

MUNICIPALITY OF THE DISTRICT OF WEST HANTS



PLAN REVIEW

WINDSOR-WEST HANTS JPAC

February 2008

The Subdivision By-law is one of two documents which implement the policies of the Municipal Planning Strategy. As a result of recent revisions to the Municipality's *Municipal Services Specifications Manual* and policy changes proposed in the draft *West Hants Municipal Planning Strategy*, the Subdivision By-law must be amended.

The Subdivision By-law sets out the different stages and requirements for the subdivision of land in West Hants, whether one lot or 100 lots are being created, as well as for the consolidation of land and the repeal of plans of subdivision.

Public Information Meeting

Thursday, February 21, 2008
7:00 p.m.

West Hants Council Chambers
76 Morison Drive
Windsor-West Hants Industrial Park

PROPOSED AMENDMENTS TO THE SUBDIVISION BY-LAW

CONFORMANCE WITH THE DRAFT MUNICIPAL PLANNING STRATEGY

The Subdivision By-law must be consistent with the Municipal Planning Strategy (MPS). To bring the Subdivision By-law in conformance with the draft MPS the following changes are proposed.

- Section 29 limits subdivision to the creation of two lots per calendar year on existing road frontage from a single parcel in the AR-2 zone as outlined in Policy 8.9.3 of the draft MPS.
- Part 6 implements the policies of the draft MPS which require the installation of both water and sewer services for new public streets in the Falmouth and Three Mile Plains Growth Centres and the Joint Industrial Park.
- Section 17 limits the creation of new private roads to the General Resource zone as specified in Policy 9.1.8 of the draft MPS.



CONCEPT PLAN APPROVAL

Concept approval is required for phased development or where new public or private streets are proposed. In addition to the current submission requirements, the proposed Subdivision By-law requires the following additional information:

- all watercourses, wetlands and other natural features which might affect the provision of services and streets on the subject property;
- the proposed phasing plan; and
- a traffic study prepared by a professional engineer at a scope which is appropriate for the size of the proposed development.

TENTATIVE PLAN APPROVAL

The West Hants *Municipal Services Specifications Manual* sets out the construction standards for new public roads and new water, sewer and storm sewer systems in

the Municipality. Since the *Manual* requires tentative approval for subdivisions which involve phased development or new public or private streets, the proposed Subdivision By-law includes the same requirement. The tentative approval stage provides the opportunity to review the road networks, water and sewer connections and storm drainage plans prior to the final stage of approval.

PLANS REQUIRED

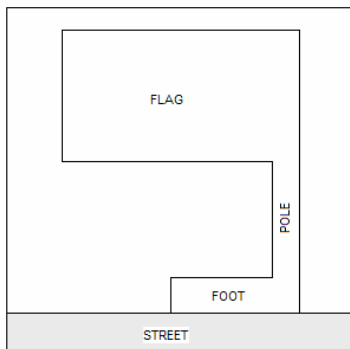
The proposed Subdivision By-law requires more copies of the plans to be submitted with an application. These plans are forwarded to a number of agencies for comments. The Development Officer has found that more copies are needed to distribute to all departments. In addition, the Registry of Deeds now requires five copies of a final approved plan.

Application	Current	Proposed
Preliminary	6	10
Concept	8	10
Tentative	8	10
Final	12	14



To obtain a copy of the proposed Subdivision By-law, please contact the Planning Department at the address below or on-line at www.windsorwesthantsplanning.ns.ca.

Copies of the Municipal Services Specifications Manual are available at the West Hants Municipal Office for \$25 plus HST.



FLAG LOTS

Flag lots are defined in the proposed Subdivision By-law as lots “with a configuration that resembles a fully outstretched flag at the top of a flag pole and where the “pole” portion of the lot contains the required lot frontage; a lot with a “foot” at the end of the pole that meets the frontage requirement shall also be considered a flag lot” (see right). The proposed By-law limits the creation of flag lots to three per area of land.

PARKLAND WITH WATER FRONTAGE

The proposed by-law requires where a subdivision has frontage on the ocean or a lake or river, land given to the Municipality for parkland dedication must be useable land with water frontage to preserve public access to water resources in the Municipality.

INFRASTRUCTURE CHARGES

Definitions and basic regulations regarding the implementation of infrastructure charges have been included in the proposed by-law. The regulations refer to charge areas and charges which have not yet been determined but can be added to the by-law as appendices at a future date.

OTHER CHANGES

Other changes involve the requirements of other government agencies. The proposed by-law requires that plans which involve lots in unserved areas show the location of test pits and the proposed on-site system. In addition, lots which are specified as being “not for development” must also be sent to the Department of Environment for review.

Where a proposed lot is within 500 metres of a public street, the authority having jurisdiction, such as the Department of Transportation, must review the application.

The Performance Surety for new infrastructure has been increased from 110 percent to 150 percent while the requirement for a maintenance bond now makes reference to the Municipal Services Specifications Manual.

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WE'RE ON THE WEB!
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