



4 GENERAL POLICIES

This section of the Development Plan outlines the overarching objectives and policies respecting all land use within the Planning District. In addition to the policies that apply to specific land use areas, the policies herein should be reviewed with respect to all proposed development.

4.1 GOVERNANCE AND STRATEGY

Regional governance and planning strategies apply to the whole region to ensure the four municipalities work together with a regional focus.

4.1.1. OBJECTIVES

- a. To work cooperatively and collaboratively within the Planning District to minimize land use conflicts and support development and servicing initiatives.
- b. To promote cooperation between member municipalities and with other municipalities, Planning Districts, and Indigenous governments in resolving matters of mutual concern.
- c. To promote community economic development initiatives which take full advantage of the region's land and resources in a manner that contributes to the physical, social, and economic vitality of the Planning District.
- d. To maintain and enhance the fiscal sustainability of the Planning District.

4.1.2. GOVERNANCE AND STRATEGY POLICIES

1. Member municipalities shall collaborate with other governments and related agencies, including but not limited to Indigenous governments and other municipalities and planning districts of the Interlake region, as deemed appropriate, to:
 - a. Share planning information and data;
 - b. Identify and address potential areas of conflict;
 - c. Improve the region's competitive position; and
 - d. Explore opportunities for service sharing.
2. Member municipalities will collaborate to implement the policies of this Development Plan, including protecting the Planning District's natural resources.

4.2 LAND USE

The objectives and policies of this section are intended to provide direction for all land uses and development in general. Policies address various issues including development evaluation criteria, planning for schools, hazardous uses and home-based businesses. A home-based business is an accessory use to a residential use that does not change the principal character or external appearance of the dwelling unit involved. Specific



requirements for home-based businesses are outlined in the applicable municipal zoning by-law.

This section also contains objectives and policies related to housing. Housing needs to be responsive to the needs and goals of all individuals in the community. Housing that meets local needs is an essential component of creating vibrant, accessible and welcoming neighbourhoods. Policies related to housing tenure and affordability are included to ensure that new housing developments and the use of existing housing stock align with the vision and planning principles of the community.

4.2.1. OBJECTIVES

- a. To encourage and promote development initiatives that contribute to the physical, social and economic sustainability and vitality of the Planning District in a manner that is consistent with the Community Vision and Planning Principles of Part 3.
- a. To ensure an adequate supply of land to meet present and future demands.
- b. To support a development review process that includes careful considerations of the short and long-term costs and benefits that may result from proposed developments.
- c. To ensure development is compatible with surrounding land uses.
- d. To encourage and support a mix of dwelling types including affordable and rental housing.
- e. To plan proactively for the establishment of new schools and/or the expansion of existing schools.
- f. To support the development of home-based businesses and ensure they are compatible with adjacent land uses.

4.2.2. LAND USE POLICIES

DEVELOPMENT REVIEW

- 1. A development proponent shall be responsible for the proper planning and design of their proposed development, including all costs associated with developing an overall plan for their site.
- 2. As deemed necessary by the applicable decision-making authority and depending on the scale and type of development, the following may be considered in the review of development and planning applications. Municipal zoning by-laws should outline additional, more specific development criteria.
 - a. Compliance with any applicable secondary plan as illustrated on [Reference Map 1](#);
 - b. The potential impacts of the proposed land use locally and regionally;
 - c. The overall plan for road access, water and wastewater services, solid waste disposal, drainage, shallow utilities, landscaping and land for active transportation and parks;
 - d. The logical extension of existing developed areas;
 - e. The cost and feasibility of providing municipal services and utilities;



- f. The current and projected demand for the type of development being proposed;
 - g. The suitability of the land for the purpose intended and in particular, that the soil and drainage conditions are adequate for the proposed development;
 - h. The protection and/or enhancement of existing treed or natural areas;
 - i. The land not being subject to an environmental hazard such as flooding or erosion or that appropriate remedial measures have been taken to protect public health, safety and property;
 - j. Incorporation of innovative approaches to development; and
 - k. The impact new development will have on the existing or anticipated capacity of health and emergency services.
3. Buffering is encouraged between incompatible land uses. The size and structure of the buffer area shall be determined based on the characteristics of the land and existing vegetation, and its ability to provide visual screening and noise reduction. Buffers may include constructed berms, fencing and landscaping if deemed necessary and appropriate to perform the required functions.
 4. Bare-land condominium corporations shall be responsible for the maintenance, repair, and replacement of internal private roads and infrastructure, and the provision of services such as snow removal and solid waste collection. For commercial and industrial uses, internal road systems must be paved to municipal standards. Such corporations may enter into agreements with the respective municipality to provide such services.
 5. With respect to subdivisions, concept plans, and secondary plans, the municipalities shall utilize best efforts to liaise with the local school division to determine if additional public education facilities are required. Council and/or the approving authority may require the developer to provide land for school purposes or pay money in lieu of land in accordance with Section 135 of *The Planning Act* and any associated regulations.
 6. As part of development and review of this Development Plan, secondary plans, and major subdivisions, the Board and municipalities shall collaborate with the applicable school division(s) with respect to the current and anticipated need for new or expanded school buildings and the amount, suitability and location of land for school sites.
 7. Where a parcel of land is being subdivided for development, an area may be required to be dedicated as Public Reserve, or provide money in lieu, in accordance with the provisions of *The Planning Act*.

HOUSING

8. A range of housing types and densities are encouraged throughout the Planning District, provided they are compliant with the more specific residential policies contained in Parts [5](#) and [6](#).
9. Municipalities are encouraged to permit consideration of up to two secondary suites (one detached and one attached) per single-unit residential dwelling, subject to the provisions of the applicable municipal zoning by-law.
10. Member municipalities may develop tools, programs, and regulations to incentivize the creation and retention of affordable housing, including but not limited to:



- a. Reviewing zoning regulations and alternative development and design standards for affordable housing development and development in general; such as permitting smaller lot sizes, reducing parking requirements, and eliminating or reducing minimum unit size requirements;
- b. Applying density bonusing and inclusionary zoning regulations where appropriate;
- c. Prioritizing planning approvals for affordable housing developments; and
- d. Supporting improvement and retention of rental units and the creation of new rental units.

HAZARDOUS USE

- 11.** Facilities or developments, exclusive of railways and highways, which manufacture, handle, store or distribute hazardous materials, will be governed by the following:
 - a. Wherever possible, these facilities should be buffered from Urban and Settlement Centres and buildings used for human occupation;
 - b. Hazardous facilities should not be located closer to dwellings or provincial highways than permitted or recommended by the appropriate provincial government department or regulation and more specifically, anhydrous ammonia facilities shall not be located within 100 metres of the right-of-way of a provincial highway; and
 - c. Where development of a potentially hazardous use is proposed, information may be required of the applicant relating to the nature of any potential discharges into the air, soil, or water; the nature of outside storage requirements; the compatibility of surrounding land uses; and plans for buffering such activities from adjacent uses.

HOME-BASED BUSINESS

- 12.** Home-based businesses modest in scale and investment and that do not generate significant levels of traffic or otherwise have adverse effects on neighbouring land uses are permitted as an accessory use to any residential dwelling, subject to the provisions of the municipal zoning by-law.

4.3 TRANSPORTATION

The Planning District is served by a well-developed transportation system, including a network of local roads, Provincial Trunk Highways (PTH), and Provincial Roads (PR). It is also serviced by three railways that are parallel or near to highways PR 221, PTH 6, and PTH 7. The railways along PR 221 and PTH 7 are owned and operated by Canadian Pacific Railway (CPR) and the railway along PTH 6, known as the Prairie Dog Central Railway, is owned and operated by The Vintage Locomotive Society Inc. There are no area-wide active transportation facilities within the SIPD. Existing and proposed recreational trails in the Planning District's rural areas include the following:

- Prime Meridian Trail: A 10-kilometre-long non-motorized conservation, recreation and heritage trail on an abandoned rail line. It starts at Grosse Isle, running north of Argyle. It is maintained by SNOMAN in the winter.
- Interlake Pioneer Trail: A continuation of the Prime Meridian Trail that allows ATV use and runs through the RM of Rockwood to the RM of Woodlands.



- RM of Rockwood-owned trail that connects through Teulon and Stonewall to the Municipality of Bifrost-Riverton.
- Regional Trails System – Project A, Phase 2: Federal funding was allocated in 2023 to repurpose a retired railbed line in the RM of Rockwood into a new trail system connecting the southern tip of the municipality to the northern tip through Teulon and Stonewall.

As per the 2018 Highway Inventory from Manitoba Transportation and Infrastructure, there are 20 unique roadways under the authority of Manitoba Transportation and Infrastructure in the Planning District. Four are Provincial Trunk Highways (PTH), nine are Provincial Roads (PR), and seven are PR Access Roads.

Functional classification of provincial highways in the South Interlake Planning District was provided in the 2018 Roadway Inventory from Manitoba Transportation and Infrastructure:

- Expressways are generally multi-lane divided highways that carry high traffic volumes at high speeds in close to free-flow conditions. They connect cities and large towns that serve inter-provincial traffic. Direct property access is normally eliminated. Expressways include PTH 6 and PTH 7 (between PTH 101 and PTH 67).
- Arterials are generally two-lane or multi-lane highways that carry high traffic volumes at high speeds. For traffic safety and flow, direct property access to abutting lands may be restricted or eliminated. Primary Arterials provide inter-provincial and international connections and connect to large population centres. Primary Arterials include PTH 67 and PTH 7 (between PTH 67 and PTH 17). Secondary Arterials connect other important population centres. Secondary Arterials include PTH 17 and PTH 7 (between PTH 17 and north limit of the RM of Rockwood).
- Collectors move traffic between local roads and Arterials and serve to both move traffic and provide land access. The remaining highways are Collectors.

PTH 6, PTH 7, and PTH 67 (from west border to PR 236 year-round and from PR 236 to east border in the winter) are also RTAC (Roads and Transportation Association of Canada) roads that can be used for heavy trucks.

The Subdivision Regulation M.R. 137/2006 lists the minimum widths for public roads that must be followed, and each municipality has minimum standards for each type of road within their municipality. The road standards may vary by municipality.

4.3.1. OBJECTIVES

- To establish safe, efficient, integrated, and high functioning transportation facilities for all modes of transportation, including roads, multi-use pathways (cycling and pedestrian), and railways throughout the Planning District that meet the needs of all users.
- To facilitate goods movement to, from and through the Planning District.
- To avoid creating hazardous situations or conflicts between the transportation system and adjacent land uses and protect the various users of the transportation system.
- To ensure that developments are efficiently served by a road system and do not have a detrimental impact on the existing and planned provincial highway system.
- To discourage the proliferation of scattered development along the provincial highway system which would interfere with its main function as a regional transportation network.



- f. To protect areas planned for future highway system upgrading and systems enhancement from development that would restrict proposed improvements, reduce future transportation options or add to the cost of construction.
- g. To ensure development adjacent to rail lines considers traffic and safety impacts.
- h. To encourage regional public transportation and alternative transportation options, including active transportation, to reduce vehicular traffic and greenhouse gas emissions.
- i. To encourage outdoor recreational uses and trails for alternative transportation, recreation, and tourism purposes where compatible with the natural environment.

4.3.2. TRANSPORTATION POLICIES

1. Municipal roads will be classified according to the following three levels of service as generally illustrated on Reference Maps [2A-2E](#):
 - a. **Local streets and roads** will provide access directly to the property, will typically carry local traffic only, and have a right-of-way width of at least 20 metres (66 feet).
 - b. **Collector streets and roads** may provide direct access to the property in a controlled manner, will generally direct traffic to local destinations or to arterial roads, and have a right-of-way width of at least 24 metres (80 feet).
 - c. **Arterial streets and roads** will not provide direct access to a property, are designed to carry high volumes of traffic to major destination points and have a right-of-way width of at least 30 metres (100 feet).
2. Secondary plans and concept plans shall include road classifications and a road network map consistent with Policy [4.3.2.1](#).
3. Future transportation network improvements should align with the recommendations of any applicable transportation studies for the affected municipality.
4. New development shall have legal access to an all-weather road of sufficient standard and capacity, unless the proponent makes an agreement with a member municipality to upgrade an existing road or develop new road access to a standard agreed upon by the municipality.
5. The use of and public access on municipal road allowances is subject to municipal regulations and may require approval by the applicable municipality.
6. The local road network associated with any type of proposed development should be designed to conform to both the existing and planned road network of the neighbouring areas. Rights-of-way for future road extensions shall be protected to provide for an efficient use of land and to ensure a proper alignment with the existing road network.
7. Land should be protected for future municipal roads and any future highway system enhancements, such as interchanges, highway realignments, or new corridors, as well as for future highway upgrading, widening, and/or intersection improvements of the existing provincial highway system. Subject to consultation with the province, lands adjacent to PTH 6, PTH 7 north to PR 236, PTH 67 from PTH 7 to PR 236/Winfield Road (south intersection), and PR 415 from PTH 7 to 1st St. SW in Teulon should be protected to accommodate potential future widening of these highways.



8. Subdivision and/or development will not be allowed in areas designated for highway widening or expansion unless suitable arrangements between the landowner and the province, and/or the municipality, can be made to accommodate future widening or expansion.
9. Developments requiring access to Provincial Trunk Highways or Provincial Roads, or within the control areas of Provincial Trunk Highways or Provincial Roads, shall obtain the necessary permits and approvals from Manitoba Transportation and Infrastructure.
10. Where development has not yet been established on both sides of a Provincial Trunk Highway or Provincial Road, development should be limited to one side of the highway. Consideration may be given to permitting development on both sides of a highway where deemed necessary to allow for the planned expansion of an Urban or Settlement Centre, and where appropriate safety measures can be implemented.
11. Development that may adversely impact the operation of the provincial highway network should not be permitted unless appropriate mitigative measures are incorporated in the development to the satisfaction of Manitoba Transportation and Infrastructure.
12. Low-speed users such as agricultural equipment shall be accommodated in the design of the transportation network.
13. Strip development or development that contributes to the evolution of a row of lots that requires direct access to a provincial highway will not be permitted. Exceptions may be considered where adjacent development has already developed and the proponent can demonstrate to the satisfaction of Manitoba Transportation and Infrastructure that a shared access with an adjacent property will not contribute to unsafe conditions.
14. Internal road networks and the use of service roads shall be required to avoid private approaches onto Provincial Trunk Highways or Provincial Roads.
15. Land uses which generate significant amounts of regional vehicle traffic and/or significant truck traffic should be:
 - a. Encouraged to locate in proximity to major roadways, including Provincial Trunk Highways or Provincial Roads where appropriate;
 - b. Directed away from those areas and land uses where such levels of traffic could endanger public safety;
 - c. Served by internal road systems as opposed to frontage roads where possible;
 - d. In the case of heavy industrial uses, located near roads constructed to the Road Transportation Association of Canada (RTAC) standards; and
 - e. In the case of commercial uses which primarily serve the traveling public, located where there is access available from major roadways where the efficiency and safety of the adjoining roadway is not jeopardized.
16. Proposed developments which may be adversely affected by noise, dust and fumes from roadways (e.g., residential uses, hospitals) should be encouraged to locate where there is adequate separation from these corridors and/or to incorporate sound barriers or landscaped buffers to mitigate the conflict.



17. As deemed necessary by the applicable decision-making authority and depending on the scale and type of development, the Planning District, and/or municipality in which the development is occurring, and/or Manitoba Transportation and Infrastructure may require:
 - a. An access management plan; and/or
 - b. A traffic impact study to determine any road improvements needed to safely and efficiently accommodate traffic expected to be generated by a proposed development. The needs of all transportation users, including pedestrians, should be considered.
18. The cost of any road improvements deemed necessary by the municipality to accommodate new development shall be the responsibility of the developer.
19. Appropriate setbacks and buffering shall be incorporated into developments that are adjacent to railways to mitigate risk related to derailment, hazardous materials, noise and vibration. Where development proposals are within the vicinity of a railway, a copy of the proposal shall be sent to the appropriate railway company for review and comment. The Federation of Canadian Municipalities guidelines entitled New Development in Proximity to Railway Operations may be utilized to assist in making site specific recommendations and decisions to reduce land-use incompatibilities.
20. New developments or land uses should be planned and designed so that new at-grade rail crossings are minimized.
21. Private aircraft landing strips should be located away from conflicting uses, such as Urban Centre, Settlement Centre, and Rural Residential designations.
22. Multiple modes of transportation and connectivity are encouraged by integrating multiple modes of transportation within the region and:
 - a. Ensuring connections with existing motorized recreational vehicle trail systems throughout rural areas;
 - b. Encouraging a public transportation system within the region;
 - c. Establishing safe and secure park-and-ride facilities at appropriate locations as part of a regional transportation system;
 - d. Encouraging the installation of electric vehicle charging infrastructure; and
 - e. Encouraging shared and micro-mobility options (e.g. e-scooters/bikes, cargo bikes) including pick-up and drop-off zones in the Urban Centres.

4.3.3. ACTIVE TRANSPORTATION POLICIES

1. New developments shall incorporate active transportation facilities and connections to existing multi-use pathways where appropriate, particularly along:
 - a. Collector roads in new subdivisions; and
 - b. Roads that provide access to schools and community facilities such as recreation centres.
2. The improvement of existing active transportation infrastructure such as bike paths and sidewalks, including connecting active transportation facilities across municipalities, is encouraged.



3. Active transportation facilities should be planned in accordance with current provincial guidelines, such as the Active Transportation Planning Guide for Manitoba Municipalities (2016).
4. The Planning District and its member municipalities should explore opportunities for 'rails to trails' conversions, including the former CPR rail line adjacent to PTH 7.
5. Public access to natural areas, including the development of active transportation facilities for hiking, skiing, orienteering, and trail-biking, shall be established provided that:
 - a. The development, operation, and management of trails and public access does not lead to levels of activity or development which will exceed the capability of the area to sustain the environment and ecosystem integrity;
 - b. Where private land holdings are involved, approval of the landowner has been obtained;
 - c. The proposed use is compatible with surrounding land uses, including agricultural uses; and
 - d. Natural vegetation should be retained or rehabilitated within areas used for outdoor recreation and/or trails to the greatest extent possible.
6. The Planning District and its member municipalities shall identify and map existing and proposed active transportation facilities.
7. Municipalities should consider adopting formal standards and specifications for active transportation infrastructure.
8. Publicly owned trails shall be permitted in all land use designations, subject to compliance with the policies of this Development Plan and the applicable zoning by-law.
9. Encourage active transportation facilities to be designated appropriately to preserve and protect them from being further developed.

MOTORIZED RECREATIONAL VEHICLES

10. Trails for motorized recreational vehicles shall be appropriately located in rural areas.
11. Trails for motorized recreational vehicles (such as snowmobiles and all-terrain vehicles (ATVs)) are permitted provided the trails for motorized vehicles are safely separated from active transportation facilities for non-motorized vehicles.

4.4 MUNICIPAL SERVICES

Water supply, sewage treatment and collection, and solid waste management are essential components of the public health system and are also integral to safeguarding the natural resources and public health of the SIPD.

Municipal water and wastewater servicing in the Planning District varies between municipalities. The following provides a summary of infrastructure as of the end of 2023:

- **RM of Rockwood:** The RM of Rockwood owns and operates three municipal water systems; including the Stony Mountain water treatment plant and distribution system, the Balmoral water treatment plant and distribution system, and the Gunton distribution system. The RM also operates two wastewater treatment lagoons in Balmoral and Stony Mountain and three wastewater collection systems.



- **RM of Rosser:** The RM of Rosser receives its water from the Cartier Regional Water Co-operative regional system, and there are two reservoirs located within the RM. The RM operates a distribution system and gravity collection sewer and lagoon which serves Grosse Isle. The RM also operates rural water pipelines which service the rest of the RM, including the community of Rosser.
- **Stonewall:** Stonewall owns and operates a public water system which includes a water treatment plant and water distribution network. The Town is currently in the process of completing the detailed design for an expansion of their water treatment plant. The Town also owns and operates a gravity collection wastewater sewer system, four lift stations and force mains, and a six-cell facultative wastewater treatment lagoon.
- **Teulon:** Teulon does not have a municipal water system and most of the Town is served by private wells. The Town owns and operates a gravity wastewater collection system and a facultative lagoon.

4.4.1. OBJECTIVES

- a. To ensure the planned, economical, and sustainable provision of municipal services.
- b. To explore opportunities for cost and service sharing with adjacent municipalities.
- c. To encourage reduction in water usage.
- d. To protect land surrounding municipal wastewater facilities so that expansion of the facility is not limited in the future.
- e. To maximize the life span of landfill sites through solid waste reduction.

4.4.2. MUNICIPAL SERVICES POLICIES

1. New development is required to connect to municipal water and wastewater services where available.
2. All development in the Planning District shall meet provincial requirements and the servicing requirements of each municipality.
3. The Planning District, municipality in which the development is occurring, and/or the province may require a development proponent to prepare conceptual servicing plans to demonstrate that a municipality's existing services can accommodate the proposed development and additional growth.
4. New or expanded development will only be allowed if facilities and capacity are in place to adequately manage any solid, liquid and sewage waste that will be generated, or where these are planned, budgeted for and can be introduced in a timely manner.
5. Costs to review servicing requirements in response to a proposed development shall be covered by the development proponent, as determined by the Council of the municipality in which the proposed development is located. Refer to Section [7.17](#) for additional information.
6. The availability and timing of municipal servicing system extensions shall direct the staging of future developments.
7. Municipal water and wastewater servicing shall be optimized through contiguous development and when the need for expansion or extension of such services has been demonstrated.



8. Municipalities shall ensure infrastructure investments are fiscally responsible through life-cycle costing, cost-benefit analyses, capital budget planning, and/or cost sharing agreements where applicable.
9. Municipalities are encouraged to develop asset management plans, including planning for accelerated weathering of municipal infrastructure, to inform future long-term development of new infrastructure.
10. The scheduling of necessary improvements and expansion to the municipal sewage and water systems shall include such items as updated precipitation projections, population projections, building activity and industrial development trends, to ensure that these systems are not overburdened.
11. Municipalities shall prioritize delivery of municipal water and wastewater services within their jurisdictions and collaborate regarding the extension of municipal services from one municipality to another, where feasible and when reasonable.
12. Sewer and water system maintenance and expansion shall generally be in accordance with municipal 5-year capital budget plans.
13. Where piped water or wastewater services are not available but may be provided in the future, development should be planned to allow for the transition from large lot development to a more efficient and higher density development pattern to ensure the economically efficient extension of municipal water and wastewater services in the future.
14. Infrastructure fees and levies shall be monitored by the member municipalities to minimize public costs for the installation of underground services and roads.
15. Land for the potential future expansion of wastewater treatment ponds (lagoons) shall be maintained through appropriate setbacks, as determined by municipal zoning by-laws and in compliance with provincial regulations.
16. Encourage the reduction of individual water consumption and reduce wastewater loads through public education and initiatives.
17. Encourage grey water recycling systems and water saving appliances in residential and commercial buildings to reduce water consumption.
18. Encourage the community and proposed developments to reduce the amount of solid waste generated through waste diversion and reduction strategies.

4.5 UTILITIES

Utilities include services that produce, convey, store, or process power, gas, oil, water, wastewater, or communications.

4.5.1. OBJECTIVES

- a. To ensure coordination with utility companies on all future land development proposals.
- b. To ensure utilities are located in areas that provide efficient services while not negatively impacting adjacent land uses and the environment.
- c. To encourage the transition to green and renewable forms of energy.



4.5.2. UTILITY POLICIES

1. Public and private utilities infrastructure shall be protected from incompatible land uses that could adversely affect their operation.
2. With the exception of Wind Farms, essential activities of government and public and private utilities shall be permitted in any land use designation, subject to zoning by-law requirements. Such uses shall be located and developed in a manner that minimizes any conflict with adjacent land uses.
3. Public utilities should be located in developed rights-of-way or in public reserves.
4. Each member municipality will consult with the various utilities to help ensure the provision of their services in the most economical and efficient manner possible.
5. Developments requiring significant amounts of electricity will be required to consult with Manitoba Hydro to ensure there is an adequate supply and capacity to provide the service. Confirmation from Manitoba Hydro that the electricity supply is adequate is to be provided to the municipality.
6. Each member municipality should consult with Manitoba Hydro to create new electricity supply options to meet customer energy needs and implement the five near-term actions of Manitoba Hydro's Integrated Resource Plan (IRP):
 - a. Actively manage increasing winter peak load;
 - b. Pursue near-term options to be ready for potential rapid demand growth;
 - c. Develop options to reduce carbon content in natural gas;
 - d. Enhance integrated resource planning to address evolving needs; and
 - e. Continue planning to meet the challenges of deep decarbonization.
7. The use of renewable and alternative energy systems, including solar and wind energy, is encouraged subject to compliance with municipal zoning by-laws and relevant federal and provincial requirements.
8. Member municipalities encourage new buildings to be highly energy efficient and existing buildings to be retrofitted to improve their energy efficiency.
9. Energy conservation is encouraged through community and site planning design and the use of energy efficient materials and landscaping. Solar orientation, heat island reduction (including use of vegetation and tree planting), the potential for district heating and cooling systems, and the energy efficiency of infrastructure may be considered in the review of development applications:
10. New and existing developments that include on-site electrical production shall coordinate with Manitoba Hydro to ensure interconnection requirements are met, if applicable.

4.6 ENVIRONMENT

The ecosystems of the Planning District provide many functions necessary for health and well-being. Maintenance, protection, restoration, and enhancement of natural areas will improve water quality, increase recreational opportunities, mitigate flooding, and provide habitat for wildlife. There are currently two Wildlife Management Areas designated under the provincial *Wildlife Act* (Oak Hammock Marsh and Grants Lake) and one Provincial Park (Norris Lake) in the Planning District.



Protecting our natural environment is the foundation of our economic and social health. Public and private sector actions contribute to the protection or degradation of the natural environment. Although the majority of the South Interlake Planning District has been cleared for annual crop production, the Board is supportive of sustainable land use activities that will protect and complement its remaining natural environment.

4.6.1. OBJECTIVES

- a. To protect natural areas and habitats from incompatible or potentially incompatible land use/activity, including where rare or endangered flora and fauna have received designation and protection under federal or provincial legislation.
- b. To recognize, protect, and ensure the sustainability of provincial Crown lands that have been designated as a Provincial Park, Wildlife Management Area, or other protected area.
- c. To protect and minimize impacts of development on aquatic ecosystems, wetland environments and riparian areas.
- d. To ensure that all new developments are compatible with existing land uses and that the development potential of the land does not exceed the lands capability to support such activities and/or threaten the ecological integrity and/or sustainability of the subject land.
- e. To support and promote sustainable development and protection from environmental hazards.
- f. To preserve, restore, and enhance the connectivity of natural assets including, but not limited to, native vegetative communities, tree canopy, and natural assets with significant biodiversity value.

4.6.2. ENVIRONMENT POLICIES

- 1. Member municipalities should identify and protect wooded areas, natural areas and habitats, and environmentally sensitive areas to prevent them from being developed in the future. Where possible, member municipalities should acquire such lands. If deemed necessary, the Planning District may redesignate such lands to an appropriate land use designation.
- 2. Natural areas and habitats shall be protected from incompatible land use activity and/or development where:
 - a. Rare or endangered flora and fauna have received provincial designation and protection under either The Endangered Species and Ecosystems Act (Manitoba) or The Species at Risk Act (Canada);
 - b. Lands have been designated with Protected Areas status;
 - c. Lands have been designated as Wildlife Management Areas (Oak Hammock Marsh and Grants Lake) or Provincial Park (Norris Lake) or are adjacent to these areas;
 - d. Lands have been identified as a sensitive wildlife area, wildlife corridor, aquatic habitat, or ecologically significant area; or



- e. Private lands that have been voluntarily protected by landowners under The Conservation Agreements Act.
- 3. Developers shall ensure compliance with federal and provincial regulatory requirements including:
 - a. The federal Migratory Birds Convention Act regarding vegetation removal and the impact to migratory birds;
 - b. The federal Fisheries Act regarding the protection of fish and fish habitat for the aquatic systems within the Planning District; and
 - c. The provincial Water Protection Act and Fisheries Act regarding protection measures against invasive species.
- 4. Developments and the use of land within 1.6 kilometres (1 mile) of designated provincial parks, wildlife management areas or other protected areas will be referred to Manitoba Environment and Climate Change for review and comment on whether the future development or changes in land use might adversely affect the sustainability of the area or the resident flora and fauna.
- 5. The retention of tree cover and other natural vegetation is encouraged on undeveloped road allowances, other municipal lands, and land with low agriculture capability.
- 6. The planting of native vegetation and trees is encouraged.
- 7. Member municipalities are encouraged to use development agreements and/or policy to set minimum vegetation density and determine how to apply this to private property versus municipal rights-of-way.
- 8. Drought tolerant and native vegetation and trees should be used for all landscaping. Each municipality encourages developers to incorporate xeriscaping into their landscape designs.
- 9. Private landowners clearing trees from land for agricultural or other productive purposes are encouraged to seek advice from the applicable watershed district as well as Manitoba Environment and Climate Change prior to undertaking any tree clearing projects.

4.7 AGGREGATE EXTRACTION (GENERAL POLICIES)

Provincial policy recognizes the importance of lands containing aggregate mineral resources: to encourage the exploration, development and extraction of valuable deposits; to ensure that these deposits be protected from conflicting or potentially conflicting land uses, and; to guide the progressive rehabilitation of sites as they approach closure. The SIPD policies on aggregate minerals are in concert with those of the Province and reflect the importance of these resources to the economic well-being of the District, as well as to the overall construction industry in the Winnipeg region.

All proponents of development related to aggregate minerals should familiarize themselves with the appropriate provisions of the *Mines and Minerals Act* and the Quarry Minerals Regulation M.R. 65/92, passed under that act, before approaching the SIPD for a development permit.

The Province has provided mapping of lands with mineral and aggregate potential in the South Interlake Planning District. This information is presented in Reference Maps [3A](#), [3B](#),



and [3C](#). Additional relevant information can be found in “The Rockwood Quarry District Technical Study – Background and Recommendations” prepared for the RM of Rockwood in 2010 by the Rockwood Quarry Advisory Committee.

Development of sites with provincially identified aggregate mineral potential are required to comply with all relevant provincial legislation/regulation, the provisions of this Development Plan, and zoning by-laws passed thereunder. A number of the implementation tools identified in Part [7](#) of this Development Plan, e.g. Development Agreements, will be utilized in ensuring compliance with the policies contained herein.

4.7.1. OBJECTIVES

- a. Protect areas which are capable of supporting high and medium quality aggregate extraction from land uses that would preclude exploration, extraction and development.
- b. Encourage the orderly development of new quarries taking into account local land use, drainage, environmental and transportation implications.
- c. Promote plans for long term rehabilitation of depleted extraction sites.

4.7.2. AGGREGATE EXTRACTION POLICIES

1. The following applies to aggregate resources as classified by the Province of Manitoba and identified on Reference Maps [3A](#), [3B](#), and [3C](#):
 - a. High: shall be protected from incompatible and potentially incompatible land uses that would restrict exploration, development and extraction;
 - b. Medium: incompatible and potentially incompatible land uses may be permitted following review and approval by the Planning District and appropriate provincial agency; and
 - c. Low: no associated land use restrictions (for information only).
2. All aggregate quarries shall conform to applicable provincial and municipal legislation and regulations, including *The Planning Act*, *Mines and Mineral Act*, and Quarry Minerals Regulation M.R. 65/92.
3. Proponents of aggregate operations shall obtain approval from the relevant provincial agency. Other permissions or approvals may also be required (e.g. licenses, permits for hauling and extracting).
4. Municipal zoning by-laws shall establish minimum setback distances for incompatible development from medium and high aggregate deposits, including but not limited to residential development, to ensure that adjacent land uses do not unduly restrict aggregate exploration, extraction, and development. Setback distances shall be determined with reference to the Quarry Minerals Regulation M.R. 65/92.
5. Notwithstanding other policies of this Subsection, non-resource related development may be considered on lands identified as having high or medium aggregate potential and/or associated setback areas in the following situations, contingent on provincial consultation and approval:



- a. If the development is considered compatible with future development and extraction of aggregate resources and does not require extensive use of permanent structures. Examples include agricultural uses and predominantly outdoor recreational uses such as golf courses;
 - b. If there is already significant development in the area that would restrict or prohibit resource exploration, extraction and development, and the proposed development would not create further restrictions; or
 - c. Where a geotechnical report from a licensed geologist confirms that the location of an aggregate resource identified on Reference Maps [3A-3C](#) is incorrect or that the resource has been depleted.
6. The policies of this Subsection shall apply throughout the Planning District, regardless of the applicable land use designation and:
 - a. In the Aggregate Extraction designation, zoning by-laws may classify aggregate quarries as permitted uses.
 - b. In all other land use designations, aggregate quarries shall be conditional uses and are subject to the notice and appeal provisions of *The Planning Act*.
7. Municipalities may, in consultation with the appropriate provincial departments, establish regulations for aggregate quarries through zoning by-laws, development agreements, and/or conditions of approval, particularly where these are deemed necessary to accommodate and protect existing Settlement Centres and Urban Centres. Regulations may include, but are not limited to, the following:
 - a. Setback controls;
 - b. Limiting or controlling the use of explosives and crushing;
 - c. Visual buffering;
 - d. Noise and dust protection;
 - e. Public safety; and
 - f. Rehabilitation of the site upon completion of excavation, including financial penalties related to the area of derelict land and the length of time since mining was discontinued on the property.
8. Notwithstanding other policies of this Subsection, new aggregate quarries and/or expansion of existing quarries shall not be permitted in the following areas:
 - a. In the 1.6-kilometre (one-mile) buffer around Urban Centres established under Policy [6.1.2.4](#); and
 - b. Within one half mile of the closest right of way limit of Provincial Highway #67 and Provincial Highway #7.
9. Extraction of aggregate resources under road allowances may be permitted by private contractual agreement with member municipalities, where Council determines that it is in the interests of the municipality, in consideration of:
 - a. Land rehabilitation and the sequence of post mining land use development;
 - b. The impact on local traffic; and
 - c. Monetary compensation to the municipality.
10. The negative impacts of the development of aggregate quarries shall be minimized to reduce:



- a. The impact on adjacent land uses with respect to haulage routes, water supply, noise, dust, odour, lighting, and unsightliness; and
 - b. The potential impacts to the environment from negative effects of dust, chemical spills, and run-off on the surface and groundwater.
11. Aggregate quarries shall not inhibit the ability of the transportation network to accommodate vehicular traffic.
12. Aggregate quarries shall not exceed the highway and road weight classifications.
13. The establishment and/or expansion of aggregate quarries shall be contingent on the submission of operation plans showing safe ingress and egress of all traffic consistent with modern highway engineering standards.
14. In applying policies of this Subsection within the RM of Rockwood, consideration shall be given to "The Rockwood Quarry District Technical Study – Background and Recommendations" prepared in 2010 by the Rockwood Quarry Advisory Committee.
15. Where aggregate quarries cease operation on land, the surface of which was prime agricultural land before the extraction began, the land should be rehabilitated to the same average soil quality for agriculture as is found on the surrounding lands. Rehabilitation shall be consistent with provincial requirements and municipal regulations as applicable, and completed with consideration for the Provincial Quarry Rehabilitation on Private and Municipal Land Program.
16. Individual operators shall be required to coordinate their plans for rehabilitation and shaping of their respective properties to achieve maximum recovery of arable farmland and to leave the post mining landscape in a condition which is safe, environmentally stable, and compatible with the adjoining lands.
17. Post-mining land uses other than agriculture that take advantage of the potential in the rehabilitated landscape, including but not limited to campgrounds, shall be encouraged where they:
 - a. Pose no environmental problems or risk of groundwater contamination;
 - b. Are compatible with adjoining agricultural and other land uses; and
 - c. Offer economic benefits in terms of tax and employment opportunities.
18. Where land is zoned for aggregate quarries, post-mining land uses other than pasture and cropping agricultural activity shall require re-zoning approval.

4.8 SURFACE WATER AND GROUNDWATER PROTECTION

Understanding the connection between landscape features, how we use land, and the quality and quantity of downstream water is critical to the long-term health and prosperity of residents in the Planning District.

Water resources are comprised of complex interrelated systems, features, and areas such as aquifers, groundwater recharge and discharge areas, seepage areas and springs, rivers, streams, ponds, wetlands, lakes, and stormwater. These systems depend on the hydrological cycle of precipitation, ground water infiltration, evapotranspiration, and surface runoff. Groundwater and surface water are important regional resources. Not only do these resources supply drinking water, but they also play a vital role in maintaining the ecological integrity of ecosystems.



In the Netley-Grassmere watershed, drinking water is extracted from a major productive freshwater aquifer known as the Carbonate Aquifer. Almost all wells drilled into the Carbonate Aquifer can provide sufficient water for a single residential dwelling. The aquifer also provides water for municipal drinking water systems in the watershed, including those in Stonewall, Stony Mountain, and Balmoral. Potable water in the Planning District is also supplied by the Cartier Regional Water Co-op.

4.8.1. OBJECTIVES

- a. To protect, improve and restore the quantity and quality of surface water and groundwater resources within the Planning District.
- b. To manage development in a manner that does not negatively affect water quality, degrade the aquatic ecosystem, or remove/alter the riparian area habitat.
- c. To protect or re-establish functioning riparian areas, to help stabilize banks, provide aquatic and wildlife habitat, and protect water quality.

4.8.2. SURFACE WATER AND GROUNDWATER PROTECTION POLICIES

- 1. Developments or activities that may cause pollution or negative impacts to drinking water sources (including groundwater supply) or aquatic habitats (including wetlands and riparian areas) under normal operating conditions or by accident shall be directed away from these areas unless, at the discretion of the applicable decision-making authority:
 - a. It can be proven through adequate engineering or hydrogeological investigation by a qualified engineer licensed to practice in Manitoba that the proposed activity will not cause pollution of aquatic habitats or groundwater supply;
 - b. Appropriate precautionary measures designed by a qualified engineer licensed to practice in Manitoba have been or will be taken to sufficiently mitigate the risk of endangering the quality of aquatic habitats or groundwater supply; and
 - c. The development proposal has been referred to applicable government agencies including the applicable watershed district, Manitoba Environment and Climate Change, and the Department of Fisheries and Oceans Canada where appropriate, for their review and comment.
- 2. Application of Policy [4.8.2.1](#) shall be coordinated with the East Interlake or Redboine Watershed District as applicable, and particular care should be taken:
 - a. In sensitive groundwater areas as illustrated in the Netley-Grassmere Integrated Watershed Management Plan, including:
 - i. Source water protection zones around all public drinking water systems;
 - ii. In areas with less than six metres of overburden; and
 - b. For developments, activities, land uses and structures that have a high risk of causing pollution and include but are not limited to petroleum storage, waste disposal grounds, industrial factories, and wastewater facilities.



3. Wetlands within the Planning District, as generally identified on the maps included in Part 8 of this Development Plan, shall be protected as per the *Sustainable Watersheds Act* and *The Water Rights Act*.
4. Developers of properties bordering waterways identified on the maps included in Part 8 of this Development Plan, including but not limited to Netley Creek, Ross Creek, Jackfish Creek, Wavey Creek, Sturgeon Creek, and the Grassmere Creek Drain may be required to prepare a geotechnical and bank stability analysis to determine what measures are necessary to ensure that the proposed developments do not jeopardize the integrity or impede the function of these water courses as major components of municipal drainage systems.
5. Minimum setback requirements or shore land reserves are encouraged to protect shore land, waterways, or waterbodies and their function as a recreational or domestic water supply resource. Public acquisition may also occur by direct purchase, dedication through the subdivision approval process, easement, lease, or a combination thereof.
6. A buffer strip of natural vegetation shall be established adjacent to all water bodies, and land development within this buffer strip shall be restricted. Establishment of this buffer strip could be achieved through a variety of manners (e.g. public reserve, conservation agreements, development agreements). Buffer strips should be sized in accordance with the following:
 - a. A minimum of 15 metres (49.2 feet), measured from the ordinary high-water mark, adjacent to first and second order drains and artificially created retention ponds; and
 - b. A minimum of 30 metres (98.4 feet), measured from the ordinary high-water mark, adjacent to all natural water bodies and waterways, including ephemeral streams.
7. Developments that create minor disturbances to the natural vegetative cover in riparian areas, such as docks, pathways, and boathouses, may be permitted in those areas, provided that not more than 25% of the length of the lot's shoreline is affected.
8. Wastewater treatment facilities, fuel tanks and fertilizer storage shall be prohibited in riparian areas due to the possible contribution of nutrient or deleterious chemicals directly into the riparian area. Such facilities that already exist in riparian areas should be managed to phase their relocation to more suitable areas over time.
9. Development, maintenance, or enhancement of appropriate vegetative cover along shorelines to prevent erosion, siltation and to reduce run-off shall be promoted.
10. Aquifers will be protected against improper drilling to prevent surface water entry, aquifer mixing, and saltwater intrusion.
11. Owners of on-site water supply and wastewater management systems shall be required to properly construct, monitor, maintain, and abandon/decommission these systems in accordance with Provincial regulations.
12. In areas that become serviced by public water systems; development is required to connect to these systems, new wells shall not be permitted, and existing wells shall be sealed to standards recommended by Provincial authorities.
13. Groundwater protection practices, such as sealing abandoned wells, shall align with the policies of the applicable Integrated Watershed Management Plan.



14. Under the authority of the Rockwood Sensitive Area Regulation M.R. 121/94, established under *The Environment Act* (C.C.S.M. c. E125), restrictions are placed on the drilling, maintenance, and abandonment of wells in the defined area as outlined on the appropriate maps of this Development Plan.
15. The SIPD and its member municipalities shall support the initiatives of the East Interlake and Redboine Watershed Districts and coordinate related policies, regulations, and actions with the applicable watershed district. All applications for new or expanding livestock facilities, subdivisions, and conditional uses shall be referred to the applicable watershed district for comment.
16. Development must comply with provincial legislation including but not limited to *The Water Protection Act* and Nutrient Management Regulation M.R. 62/2008, *The Water Rights Act*, and other related Acts and regulations thereunder. Development proponents are encouraged to review current provincial guidelines before submitting proposals to the Planning District.

4.9 DRAINAGE AND STORMWATER MANAGEMENT

The Netley-Grassmere watershed is one of the most diverse in the province and includes the Oak Hammock marsh along the eastern boundary of the RM of Rockwood. Land that was once encompassed by an extensive marsh between Winnipeg and Teulon has long since been drained and converted to farmland. Netley Creek, Ross Creek, Jackfish Creek, Wavey Creek, Sturgeon Creek, and the Grassmere Creek Drain are among the more prominent drainage features. Many of the smaller creeks and drainage ditches within the Planning District are typically active during the spring melt when the water table is much higher.

Under natural conditions, stormwater is intercepted by vegetation and then absorbed into the ground and filtered. Eventually, stormwater contributes to replenishing aquifers or is absorbed into plants or the ground and filtered. In urban and rural areas, however, impervious surfaces such as roads and roofs reduce the amount of precipitation from naturally soaking into the ground, resulting in increased runoff, erosion and flooding during storm events.

4.9.1. OBJECTIVES

- a. To ensure all development meets municipal and provincial drainage requirements.
- b. To manage stormwater to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion and protect and replenish groundwater resources.

4.9.2. DRAINAGE AND STORMWATER MANAGEMENT POLICIES

1. Each municipality will adhere to provincial drainage guidelines and regulations, including *The Water Rights Act*, and work cooperatively with the applicable provincial authorities and adjacent municipalities to address any regional drainage issues.
2. Drainage and stormwater management practices should align with the following recommendations of the Netley-Grassmere Integrated Watershed Management Plan:



- a. Establish and maintain permanent vegetative cover in riparian areas to minimize soil loss and erosion and filter runoff; and
 - b. Reduce urban sources of nutrients and other contaminants through the promotion of grey water recycling, reduced use of fertilizers, stormwater management and retention.
3. Post-development flows must be equal to or less than pre-development flows. A drainage plan completed by a qualified engineer licensed to practice in Manitoba may be required, if deemed necessary by the applicable decision-making authority, with consideration for:
 - a. The scale and type of development;
 - b. Proximity to known or anticipated drainage issues; and
 - c. Types of drainage systems proposed and/or available.

Drainage plans shall comply with the construction specifications and standards of the applicable municipality.

4. Drainage plans, where applicable, should incorporate runoff retention and detention into new subdivisions, and provide space for temporary water storage during spring melt and after extreme precipitation events.
5. Proponents of development adjacent to provincial highways may be required to submit a drainage plan to Manitoba Transportation and Infrastructure for review and approval to ensure that the highway drainage system is not negatively impacted. The cost of any required drainage improvements shall be the responsibility of the developer.
6. Encourage the use of innovative low impact development and green infrastructure approaches to managing stormwater, as per CSA W200-18: Design of Bioretention Systems and CSA W201-18: Construction of Bioretention Systems.

4.10 HAZARD LANDS AND FLOOD MANAGEMENT

Flooding in the region has increased in recent years due to a combination of wetland loss, drainage issues, waterlogged soils, and more extreme precipitation events.

4.10.1. OBJECTIVES

- a. To direct growth and development away from areas of flood risk.
- b. To restrict activities which would accelerate or promote environmental damages arising from causes such as erosion or bank instability.
- c. To maintain the natural capability of streams and drains to convey flood flows.
- d. To minimize loss of life, personal hardship and inconvenience, and adverse effects on public health and safety.

4.10.2. HAZARD LANDS AND FLOOD MANAGEMENT POLICIES

1. Development shall not be allowed in areas subject to hazards unless the hazard can be eliminated or protected against prior to or during development. Hazard lands include the following:



- a. Lands subject to flooding including all lands which would be flooded by the 200-year flood, by a recorded flood exceeding the 200-year flood, or a flood specified by the appropriate government departments in areas affected by flood control works;
 - b. Lands subject to erosion including all lands which would, within a 50-year period, be eroded or become unstable due to the action of water contained in an adjacent waterway or waterbody; and
 - c. Lands subject to other hazards such as landslides or subsidence, e.g. those lands where actual effects of such hazards have occurred or have been predicted.
2. Where it is not practical or desirable to restrict development on or near hazard lands, the development must be designed to avoid or mitigate potential risk to ensure that:
 - a. No additional risk to life, health or safety is created as a result of development;
 - b. All structures and services are protected against damage and designed to function under hazard conditions, including provision of uninterrupted access to parcels subject to flooding;
 - c. Water flow, velocities and flood levels will not be adversely altered, obstructed or increased as a result of development;
 - d. If the land is subject to flooding, all permanent structures shall be located on sites which have been raised with fill to an elevation at least 0.6 m above the 200-year flood level or the flood of record, whichever is greater, as determined in consultation with the province and in accordance with the Subdivision Regulation M.R. 137/2006; and
 - e. Shoreline vegetation is preserved to reduce erosion and maintain bank stability.
3. Low intensity cropping, grazing, forestry or open space recreational activities are generally acceptable within hazard areas.
4. Activities such as filling, excavation and clearing, which would otherwise accelerate erosion or bank instability shall not be permitted.
5. Proponents of development in hazard areas may need to complete engineering studies, as determined by the municipality, including recommendations regarding preventative and mitigative measures which reduce risks to an acceptable level and remedial measures which restore or rehabilitate damage which may occur.
6. Where a parcel of land is being subdivided for development, and contains, in the opinion of Council or Designated Officer, land unsuitable for development by reason of hazards, an area shall be required to be dedicated to the municipality without compensation, as Public Reserve in accordance with the provisions of *The Planning Act*.
7. Member municipalities should work with regional partners to develop and update flood prevention and response strategies including key evacuation routes.

4.11 HERITAGE RESOURCES

The Manitoba Historical Society identifies 144 historic sites in the Planning District, including buildings (schools, churches, museums, grain elevators, railway stations), cemeteries,



monuments, and museums; four of which are municipally designated sites. In addition, there are many other heritage resources and burial locations to which the Heritage Resources Act applies. This Section is intended to provide objectives and policies to identify and protect heritage resources and human remains to ensure a significant and well-preserved legacy is passed down to future generations.

4.11.1. OBJECTIVES

- a. To protect heritage resources and human remains in the Planning District from incompatible development and land uses that may threaten their integrity or operation.
- b. To identify and protect heritage resources and human remains by ensuring the applicable identification and assessment processes, and any requirements or agreements, are in keeping with provincial heritage legislation.
- c. To increase public awareness, understanding and appreciation of the Planning District's heritage resources.

4.11.2. HERITAGE RESOURCE POLICIES

- 1. The South Interlake Planning District and member municipalities encourage the identification of heritage resources in the district.
- 2. Heritage resources and human remains shall be protected from incompatible or potentially incompatible uses where:
 - a. Buildings or landscapes have received municipal and/or provincial heritage designation;
 - b. Buildings or landscapes are in the process of receiving or are being considered for municipal and/or provincial heritage designation;
 - c. Buildings or landscapes have been developed and operate as heritage sites; and,
 - d. The potential to impact heritage resources and/or human remains has been identified by either a municipal, provincial, or federal government.
- 3. The South Interlake Planning District and member municipalities shall preserve and protect their heritage resources through the judicious use of statutory prohibitions in demolition, restrictive zoning by-laws, subdivision control procedures, issuance of development permits, design regulation by-laws, designation of heritage sites under *The Heritage Resources Act*, and/or other requirements such as Heritage Resources Impact Assessments (HRIAs), mitigation, other studies/plans, or agreements.
- 4. The development, designation and preservation of heritage resources should be coordinated with other heritage and recreational resources in the region, existing and proposed, to maximize interpretive and tourism potential in an appropriate and sensitive manner.
- 5. Potential development, alterations, or redevelopment of a heritage resource shall be considered only after consultation with the appropriate provincial authority and any requirements such as a Heritage Resource Impact Assessment (HRIA), mitigation, other studies/plans and/or agreements are implemented at the cost of the development proponent.