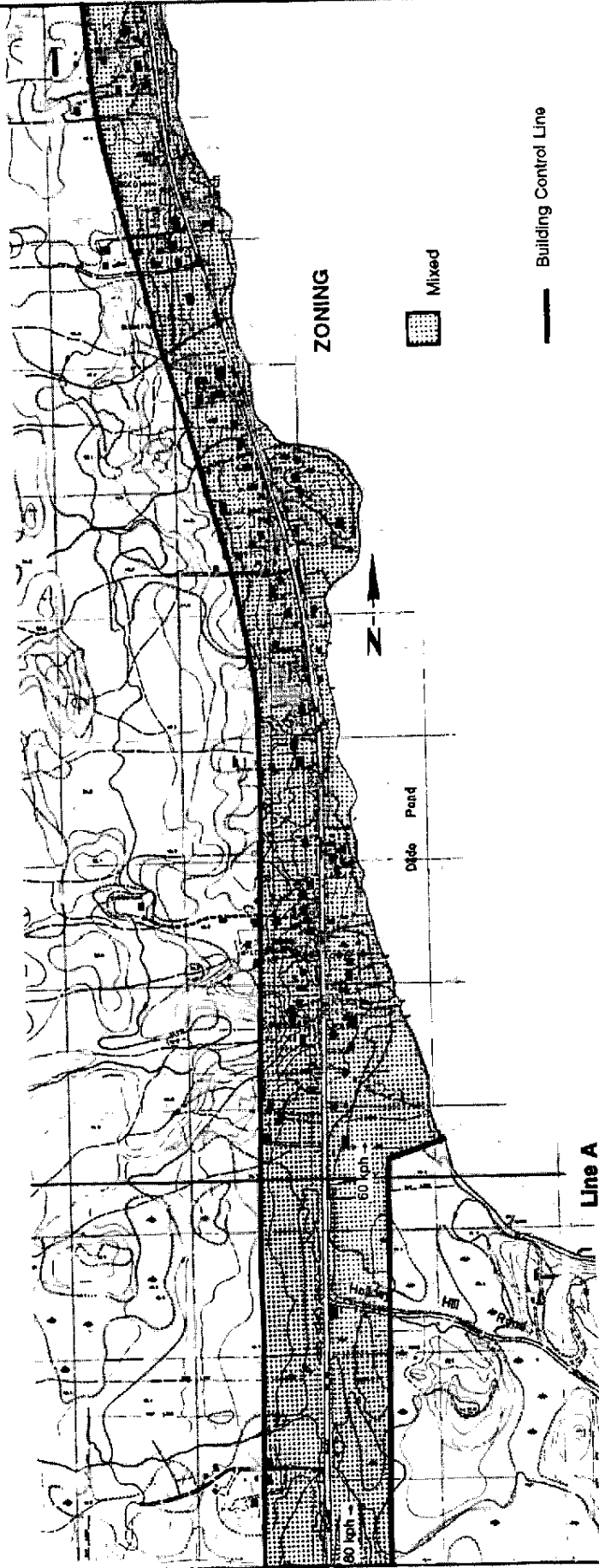
M1 = Res-only m < 60 zone



Map 2

Trinity South Highway Protected Road Plan
South Blaketown

Scale 1 : 10,000



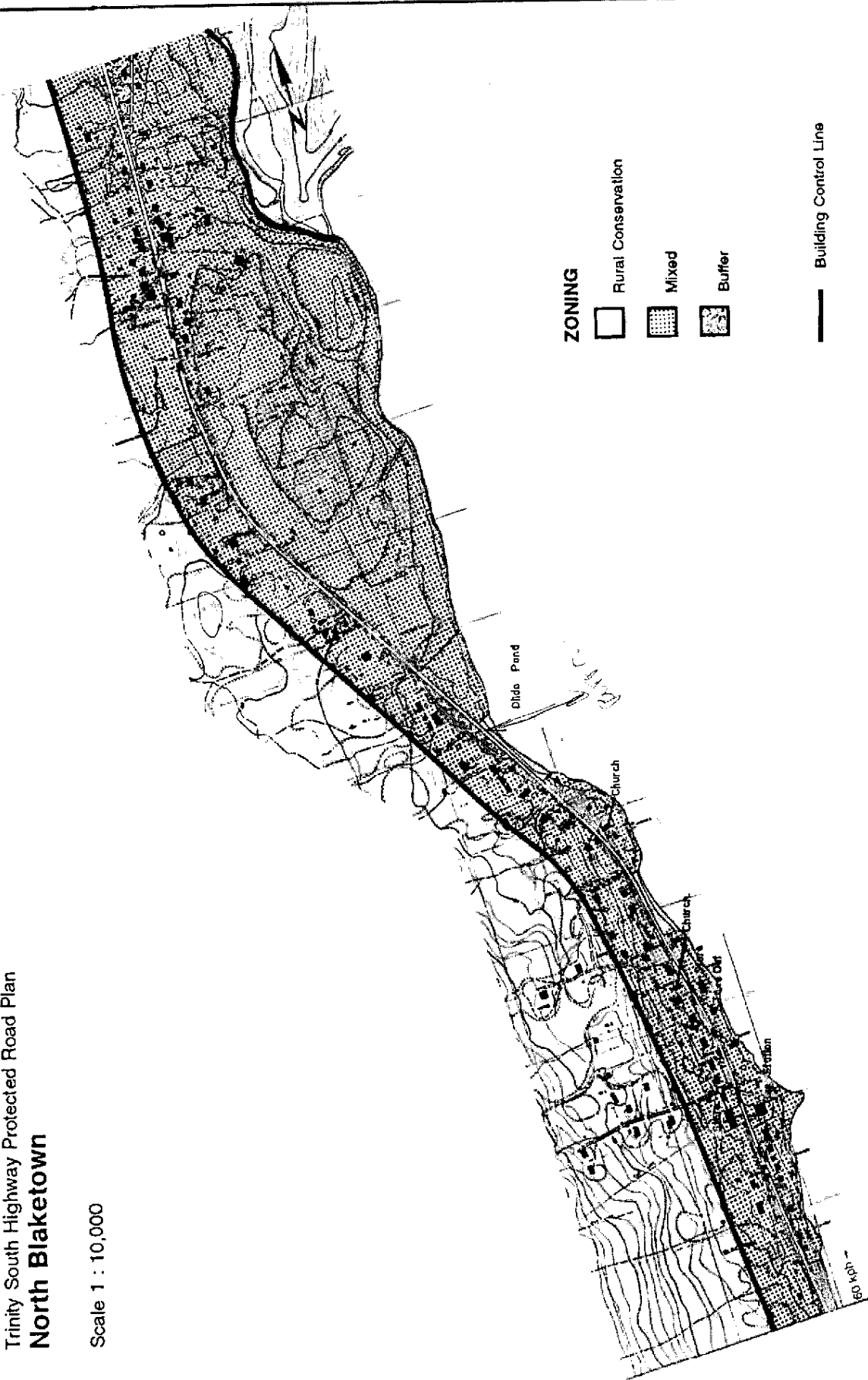
Note:
On this map all Mixed use categories
are permitted in Mixed areas north
of line A. All categories except M1
are permitted in Mixed use areas
south of line A.

One grid square = 200 metres.

Map 3

Trinity South Highway Protected Road Plan
North Blaketown

Scale 1 : 10,000





One grid square = 200 metres.


Map 5

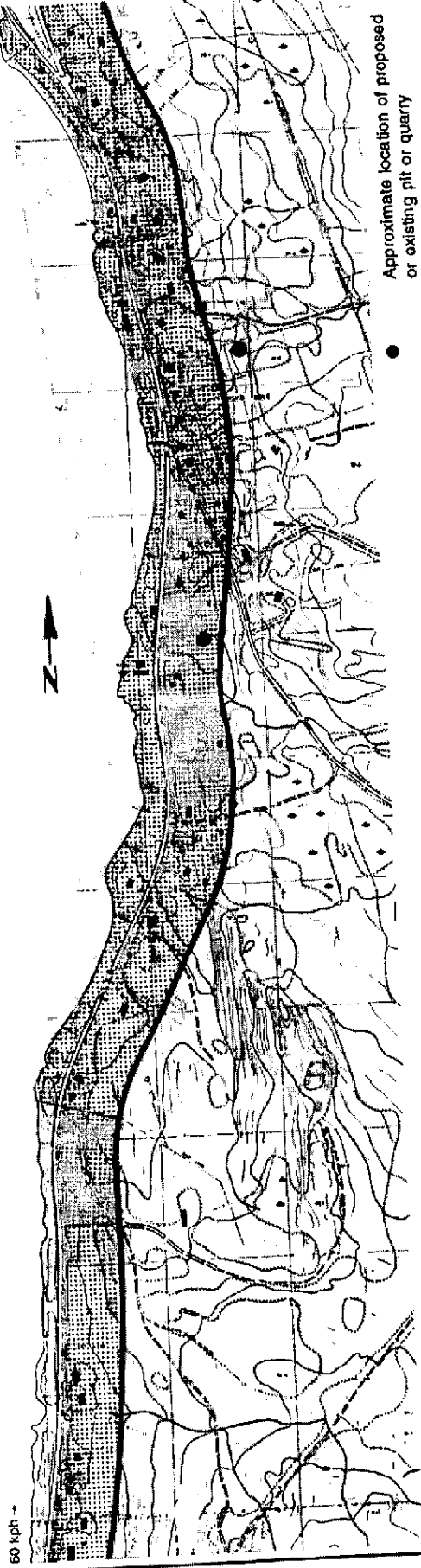
Trinity South Highway Protected Road Plan
Dildo

Scale 1 : 10,000

ZONING

-  Rural Conservation
-  Mixed

 Building Control Line

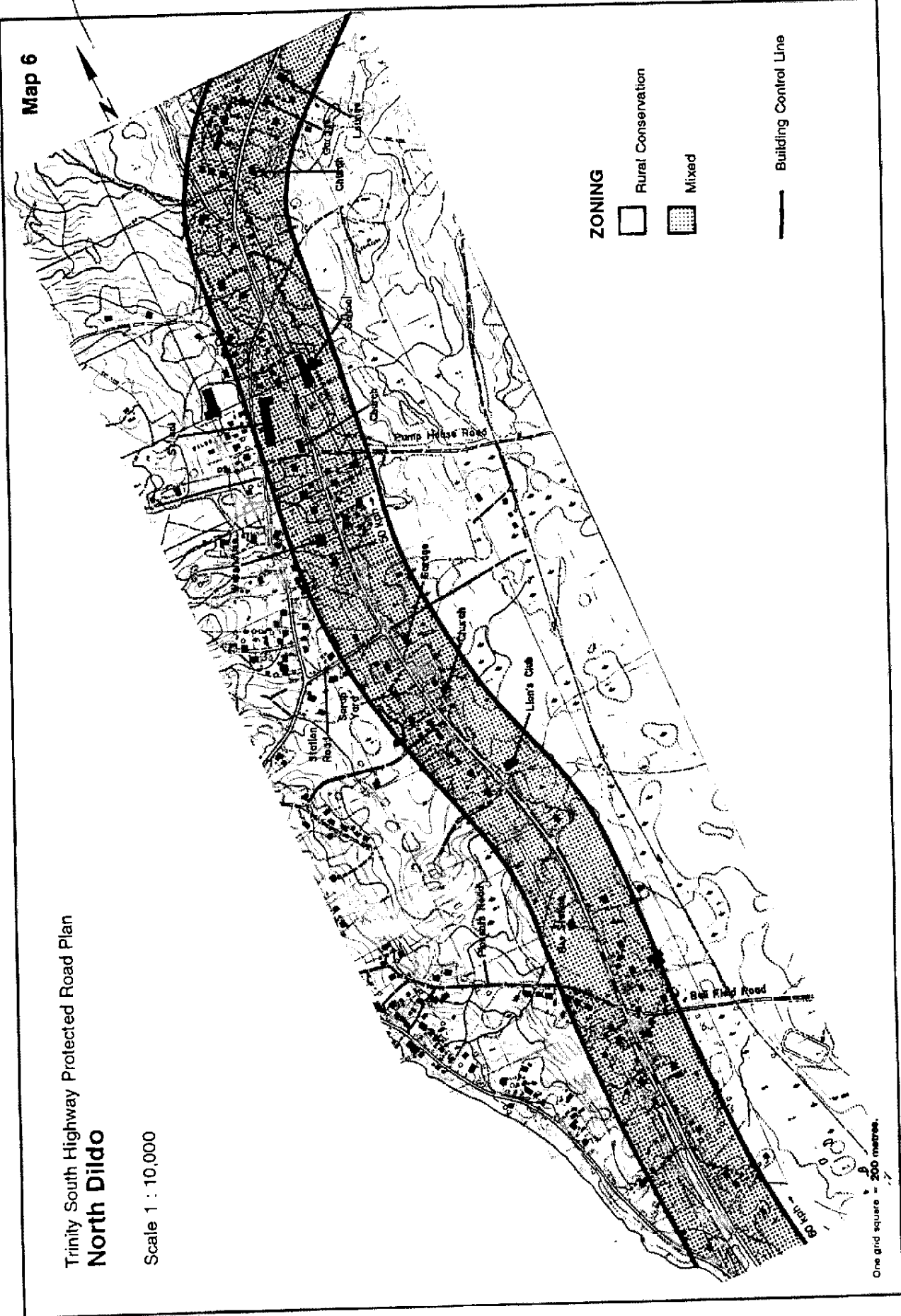


One grid square = 200 metres

Map 6

Trinity South Highway Protected Road Plan
North Dildo

Scale 1 : 10,000



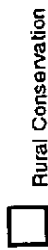
One grid square = 200 metres.

Map 7

Trinity South Highway Protected Road Plan
New Harbour

Scale 1 : 10,000

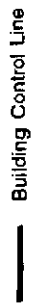
ZONING



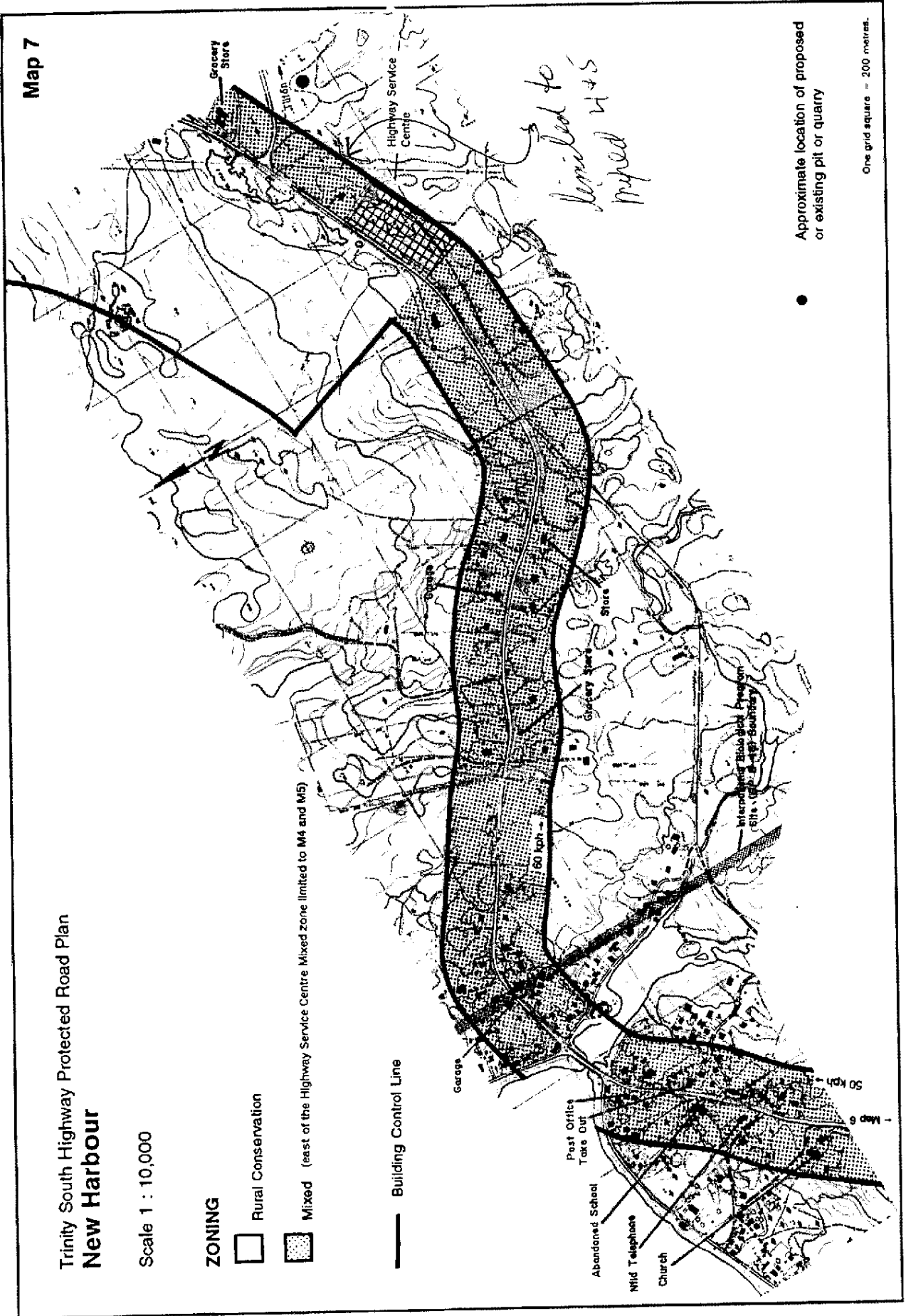
Rural Conservation



Mixed (east of the Highway Service Centre Mixed Zone limited to M4 and M5)



Building Control Line



*limited to
M4 & M5
mixed*

● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

Post Office
Take Out

Abandoned School

NHd Telephone

Church

Garage

Gracey Store

Gracey Store

Gracey Store

International Biological Program
Site (1972-1973)

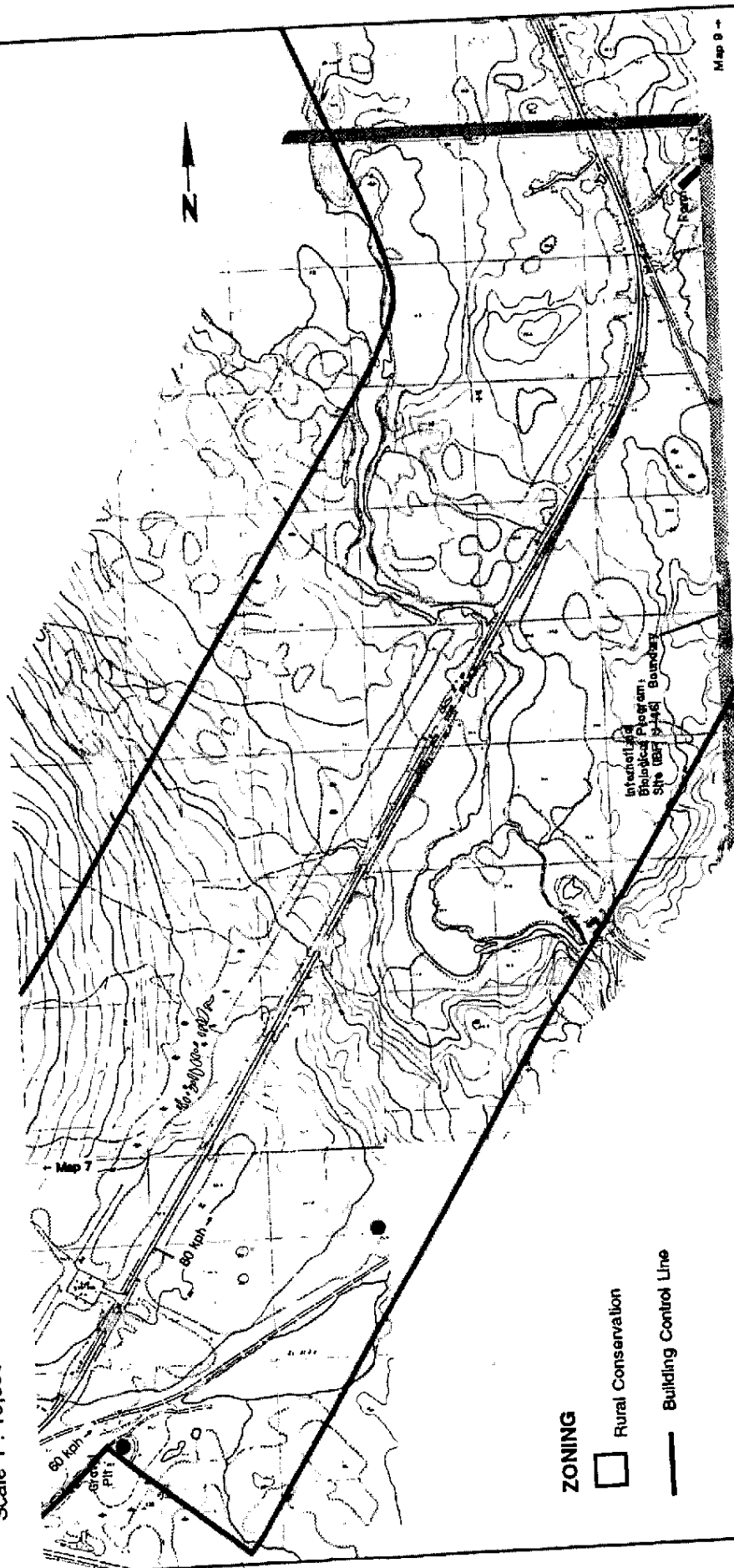
50 kph

50 kph

Map 6

Trinity South Highway Protected Road Plan
New Harbour Barrens

Scale 1 : 10,000



ZONING

□ Rural Conservation

— Building Control Line

● Approximate location of proposed or existing pit or quarry

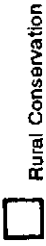
One grid square = 200 metres.

Map 9

Trinity South Highway Protected Road Plan Hopeall

Scale 1 : 10,000

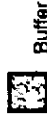
ZONING



Rural Conservation



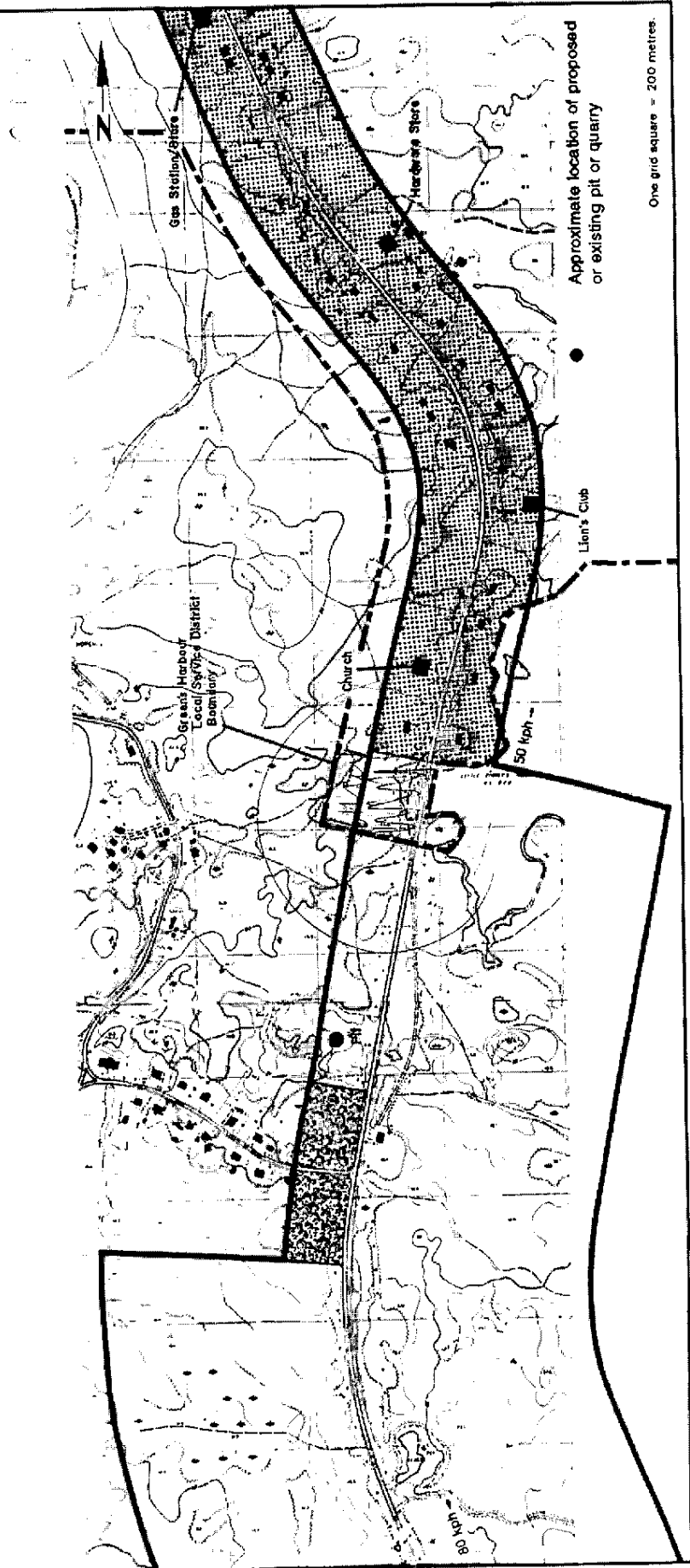
Mixed



Buffer



Building Control Line

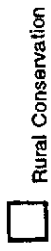


Map 10

Trinity South Highway Protected Road Plan Green's Harbour

Scale 1 : 10,000

ZONING



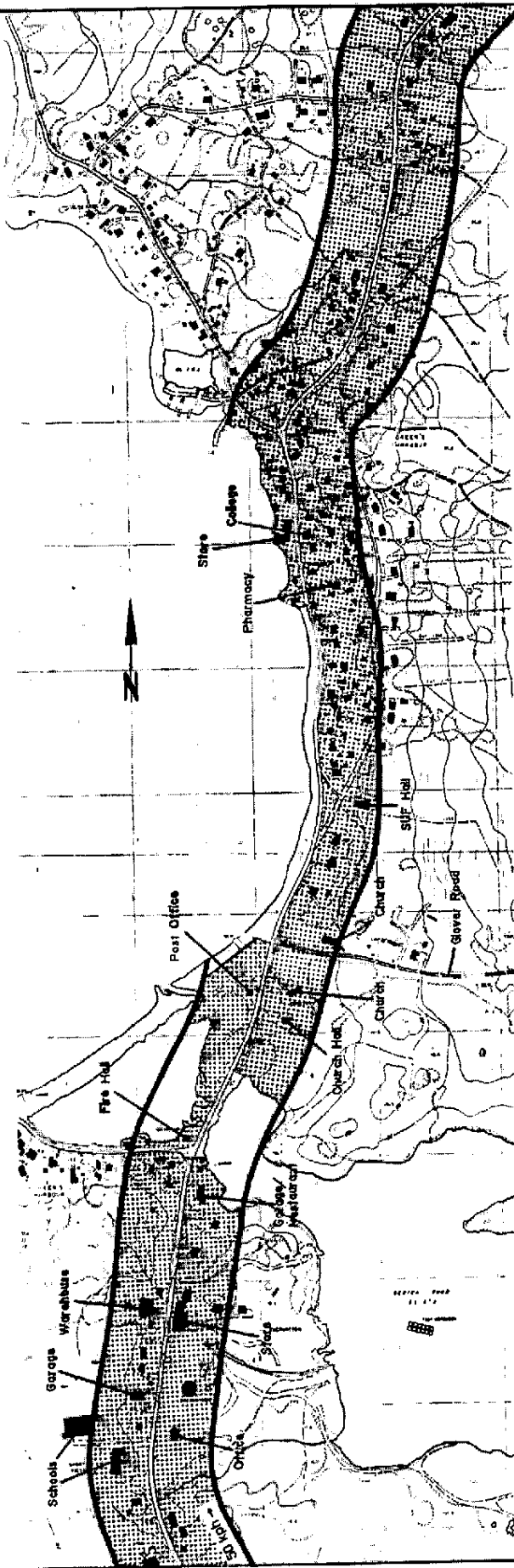
Rural Conservation



Mixed

01M1Z

— Building Control Line






● Approximate location of proposed or existing pit or quarry

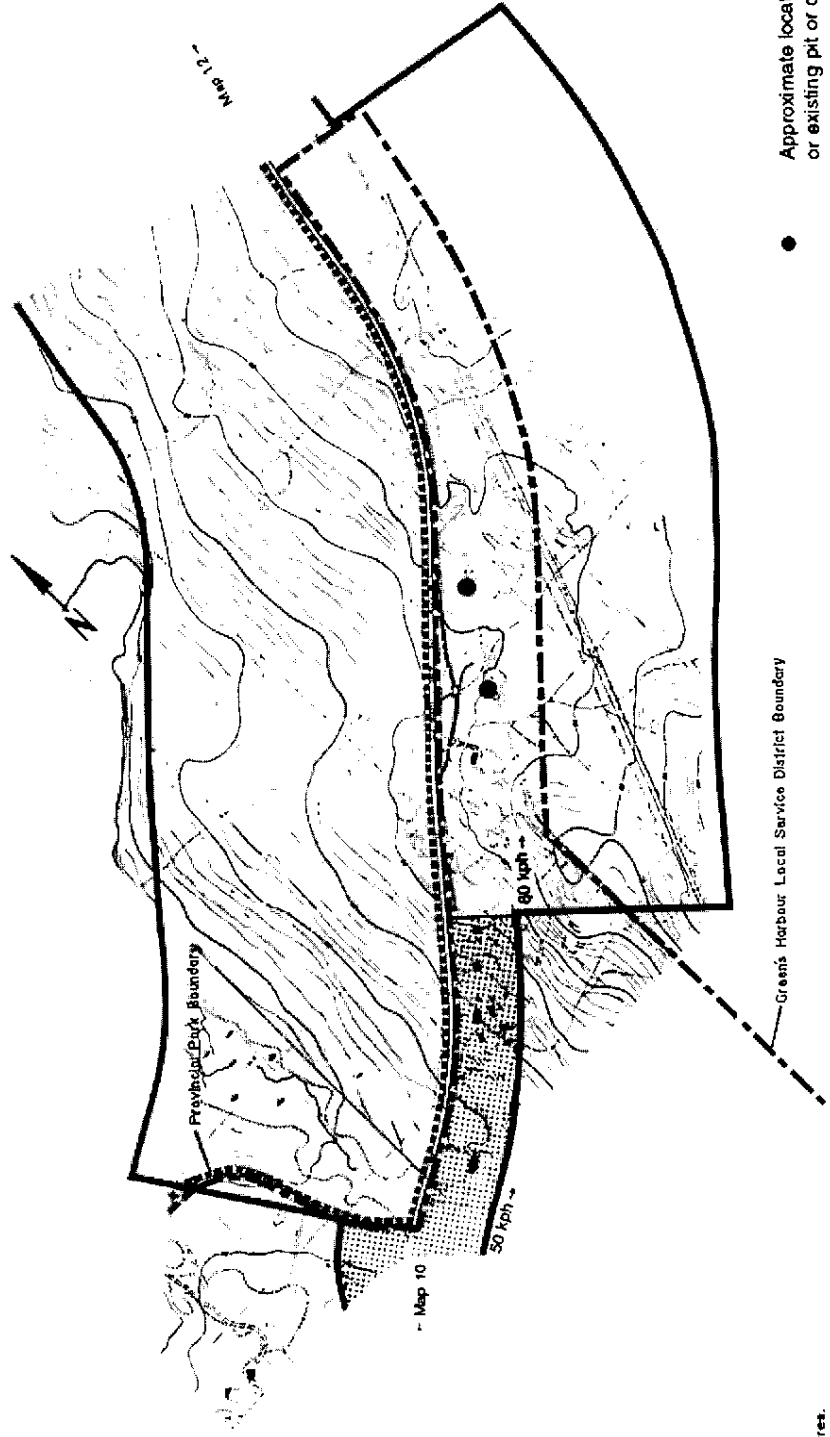
One grid square = 200 metres.

Map 11

Trinity South Highway Protected Road Plan North Green's Harbour

Scale 1 : 10,000

- ZONING**
-  Rural Conservation
 -  Mixed
 -  Building Control Line





Greens Harbour Local Service District Boundary

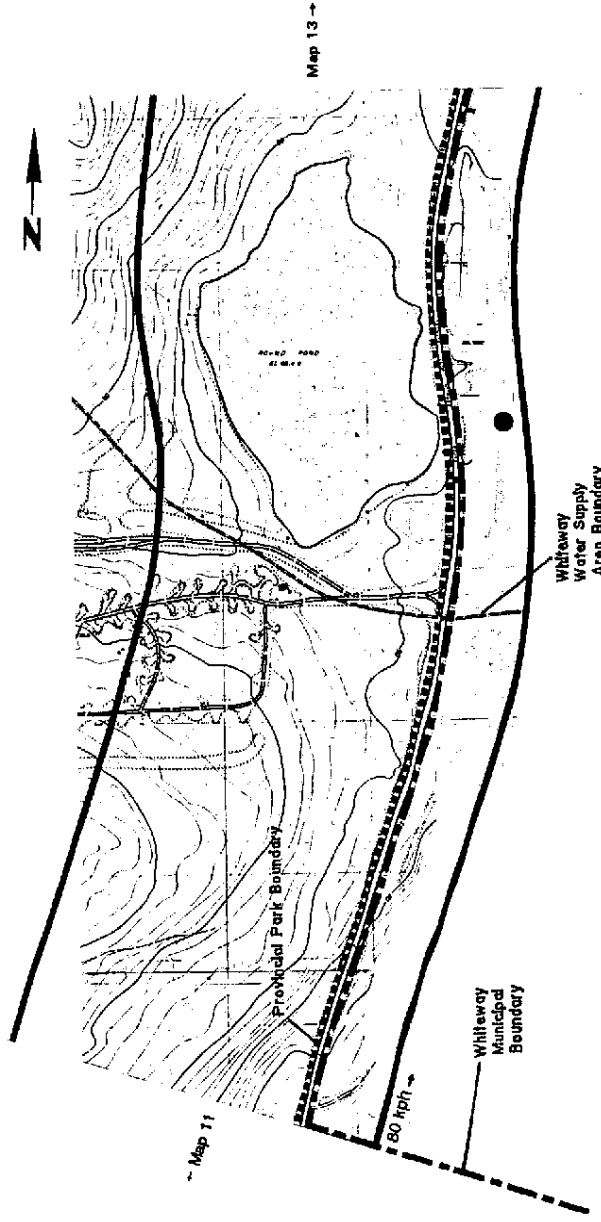
● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

Trinity South Highway Protected Road Plan
Backside Pond Provincial Park

Scale 1 : 10,000

- ZONING**
-  Rural Conservation
 -  Building Control Line



● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

Trinity South Highway Protected Road Plan
Whiteway

Scale 1 : 10,000

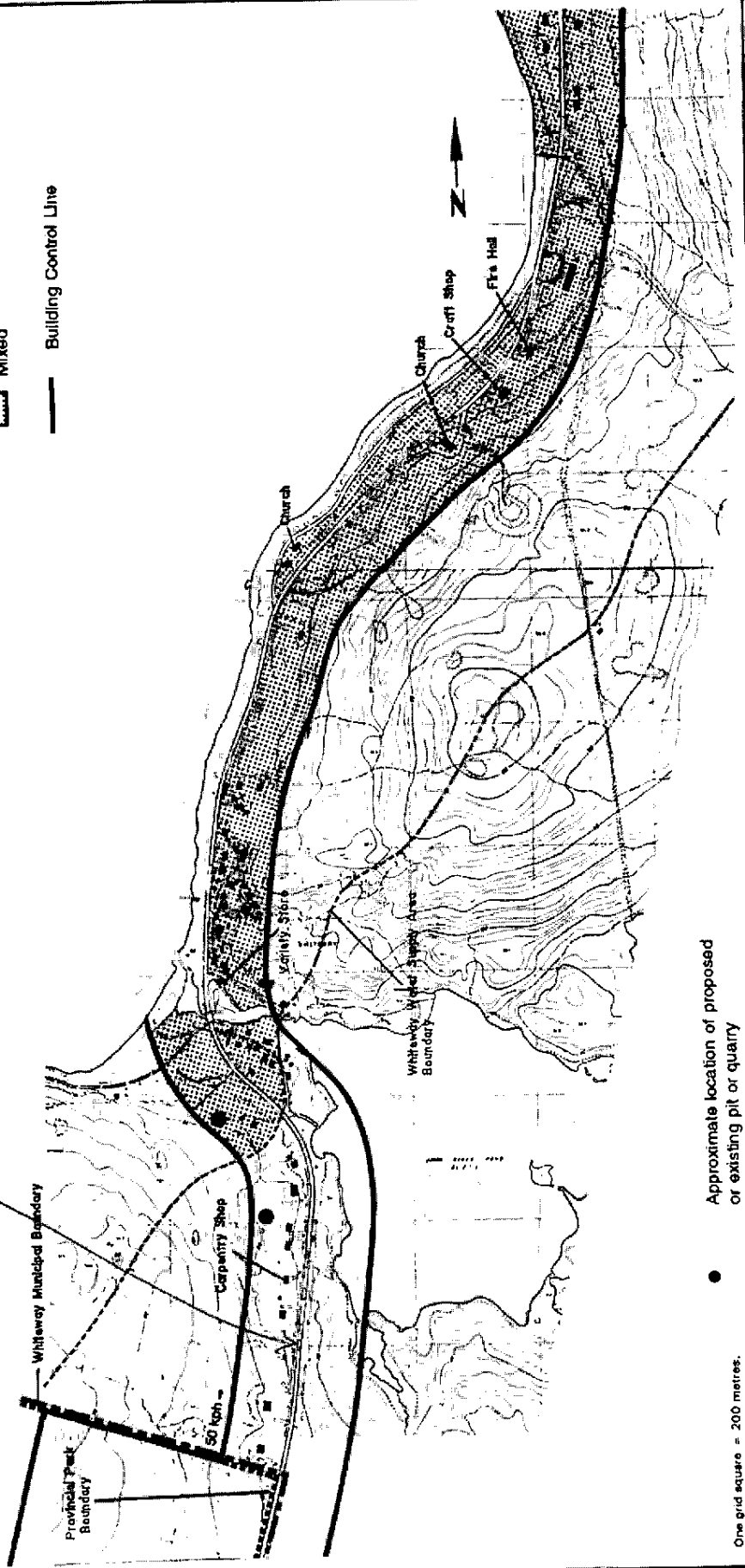
See Revision July 2004 in book packet
changed to Mixed Use on North side of Highway

ZONING

 Rural Conservation

 Mixed

 Building Control Line



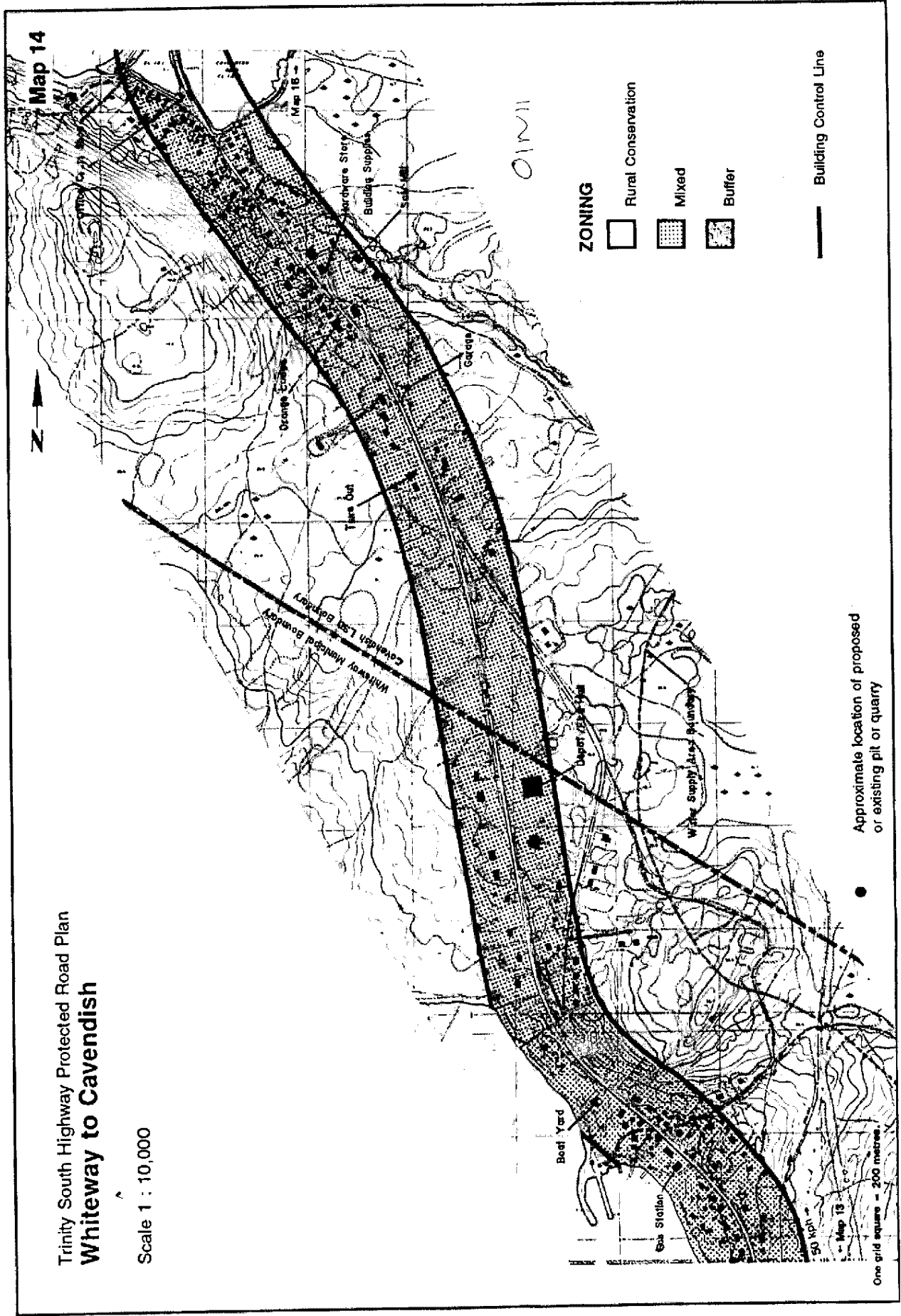
● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

Map 14

Trinity South Highway Protected Road Plan Whiteway to Cavendish

Scale 1 : 10,000



● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres

Map 15

Trinity South Highway Protected Road Plan North Cavendish

Scale 1 : 10,000

ZONING



Rural Conservation



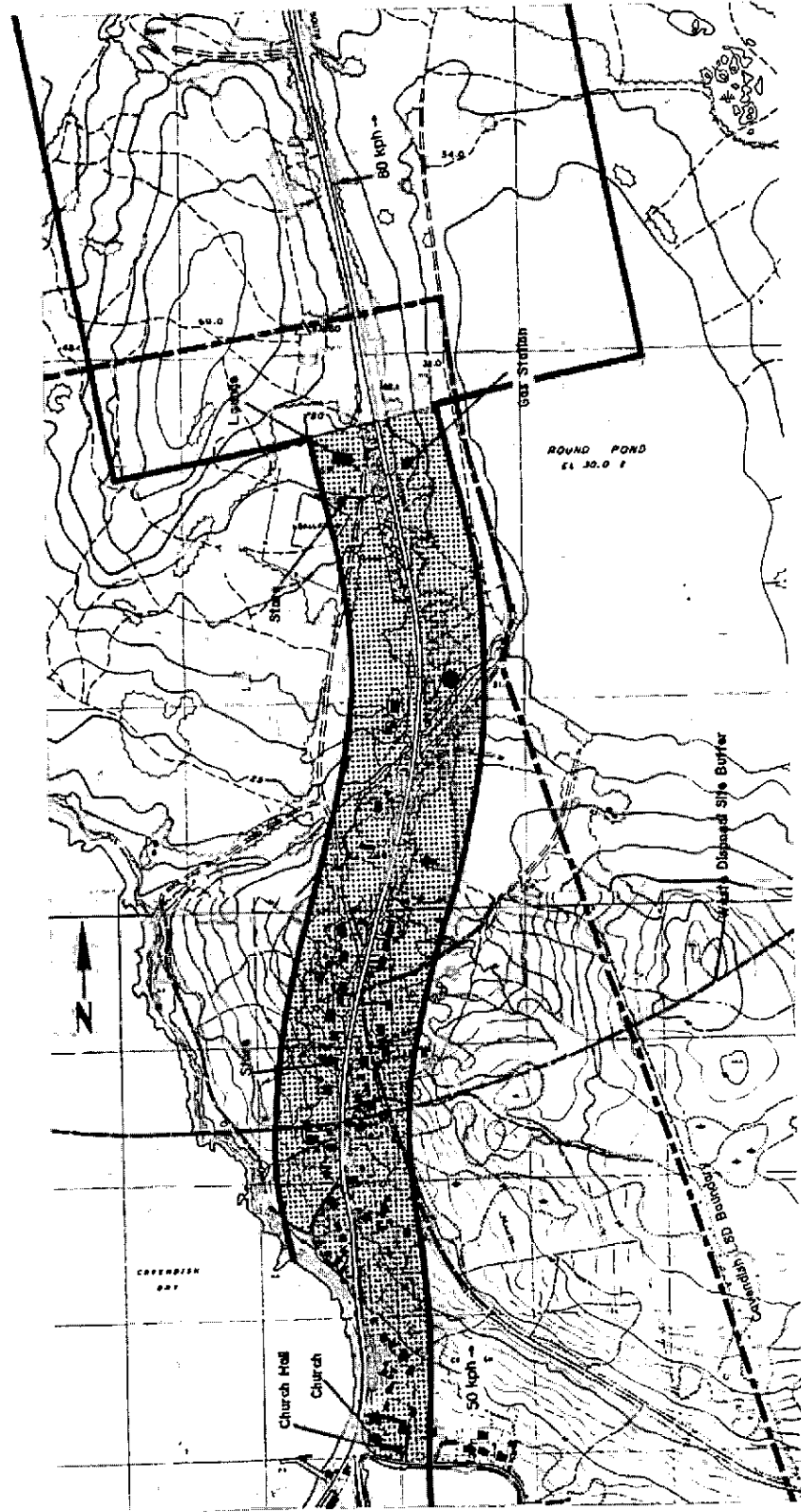
Mixed



Building Control Line



Buffer



● Approximate location of proposed or existing pit or quarry

Map 17

Trinity South Highway Protected Road Plan
North Heart's Delight

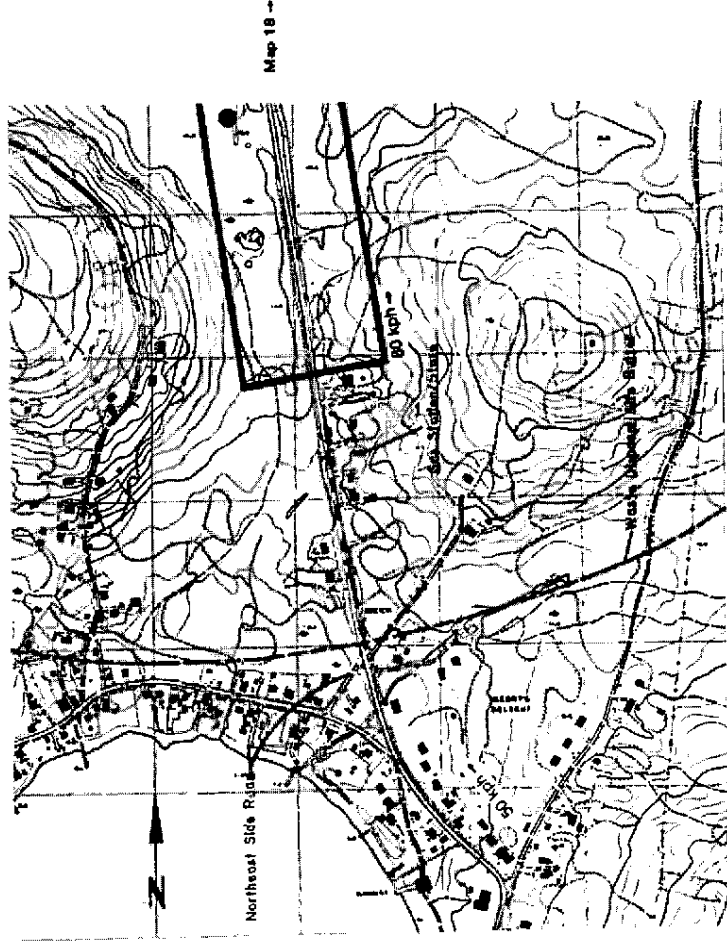
Scale 1 : 10,000

ZONING

□ Rural Conservation

— Building Control Line

Note: Protected Road starts 410 metres north of the intersection of Northeast Side Road with Route 80.



● Approximate location of proposed or existing pit or quarry

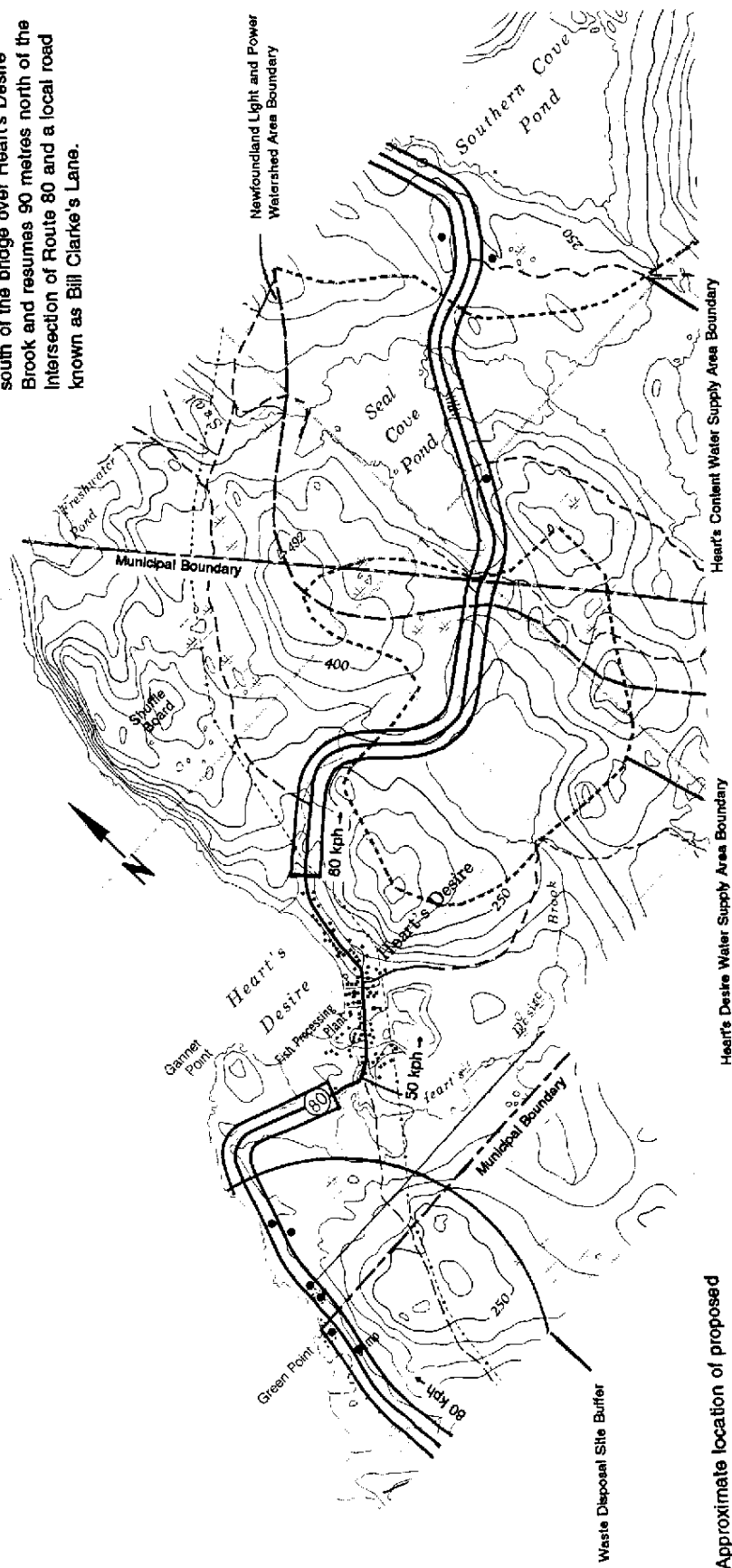
One grid square = 200 metres.

Trinity South Highway Protected Road Plan
Heart's Delight to Heart's Content

Scale 1 : 50,000

- ZONING**
- Rural Conservation
 - Building Control Line

Note: Protected Road ends 230 metres south of the bridge over Heart's Desire Brook and resumes 90 metres north of the intersection of Route 80 and a local road known as Bill Clarke's Lane.

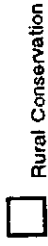


● Approximate location of proposed or existing pit or quarry

Trinity South Highway Protected Road Plan
South Heart's Content

Scale 1 : 10,000

ZONING



Rural Conservation



Mixed

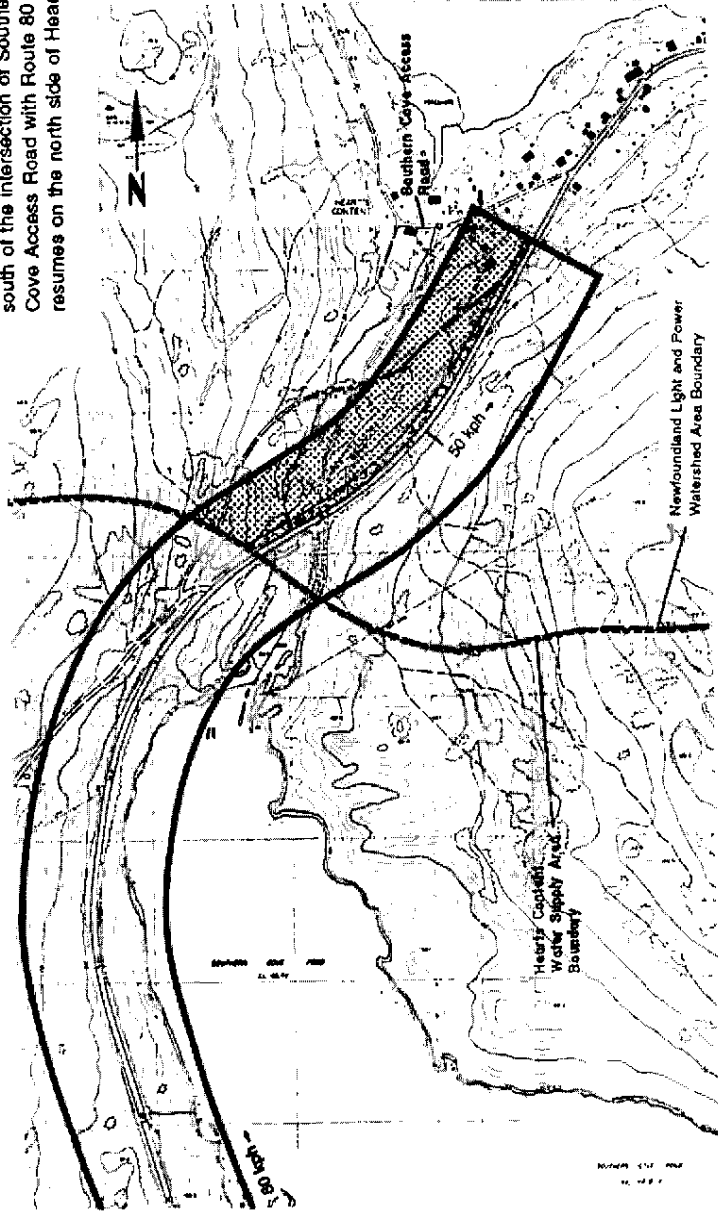


Buffer



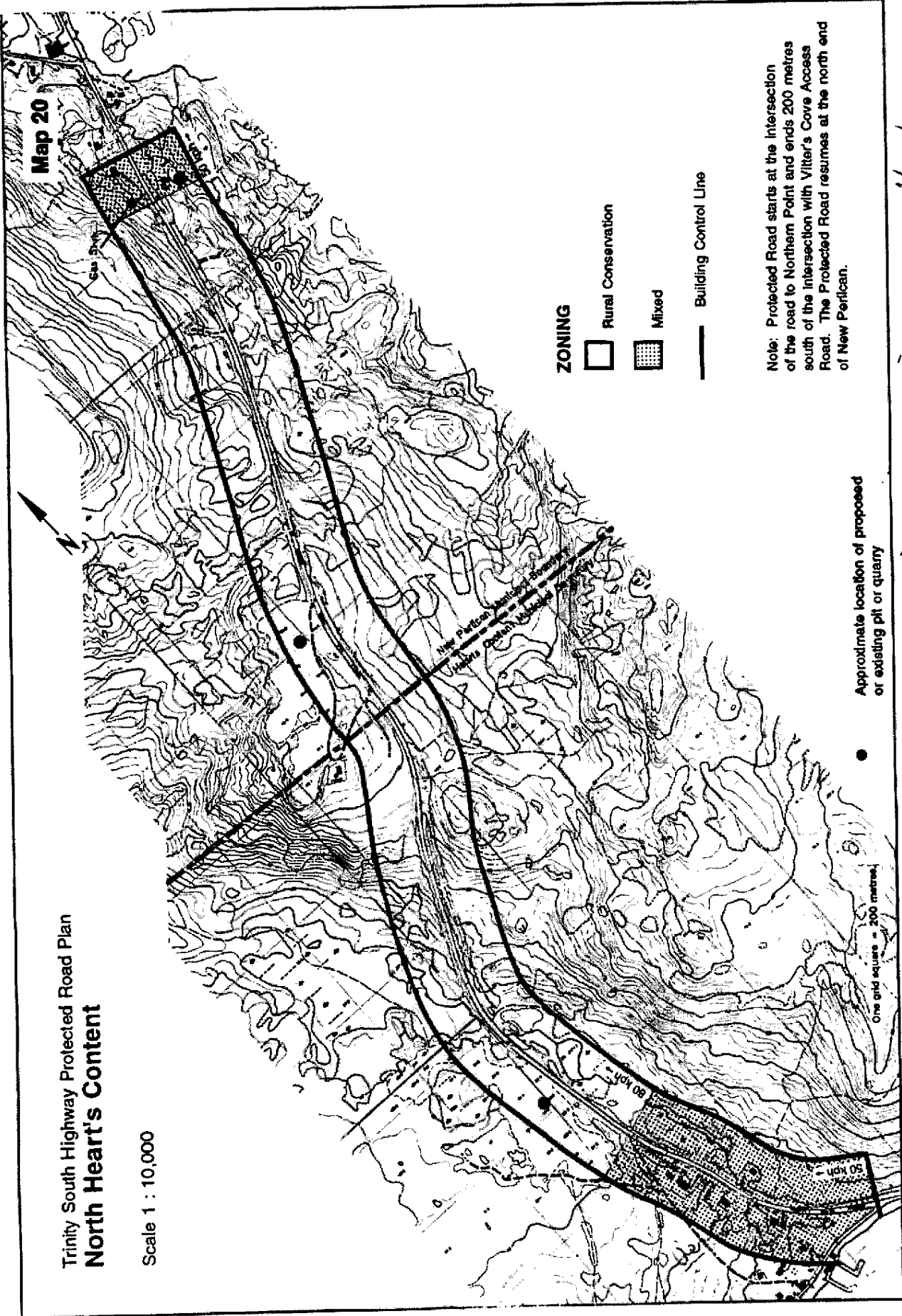
Building Control Line

Note: Protected Road ends 110 metres south of the intersection of Southern Cove Access Road with Route 80 and resumes on the north side of Heart's Content.



● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres



Zoning in New Perlican over-ruled by Municipal Plan

Map 21

Trinity South Highway Protected Road Plan
North New Perlican

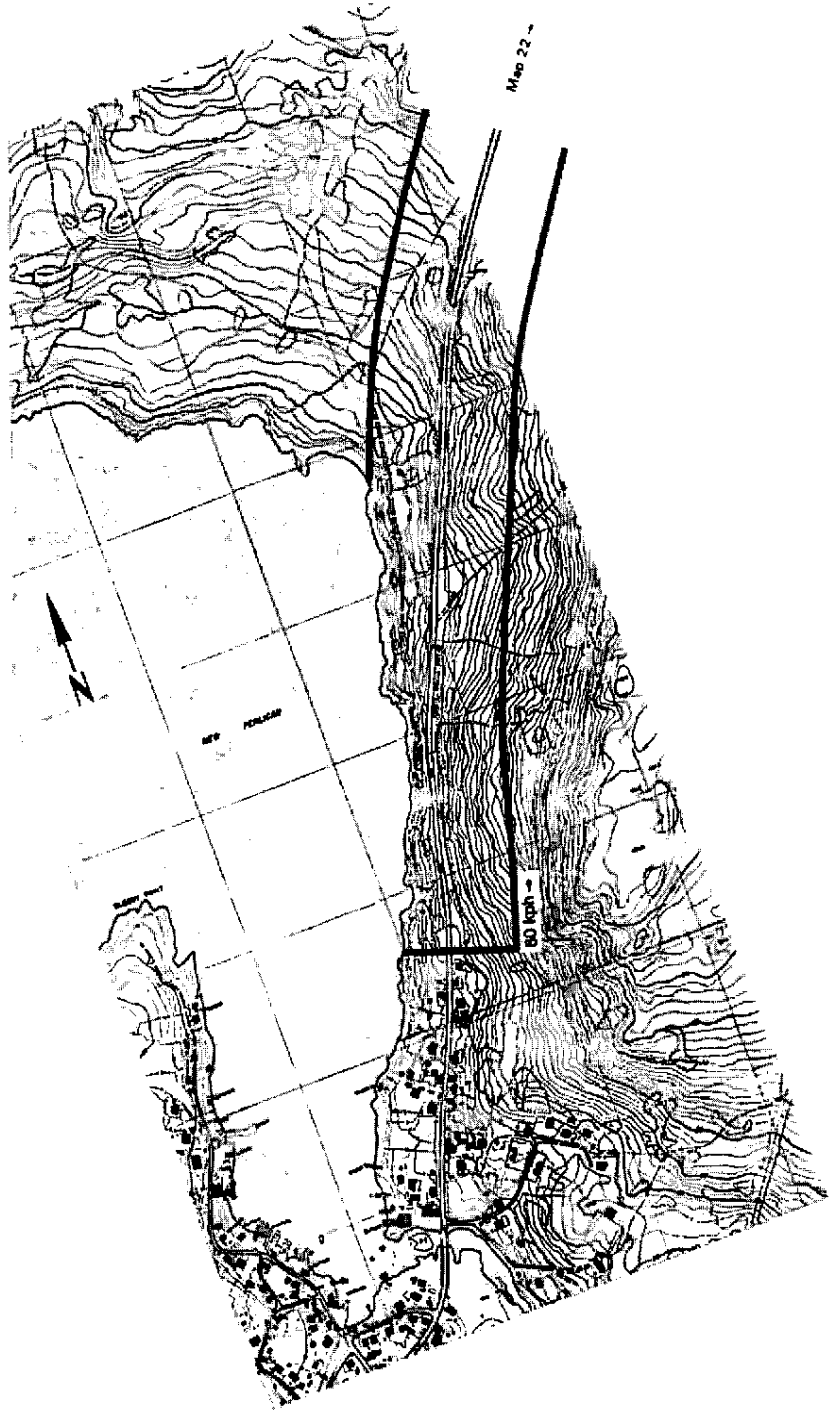
Scale 1 : 10,000

ZONING

□ Rural Conservation

— Building Control Line

Note: Protected Road starts 400 metres north of the bridge over New Perlican River.



One grid square = 200 metres.

*This Building Control Line is overlaid on
by the original plan.*





Map 22

Trinity South Highway Protected Road Plan
Turk's Cove

Scale 1 : 10,000*

01M14

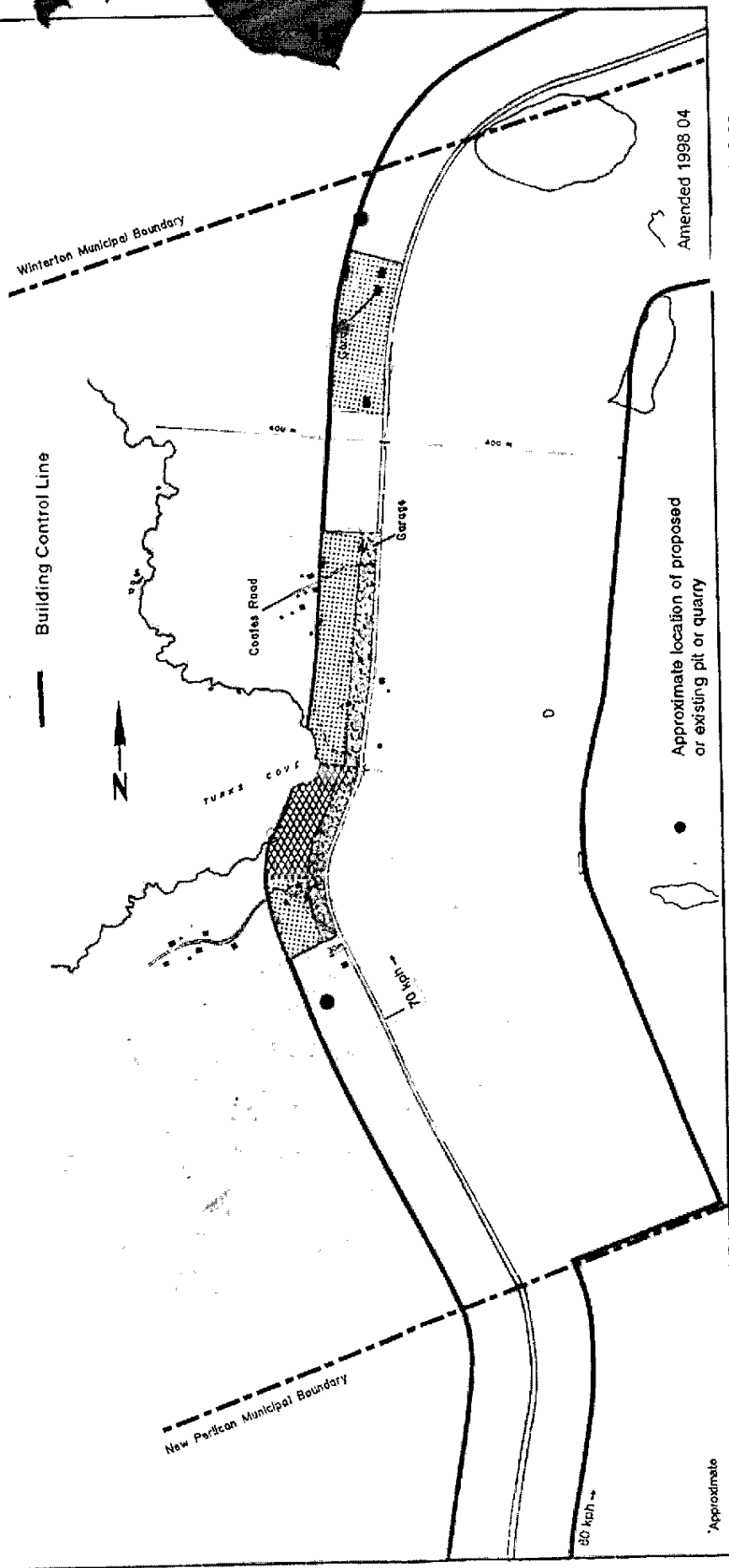
ZONING

-  Rural Conservation
-  Mixed
-  Buffer
-  Summer Cottage

Building Control Line

Winterton Municipal Boundary

New Perlican Municipal Boundary



Approximate location of proposed or existing pit or quarry

Amended 1998.04

amended 1999.02

*Approximate

Trinity South Highway Protected Road Plan
Hant's Harbour

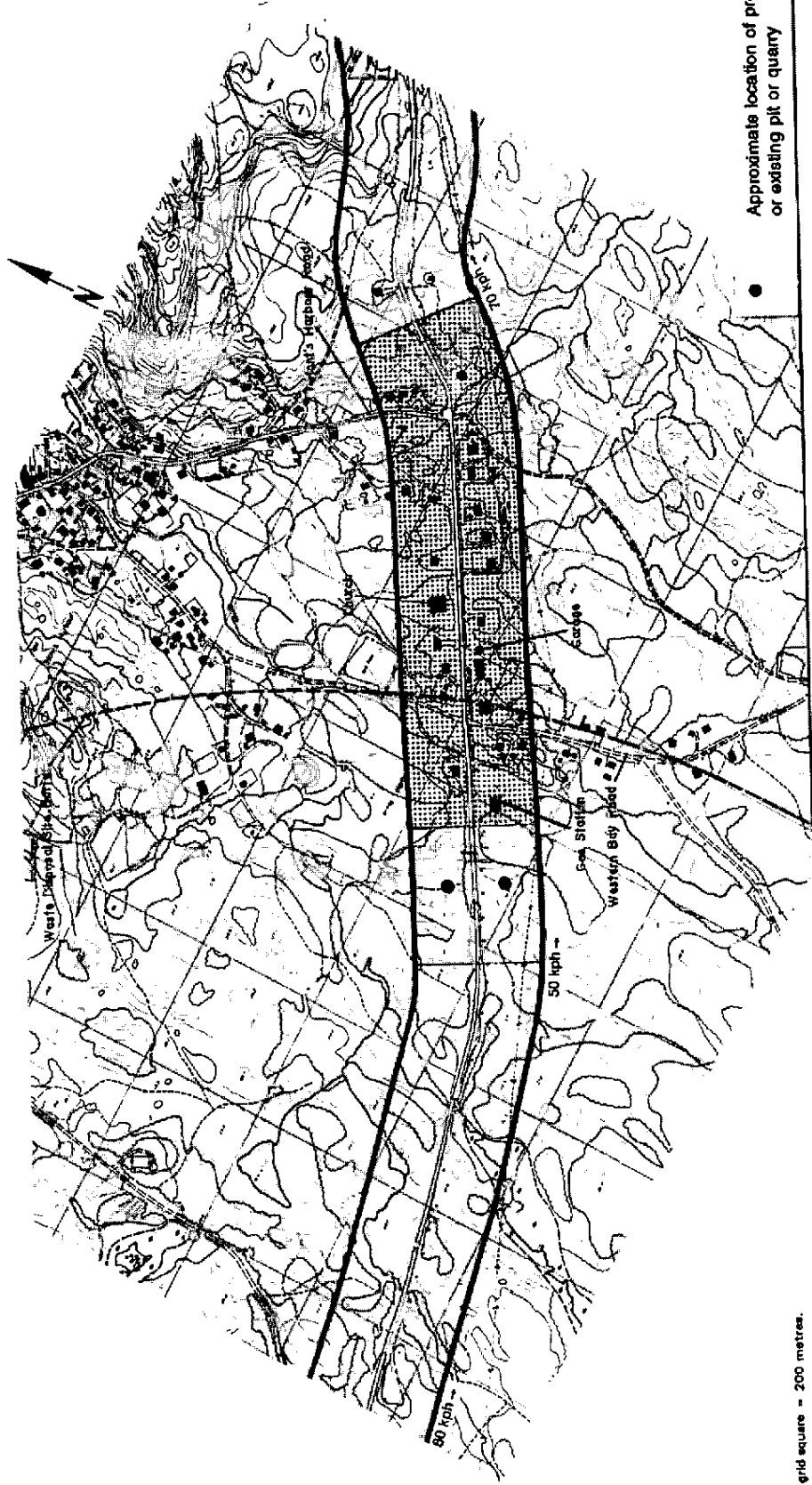
Scale 1 : 10,000

ZONING

□ Rural Conservation

▣ Mixed

— Building Control Line






● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

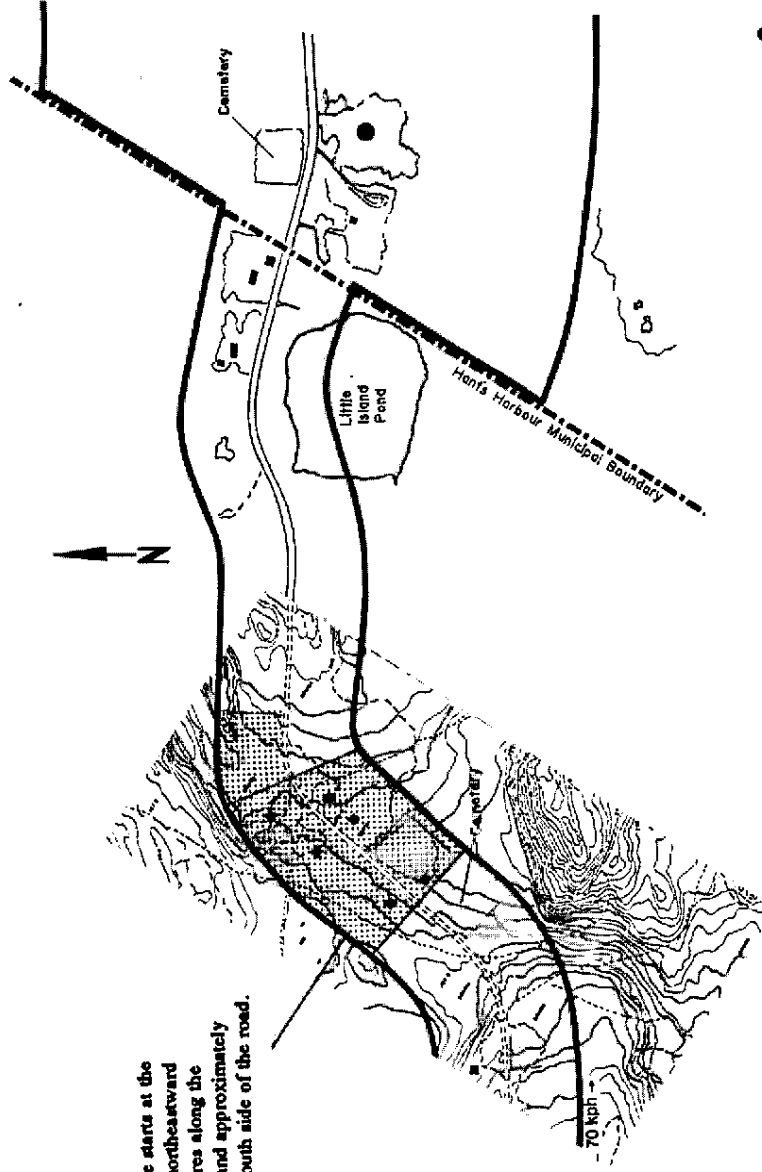
Trinity South Highway Protected Road Plan Hant's Harbour East

Scale 1 : 10,000'

- ZONING**
-  Rural Conservation
 -  Mixed
 -  Building Control Line



Note: This Mixed zone starts at the cemetery and extends northeastward approximately 350 metres along the north side of the road and approximately 250 metres along the south side of the road.



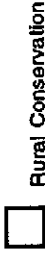
02003

● Approximate location of proposed or existing pit or quarry

Trinity South Highway Protected Road Plan
New Chelsea

Scale 1 : 10,000

ZONING



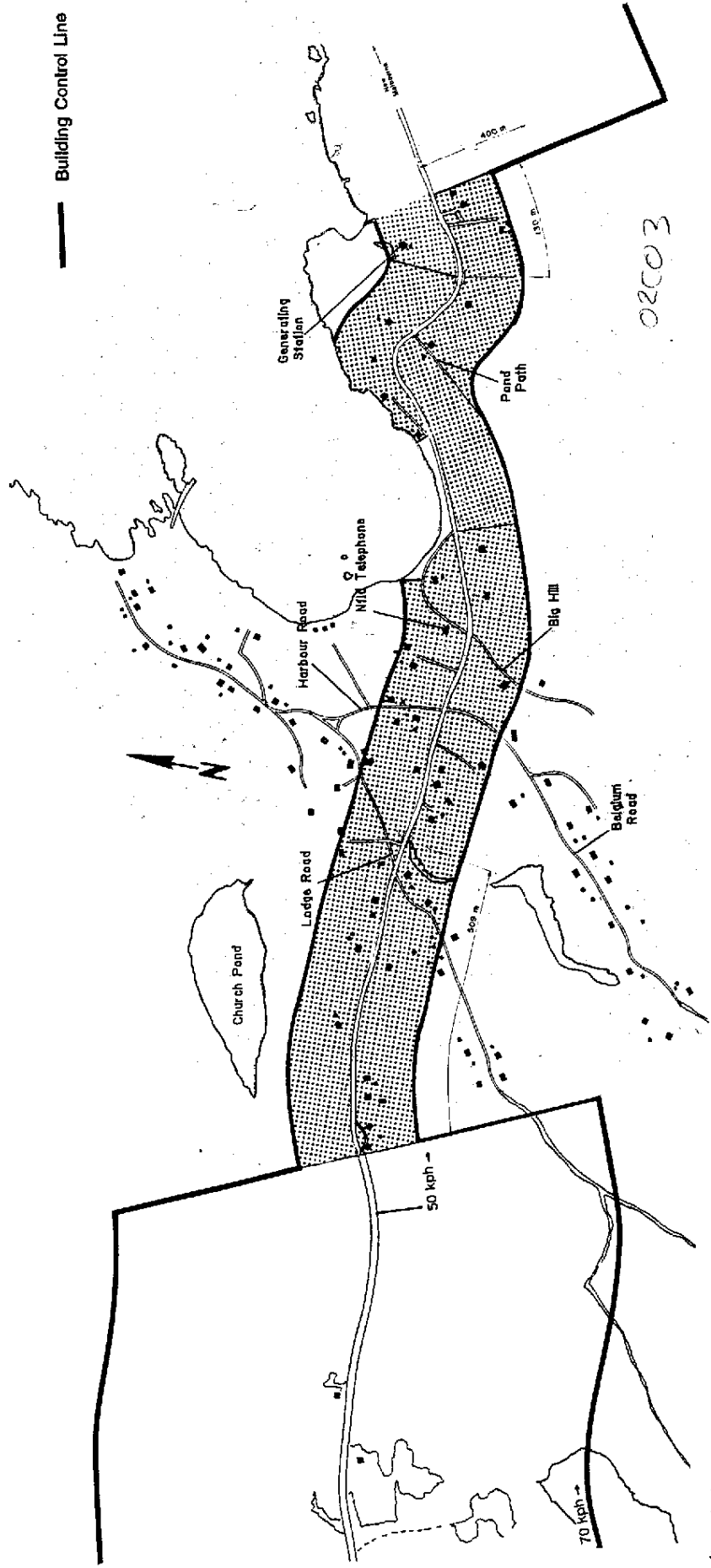
Rural Conservation



Mixed



Building Control Line

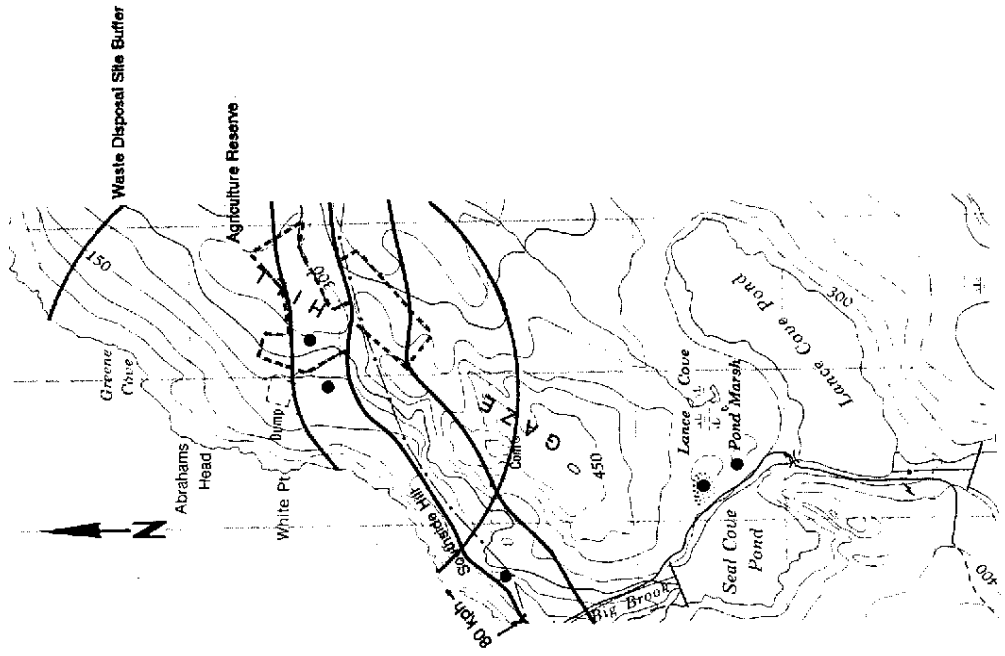


02003



Approximate

Trinity South Highway Protected Road Plan
New Chelsea to New Melbourne

Scale 1 : 50,000







ZONING

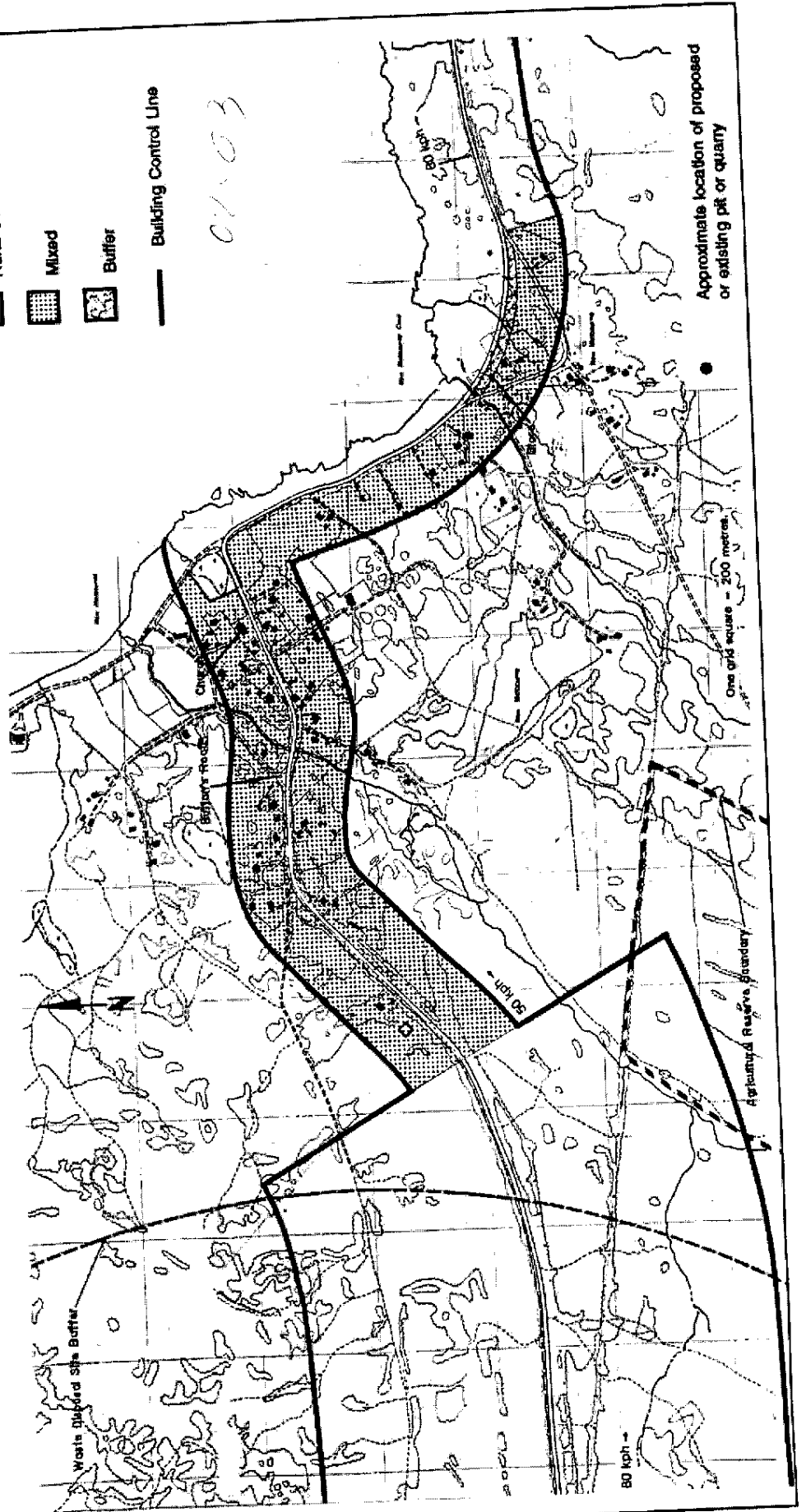
-  Rural Conservation
-  Building Control Line

● Approximate location of proposed or existing pit or quarry

Trinity South Highway Protected Road Plan
New Melbourne

Scale 1 : 10,000

- ZONING**
-  Rural Conservation
 -  Mixed
 -  Buffer
 -  Building Control Line



01/03

Approximate location of proposed or existing pit or quarry

One grid square = 200 metres

Waste Disposal Site Buffer

50 kph




80 kph

Agricultural Reserve Boundary

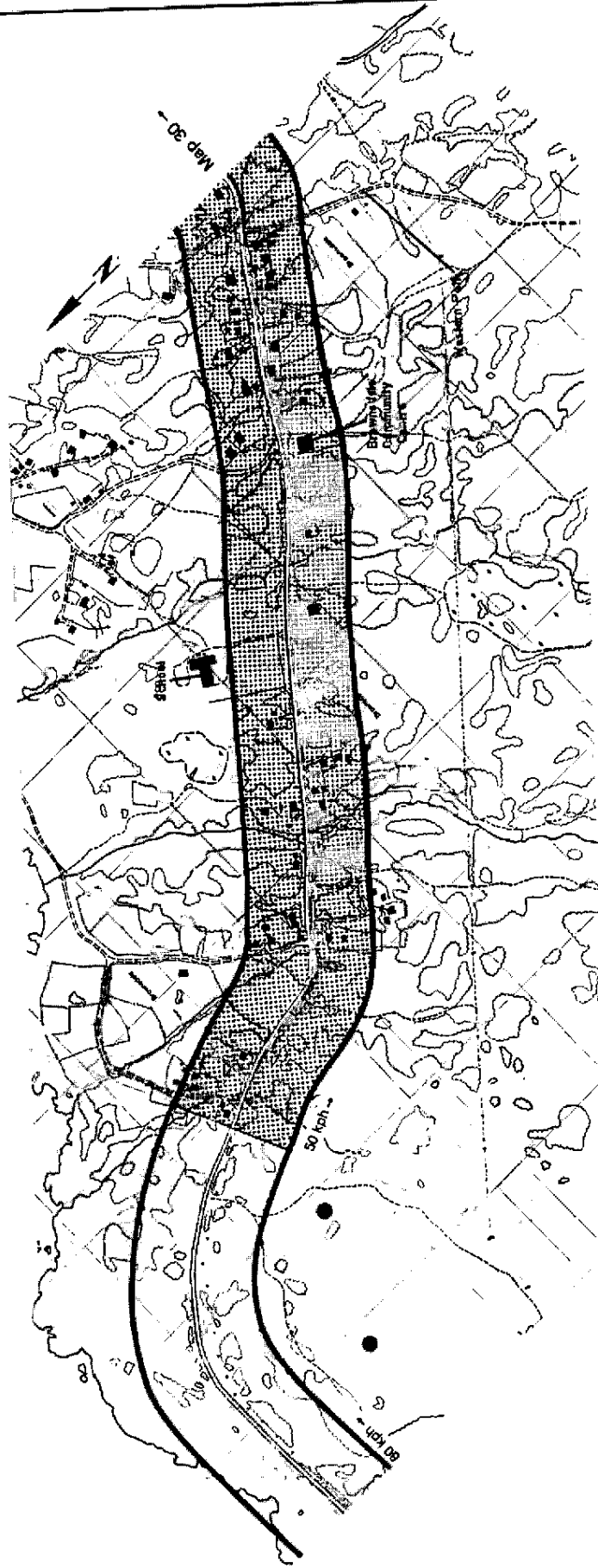
Map 29

Trinity South Highway Protected Road Plan
Brownsdale

Scale 1 : 10,000

- ZONING**
-  Rural Conservation
 -  Mixed
-  Building Control Line

02003



● Approximate location of proposed or existing pit or quarry



One grid square = 200 metres.

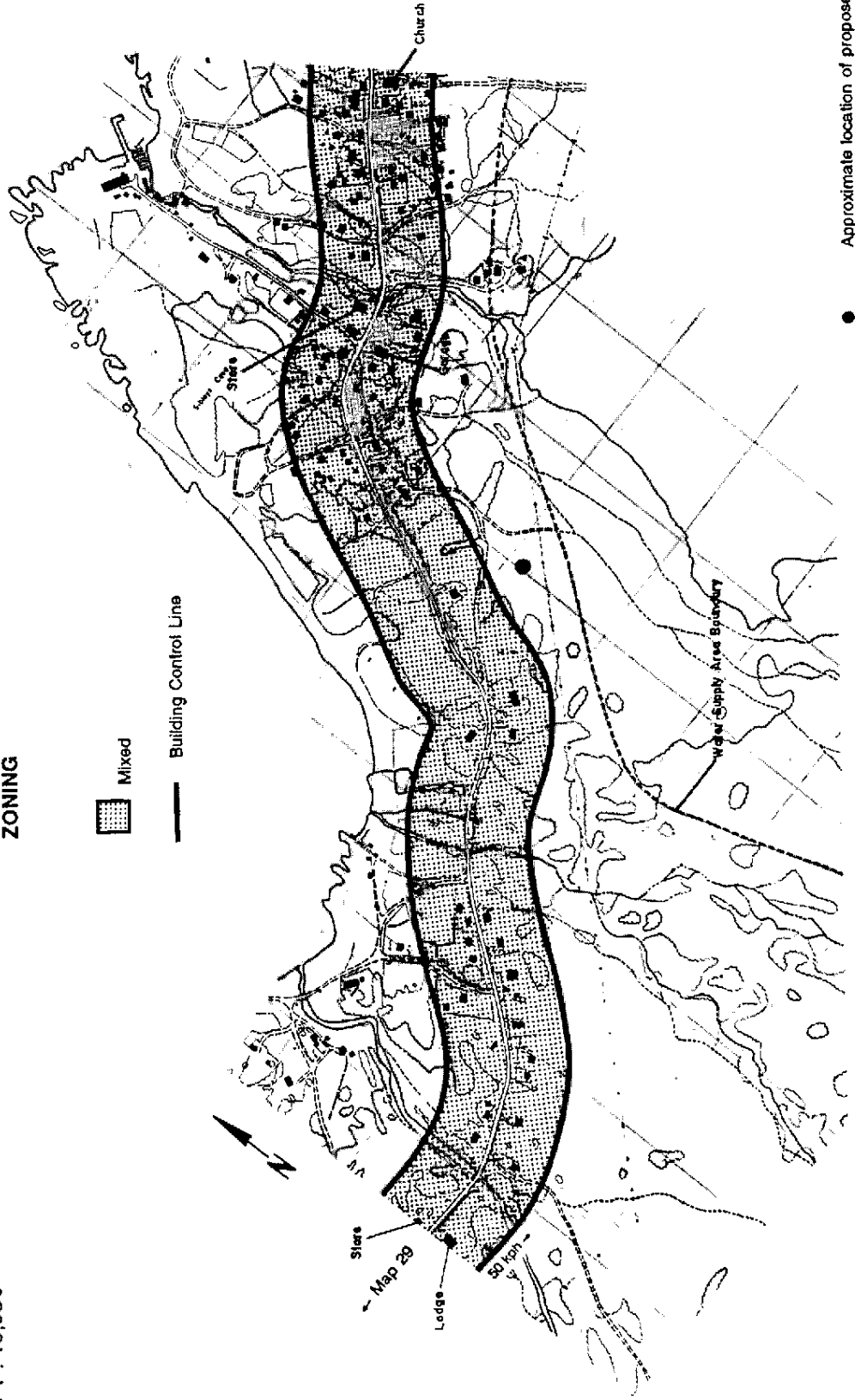
Map 30

Trinity South Highway Protected Road Plan
Sibley's Cove

Scale 1 : 10,000

ZONING

-  Mixed
-  Building Control Line



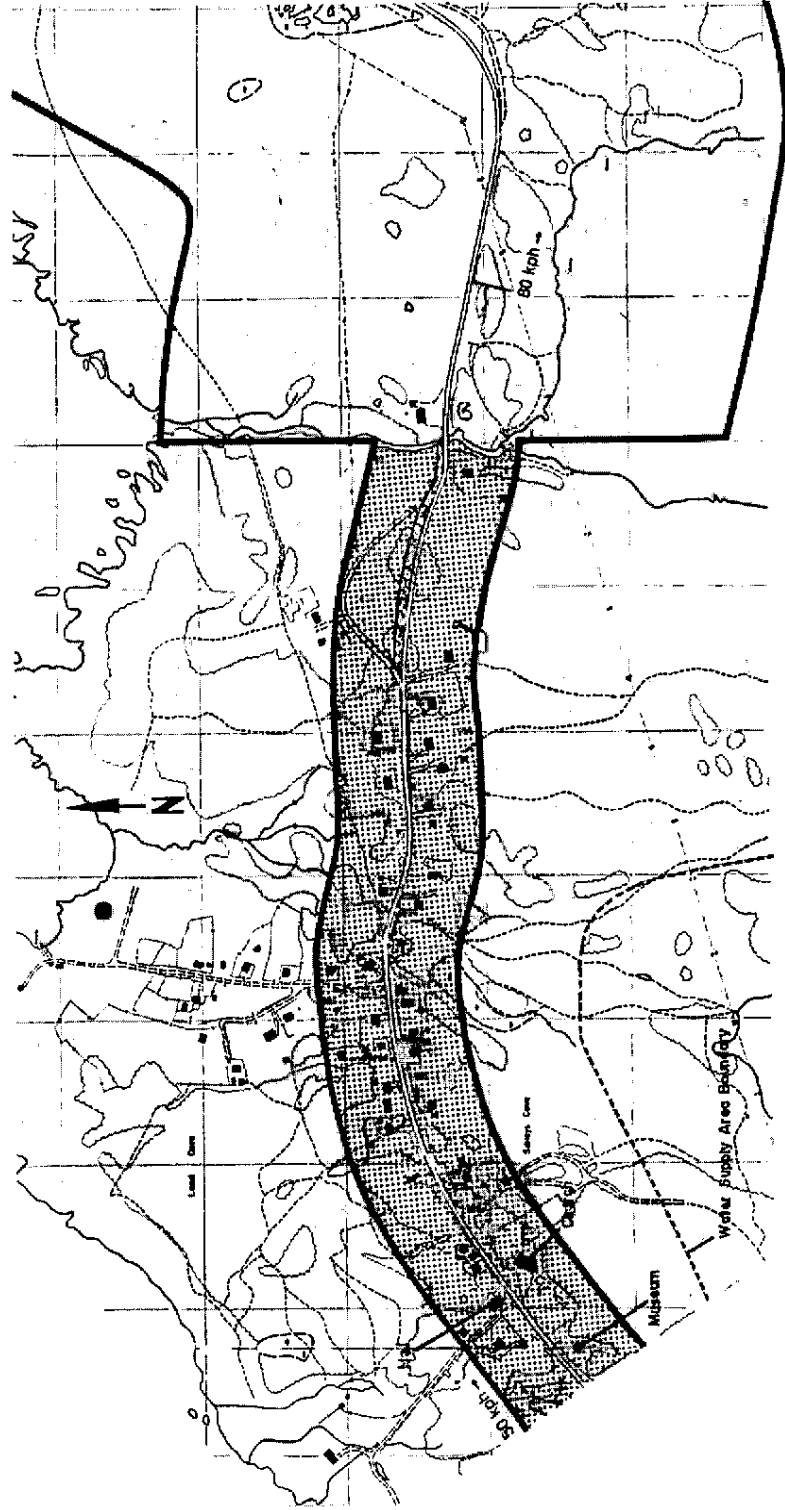
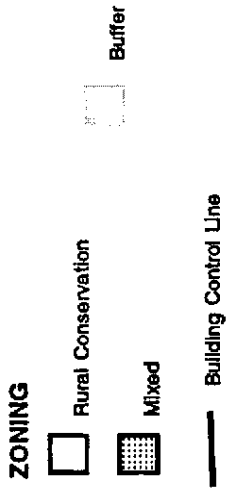
● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

02C03

Trinity South Highway Protected Road Plan
Lead Cove

Scale 1 : 10,000






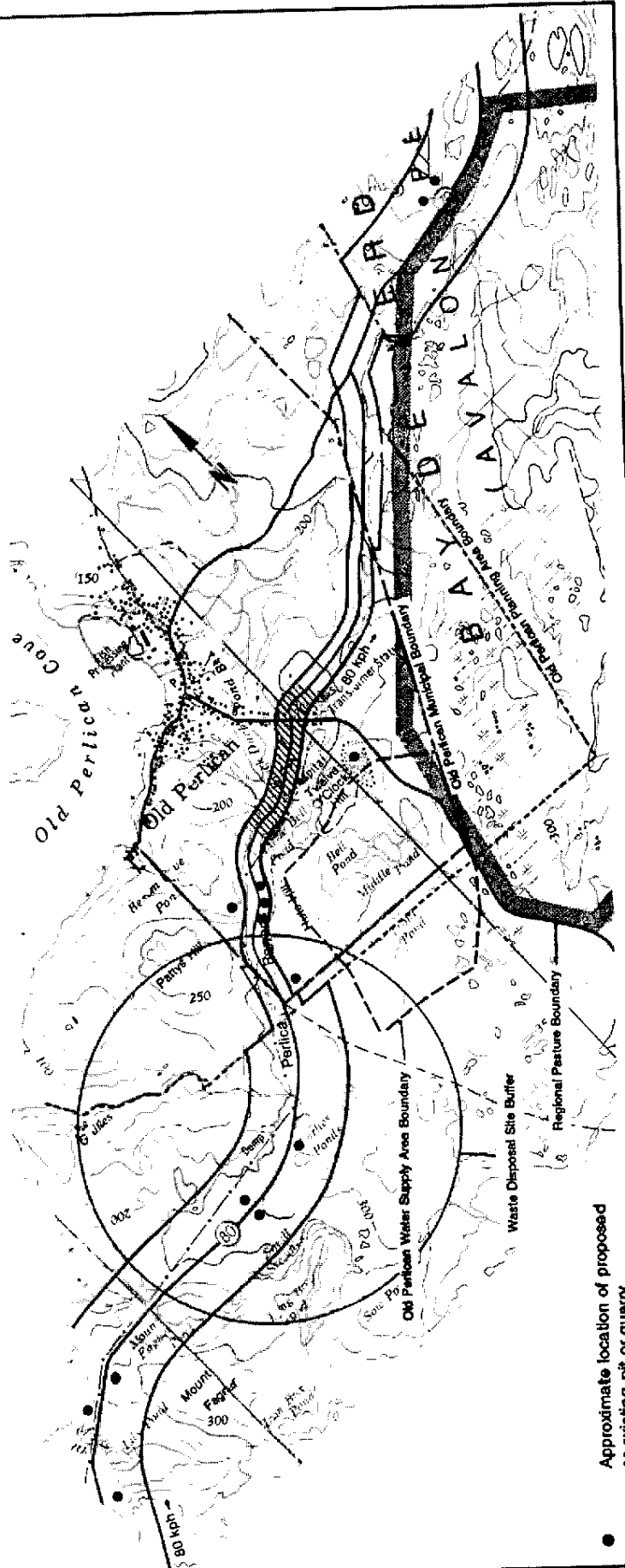
● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.

Trinity South Highway Protected Road Plan Lead Cove to Bay de Verde

Scale 1 : 50,000

- ZONING**
-  Rural Conservation
 -  Building Control Line
 -  See Map 32a



● Approximate location of proposed or existing pit or quarry

Trinity South Highway Protected Road Plan
Old Perlican

Scale 1 : 10,000'

- ZONING**
- Rural Conservation
 - Mixed
 - Building Control Line

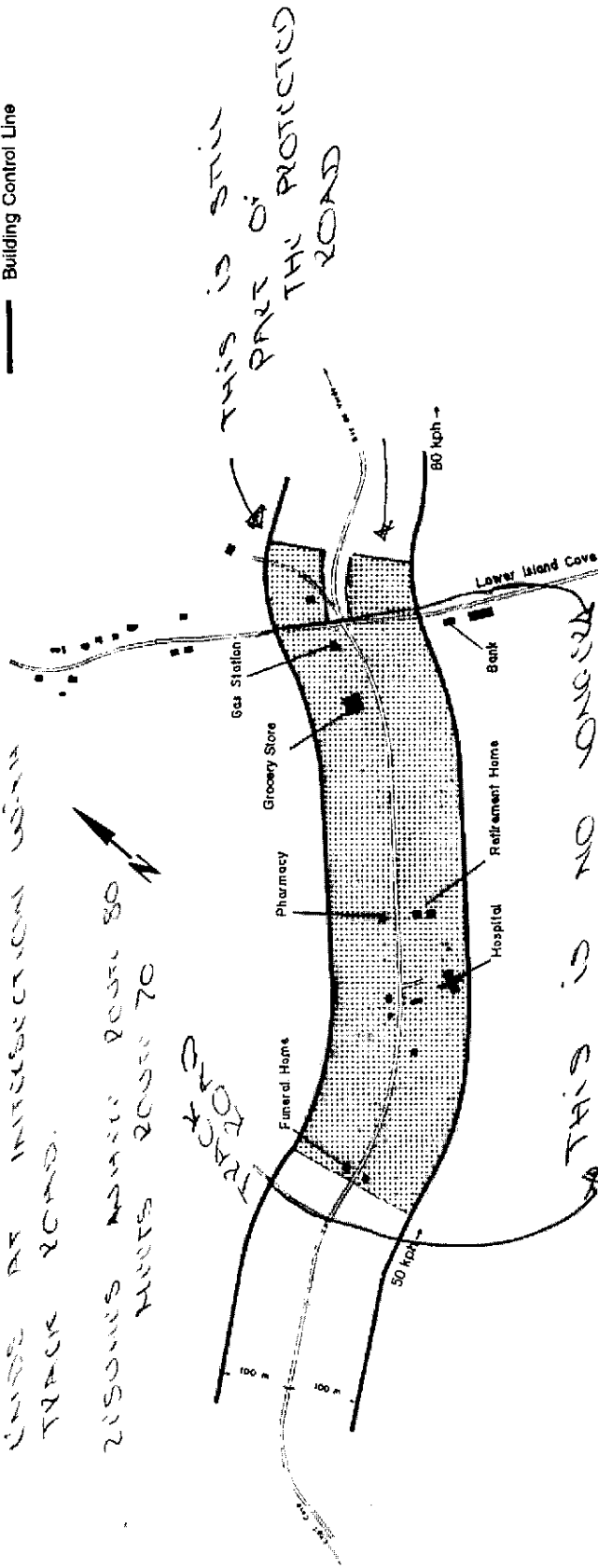
ATTENTION TO DISCUSSION
 OF PROTECTED ROAD TR 2000
 - ~~THE~~ PROTECTED ROAD (ROUTE 80)
 UNDER AN INTERSECTION WITH
 TRACK ROAD.

ZONING MAPS ROUTE 80
 HITS ROUTE 70

TRACK
 ROAD

THIS IS STILL
 PART OF
 THE PROTECTED
 ROAD

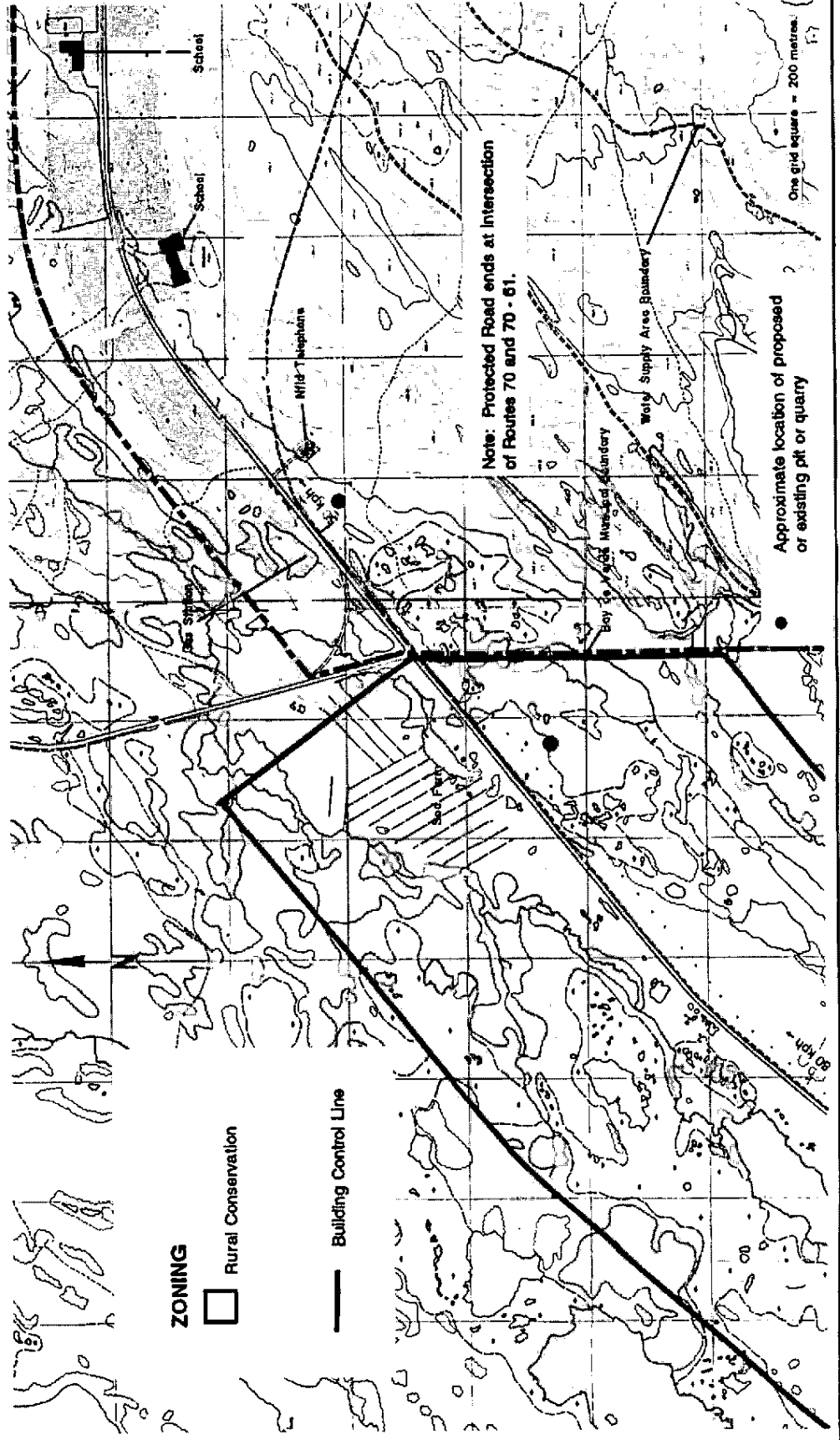
THIS IS NO LONGER
 WITHIN PROTECTED ROAD.
 CROWN LANDS HAS
 CREATED INFILL LOTS



Trinity South Highway Protected Road Plan
Bay de Verde Barrens

Scale 1 : 10,000

CONCRETE BAY HIGHWAY (ROUTE 70)



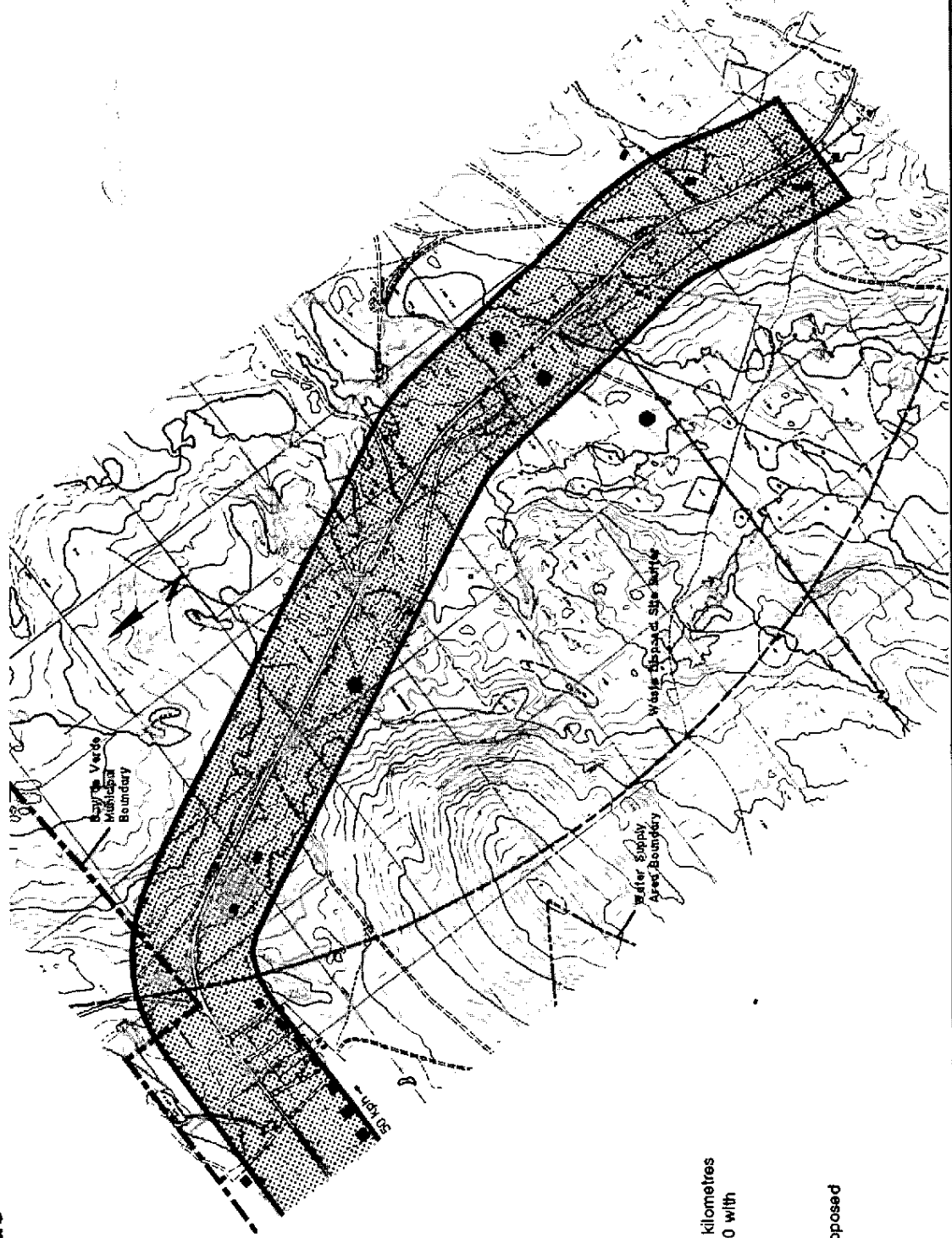
ZONING

□ Rural Conservation

— Building Control Line

Trinity South Highway Protected Road Plan 1994 - 2004
North Bay de Verde

Scale 1 : 10,000



ZONING

 Mixed

 Building Control Line

Note: Protected Road ends 1.8 kilometres south of intersection of Route 80 with the road to Red Head Cove.

● Approximate location of proposed or existing pit or quarry

One grid square = 200 metres.