

RURAL MUNICIPALITY OF WHITEHEAD
DEVELOPMENT PLAN

By-Law No. 2113

of

The Rural Municipality of Whitehead

BEING a By-law of The Rural Municipality of Whitehead to provide for the adoption of a Development Plan for the Rural Municipality of Whitehead.

WHEREAS PART 4 of the Planning Act, being Chapter 30 of the Statutes of Manitoba 2005, provides procedures whereby a Council shall adopt a Development Plan;

AND WHEREAS the Council of the Rural Municipality of Whitehead deems it expedient and in the public interest to provide for the adoption of a Development Plan for the Rural Municipality of Whitehead;

NOW THEREFORE, the Council of the Rural Municipality of Whitehead enacts as follows:

1. THAT The Rural Municipality of Whitehead Development Plan, attached hereto as Schedule "A", is hereby adopted as a Development Plan affecting all lands in the Rural Municipality of Whitehead.

DONE AND PASSED by the Council of the Rural Municipality of Whitehead, in Council duly assembled, at Alexander, in Manitoba, this ____ day of _____, 2007.

Reeve

Chief Administrative Officer

Read a first time this ____ day of _____, A.D. 2007

Read a second time this ____ day of _____, A.D. 2007

Read a third time this ____ day of _____, A.D. 2007

SCHEDULE "A"

RURAL MUNICIPALITY OF WHITEHEAD

DEVELOPMENT PLAN

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Development Plan Map DESIGNATED LAND USE AREAS

PART ONE

INTRODUCTION & OBJECTIVES

The Rural Municipality of Whitehead adopted a Basic Planning Statement by By-law No. 1764 under the former Planning Act on June 25, 1980. During 2004 and 2005, the council of the R.M. of Whitehead undertook a detailed review of the R.M. of Whitehead Basic Statement, with a view to making a variety of changes.

Section 59(4) of the current Planning Act indicates that:

“Upon completion of review (of the Development Plan), the board or council must re-enact the development plan by-law or repeal and replace it with a new development plan by-law, in accordance with the process set out in sections 46 to 55.”

Although the format and content of this Development Plan are similar to the original Basic Planning Statement, a variety of changes that are either required by new legislation, or desired by Council, have been incorporated into the document.

A. GENERAL PURPOSE

The general purpose of the Development Plan is to establish a set of planning objectives and policies to govern future development in the municipality, and to designate areas of the municipality for various types of land use and development. The areas which are designated for different types of land use and development are illustrated on the map titled Development Plan Map DESIGNATED LAND USE AREAS which is contained in APPENDIX A to this Development Plan.

The purposes of The Development Plan are set out specifically in a series of objectives for each major classification of land use in the municipality. The policies are intended to guide the detailed regulations of the municipal zoning by-law and to guide specific development decisions of Council. In following these policies, Council will be supporting the general purpose and objectives of this Development Plan.

B. GENERAL ISSUES

As a result of its close proximity to the City of Brandon, the Rural Municipality of Whitehead, has experienced increased pressures for the creation of residential sites. During the past several decades, the pattern of residential development has been guided by the Basic Planning Statement which was adopted by the municipality in 1980. It is anticipated that the trend for rural residential development will continue to occur in future years, in tandem with the growth of Brandon. However, increasing concerns about energy cost and consumption

will influence commuter trends and choice of residential location, and it is quite possible that the trend for rural residential development will not be as strong in future years as it has been in recent decades.

The issues associated with these development pressures include:

1. The removal of agricultural land from production.
2. An increased demand for improved infrastructure (roads, hydro, telephone and similar services). The provision of such infrastructure may be quite costly, especially with increased distances of scattered residential holdings from the existing built-up areas in the municipality.
3. Increased demand for improved and more frequent services such as school busing, road maintenance, police and fire protection and garbage collection. The provision of these services may also be quite expensive in cases where rural residential holdings are scattered.
4. Increased land speculation with a corresponding increase in property values, to the detriment of farmers or other individuals wishing to purchase land for agricultural purposes.
5. Disputes may arise between farmers and nearby non-farm residents over issues such as rural odours, noise and dust.
6. Health concerns arising from concentrations of private sewage disposal systems and their impact on local groundwater resources.
7. Municipal decisions may be influenced by a large number of non-farm residents, to the detriment of farming interests.
8. Further strip development along highways.
9. An increase in assessments and higher taxes on farmland.

C. OVERALL OBJECTIVES

The overall objectives of this Development Plan are:

1. To protect, support and strengthen agriculture as the dominant land use for the majority of land in the municipality.
2. To provide for the development and protection of non-renewable and renewable resources.

3. To promote the orderly, rational and economic growth of existing rural communities of Alexander, Kemnay and Beresford.
4. To provide for well-planned rural residential development at designated locations, so that impacts on agricultural enterprise may be minimized, and services might be provided on a reasonably economic basis.
5. To direct non-agricultural developments to areas where they will have a minimal impact on agriculture.
6. To preserve and enhance those areas which have natural beauty, scenic value, recreational, wildlife potential, or historical significance.
7. To avoid natural hazards to people and property such as may be created by flooding or bank instability, and to discourage practices which tend to create soil erosion and pollution of soils, water and air.
8. To minimize conflicts between incompatible land uses.
9. To promote intergovernmental co-ordination relating to planning and development matters.
10. To organize the use of land and related services so as to provide for the orderly, efficient and economic growth of the municipality.

D. GENERAL PRINCIPLES

Future development shall be in accordance with the following principles:

1. Land use designations shall be based upon consideration of the land capability to accommodate intended uses or developments.
2. Land use decisions shall consider the major needs of the people in the area affected by such decisions.
3. Land development shall occur so that the services which the community requires are provided in an orderly and rational manner.
4. Municipal government has a responsibility to protect the public health, safety and general welfare of municipal residents.

PART TWO

SETTING

The following background information is presented in order to provide an understanding of the planning concerns and issues in the R. M. of Whitehead.

A. LOCATION

The Rural Municipality of Whitehead is located in southwestern Manitoba. The eastern boundary of the municipality is 2 miles west of the City of Brandon. The municipality is bounded by the R. M. of Daly to the north, the R.M.'s of Woodworth and Sifton to the west, the R. M. of Glenwood on the south and the R. M. of Cornwallis to the east, as shown on Reference Map No. 1. The Municipality is comprised of six townships and has a land area of 216 square miles.

B. GEOGRAPHIC FEATURES

Much of the municipality consists of relatively flat farmland. The Assiniboine River, with its steeply sloping valley wall, is located along the northern fringe of the municipality. A number of creeks and streams drain into the Assiniboine River in this area. The Little Souris River traverses the extreme southeast corner of the municipality. A linear marsh area extends southwesterly from Alexander to Griswold. Grand Valley Provincial Park has been established for recreational use, and is located east of the intersection of P.R. No. 459 and P.T.H. No. 1.

Most of the land in the municipality is used for agricultural purposes, and consists primarily of cropland, with a lesser amount of pasture and hay land. Significant treed areas are located on the slopes of the Assiniboine Valley. There is an area of sandy soil deposits, known as the Kemnay Woods area, located in the east-central portion of the municipality, which also contains significant treed acreage (Parts of Sections 5, 6, 7 and 8, Township 10, Range 20 W.P.M.).

C. AGRICULTURAL CAPABILITY OF LAND

The distribution of agricultural land by land use capability, according to data provided by Canada Land Inventory Soil Capability for Agriculture, is shown on Table 1 and Reference Map No. 2. Based on this classification system, Class 1 is considered to be the best land, and Class 7 is totally unsuitable for agricultural use.

SOIL CAPABILITY FOR AGRICULTURE – TABLE 1

CLASS	CLASSIFICATION OF LAND	PERCENTAGE
Class 2	(Moderate Limitations for Crops)	31.45%
Class 3	(Moderately Severe Limitations for Crops)	34.63%
Class 4	(Severe Limitations for Crops)	15.31%
Class 5	(Very Severe Limitations for Forage Crops)	17.07%
Class 6	(Capable only of Producing Perennial Forage Crops)	1.54%
		100.00%

The above figures illustrate that approximately 66% of the municipality's area is Class 2 and 3 land. Most of the Class 2 and 3 land is located south of the Trans Canada Highway while most of the poorer lands (Classes 5 and 6) are located on the slopes of the Assiniboine River Valley, in the Kemnay Woods area located south of, and midway between the Villages of Kemnay and Alexander, and the Alexander-Griswold marsh area south of the Trans Canada Highway.

It should be noted that this information is derived from maps prepared at a scale of 1:250,000 by the Canada Land Inventory.

D. NON-RENEWABLE RESOURCES

According to data provided in a report entitled "Sand and Gravel Resources of the Brandon Region, Volume 1" (prepared by the U.M.A. Group in June, 1977), there are significant deposits of sand and gravel resources located in the R. M. of Whitehead. Among the fifteen municipalities surveyed in the Brandon Region, the R. M. of Whitehead had the fourth largest sand and gravel reserves at that time. The location of these is shown on Reference Map No. 3.

These resources have special significance for the construction industry and for the municipality, as they are of vital importance for road construction and road maintenance operations, as well as for building construction projects as an important element of concrete structures. As these resources are non-renewable, it is important to preserve remaining reserves of these deposits for use as far into the future as possible.

E. WILDLIFE

According to data provided in "Canada Land Inventory, Land Capability for Wildlife – Ungulates" the greatest portion of land in the municipality consists of Classes 4, 5 and 6 (moderate to severe limitations to the production of ungulates). There is however, substantial Class 3 land located on both sides of the Assiniboine River (slight limitations to the production of ungulates) with some Class 2 land (very slight limitations to the production of ungulates) located south of the Assiniboine River (mainly on the slopes in the eastern portion of the municipality). A significant amount of Class 2W land is found in that area south of the C.P. Main line (Broadview subdivision) midway between the Villages of Kemnay and Alexander. (Parts of Sections 5, 6, 7 and 8, Township 10, Range 20 W.P.M., and Section 12-10-21 W.P.M.). These areas are important because they provide winter ranges on which animals from surrounding areas depend.

Data provided in "Canada Inventory, Land Capability for Wildlife – Waterfowl" shows a large portion of land in the municipality as Class 3 (slight limitations to the production of waterfowl). These areas are found along the Assiniboine River and south, southwest and east of Alexander. A small area southwest of Beresford is classed as 2 (slight limitations to production of waterfowl). The balance of the municipality consists of Classes 4, 5 and 6 (moderate to severe limitations to the production of waterfowl).

The Alexander-Griswold marsh south of and paralleling P.T.H. No. 1 has a significant value to waterfowl; as it contains some of the best waterfowl habitat existing in southwest Manitoba. Ducks Unlimited has entered into agreements with area farmers to develop and protect this marsh for future waterfowl habitat.

F. HIGHWAYS

Provincial Trunk Highways 1A and 1 (Trans Canada Highway) cross the municipality in an east to west direction. Provincial Road 250 (in the central portion of the municipality) and P.T.H. No. 21 (at the western boundary of the municipality) provide paved north-south linkages to other communities. In addition, portions of Provincial Roads No.'s 459 (Grand Valley Road), 348, 349, 455 and 564 are located within the municipality.

Provincial Trunk Highway No. 1 is a divided four-lane highway which provides for the inter-provincial movement of large volumes of motor vehicles and transport trucks, and is considered to be a dangerous goods transportation route. It is understood that the long range plan of the provincial transportation authority is to upgrade P.T.H. No. 1A to a four lane divided highway, as it is the western approach to the City of Brandon.

Development in the vicinity of provincial trunk highways and provincial roads is regulated by provincial traffic authorities. Permits are required from the Highway Traffic Board for any structure or construction within the control areas of provincial trunk highways, and/or for any new, modified (including a change in use) or relocated access to a provincial trunk highway.

These control areas are generally located within 250 ft. of the property boundaries along P.T.H. No. 1 and 1A, and within 125 ft. of the property boundaries along P.T.H. No. 21. In addition, there are control circles at the following highway intersections, with specified radii as noted below, which are subject to the same criteria:

Jct. P.T.H. No. 1 and P.T.H. No. 1A - control circle of 1,500 ft. radius
Jct. P.T.H. No. 1 and P.T.H. No. 21 - control circle of 1,500 ft. radius
Jct. P.T.H. No. 1 and P.R. No. 459 - control circle of 1,000 ft. radius
Jct. P.T.H. No. 1 and P.R. No. 250 (both intersections) - control circle of 1,000 ft. radius.

Manitoba Infrastructure and Transportation also requires permits for any building, structure or construction within the 125 ft. control areas adjacent to provincial roads, and/or for any new, modified or relocated access to provincial roads.

G. HIGHWAY COMMERCIAL

Little highway commercial development exists in the municipality. A previous service station located in SW ¼ Section 19-10-20W has been converted to a residence with an auto body repair shop, and there is a small bulk fuel operation located to the north of it. There is a small node of highway commercial development in the north-western portion of Alexander, south of the Trans Canada Highway. There is some potential for additional commercial development at this location.

H. RAILWAYS

Several railway lines traverse the R.M. of Whitehead, with the most important being the main line C.P. Rail line, which forms part of the trans-continental railway system. This main line passes through the communities of Alexander and Kemnay, and presents some concerns for these communities, related to railway safety issues and nuisance factors (primarily noise). Other railway lines include a branch line of the C.P. Rail network which extends south-westerly from the main line at Kemnay, and a C.N. branch line which traverses the southern portion of the municipality.

I. RURAL COMMUNITIES

The Rural Municipality of Whitehead has three recognized rural communities within its boundaries, namely the unincorporated communities of Alexander, Kemnay and Beresford. Alexander is located adjacent to the Trans Canada Highway, in a central location in the municipality. It is the administrative centre of the municipality, and contains several small businesses and approximately 110 households. Kemnay is a smaller community of approximately 25 households located adjacent to P.T.H. 1A, 5 miles west of Brandon.. Beresford is a very small community located in the southern portion of the municipality, approximately three miles east of Provincial Road 250.

J. RURAL RESIDENTIAL DEVELOPMENT

During the past 25 years, virtually all rural residential subdivision (with the exception of farm yard subdivisions) has occurred within areas which were designated as Rural Residential Areas in the original Basic Planning Statement (as amended). Recent analysis indicates that there are slightly over 100 homes on 2 acre residential lots in rural residential areas, and 35 homes on 5 acre residential lots in rural residential areas. There are very few vacant lots available for development within the previously designated Rural Residential 2 Areas. Although there are 2 undeveloped areas which have been designated for rural residential development since 1980, the owners of these lands have not initiated any subdivision proposals within the past 25 years. Council considers it appropriate to designate additional land for residential development over the next 10 to 20 years, to accommodate a modest level of rural residential development, as an alternative to lots within rural communities.

PART THREE

AGRICULTURAL AREAS

The Rural Municipality of Whitehead is in essence a rural and agriculturally based municipality. A major concern of the Council is the protection and proper development of the agricultural resource base.

The Planning Act which came into effect on January 1, 2006 contains specific requirements related to livestock production operations. Firstly, it requires that development plans contain specific policy related to the siting of livestock operations. This includes the designation of areas where livestock operations would be either prohibited, allowed up to certain levels, and/or allowed without restriction. Secondly, it prohibits municipalities from imposing regulations or conditions of approval related to manure management issues. Livestock manure is provincially regulated under the Livestock Manure and Mortalities Management Regulation.

While it is desirable to allow most types of agricultural enterprises to operate in designated agricultural areas without municipal restriction, a certain level of municipal control is necessary when considering the location of sites for the establishment or expansion of livestock operations. In particular, it is recognized that a higher level of control over the establishment or expansion of livestock operations is appropriate in the areas surrounding communities and designated rural residential areas.

The following objectives and policies are intended to protect the agricultural land base and to promote agricultural diversification, as well as to protect agricultural activities from undesirable and conflicting land uses and practices, and shall apply to all areas which are designated as AGRICULTURE AREAS on the map titled DESIGNATED LAND USE AREAS in APPENDIX A of this Development Plan.

A. OBJECTIVES

1. To protect and stimulate the development of the agricultural sector.
2. To discourage land use practices which would render agricultural land less efficient, or else have an inflating effect on land assessment and/or taxation.
3. To protect prime agricultural land for agricultural use, to protect lower class land which is used or has potential for different types of mixed farming enterprises, including livestock production operations, within designated agricultural areas.
4. To provide for livestock production as an important element of the agricultural economy, subject to an appropriate level of municipal control over the location of new

or expanding operations, particularly in proximity to designated residential areas, and environmentally sensitive areas.

5. To allow for the maximum flexibility in non-renewable resource use throughout the Rural Municipality of Whitehead and to provide for optimum economic opportunities for the rural community.
6. To provide flexibility for farm operators to engage in differing types and sizes of farming operations, where appropriate.
7. To maintain the rural character of a major portion of the municipality for the benefit and long term interest of the agricultural sector.
8. To minimize the hazard of pollution of water, soil and air while at the same time maintain livestock production or encourage production to increase.
9. To encourage development of a conservation nature, particularly on less productive soils where the benefit from same will exceed that of agriculture.
10. To provide for a limited amount of small holding development under specified conditions.

B. POLICIES

Agricultural Land Policies

1. Land within all designated Agriculture Areas shall be preserved for a wide range of farming activities on prime agricultural land and on viable lower class land where it is desirable and feasible to provide protection to such activities (see Glossary of Terms, page 16).
2. Development in all designated Agriculture Areas shall generally be restricted to agriculture and agricultural related uses except as further provided herein. Land uses which would interfere with agricultural production or which would have an inflationary effect on land values shall be avoided.
3. To support the ongoing viability of large-scale agricultural operations, all lands within the designated Agriculture Areas should be maintained in large parcel sizes wherever possible. Prime agricultural lands and viable lower class lands should be protected and should not be subdivided into smaller parcels of less than approximately 80 acres, except where allowed by other policies of this Development Plan.

4. Notwithstanding policy 3, small parcels of land for specialized commercial agricultural uses may be approved, provided that they will be compatible with existing development in the nearby area.
5. Certain land uses, such as large-scale livestock operations and some agricultural processing operations such as feed mills, due to their particular characteristics may have a detrimental effect on adjacent development. To minimize disputes among neighbouring landowners, these shall be treated as conditional uses and shall be subject to minimum siting and separation requirements as determined by Council, or may be subject to conditions of approval specified by Council.
6. The development and growth of farm operations and related agricultural activities on land where the soil resources can support a sustained level of production over a long period of time shall be accommodated and encouraged.
7. The consolidation of small holdings with larger holdings shall be encouraged in accordance with the objectives of the Development Plan.
8. The clearing of land on steep slopes which are erosion prone, such as along the Assiniboine Valley, shall be discouraged.

Livestock Policies

9. Within those areas which are designated as GENERAL AGRICULTURE AREAS, the establishment and/or expansion of livestock operations will be allowed as a permitted use for operations of up to 250 animal units in size, subject to separation distance criteria as described in Policy 14. Council will exercise discretionary control over municipal approval of the establishment or expansion of larger operations over 250 animal units in size, through the conditional use process.
10. Within the areas immediately surrounding designated communities and rural residential areas, which are designated as RESTRICTED AGRICULTURE AREAS, the establishment and/or expansion of livestock operations will not be allowed to exceed a size of 10 animal units. No further expansion of existing operations over 10 animal units will be allowed at their existing locations. The extent of these areas is consistent with the minimum provincial size and separation requirements as specified in Manitoba Regulation 193/2005.
11. Within the secondary areas surrounding designated communities and rural residential areas, which are designated as LIMITED AGRICULTURE AREAS, the establishment and/or expansion of livestock operations will be considered as a permitted use up to a size of 50 animal units. Operations within the size range of 51 to 250 animal units may be considered for approval as a conditional use, but shall not exceed a maximum size of 250 animal units, except that where an existing operation (at the date of this Development Plan) is over 100 animal units in size, it may be considered for expansion up to 400 animal units, as a conditional use.

The rationale for the size and extent of these designated areas is based on the concept of providing secondary control areas, and in the north-eastern portion of the municipality, it is considered appropriate to have a larger area designated in this fashion, due to the number and distribution of designated rural residential areas and the community of Kemnay, combined with the presence of the Assiniboine River Valley (with its steeply sloping terrain and the flood prone areas adjacent to the River).

12. In order to provide a measure of protection for surface water quality, livestock confinement facilities will not be allowed within a distance of 330 ft. of any surface watercourse, or within areas which are subject to flooding, in accordance with Manitoba Regulation 42/98.
13. No new or expanded livestock operation will be permitted to locate on soils determined by detailed soil survey acceptable to the Province at a scale of 1:50,000 or larger, to be Class 6, 7 or unimproved organic soils. New or expanding livestock operations that are proposed on soils mapped as Class 6, 7 or unimproved organic soils may be required to provide detailed soil survey for the proposed site, acceptable to the province at a scale of 1:50,000 or larger.
14. Minimum mutual separation distances shall generally be provided between livestock confinement facilities and other residences, in accordance with the following TABLES. These standards shall be considered when:
 - (a) proposals to establish new livestock operations or to expand existing operations are considered,
 - (b) when proposals to establish new residences in all designated AGRICULTURE AREAS are considered, and
 - (c) when proposals to designate RURAL RESIDENTIAL AREAS are considered.

MINIMUM SEPARATION DISTANCE REQUIREMENTS TO ANY DWELLING

Size or Capacity of Barn, Feedlot and/or High Density Seasonal Feeding Area (Animal Units)	Minimum Required Distance To Any Dwelling*
Up to 100	660 feet
101 to 250	1,320 feet (1/4 mile)
Over 251	As determined by Council, but not less than any Provincial requirement

* Does not include any dwelling or mobile home associated with the operation of the livestock facility.

MINIMUM SEPARATION DISTANCE REQUIREMENTS TO ANY DESIGNATED AREA

Size or Capacity of Barn, Feedlot and/or High Density Seasonal Feeding Area (Animal Units)	Minimum Required Distance To Designated Rural Residential Area or Community*
Up to 100	1,760 feet
101 to 200	2,640 feet
201 to 300	3,500 feet
Over 301	As determined by Council, but not less than any Provincial requirement*

Council may consider variations of these distance factors on an individual basis, subject to the provisions of The Planning Act.

15. The keeping of livestock on rural residential and small acreage parcels within all designated AGRICULTURE AREAS will be allowed, subject to the provisions and limitations established by the municipal zoning by-law.

Residential Policies

16. Where additional housing is necessary for the operation of the farm enterprise, such accommodation shall be encouraged on the existing farmstead as part of the farm unit.
17. Non-farm dwellings shall not be permitted to locate in the designated Agricultural Areas except under the following circumstances, and subject to the conditions provided in policy 18:
 - (a) A parcel containing a farm yard may be subdivided to create a non-farm dwelling site, provided that any farm dwelling on the property has been in existence for a period of at least 10 years. Council may waive the 10 year period where it can be demonstrated to the satisfaction of Council that due to exceptional circumstances, such as poor health, that the owner is unable to properly maintain a larger parcel.
 - (b) A new non-farm dwelling site may be created in situations where, in Council's opinion, agricultural production on the site is not practical due to adverse topography or poor soil conditions, or other physical constraint, or where the site is an existing severed portion of land not easily farmed with traditional

farming methods in the area, and where nearby agricultural operations will not be hindered.

- (c) A new non-farm dwelling may be constructed on a separate site for the son or daughter of a bona fide farmer whose presence, in the opinion of Council, is necessary in assisting with the agricultural activity.
 - (d) A new non-farm dwelling site may be established where the owner of the said non-farm dwelling is a member of a farm corporation, and is principally occupied in the activity of farming conducted by the farm corporation.
18. A non-farm dwelling as provided for in policy 17 shall be subject to the following conditions:
- (a) The site area shall not be less than 2 acres and not be greater than 10 acres, unless physical features such as topography, shelterbelts, or the position of structures, suggests that a slightly larger site would be appropriate.
 - (b) All services can be provided with reasonable efficiency and without undue cost to the municipality.
 - (c) The site must be adjacent to an all-weather road and the dwelling on said site must have direct access to an all-weather road, and any residual parcel must also have an approved means of access to an all-weather road.
 - (d) A new non-farm dwelling must not be located within the mutual separation distance of an existing livestock operation as specified in policy 14, unless varied by Council.
 - (e) The amount of livestock permitted on the site shall be governed by the provisions of the municipal zoning by-law.
 - (f) Wherever possible, subdivisions for non-farm dwellings shall be on the lowest class of land available, and shall not be wasteful of agricultural land. (Farmstead subdivision should not include cultivated land, but should be confined to a shelterbelt, fence, or other physical feature, wherever possible, and new non-farm dwellings shall be directed to the lowest class land available.)
 - (g) Where subdivision is considered under Policy 17, there shall be no more than two titles created from one title, and this process may occur only once on a quarter section of land.
 - (h) The site shall not be located in an area which in the opinion of Council, is subject to flooding or other hazard.

Protection of Aggregate Deposits

19. Areas which have been identified on Reference Map 3 as having significant potential for future aggregate (gravel) extraction, shall be protected for that purpose, and no incompatible development shall be allowed on top of the resource, or within a distance of 500 ft. from the boundary of the resource area, unless a favourable recommendation is received from the provincial mining authority.

Non-Agricultural Uses

20. Businesses which provide important support services for agriculture, including farm chemical supply businesses, grain elevators, machine shops, and agricultural trucking businesses, may be considered for approval on a site specific basis as a conditional use. Wherever possible, sites should be selected which minimize impacts on agricultural land and livestock operations, minimize adverse traffic impacts on provincial highways, and generally conform with other policies of this Development Plan.
21. Public works and transportation facilities, such as municipal water supply and or sewage treatment facilities, may be considered for approval in designated Agriculture Areas.
22. Commercial wind energy generation facilities may be allowed to co-exist with agricultural activities, subject to siting criteria to be established in the Zoning By-law.
23. The development of outdoor recreational facilities, such as golf courses, and similar uses, may be considered from time to time as a conditional use, provided that due consideration is given to the compatibility of the proposed development with existing agricultural activities in the surrounding area.

C. IMPLEMENTATION

The development policies shall be implemented as follows:

1. The different designated Agriculture Areas shown on the Development Plan Map titled DESIGNATED LAND USE AREAS shall be zoned in a similar fashion in the municipal zoning by-law.
2. Generally, permitted uses in the Zoning By-law will include agricultural activities which are not obnoxious or detrimental to the health and welfare of the public.
3. Land uses which shall be treated as conditional uses are:
 - (a) livestock operations over specified sizes
 - (b) non-farm dwellings, as provided for in this part

- (c) sand, gravel and mineral extraction operations
 - (d) sewage disposal lagoons
 - (e) recreational facilities
 - (f) waste disposal grounds
 - (g) aircraft landing facilities
 - (h) commercial wind energy generation facilities
 - (i) other uses as determined by Council which are not in conflict with the objectives and policies of this Development Plan
4. Buildings, structures, hedges and other obstructions shall be set back from municipal roads such distances (as specified in the zoning by-law) to prevent snow drifting problems from occurring on municipal roads and allow for road widening.
 5. The issuance of development permits, the conditions of development approval, zoning by-laws, development agreements (where deemed necessary) and stipulations to which subdivision approvals may be subject as part of the approval process shall be used in order to implement the policies of this Development Plan.
 6. Municipal and other programs of a public works nature shall determine future growth.

GLOSSARY OF TERMS

Farm Dwelling – Shall mean a principal residence of a person who derives fifty (50) percent or more of his net income from agricultural activities.

Farmstead – Includes the residence of the farm operator and may include those buildings which are directly or indirectly related to the farm operation.

Prime Agricultural Land – Land composed of mineral soil determined by Manitoba Agriculture to be of dryland Agricultural Capability Class 1, 2 or 3 and includes a land unit of one quarter section or more, 60% or more of which is comprised of land of dryland Agricultural Capability of Class 1, 2 or 3. In certain circumstances, land composed of organic soil determined by Manitoba Agriculture to be of dryland Agriculture Capability Class O1, O2 or O3 or land determined by Manitoba Agriculture to be of Irrigation Suitability Class 1A, 1B, 2A or 2B may also be considered prime agricultural land.

Land Unit - means a quarter section.

Viable Lower Class Land - means land that is not prime agricultural land, but that is used for agriculture or has the potential to be used for agriculture.

PART FOUR

RURAL CONSERVATION

This part establishes development objectives and policies for certain lands along the Assiniboine and Little Saskatchewan Rivers, parts of Sections 6 and 7, Township 10, Range 20 W.P.M., and the Alexander-Griswold Marsh. It is noted that much of the low lying land adjacent to the south side of the Assiniboine River, while having very few limitations for the production of annual crops, is not readily accessible and is subject to flooding. Much of the land along the valley slopes in the eastern portion of the municipality has not been stripped of its vegetation. The valley provides a scenic natural contrast to the agricultural landscape of the municipality, and also is considered to be very important habitat for wildlife.

Certain lands in the municipality containing waterways, marsh lands and existing woodlands should be protected. The Council's concern is not solely for the physical habitat but also for ground water replenishment as well as the wildlife that utilize these areas. The objectives and policies of this PART are intended to provide for additional limitations on the use and development of land within the designated area for this purpose.

A. OBJECTIVES

1. To preserve certain lands immediately adjacent to the Assiniboine and Little Saskatchewan Rivers, parts of Sections 6 and 7, Township 10, Range 20 W.P.M., and the Alexander-Griswold Marsh, in a natural condition.
2. To minimize the risk of slope erosion or slope failure along the steep slopes near the Assiniboine River and the Little Saskatchewan River.
3. To discourage any further intensification of agricultural land use and any further influx of residential development within the designated areas.
4. To ensure that the rural lands having moderate to severe limitations for arable agricultural uses are given careful consideration to the effects of soil erosion and the unwarranted destruction of natural vegetation cover and wildlife habitat.
5. To maintain and protect wildlife through habitat protection.
6. To maintain the aesthetic qualities of the rural landscape.
7. To protect natural areas and habitats from incompatible or potentially incompatible land use activity and/or development where rare or endangered flora and fauna have received designation and protection under Federal or Provincial legislation.

B. POLICIES

1. Within areas which have been designated as RURAL CONSERVATION AREAS on the DEVELOPMENT PLAN MAP – DESIGNATED LAND USE AREAS in APPENDIX A, further intensification of agricultural activities, including clearing of additional land for agricultural use, and expansion of livestock production operations shall be discouraged.
2. Buildings and other forms of development shall be discouraged in areas not serviced by existing roads, drains, hydro and other services and in areas susceptible to flooding.
3. Municipal services, such as the development of new roads, shall generally not be provided, due to technical difficulties resulting from local terrain conditions.
4. Shoreland of waterways and waterbodies (Assiniboine and Little Saskatchewan Rivers) which has environmental, recreational, or other general significance to the public shall be offered protection.
5. Natural areas and habitats shall be protected from incompatible or potentially incompatible uses where:
 - a) Rare or endangered flora and fauna have received designation and protection under the Manitoba Endangered Species Act or the Federal Species at Risk Act, and/or
 - b) Lands have been identified as Provincial Park.

C. IMPLEMENTATION

The development policies shall be implemented as follows:

1. Those areas best suited for conservation and recreational purposes and shown on the DESIGNATED LAND USE AREAS map as Rural Conservation Area and shall be zoned in the Zoning By-law as a Conservation Overlay Zone. The Zoning By-law shall include additional provisions to implement the objectives and policies described above, such as:
 - (a) Any agricultural expansion or intensification involving land clearing and tree cover removal over specified maximum acreages shall be subject to review and approval by Council.

- (b) Buildings and structures that require all year-round access shall be located adjacent to and have direct access onto an all-weather road.
- 3. As land becomes available, the Municipality and/or other government agencies may acquire these areas for public purposes.
- 4. Subdivision control, the issuance of development permits, zoning by-laws, public works, special purpose easements, and/or public acquisition or through dedication associated with the subdivision process shall be used to afford protection to the shorelands of waterways or waterbodies having environmental, recreational or other general significance to the public.

PART FIVE

RURAL COMMUNITIES

The community of Alexander is the largest community in the municipality and contains approximately 110 dwellings. The municipality is making a major commitment to the future of this community, by introducing municipal water supply and sewage disposal systems. In order to provide for the orderly development of this community in future years, the council wishes to establish a basic zoning framework of residential, commercial and industrial zoning within the community.

Due to the small size of the other rural communities of Beresford and Kemnay, it is not practical to establish a program of different zones for areas within these communities.

Council wishes to promote the development and growth of Alexander and Kemnay, and suitable land adjacent to these rural communities may be designated for future growth.

A. OBJECTIVES

1. To provide for the growth and development of the rural communities located within the municipality, which are designated as RURAL COMMUNITY AREAS on the Development Plan Map – DESIGNATED LAND USE AREAS in Appendix A.
2. To guide development in order that these rural communities can be economically provided with the necessary public services and facilities to the residents and property.
3. To provide for the health, safety and general welfare of the residents by discouraging any use of land or activity which is, or will be obnoxious and/or detrimental to the residents of these rural communities.
4. To promote and strengthen existing rural communities in order to provide a suitable range of commercial and community facilities to the residents, and the residents of the region.

B. POLICIES

1. Within the rural community of Alexander, separate areas will be zoned for residential, commercial and industrial development, with a view to minimizing the intermingling of land uses, and thereby promoting the orderly development of the community. Residential development proposals will be directed to zoned residential areas, commercial development proposals will be directed to zoned commercial areas, and industrial development proposals will be directed to zoned industrial areas.

2. The rural communities of Kemnay and Beresford will be zoned as General Development areas, which will accommodate a variety of developments. Residential developments will be permitted throughout the community; however, Council will exercise discretionary control over non-residential developments (such as certain types of commercial and industrial uses) through the conditional use process.
3. In considering development proposals within the rural communities, as well as in areas in close proximity to these communities, Council shall consider the degree of compatibility of the proposed development with existing development in the nearby area. In some situations, special conditions of approval may be necessary in order to promote a higher degree of compatibility.
4. Unless otherwise determined by the Council, any information it deems necessary to consider an application to develop land within a designated rural community, shall be provided by the developer, such as contours, existing drainage and other physical features.
5. In unserviced areas (where there is no municipal sewage system) lot sizes shall be adequate to permit effective on-site disposal systems and be such that they will not pollute the groundwater.
6. The growth of Alexander shall not extend to the north side of the Trans Canada Highway.
7. Development in the vicinity of P.T.H. No. 1 shall preferably be of a type that provides a service to the traveling public, or secondarily, commercial or approved industrial uses that require a large land area. Where land is to be used for residential purposes, a suitable buffer from the highway's edge shall be provided.
8. Within Kemnay and Beresford, and the designated residential areas of Alexander, home based businesses will be allowed, subject to criteria specified in the zoning by-law, to minimize potential compatibility issues with nearby landowners.

C. IMPLEMENTATION

The development policies shall be implemented as follows:

1. Rural communities are shown on the DESIGNATED LAND USE AREAS map as Rural Community Areas. Kemnay and Beresford shall be designated in the Zoning By-law as GD – General Development Zone. A basic pattern of residential, commercial and industrial zones shall be established in the zoning by-law for Alexander, in accordance with Policy B.1 above.

2. Uses permitted in the rural communities shall be those which are normally associated with rural communities.
3. Minimum site area requirements for all uses permitted in rural communities where the sewage disposal systems prevalent in development of this type may result in groundwater pollution due to a high water table and/or insufficient filtering property of the soil, shall be determined by Council upon a recommendation from the Environmental Operations Branch.
4. In addition the issuance of development permits, the conditions of development approval, zoning by-laws, development agreements, and stipulations to which subdivision approvals may be subject as part of the approval process shall be used in order to implement the Development Plan.
5. Municipal and other programs of a public works nature shall be used to control and direct future growth of rural communities.

PART SIX

RURAL RESIDENTIAL AREAS

In recent decades, there has been increasing pressure for the development of rural residential lots in the north-eastern portion of the municipality. The proximity of the City of Brandon and the attractive landscape of this area make it appealing for rural residential development. It is recognized by Council that limited provisions for rural residential development are needed and desirable. The challenge is to accommodate a modest level of rural residential development within the framework of other priorities, such as the preservation of agricultural land and minimizing impacts on agricultural enterprise, and minimizing impacts on other important resources and transportation infrastructure.

A. OBJECTIVES

1. To provide designated areas for a limited amount of non-farm residential development within a rural environment unassociated with municipal sewer and water services.
2. To ensure that the development of rural residential areas occurs in a logical manner and on an economically sound basis.
3. To encourage rural residential development to locate in areas which can be reasonably serviced.
4. To locate rural residential developments in areas where the agricultural base of the municipality will be minimally affected.
5. To locate rural residential developments in areas where they will be reasonably compatible with, and will not create unacceptable impacts on existing transportation systems.
6. To minimize risks to public health and safety within designated rural residential areas.

B. POLICIES

1. The development of new rural residences shall be directed to areas which are designated as RURAL RESIDENTIAL AREAS on the Development Plan Map – DESIGNATED LAND USE AREAS, with the exception of those rural residences that are specifically allowed in designated Agricultural Areas as provided for in PART THREE.

2. Designation of areas for rural residential development shall generally be guided by the following principles:
 - (a) Areas which contain large acreages of productive farmland shall generally be avoided;
 - (b) Areas which are in close proximity to significant livestock production operations shall be avoided;
 - (c) Areas which are subject to flooding or other hazard shall be avoided;
 - (d) Areas which have significant capability for resource extraction, such as gravel deposits, shall be avoided;
 - (e) Areas where private sewage disposal systems would result in significant groundwater pollution due to high water table, or insufficient filtering property of the soil shall be avoided;
 - (f) Areas which do not have a suitable supply of potable groundwater should be generally avoided, unless there is a program to provide a centralized piped distribution system;
 - (g) Areas immediately adjacent to railways and major highways which carry significant volumes of hazardous goods freight, and which experience significant levels of noise and other nuisance factors shall be generally avoided, unless suitable setbacks or other buffering measures are provided to mitigate the risk or nuisance;
 - (h) Wherever possible, residential developments shall be located on the same side of a major highway;
 - (i) Strip residential development adjacent to highways and provincial roads shall not be allowed; and
 - (j) Services, such as school busing, snow removal, fire protection, police protection can be provided with reasonable efficiency and without undue cost to the municipality.
3. Development of areas for rural residential purposes shall be guided by the following design and performance principles:
 - (a) A minimum lot size of 2 acres shall be required in order to maintain the rural character of the land. Where the keeping of livestock is proposed for recreational purposes, a minimum lot size of 5 acres shall be required. The

number of livestock per site shall be established in the municipal zoning by-law.

- (b) The number of lots created shall be governed by the demand evident for rural residential sites.
- (c) Streets and roads shall be located and designed in accordance with topography and traffic requirements and be integrated with the municipal and provincial road networks.
- (d) Streets and roads shall be designed to allow for the development of adjacent lands and/or the expansion of the subdivision.
- (e) Where rural residential development is proposed on treed land, the design of such development shall be such that it will help to protect and enhance the existing tree cover.

4. The developer shall undertake the following:

- (a) Prior to the approval of a subdivision application, provide sufficient information indicating that there will be an adequate supply of potable on-site water to support the proposed development, and that the installation of the sewage disposal systems will not pollute the groundwater.
- (b) Enter into a development agreement at the discretion of the Council, to include but not be limited to, the clearing, constructing, grading and gravelling of all roads (as designated in the registered plan) and to construct drainage ditches and install culverts and bridges at his cost and to the specifications and standards established by the Municipal Council, and any other matter that may be required by Council in accordance with The Planning Act.
- (c) Enter into a development agreement at the discretion of the Council to safeguard against the destruction of existing desired natural features, such as wooded areas, sloughs and other resources, which in the opinion of the Council, would be required to retain the amenity and rural character of the development.

C. IMPLEMENTATION

The development policies shall be implemented as follows:

1. Areas which are shown on the DESIGNATED LAND USE AREAS map in Appendix A as Rural Residential 2 Area and Rural Residential 5 Area shall be designated in the Zoning By-law as RR2 Rural Residential District and RR5 Rural Residential District (respectively).

2. Rural Residential 2 Area permitted uses are to be restricted to residential development. The keeping of livestock, such as horses, cows, poultry and the like shall not be permitted in this area. The minimum site area in the Rural Residential 2 Area shall be 2 acres.
3. Rural Residential 5 Area permitted uses are to be restricted to residential development. The keeping of recreation animals of a type and number approved by Council shall be permitted, but only in those areas where there are no apparent groundwater sensitivity concerns. The minimum site area in the Rural Residential 5 Area shall be 5 acres.
4. Certain types of home-based businesses may be allowed in the designated Rural Residential Areas, subject to criteria to be established in the Zoning By-law.
5. Rural Residential Areas have been established on the DESIGNATED LAND USE AREAS map, which in the opinion of the Council and based upon preliminary investigation, have certain characteristics suited for Rural Residential use. However, upon analysis of more detailed information of these designated areas, the Council may not permit a subdivision and/or development within all or any part of any of these designated areas.
6. The issuance of development permits, the conditions of development approval, zoning by-laws, development agreements (where deemed necessary) and stipulations to which subdivision approvals may be subject as part of the approval process shall be used in order to implement the Development Plan.

PART SEVEN

TRANSPORTATION & INFRASTRUCTURE

Several major national transportation corridors traverse the Rural Municipality of Whitehead. These include the Trans Canada Highway and the Canadian Pacific main line railway. These transportation corridors carry high volumes of freight, some of which consists of hazardous goods. The highway system also carries high volumes of automobile traffic. In order to provide for the highest level of freely flowing and safe traffic movement along railways and highways, it is generally recognized that areas in the vicinity of these highways need to be carefully considered in terms of future development activities. At the same time, it is recognized that traffic along these corridors represents a significant nuisance factor (e.g. noise) and safety concerns (e.g. derailments) for nearby areas.

There are also transportation concerns of more direct concern to the municipal transportation budget. Development and transportation facilities should be planned in a manner that minimizes the need to construct new public roads, and in a way which minimizes future maintenance and operating costs for municipal road systems.

A. OBJECTIVES

1. To promote the safety and efficiency of all transportation systems located within the Rural Municipality of Whitehead.
2. To provide for a high level of compatibility between future development and major transportation systems.
3. To direct new development to areas which are adequately serviced by existing transportation infrastructure.
4. To minimize future operations costs by controlling development in the vicinity of municipal roads.
5. To provide appropriate levels of infrastructure support for future development in the municipality.

B. POLICIES

1. Where an area of development is bordered on one side by a major transportation corridor such as a highway or rail line, new development should, where appropriate, be directed to the same side to avoid the need for local traffic to cross the corridor.

Highway Related

2. All proposals which create new building sites within 1,000 ft. of major provincial highways (P.T.H. Nos. 1 and 1A), or within 1/2 mile radius of an intersection of one of these highways, shall be circulated to the Department of Infrastructure and Transportation for review, prior to the issuance of a development permit. This policy shall not apply to infilling within existing subdivided areas of communities, nor to the construction of conventional farm buildings within existing farm yards in rural areas.
3. The location of developments which generate significant amounts of traffic, and especially truck traffic, shall be carefully considered so that adverse impacts on the highway system can be minimized. Preferred locations are where existing turning lanes are provided to accommodate the safest possible movement of vehicles entering and leaving the highway.
4. Where it is apparent that a proposed development might have an impact on a Provincial Trunk Highway, or Provincial Road, Manitoba Infrastructure and Transportation shall be consulted with regard to matters such as location of the development, local traffic patterns including access to the highway, area drainage, and related matters.
5. Development that would have a detrimental impact on the safe and efficient operation of the highway, or development that would be negatively affected by an adjacent provincial highway should not be allowed to locate near a provincial highway unless mitigative measures suitable to the Province are incorporated into the development.
6. Proposed developments which may be adversely affected by noise, dust and fumes from roadways (e.g. residential uses) should be encouraged to locate where there is adequate separation from these corridors and/or to incorporate sound barriers or landscaped buffers to mitigate these impacts.
7. Development that contributes to the evolution of a row of lots, each relying on direct access to the highway, shall not be permitted.
8. Subdivision or development will not be permitted in areas designated for highway widening or expansion, unless provisions suitable to the Province are made to accommodate future widening or expansion.
9. Any development that is to occur within the control areas of provincial roads and provincial trunk highways under provincial authority will be subject to approval by Manitoba Infrastructure and Transportation and the Highway Traffic Board respectively prior to the issuance of a development permit. The location and construction of an access to a provincial road will be subject to approval by Manitoba Infrastructure and Transportation; and to a provincial trunk highway subject to approval by the Highway Traffic Board.

Municipal Road Related

10. New development should have access to an existing all-weather road of sufficient standard and capacity, unless the proponent makes an agreement with the municipality to upgrade an existing road or develop new road access to a standard agreed upon by the municipality. The proponent may be responsible for part or all of the costs of this roadway construction.
11. Land uses which generate significant amounts of regional vehicular traffic and/or significant truck traffic should be encouraged to locate in proximity to major municipal roadways, provincial roads and provincial highways where appropriate. Direct access to the provincial highway system will be discouraged. Access will be consolidated at major points and directed onto the provincial highway system from the municipal road network.
12. New development which has the potential to generate significant vehicular traffic should be directed away from those areas and land uses where such levels of traffic could endanger public safety.
13. Building setback standards shall be applied to new development along municipal roads, in order to provide a measure of safety for the traveling public, to provide a measure of buffering of buildings from roadway nuisances, such as noise and dust, and to reduce snow drifting problems along rural roads.
14. The local road or street network associated with any type of proposed development should be designed to conform with both the existing and planned road and street system of the neighbouring areas.
13. Where there are existing or anticipated high volumes of truck traffic, the municipality may designate certain roadways as truck routes, in order to limit deterioration of the local road system and to minimize safety problems and nuisance factors within communities.
14. The construction of driveways and other access points to municipal roads shall be subject to the approval of the municipality.
15. Municipal road allowances should be maintained for public access. Any proposals for clearing, cultivation or cropping of unimproved road allowances, shall be subject to review and approval by Council.

Railway Related

16. Wherever possible, new development shall be adequately separated from railway facilities, in order to minimize problems with regard to noise, vibration, and safety concerns (in the event of a derailment), unless the development is dependent upon the railway for transportation service.

Aircraft Related

17. Proposals to establish public or private airfields shall consider the location of existing dwellings or other development that might be adversely be impacted by aircraft operations, and appropriate separation distances shall be provided. Such proposals shall be dealt with as a conditional use.
18. Aerial approaches to airfields within the municipality should be protected from incompatible or potentially incompatible land uses that may adversely impact their operation and/or endanger public safety.

Other Infrastructure

19. No new or expanded development, including proposed subdivisions, shall be approved unless there are facilities with sufficient capacity in place to adequately manage solid and liquid waste (including septage) generated by the development.

PART EIGHT

HAZARDOUS AREAS

Hazardous conditions, such as flooding, represent a significant risk to property and public safety at susceptible locations. In addition to damage to personal property and injury or loss of human lives, substantial monetary costs for remedial works, or for assistance and personal loss, are often involved when development occurs on lands subject to hazards such as flooding. It is the concern of Council that development on such lands should not occur, unless the intended use is compatible with the risk or the hazard is eliminated or protected against.

A. OBJECTIVES

1. To minimize the risks to human health and safety, and to minimize future property damage, in areas which are at risk from flooding or other hazards.
2. To reduce the potential financial burdens imposed on all levels of government to mitigate the problems caused by flooding and/or excessive drainage problems on susceptible lands.

B. POLICIES

1. Development shall generally not be permitted within areas which are subject to flooding. Where there may be doubt about the flood risk, the municipality may refer specific development proposals to Manitoba Water Stewardship for review and comment.
2. Where the anticipated depth of flooding is less than 1 meter under a 100 year flooding event, development may be considered, subject to specific flood protection measures recommended by Manitoba Water Stewardship.
3. Activities that adversely alter, obstruct or increase flow, flood velocities, or flood stages shall not be permitted within areas subject to flooding.
4. Buildings and structures (other than fences) shall not be permitted within a horizontal distance of 200 feet of the ordinary high water mark of a permanently flowing waterway, or within a distance which can be eroded within a 50 year period unless specific approval has been granted by the Council. Prior to granting such approval, Council may require the proponent to provide an engineering evaluation and recommendation of the proposed development.

5. No development shall be permitted on lands subject to other hazards such as land slides or subsidence where actual effects of such hazards have occurred or have been predicted.
6. The retention of natural tree and vegetative cover shall be encouraged along waterways, in order to reduce erosion, and enhance the water quality of the waterway

C. IMPLEMENTATION

The development objectives and policies shall be implemented as follows:

1. The Council shall implement these policies through the provisions of the zoning by-law and the issuance of development permits.
2. In considering specific development proposals, where there is any question of doubt regarding the degree of risk or hazard, Council may consult with appropriate government personnel for further guidance, and may require the proponent to provide an engineering evaluation, recommendations, design, and/or certification of any proposed development.

PART NINE

HERITAGE RESOURCES

The archaeological sites and historic structures and sites in the district are not well known and may become lost to future generations.

A. OBJECTIVES

1. To identify sites and structures having historic, architectural and archaeological significance.
2. To protect historic and archaeological resources from uses or activities that would endanger them.

B. POLICIES

To fulfill the above objectives, the following policies shall be applied:

1. No development or land use shall be permitted that endangers any site, building or other structure of historic, architectural or archaeological significance.
2. As a condition for the approval of a subdivision or the issuance of a development permit, the Council may require the applicant to show that a historically, architecturally, or archaeologically significant site or structure is not being endangered.

C. IMPLEMENTATION

The Council shall implement these policies through the judicious issuance of development permits or approval of subdivision applications.

PART TEN

ADMINISTRATION

A. IMPLEMENTATION OF THE DEVELOPMENT PLAN

This Development Plan is based on a long range view of future needs and trends, and establishes objectives and policies for development within the municipality. These are intended to be used as a basis for the details of the municipal zoning by-law, and for day-to-day decisions regarding issuance of development permits, approval of subdivisions, performance agreements and other related matters. Decisions regarding any of these matters should conform to the objectives, policies and standards as established in The Development Plan. In this way The Development Plan provides vision and consistency in making day-to-day planning decisions. If new trends or unforeseen needs arise, The Plan could be amended from time to time to meet these changes.

B. ZONING BY-LAW

The Zoning By-law will provide more specific regulations concerning the use and development of land, and will thus serve as a means of implementing the objectives and policies of this Development Plan. In addition, the objectives and policies of this Development Plan shall be used as a basis for evaluating zoning decisions, such as considering amendments to the zoning by-law, or applications for variation orders or conditional use orders.

C. SUBDIVISION CONTROL

A subdivision application is usually required in order to establish the basis for more intensive development within any specific area – in the form of smaller land parcels and a network of local streets and services. Applications for the subdivision of land are subject to the approval of the municipality. The objectives and policies of this Development Plan shall be considered during the review and approval of individual subdivision applications.

D. DEVELOPMENT PERMITS

The issuance of development permits by the municipality shall be used as a means of implementing the objectives and policies of this Development Plan. Permits shall not be issued unless a development proposal complies with the provisions of this Development Plan and the Zoning By-law.

E. REVIEW

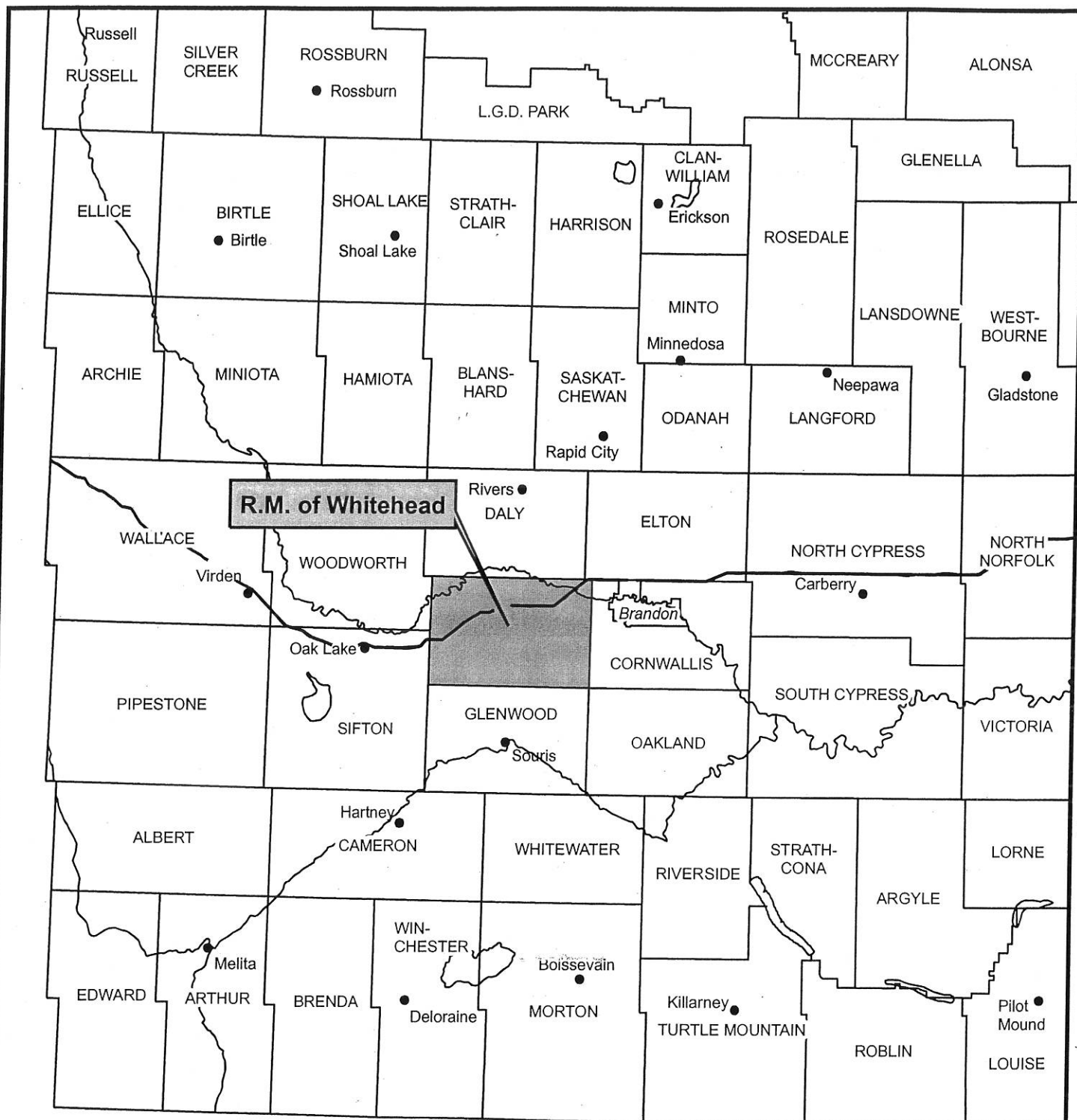
The Development Plan shall be reviewed every 10 years to ensure that it is effectively meeting the needs of the Rural Municipality of Whitehead.

F. WHEN EFFECTIVE

The Development Plan will be in full force and effect when it is formally adopted by the Council following approval by the Minister.

Appendix A

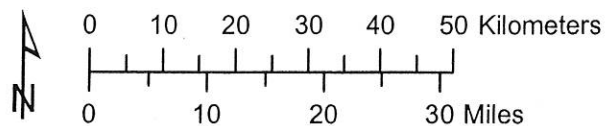
MAPS



Rural Municipality of Whitehead

Development Plan

REFERENCE MAP NO. 1



Source: Manitoba Land Initiative Website, May 2006
UTM Projection, NAD 83 Zone 14N



Author: Celeste Lowe
GIS Technician, MARCD
Date: July 3, 2006

