

8 . N E T W O R K S & I N F R A S T R U C T U R E E

“Upgrading and Expanding Crucial Infrastructure”

8.1 INTRODUCTION

Norfolk County’s networks and infrastructure, including all roads, trails, sewers, watermains, electric, utility, waste disposal, and telecommunications facilities, play an important role in defining the County and ensuring its sustainability. These systems are vital to economic competitiveness, community health and environmental responsiveness. The policies of this Plan, and specifically this Section, strive to ensure the efficient and cost-effective co-ordination between long-term growth management and the provision of infrastructure.

8.2 THE TRANSPORTATION NETWORK

Transportation plays an important role in determining the quality of life within a community through the level of service and accessibility to employment, social, recreational and shopping opportunities provided by the transportation network. Road, rail, air and water transportation all play roles in goods movement throughout the County.

The Transportation Plan, set out in Schedule “E” is based on the inter-relationship of land use and transportation. The transportation system is intended to be compatible with and supportive of the land use pattern. Roads have different characteristics, depending on the nature of the surrounding land use. A road in the rural and agricultural portion of the County will exhibit rural characteristics, matching rights-of-way with their expected function and use. However, roads that, for example, traverse historic Hamlet Areas or Urban Areas are expected to maintain the character of those areas and provide both lower speed access as well as a pedestrian environment.

The roads also facilitate the safe and efficient movement of both people and goods through the County at minimal economic, environmental and social cost. Additionally, the network is intended to promote the development pattern in the County and be supportive of economic activity.

The following shall be the policy of the County:

- a) The efficiency of the transportation network should be maximized by coordinating transportation planning initiatives and activities with other levels of government and transportation agencies.
- b) All transportation services shall be planned and constructed in a manner that supports the policies of this Plan. Upgrades to transportation services may be required to be approved in accordance with the *Environmental Assessment Act*.
- c) Corridors and rights-of-way for significant transportation facilities shall be planned for and protected to serve the long-term needs of the County. Development that could preclude the use of a corridor or right-of-way for its long-term purpose shall not be permitted.
- d) The preservation and reuse of abandoned transportation corridors for purposes that maintain the corridor's continuous linear characteristics shall be encouraged, whenever appropriate and feasible.
- e) Connectivity of the transportation network within the County and crossing into adjacent jurisdictions shall be maintained and, where possible and feasible, improved.
- f) The County shall ensure that adverse environmental effects, such as noise, vibration and air quality deterioration, will be mitigated in the planning, design, and construction of elements of the transportation network in accordance with the policies of Section 8.8 (Noise, Vibration and Odour). This shall apply to all air, rail, road and water transportation facilities.
- g) The automobile will continue to be the main mode of transportation within the County due to its predominantly rural character, small and dispersed population, and size of the Urban Areas. Notwithstanding this, a land use pattern, density and mix of uses shall be promoted in the Urban Areas that reduces growth in the length and number of vehicle trips, and creates the potential for public transit viability and other alternative transportation modes such as walking and cycling.
- h) Safe and convenient pedestrian interfaces with roads shall be encouraged.
- i) The impact of a development proposal on the transportation system, including the means of access, shall be examined through a traffic impact study. Only those development proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the County shall require, as a condition of development approval, that the proponent of the development:

- i) improve the system in the vicinity of the proposed development without the County incurring any costs;
- ii) make the necessary financial contributions for the required improvements; and/or
- iii) dedicate rights-of-way for the development of roads.

The cost of traffic impact studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the County in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.

8.2.1 Movement of Goods

The limitations on Provincial Highways and the lack of freeway access to the County have limited the accessibility to high-order road transportation. Consequently, every effort shall be made to ensure an efficient and effective road, air and water transportation system.

The following shall be the policy of the County:

- a) The County shall ensure the co-ordination between growth management and the transportation systems.
- b) The County shall work with transportation industries to facilitate the efficient movement of goods by road, water and air, by improving the level of service while maintaining community safety and minimizing risk.
- c) The County shall ensure that appropriate road service is provided to employment areas.
- d) The County shall ensure that designated commercial areas are serviced by roads with appropriate traffic volume capacity.
- e) Through the passing of by-laws, the County may establish truck routes along Provincial Highways, arterial roads and non-residential collector roads, thereby avoiding local roads in residential neighbourhoods, in order to protect residents from noise and corridor emission pollutants.
- f) The County shall maintain and encourage the protection of abandoned rail corridors for other linear uses.

8.2.2 Hierarchy & Classification of Roads

Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule "E".

The following shall be the policy of the County:

- a) The County shall review road corridors, in consultation with the Province, to determine if a change in road classification is necessary. The transfer of a road from one jurisdiction to another shall not require an amendment to this Plan, notwithstanding the change in classification.
- b) Any change in the function of a road shall not require an amendment to this Plan to change the classification depicted on Schedule “E”. The Official Plan may be modified as a result of such a change in the function of a road at the time of a review in accordance with Section 9.3 (Official Plan Monitoring and Review). Similarly, minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment shall not require an amendment to this Plan.
- c) The County shall, as needed, enact access control by-laws for specified County roads with present or anticipated high traffic flows. Access control by-laws may be developed for any County road where high traffic or a significant percent of truck traffic develops.
- d) Development shall only be permitted where frontage and access is to an open and public road that is maintained on a year-round basis, as determined by the County. Any road improvement required to bring a road up to a standard deemed appropriate by the County shall be at the expense of the benefiting landowner(s).
- e) Road access points shall be designed to the satisfaction of the County and be in locations that will not create a hazard due to impaired line of sight, or any other geometric, transportation or land use planning consideration.
- f) Minimum right-of-way widths are provided for each classification of road. However, in the Urban Areas and Hamlet Areas, and in certain other circumstances, the County may consider alternative development standards including reduced right-of-way widths. The County recognizes that in some existing developed areas the reconstruction of roads to the standards required by the policies of this Plan may be economically or physically infeasible due to constraints of existing buildings, existing services, access driveways and other conditions. In order to secure needed road improvements in such cases, it will be necessary to find a realistic balance between accepted engineering standards and the disruptive effects upon existing conditions. In particular, in considering improvements in the Downtown Areas, as defined on Schedule “B”, careful attention shall be given to the effects of transportation improvements upon the heritage buildings, open pedestrian areas and general character of the area.
- g) Where additional land is required for road widenings and extensions, such land shall be dedicated wherever possible, in the course of approving draft plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan. The dedication of such land shall take into account the following:

- i) the extent of the right-of-way that may be required as established in the policies of this Plan;
 - ii) road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, historic building locations, grade separation, channelization, existing development or other unique conditions make the dedication of equal widenings infeasible;
 - iii) the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, sight triangles at intersections including intersections of an arterial road and a railway line, railway grade separations and/or any other traffic or road engineering consideration. The extent of the widening shall be based on specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria; and
 - iv) requirements as established by Council in consultation with the County Public Works and Environmental Services Department.
- h) No development or redevelopment of land shall be approved in close proximity to an intersection or railway crossing which is scheduled for improvement until the improvement has been sufficiently designed to determine the land requirement for the improvement.
- i) As a measure of maintaining a satisfactory road system, the County shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road.
- j) Any proposals to widen, extend, realign or improve roads shall consider Natural Heritage Features and cultural heritage landscape factors and attributes of adjacent land, or by views created by the road. The County may require a landscape assessment prior to approval or endorsement of any proposals to widen, extend, realign or improve roads.
- k) Paved streets, curbs and gutters shall be provided for any major new development or redevelopment in the Urban Areas to the satisfaction of the County. Sidewalks may be required to be provided in new development or redevelopment as determined by the County in accordance with the policies of this Plan. The County may consider lower development standards outside of the Urban Areas, subject to the policies of this Plan.

8.2.2.1 Provincial Highways

Highways No. 3, 6 and 24 are Provincial Highways illustrated on Schedule “E” and are under the jurisdiction of the Ministry of Transportation.

The following shall be the policy of the County:

- a) Transfer of any Provincial Highway to another jurisdiction shall not require an amendment to this Plan.
- b) The Ministry of Transportation shall have jurisdiction and control over access to Highways No. 3, 6 and 24, and development within the Ministry’s permit control area.
- c) Direct private access to the Provincial Highway shall be restricted and shall require the approval and permit(s) from the Ministry of Transportation. Developments and private access driveways shall be encouraged to use existing County roads and service roads wherever possible. Where access from the Provincial Highway is feasible, it shall only be considered for those properties that meet the minimum safety and geometric requirements of the Ministry of Transportation. Where access is available to a County road, access to the Provincial Highways shall not be permitted.
- d) The County shall pursue control from the Province over the Provincial Highway corridor connecting links through the Urban Areas.
- e) The Ministry of Transportation shall determine the right-of-way width for the Provincial Highways.
- f) All development adjacent to the Provincial Highway shall be subject to the safety and geometric requirements and permits of the Ministry of Transportation.
- g) Generally, open storage and loading areas shall be screened from Provincial Highways.

8.2.2.2 County Roads

County roads have a range of functions, carrying high, medium and low volumes of traffic on arterial, collector and local roads, respectively. County roads serve the purpose of carrying traffic, as well as providing access to land.

The following shall be the policy of the County:

- a) The County shall address the adequacy of sight distances related to the road alignment and shall avoid multiple individual access points when reviewing development applications on County roads.
- b) On certain County roads that exhibit high traffic volumes, access limitations may be required. Access to all County roads shall be subject to the approval of Norfolk County.

8.2.2.3 Arterial Roads

Arterial Roads identified on Schedule “E” are roads designed to carry high volumes of traffic from Provincial Highways and other interregional roads to the collector road system, and vice-versa.

The following shall be the policy of the County:

- a) Access from abutting properties to arterial roads shall be approved by the County.
- b) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, the minimum basic road right-of-way width for an arterial road shall be 36 metres. Setbacks from arterial roads shall be established in the Zoning By-law.
- c) The flow of traffic on arterial roads shall take precedence over on-street parking, except in the Downtown Areas, where traffic and on-street parking needs shall be balanced.
- d) In the Urban Areas, sidewalks shall generally be constructed on both sides of an arterial road.

8.2.2.4 Collector Roads

Collector roads are designed with the dual function of carrying moderate volumes of local traffic to arterial roads, and distributing arterial traffic to local roads, while providing access to abutting properties.

The following shall be the policy of the County:

- a) On-street parking may be permitted on collector roads in the Urban Areas, although location and time restrictions may be enforced in specific instances; for example, adjacent to schools or during peak periods of traffic demand.
- b) Direct access to collector roads shall be permitted, subject to geometric design considerations.
- c) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, the minimum basic road right-of-way width for collector roads shall generally be 26 metres.
- d) In the Urban Areas, sidewalks shall generally be constructed on both sides of collector roads.

8.2.2.5 Local Roads

The remainder of the streets in the County road system are classified as local roads. Local roads are intended to carry low volumes of traffic and to provide access to individual properties.

The following shall be the policy of the County:

- a) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, local roads shall generally be two traffic lane roads with a minimum road right-of-way width of 20 metres and be designed to carry local traffic and to provide land access to abutting properties. In instances where more than two lanes of traffic are to be accommodated, the minimum right-of-way width shall be 23 metres.
- b) Local roads shall be designed to discourage high speed traffic through frequent stop signs or other appropriate design measures.
- c) Sidewalks shall generally be required on one side of local roads. In instances where local roads lead directly to a school, park, community facility or other facility which generates pedestrian traffic, or where safety of pedestrians is of particular concern, sidewalks may be required on both sides of the road.
- d) Some local roads are only seasonally maintained. Nothing in this Plan shall be construed to imply specific seasonal road or maintenance improvement initiatives within the planning horizon of the Official Plan.

8.2.3 Parking

Given that the automobile will continue to be the principle mode of transportation within the County, the provision of sufficient parking, in terms of size, location and quantity is an important consideration in the Plan.

The following shall be the policy of the County:

- a) Except in Downtown Areas, all new development and redevelopment, including re-use of existing buildings, shall be required to provide adequate off-street parking and loading spaces in accordance with standards established in the Zoning By-law. Access and egress to all off-street parking or loading spaces shall be limited in number and designed to minimize danger to vehicular and pedestrian traffic.
- b) Parking needs in the Downtown Areas will be assessed in order to provide adequate on- and off-street parking.
- c) All new development or redevelopment in the Downtown Areas, except for residential uses, shall be encouraged to provide sufficient parking on-site to accommodate the proposed use. If such parking cannot be provided, the County may collect cash-in-lieu pursuant to Section 40 of the *Planning Act* to be used expressly for the provision of additional parking spaces in an appropriately defined area. Residential uses in the Downtown Area shall not be permitted to develop on the basis of cash-in-lieu of parking.

8.3 WALKING, CYCLING & TRAILS

Bicycle and pedestrian trails and paths contribute to healthy communities. This Plan recognizes and supports cycling and walking as alternative modes of travel.

The County encourages the development of enhanced pedestrian and shared use non-motorized trails and bicycle routes.

The following shall be the policy of the County:

- a) Existing and proposed trails for non-motorized users are generally illustrated on Schedule “E” to this Plan. The County shall work towards providing bicycle and pedestrian paths, separated from the roadway, on existing and proposal roads, on abandoned rail corridors, on utility corridors, and within parks and open spaces, as appropriate.
- b) The County shall consider adapting roads to provide safer travel for bicycles, where feasible and appropriate.
- c) The County shall undertake to interconnect existing walking trails and bicycle paths, where feasible and appropriate.
- d) The County shall encourage the integration of bicycle path and walkway systems into the design of transportation facilities by including facilities such as protected bicycle storage areas at stations, places of employment and major community, institutional, educational, cultural and shopping locations, where appropriate.
- e) The County shall encourage the continued use and development of the multi-purpose trail system connecting Simcoe, Delhi, Waterford and the City of Brantford, as well as connections to the Trans Canada Trail.
- f) The County shall work towards the development of a waterfront trail between Port Dover and Long Point, the details of which shall be established through the Lakeshore Secondary Plan, further to Section 3.8.1 (Lakeshore Special Policy Area).

8.4 AIR TRANSPORTATION

Convenient access to local and regional air travel and transportation facilities would be valuable to the residents and businesses of Norfolk County. It is anticipated that any air fields, air strips or airports within the County will play a minor general aviation role.

The following shall be the policy of the County:

- a) The County shall investigate alternatives for securing a fully functioning regional airport that is viable in the long term and shall work with all adjacent jurisdictions to study the existing level of service and operational deficiencies in the system of airports and airfields.
- b) Any airports shall be protected from incompatible land uses and development and vice-versa, in accordance with Provincial policy. If necessary, the Zoning By-law may establish an Airport Obstacle Restriction Area to prevent land uses that may cause a potential aviation safety hazard and protect any airport from obstacles penetrating into airport operating areas.

- c) The County shall cooperate with adjacent jurisdictions, Transport Canada and other applicable federal and provincial agencies in the planning of nearby inter-regional airport facilities and the John C. Munro International Airport in Hamilton.

8.5 RAIL LINES

Norfolk County views the existing rail line in the County as an asset, and supports the continuation of a safe and efficient railway network. While a number of rail lines have been eliminated, the remnant rail line traversing the County from the Town of Tillsonburg into the Delhi Urban Area will be supported and promoted.

The following shall be the policy of the County:

- a) Any proposed new residential or other sensitive use within 300 metres of an active railway right-of-way shall be supported by noise and compatibility studies, completed to the satisfaction of the County, in consultation with the appropriate railway company and the Ministry of the Environment.
- b) Any proposed new development within 75 metres of an active railway right-of-way shall be supported by a vibration impact study, completed to the satisfaction of the County, in consultation with the appropriate railway company and the Ministry of the Environment.
- c) For development adjacent to a railway right-of-way, appropriate safety measures such as setbacks, berms and security fences will be provided to the satisfaction of the County in consultation with the appropriate railway company.
- d) Proponents of development within 300 metres of an active railway right-of-way are encouraged to consult with the appropriate railway company prior to filing formal development applications.

8.6 WATER TRANSPORTATION

Lake Erie provides an important opportunity for recreational transportation, goods movement, and ferrying services.

The following shall be the policy of the County:

- a) The planning and development of port, docking, harbour and associated rail and road facilities whether initiated by federal, provincial and other agencies, or the private sector, should be carried out comprehensively and should consider such matters as the:
 - i) coordination of associated facilities, such as Customs facilities;
 - ii) environmental impacts both during and after construction;
 - iii) public use of and access to port facilities;

- iv) most effective intermodal linkages with transportation facilities;
- v) integration of functions into multi-use facilities;
- vi) coordination and conformity with County planning policies, and other public policy matters, including prevailing Provincial policy;
- vii) land use impacts, land use compatibility, the appropriateness of the proposed location, and urban and site design considerations;
- viii) traffic impacts and the coordination of roads and parking;
- ix) stormwater management;
- x) coastal and port engineering; and
- xi) economic and municipal fiscal impacts.

8.7 TELECOMMUNICATIONS

The continual advancement of telecommunications technology, coupled with the need for rapid information transfer, will have a significant impact on the future development and economic vitality of the County. Telecommunications technology has, and will continue to have, a significant impact on the County economy.

The following shall be the policy of the County:

- a) The County shall facilitate co-ordination between growth management and the maintenance and expansion of the technology sector.
- b) Through the County's planning activities, existing communication and transmission corridors and networks shall be protected and enhanced.
- c) The County shall support the business community in the establishment of a modern telecommunications network.
- d) The County shall work to ensure that communication and transmission corridors are constructed, maintained and operated to minimize their impact on the community.
- e) In accordance with the policies of Sections 8.2 (The Transportation Network) and 8.3 (Walking, Cycling and Trails), the County shall promote and encourage the shared and multiple use of telecommunications towers and corridors for utility uses. Additionally, the County shall support the use of corridors for transportation and trail uses.
- f) The County shall cooperate with commissions and utilities responsible for the regulation, transmission and delivery of utility and communication services within the County when they are planning the

future development and staging of the networks in order to implement the policies of this Plan.

8.8 NOISE, VIBRATION & ODOUR

Noise, vibration, odour and other contaminants resulting from industrial activity can impact adjacent land uses, and the residents, businesses and visitors of Norfolk County. Managing noise, vibration and odour levels in the County is important to ensuring the health and well-being of the County, and in managing appropriate relationships between sensitive land uses, land uses that emit noise, vibration and/or odour, and certain elements of the transportation network. The following policies supplement the other related policies of the Plan, and the specific policies of Sections 8.4 (Air Transportation) and 8.5 (Rail Lines), dealing with airports and rail lines, respectively.

The following shall be the policy of the County:

- a) Further to Section 3.7.2 (Industrial Influence Area), an Industrial Influence Area (IIA) shall be applied to land in proximity to the heavy industry uses in Haldimand County, as illustrated on both Schedules “A” and “B”. The IIA is designed to reduce the potential exposure of Norfolk residents to nuisance environmental conditions, and provide a commitment to industries to prevent encroachment by uses which could adversely affect the future operation and expansion of industries located there.
- b) New residential or other sensitive uses shall not be located in noise sensitive areas unless noise abatement techniques are employed to reduce the noise to an acceptable level.
- c) New residential or other sensitive uses shall not be permitted in any area where it is anticipated that noise from vehicular traffic or from the nature of the use will exceed Ministry of the Environment standards.
- d) The noise generated by new commercial or industrial/business park uses shall not be transmitted to either existing or proposed residential or other sensitive areas at a level that exceeds that introduced by road traffic adjacent to or within the residential area.
- e) The development of new industrial/business park uses shall have regard for the MOE guidelines respecting separation distances between industrial uses and sensitive uses. In locating any sensitive land use in the vicinity of any established or approved business/employment use, the County shall have regard for the relevant MOE guidelines.
- f) For any proposed development of a sensitive land use in proximity to a Provincial Highway and/or County road, a noise study may be required to be prepared by a proponent through a qualified acoustical consultant in accordance with the appropriate Provincial guideline to the satisfaction of the County, and/or other jurisdiction prior to development approval. The recommendations of the approved noise report shall be incorporated in the development agreement for

implementation, as approved. The cost of noise studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the County in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.

8.9 WATER & WASTEWATER SERVICES

Municipal water systems exist in all six of the Urban Areas. The County intends to improve and extend municipal water services throughout the Urban Areas. Municipal sewage systems exist in Simcoe, Port Dover, Delhi, Waterford and Port Rowan. There are also a number of private communal water supply systems, principally serving Resort Areas. The balance of the County is serviced by private wells and individual sewage disposal systems. The County will ensure that a cost-effective and adequate system of water supply and sewage treatment is provided to support, enhance and sustain existing and future residents and businesses in the County.

8.9.1 Services in Urban Areas

The following shall be the policy of the County:

- a) The County shall ensure that both municipal water supply and sewage systems perform within permitted operating standards. Limitations on the capacity or operating performance of these systems are recognized as a constraint to further development. The County shall continue to monitor treatment capacities and operational effectiveness of these municipal systems.
- b) Development in proximity to any water pollution control plant or sewage treatment plant (WPCP) shall adhere to the separation distances and standards of the appropriate MOE guidelines. Prior to the approval of any development of a sensitive land use in proximity to a WPCP, the MOE shall be consulted, and its standards shall be satisfied.
- c) All development in the Urban Areas shall be fully serviced by municipal piped water supply and sewage disposal systems, save and except for circumstances outlined in Section 8.9.1(f) (Services in Urban Areas). Notwithstanding this, appropriate development shall be permitted in the Courtland Urban Area on the basis of a municipal water system and private sewage disposal systems.
- d) In Urban Areas, priority shall be given to the development of land that is presently serviced by piped water and sewer systems, or those areas that can most easily be serviced, at minimal expense.
- e) Infilling of vacant areas within the Urban Areas which are already provided with full municipal services is encouraged, and shall be a criterion when evaluating proposed plans of subdivision and consents, with respect to the extension of services, utilities or the associated construction.

- f) In order to ensure the efficient use of land and municipal services in the Urban Areas, development on individual on-site servicing systems (water and/or sewage disposal) shall generally not be permitted. Exceptions will be considered in areas not serviced by municipal water and/or sewer services on the basis of a site-specific amendment to the Zoning By-law, and satisfaction of the following criteria:
- i) the development shall be minor in nature, constituting one or two single detached residential lots;
 - ii) the development shall be of an infilling nature in an area largely developed and presently serviced by individual on-site water and/or individual on-site sewage disposal systems; and
 - iii) the development is proposed on land situated such that there are unique circumstances which would deter the rational, efficient, cost-effective and/or timely extension of services. Such unique circumstances would include topographic constraints and the absence of any feasible future users of municipal services, combined with excessive distances from existing services that would make future extension of services impractical. However, excessive distance from existing services alone shall not constitute a unique circumstance for the purposes of this Section.

8.9.2 Services Outside of Urban Areas

The following shall be the policy of the County:

- a) The primary means of sewage disposal in the Rural Area and the Hamlet Areas, is the septic tank and weeping tile system. It is anticipated that such systems or other private sewage disposal systems will continue to be the principal means of sewage disposal outside of Urban Areas. The installation of septic systems is subject to the approval of the authority having jurisdiction.
- b) Municipal water and sewage systems shall generally not be provided to areas outside of Urban Areas. Council may consider extension of municipal sanitary sewer or water services beyond the Urban Area but only to address an existing sewage disposal or water quality problem that represents a hazard to public health and safety and provided that Council is satisfied that there is positive public benefit from such action for residents of the County.
- c) The County and/or appropriate agency shall approve all new septic tank and tile or leaching bed systems. A servicing report may be required to identify the most appropriate form of servicing to ensure environmental protection. At the time of approval of new lots, the County shall ensure that there is capacity for hauled sewage at a municipal facility.
- d) Communal servicing systems to service new development shall not be permitted except under specific circumstances outlined in this Plan.

Communal servicing systems may only be considered in an existing Hamlet Area or Resort Area to resolve existing servicing malfunctions, physical constraints and/or deficiencies, posing potential public health risks.

The County shall not assume any communal servicing systems in the County, and shall generally not execute responsibility agreements in relation to such systems. However, in the event that execution of a responsibility agreement is required as a result of circumstances outlined in this Subsection, prior to executing the agreement, the County shall be satisfied with the design and economic sustainability of the system and shall require that certain securities be posted, and that a separate financial and maintenance agreement be executed between the owner of the system and the County.

- e) Holding tanks shall not be permitted for new development. Holding tanks will only be permitted for existing development where the County is satisfied that there is no other alternative to solving a deficiency with an existing septic system. Should a holding tank be permitted, the County shall ensure that appropriate provisions are in place for disposal at an approved facility, or that there is capacity for hauled sewage at a municipal facility.
- f) Any lot affected by an application for consent or plan of subdivision shall be sized such that there is sufficient area for attenuation of nitrates, space for a building envelope, sewage envelope, sewage system contingency area, and potable water supply.

8.9.3 Servicing Allocation & Phasing

The following shall be the policy of the County:

- a) When unallocated servicing capacity does not exist for a proposed development, the County shall defer the processing of the planning application until capacity is available, or until a servicing agreement is in place to ensure that such capacity will be available to service the development within one year of the granting of the planning approval. Draft approved plans of subdivision may only proceed to registration if sufficient servicing capacity continues to exist.
- b) The timing of development in the Urban Areas shall be based on the management of the geographic sequence and balance such that:
 - i) there is a logical extension of municipal services that avoids the “leap-frogging” of large undeveloped tracts of land between the existing urban development area and the proposed development;
 - ii) a compact form and pattern of development is maintained;
 - iii) the provision of all municipal services, as appropriate, proceeds in an economically viable manner; and

- iv) first priority is given to reserving servicing capacity for infilling, intensification and redevelopment.
- c) When conditions of development approval, draft plan approval or otherwise, are not fulfilled within a reasonable time period for which development approval has been granted, the County may not support the extension of development approval and assign the servicing allocation to other developments or areas of the County, or hold the capacity in reserve. Prior to the lapsing of development approval the development proponent may request an extension to fulfill the conditions of approval. Provided Council is satisfied with the merits of the request for an extension of development approval, Council may choose to extend the approval period. No extension is permissible if draft plan of subdivision or condominium approval has lapsed before the extension is given.
- d) The County may insert a clause in the conditions of development approval, including conditions of draft plan approval, reflecting the policies of this Section.

8.9.4 Stormwater Management

In the Urban Areas, impermeable surfaces such as building rooftops and parking lots reduce the ability of the land to absorb storm flows. Additionally the water runs off the land at an increased rate. The impact of this often results in flooding, changes to adjacent watercourses such as erosion of banks, and potential pollution of watercourses. This impacts the quality of surface water as well as the natural environment. Norfolk County shall apply best management practices in dealing with stormwater management.

The following shall be the policy of the County:

- a) All stormwater shall be managed on-site for new developments. No new development shall have a negative impact on the drainage characteristics of adjacent land.
- b) Stormwater management facilities shall be designed to manage stormwater quality and quantity, at an appropriate level, as defined in consultation with the appropriate Conservation Authority. The integration of natural vegetative features in new facilities shall be required and the naturalization of existing stormwater management facilities is encouraged.
- c) Prior to the approval of a development application, the County shall require the preparation and approval of a stormwater management plan which either implements the management concept of the Subwatershed Study, if prepared, or is completed in accordance with guidelines of the appropriate Conservation Authority and the current Ministry of the Environment Stormwater Planning and Design Manual. At its sole discretion, the County may, defer these requirements to the detailed design phase, and implement the policies of this Subsection as a condition of development approval.

- d) Prior to development approval, the development proponent shall consider, where appropriate, enhancing the vegetation, wildlife habitats and corridors in and along the stormwater management system and the receiving watercourses. Additionally, the proponent shall provide, where appropriate, public access to and along the stormwater management system and the receiving watercourse where such areas can be used to form part of a trail or open space system. In order to ensure that the size, configuration and grade of the land surrounding the facility can be efficiently programmed as a component of a trail or open space system, it may be necessary to prepare a landscape design prior to development approval.
- e) The County shall ensure that the design of stormwater management facilities considers long-term maintenance and safety requirements.
- f) The Ministry of Transportation shall be consulted in relation to stormwater management plans and facilities in proximity to Provincial Highways.

8.10 WASTE MANAGEMENT

Certain municipal resources are required to manage the solid waste generated by residences and businesses in Norfolk County. Reducing the volume of solid waste through the recycling program will help to ensure a sustainable natural environment and municipal sustainability. Norfolk County shall effectively and efficiently manage the solid waste generated within the County.

The following shall be the policy of the County:

- a) Waste management shall include waste diversion (recycling), waste disposal and waste as a potential resource. The County recognizes and supports the Provincial initiative of reducing waste through a diversion action plan, and may initiate its own diversion plan.
- b) A recycling collection box system shall be available throughout the County.
- c) Residential composting shall be encouraged.
- d) The County shall co-operate with all levels of government and other agencies in promoting public awareness of waste issues and in promoting waste diversion strategies as well as other alternative waste management techniques.
- e) The collection of household hazardous wastes shall be accommodated by maintaining hazardous waste drop-off locations at the County's waste transfer facilities.
- f) Wherever possible, methane or other greenhouse gas emissions from waste management operations shall be captured and used as an alternative energy source.

- g) Existing and closed Waste Disposal Sites are identified on Schedule “C” to this Plan. Notwithstanding the general nature of the denotation of Waste Disposal Sites in this Plan, new or the expansion of existing waste disposal sites shall proceed by way of Official Plan Amendment, in accordance with Section 9.6.1 (Official Plan Amendments) of this Plan. Prior to approval of the Official Plan Amendment, new Waste Disposal Sites or expansions, shall obtain a Certificate of Approval from the Ministry of the Environment. New or expanding Waste Disposal Sites shall be redesignated as a site-specific policy area within the Industrial/Business Park Designation and be subject to the applicable policies of Section 4.11 (Industrial/Business Park Designation) of this Plan.
- h) Development proposals within 500 metres of either an active or closed Waste Disposal Site shall be accompanied by a study prepared by the proponent that satisfies the County and the requirements of the MOE guidelines related to land uses on or near landfills and dumps. The study shall address any mitigation measures required.
- i) Redevelopment of closed Waste Disposal Sites may be permitted by way of Official Plan and Zoning By-law amendments, upon the County consulting with the Ministry of the Environment and/or other appropriate jurisdiction, and subject to the following policies:
- i) written approval has been received from the Ministry of the Environment, and/or other appropriate jurisdiction, that the development satisfies the provisions of the *Environmental Protection Act*;
 - ii) the studies required by the Ministry of the Environment shall be carried out to the satisfaction of the MOE and the County and shall demonstrate that development is compatible and can proceed without unmitigated negative impact;
 - iii) the County shall require the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies;
 - iv) the required studies of methane gas, leachate and hydrogeology shall be completed to the satisfaction of the County in consultation with the Ministry of the Environment; and
 - v) the County shall be satisfied with respect to any matter regarding structural stability, safety and integrity of any and all structures.
- j) Given the potential impacts, in areas subject to the Waste Management policies, only land uses compatible with waste disposal sites and the associated engineered controls shall be permitted.

8.11 CAPITAL & PUBLIC WORKS

The extension or construction of capital or public works shall be carried out in accordance with the policies of this Plan. Council shall prepare annually and adopt without amendment to this Plan, a five year capital works program in accordance with the policies of this Plan. This program shall be cognizant of changing conditions of supply and demand for services, and significant changes in economics and technology.

Public buildings, structures, infrastructure, easements or rights-of-way may be considered within any designated area if suitable buffering and screening from adjacent uses is provided.