

**To: Mayor and Members of Town of Ingersoll Council**

**From: Heather St. Clair, Senior Development Planner, Community Planning**

**Applications for Draft Plan of Subdivision, Official Plan  
Amendment and Zone Change  
South Thames Development Inc.  
SB24-03-6, OP24-08-6 and ZN6-24-03 – Supplementary Report**

## **REPORT HIGHLIGHTS**

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- The revised application for draft plan of subdivision has been requested to facilitate the creation of 38 blocks for medium and low density residential development, 2 park blocks, a block for stormwater management purposes, 3 blocks containing environmental features, served by 13 new local streets.
- The proposed blocks are intended to facilitate the development of between 345-639 new residential units consisting of single detached dwellings, semi-detached dwelling and street fronting townhouses.
- The application for Official Plan amendment has been requested to permit the full range of dwelling types throughout the subject lands. An additional policy has been requested to permit a Class 4 noise category for blocks near an active railway. Additional noise attenuation measures will be required for these blocks, as well as blocks adjacent to Hamilton Road.
- The application for zone change has been requested to amend the existing 'General Agricultural Zone (A2)' to establish a 'Special Residential Type 2 Zone (R2-sp)' and two different 'Special Residential Type 3 Zone (R3-sp)' zonings to facilitate the proposed residential uses, together with a range of site-specific amendments to the development provisions of the Zoning By-law.
- Planning staff are recommending in support of the applications as they are consistent with the policy direction of the Provincial Planning Statement and the intent of the Official Plan for residential development within a designated settlement area.

## **DISCUSSION**

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### **Background**

OWNER: South Thames Development Inc.  
2555 Meadowpine Boulevard, Unit 3, Mississauga ON, L5R 6C3

AGENT/APPLICANT: Glen Schnarr and Associates Inc. (Mark Condello)  
700 – 10 Kingsbridge Garden Circle, Mississauga ON, L5R 3K6

LOCATION:

The subject lands are described as Part of Lots 24 and 25, Broken Front Concession and Part of Original Road Allowance in the Town of Ingersoll. The subject lands are located on the south side of Hamilton Road, lying west of Oakwood Street and are municipally known as 583530 Hamilton Road, Ingersoll.

COUNTY OF OXFORD OFFICIAL PLAN:

|                       |                |                                            |                                                                                         |
|-----------------------|----------------|--------------------------------------------|-----------------------------------------------------------------------------------------|
| Existing Designation: | Schedule “C-3” | County of Oxford Settlement Strategy Plan  | Large Urban Centre                                                                      |
| Existing Designation: | Schedule “I-1” | Town of Ingersoll Land Use Plan            | Residential (with special policy area) and Environmental Protection                     |
| Existing Designation: | Schedule “I-2” | Town of Ingersoll Residential Density Plan | Low Density Residential, Medium Density Residential and Environmental Protection        |
| Proposed Designation: | Schedule “I-2” | Town of Ingersoll Residential Density Plan | Low Density Residential, Medium Density Residential with amended site-specific policies |

\* no changes proposed to the Environmental Protection designation

TOWN OF INGERSOLL ZONING BY-LAW 04-4160:

|                     |                                                                                                                                                                                           |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Zoning:    | ‘General Agricultural (A2)’<br>(Township of South-West Oxford Zoning By-law 25-98)                                                                                                        |
| Proposed Zoning:    | ‘Special Residential Type 2 Zone (R2-sp)’<br>‘Special Residential Type 3 Zone (R3-sp <sup>1</sup> )’<br>‘Special Residential Type 3 Zone (R3-sp <sup>2</sup> )’<br>‘Open Space Zone (OS)’ |
| Recommended Zoning: | ‘Special Residential Type 2 Zone (R2-sp)’<br>‘Special Residential Type 3 Zone (R3-sp)’<br>‘Open Space Zone (OS)’                                                                          |

PROPOSAL

The revised applications for draft plan of subdivision, Official Plan amendment and zone change have been submitted to facilitate a residential plan of subdivision on lands that were incorporated into the Town of Ingersoll as part of the South-West Oxford Boundary Adjustment in 2021 and subject to the recent Official Plan amendment to adopt the South West Ingersoll Secondary Plan, which was completed in 2024 and implemented via Official Plan Amendment No 314.

The revised draft plan of subdivision proposes the creation of:

- 38 blocks for future residential development consisting of single detached dwellings, semi-detached dwellings and street fronting townhouses consisting of a range of densities from:
  - 31 units/ha – 62 units/ha (71-141 total units) in the northerly 2.28 ha (5.63 ac) of the subject lands and;
  - 22 units/ha – 40 units/ha (274-498 total units) in the southerly 12.46 ha (30.79 ac) of the subject lands;
  - a total unit range of 345-639;
- 2 blocks for parkland (Blocks 39 and 40);
- 1 block for a stormwater management pond (Block 41) and 2 blocks for servicing corridors (Blocks 42 and 43);
- 2 blocks for the retention of existing woodlands (Blocks 50 and 51);
- 1 block for an environmental buffer (Block 46);
- 2 blocks for a buffer from Hamilton Road to the north (Blocks 44 and 45) and 1 block for a buffer from the adjacent rail line to the south (Block 47);
- a new road network consisting of 13 new streets (Streets A – M) and 1 future access stub to the lands to the west, and;
- 1 block for emergency access to Hamilton Road (Block 48).

The application for Official Plan amendment has been requested to permit an increase to the overall net residential density for the 'Low Density Residential' designation from 30 units/ha (12 units/ac) to 40 units/ha (16 units/ac). An amendment to the existing Official Plan residential density configuration will also be required to facilitate the draft plan of subdivision as proposed, which proposes a full range of low-medium density housing forms throughout the subject lands, whereas the current residential density arrangement in the Official Plan (which was established as part of the South West Ingersoll Secondary Plan) identifies lands along the northern portion of the subject property as being designated 'Medium Density Residential', with the remainder of the residential lands on the subject property being designated 'Low Density Residential'. An additional special policy will be required to permit a proposed Class 4 Noise Area along the southerly portion of the subject lands, to implement a recommendation from the submitted Environmental Noise Study, which has been peer reviewed by the acoustic engineering consultant retained by the Town and County.

An application for zone change has also been requested to facilitate the proposal. The subject lands are currently zoned 'General Agricultural Zone (A2)' in the Township of South-West Oxford Zoning By-law. An amendment to this zoning will be required to bring the lands under the jurisdiction of the Town's Zoning By-law and to facilitate future residential development. It is proposed that the portion of land proposed for single detached dwellings will be rezoned to a 'Special Residential Type 2 Zone (R2-sp)' to permit the proposed single detached dwellings as well as a number of site-specific amendments to the development provisions of the 'R2' zone, which are detailed in the Zoning section of this report. Two additional 'Special Residential Type 3 (R3-sp)' zones have also been requested to facilitate single detached dwellings, semi-detached dwellings and street fronting townhouses, with a number of site-specific provisions, also detail in the Zoning section of this report. Additional zoning amendments will be required to recognize the existing environmental features and recreational lands through the establishment of a new 'Open Space Zone (OS)'.

In support of the applications, a number of studies and reports have been submitted, including:

- Environmental Impact Study and a tree inventory and preservation plan;
- Environmental Noise and Vibration Feasibility Study;
- Transportation Impact Study;

- Functional Servicing Report;
- Planning Justification Report;
- Geotechnical Investigation;
- Hydrogeological Assessment;
- Floodplain Analysis, and an;
- Archeological Assessment.

The subject lands currently contain an existing single detached dwelling (proposed to be removed) and are in agricultural production (cash crop). Land uses surrounding the subject lands include agricultural lands in the Township of South-West Oxford to the west, the Thames River and floodplain lands regulated by the Upper Thames River Conservation Authority to the north, existing residential parcels to the northeast, industrial lands to the east and south and the Ontario Southland Railway and Arrow Transportation reloading yard to the south.

Plate 1, Location Map with Existing Zoning, shows the location of the subject lands and the zoning in the immediate vicinity.

Plate 2, Aerial Map (2025), provides an aerial view of the subject property and surrounding land uses.

Plate 3, Revised Proposed Draft Plan of Subdivision, illustrates the updated proposed road network and block configuration of the subdivision, as well as the location of buffer areas, parks and servicing infrastructure, as submitted by the applicant.

Plate 4, Location of Blocks Impacted by Noise Control Requirements, identifies the portions of the subject lands that will be impacted by Class 4 noise designation, as well as the associated mitigation measures that will be applied and the location of the acoustic barriers, as prepared by the applicant's noise consultant.

## APPLICATION REVIEW

### PLANNING ACT

Section 2 of the Planning Act respecting Provincial Interests, provides that a municipal Council, in carrying out their responsibilities under the Planning Act, shall have regard to, among other matters, matters of provincial interest such as (but not limited to):

- the protection of ecological systems and agricultural resources;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the adequate provision of a full range of housing, including affordable housing;
- the resolution of planning conflict involving public and private interests;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and be oriented to pedestrians; and
- the promotion of built form that, among other matters, is well designed and encourages a sense of place.

Section 51 (24) of the Planning Act provides that in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b) whether the proposed subdivision is premature or in the public interest;
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d) the suitability of the land for the purposes for which it is to be subdivided (including affordable housing units, if any);
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f) the dimensions and shapes of the proposed lots;
- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h) conservation of natural resources and flood control;
- i) the adequacy of utilities and municipal services;
- j) the adequacy of school sites;
- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

#### 2024 PROVINCIAL PLANNING STATEMENT (PPS)

The 2024 Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Under Section 3 of the *Planning Act*, where a municipality is exercising its authority affecting a planning matter, such decisions, "shall be consistent with" all policy statements issued under the Act. The following outlines the key PPS policies that have been considered but is not intended to be an exhaustive list.

Section 2.2 of the PPS provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the immediate area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential

use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.3 of the PPS states that settlement areas shall be the focus of growth and development and land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, are transit-supportive and are freight supportive.

Section 3.5 states that major facilities, which include rail facilities, shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Section 3.6 of the PPS addresses infrastructure and public service facilities and states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are;

- a) Financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) Leverage the capacity of development proponents, where appropriate; and,
- c) Are available to meet current and projected needs.

Before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized and opportunities for adaptive re-use should be considered, wherever feasible.

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Planning for stormwater management shall;

- a) Be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) Minimize or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) Minimize erosion and changes in water balance, including through the use of green infrastructure;
- d) Mitigate risk to human health, safety, property and the environment;
- e) Maximize the extent of function of vegetative and pervious surfaces;
- f) Promote best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development; and
- g) Align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Section 4.1 provides that natural features and areas shall be protected for the long term and that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems should be maintained, restored, or, where possible, improved, recognizing linkages between and among natural heritage features and areas.

The PPS addresses mineral aggregate resources and provides that they shall be protected for long-term use. In known deposits of mineral aggregate resources and on adjacent lands, development and activities which preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- Resource use would not be feasible; or
- The proposed land use or development serves a greater long-term public interest; and
- Issues with public health, public safety and environmental impact are addressed.

Section 5.2 of the PPS addresses natural hazards and states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland systems which are impacted by flooding hazards and/or erosion hazards.

OFFICIAL PLAN:

The subject lands are currently designated 'Low Density Residential', 'Medium Density Residential' and 'Environmental Protection Area' according to the Land Use Plan for the Town of Ingersoll, as contained in the Official Plan, and are subject to site-specific policies established through Official Plan Amendment 314, based on the South West Ingersoll Secondary Plan.

'Low Density Residential' areas are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, quadraplexes, townhouses, and low density cluster development.

The maximum net residential density for an individual development in the 'Low Density Residential' areas is 30 units/ha (12 units/ac) and no building shall exceed three stories in height at grade. Also, within areas of new 'Low Density Residential' development, the minimum overall net residential density shall be 15 units/ha (6 units/ac).

'Medium Density Residential' areas are those lands that are primarily developed or planned for low to medium density profile, multiple unit development that exceeds the densities established for the 'Low Density Residential' areas. Residential uses within the 'Medium Density Residential' designation include townhouses, medium density cluster development, converted dwellings and low rise apartments. In these areas it is intended that there will be a mixing and integration of different housing forms to achieve an overall medium residential density. The maximum net residential density for the 'Medium Density Residential' designation is 62 units/ha (25 units/ac) and development shall not result in a net residential density of less than 31 units/ha (13 unit/ac).

The subject lands are also part of a larger special policy area, as per Section 9.2.4.4.3 of the Official Plan, which applies to all lands subject to the South West Ingersoll Secondary Plan. These policies were implemented through Official Plan Amendment No. 314 (OPA 314) which established the below-noted site-specific policies.

Within lands designated 'Low Density Residential' and 'Medium Density Residential', it is generally the goal of the Town that housing development shall comprise a range and mix of housing types, unit sizes and tenure, including adequate numbers of dwelling units to accommodate households with children, larger families, seniors, people with special needs and

rental housing. The Town will encourage a minimum of 10% of new affordable housing units and new purpose-built rental units to be constructed accessible with barrier-free, universal or flex design. Housing geared toward seniors is encouraged to provide accessibility features.

The minimum overall net residential density across all lands designated for residential use within the South West Ingersoll Secondary Plan area shall be 30 units/ha (12 units/ac). Within areas designated 'Low Density Residential', the minimum overall net residential density shall be 22 units/ha (9 units/ac). To achieve this density, Town and County Councils will consider a variety of lot sizes and configurations, the development of low rise multiple-unit dwellings and may consider reduced road widths and private roads within multiple-unit condominium developments in areas of low density residential development. In addition to the housing forms identified in Section 9.2.4, multiple-unit dwellings, street oriented multiple units and additional residential units shall be permitted.

The development of lands designated 'Low Density Residential' and 'Medium Density Residential' shall be subject to the Servicing and Phasing policies set out in the South West Ingersoll Secondary Plan, in addition to the servicing policies of the Official Plan and the County's Servicing Allocation Policy.

Within areas designated 'Medium Density Residential', development will generally be in accordance with Section 9.2.5 of the Official Plan. In addition to the housing forms identified in Section 9.2.5, additional residential units shall be permitted. Notwithstanding the foregoing, single detached, semi-detached and duplex dwellings will not be permitted within the 'Medium Density Designation'.

The South West Ingersoll Secondary Plan includes Community Design policies intended to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. The Community Design policies are also intended to guide future development and protect existing and future natural assets in building a natural heritage system of linked natural areas.

It is intended that new development will support the protection and conservation of existing natural features, the maintenance of ecological functions and the creation of new environmental features, where feasible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

While the South West Ingersoll Secondary Plan does not constitute part of the Official Plan, it is intended that the Community Design policies contained in Section 3.4 of the Secondary Plan will provide the basis for incorporating urban design principles, public realm improvements, gateways, streetscape improvements, public open spaces and multi-use trail design and the Secondary Plan will be referenced for this purpose going forward.

The provision of municipal water and sanitary sewers, and stormwater management for new residential development will generally be as set out in Section 3.6 of the South West Oxford Secondary Plan.

OPA 314 also addresses the existing and planned multi-modal transportation network and provides that the transportation network for the South West Ingersoll Secondary Plan Area will support the full range of transportation modes, increase connectivity to Ingersoll's existing amenities and destinations, while continuing to function as a major thoroughfare along Highway 401 for the foreseeable future.



New local road connections are required to facilitate development and access throughout the South West Ingersoll Secondary Plan Area. The alignment of the proposed local roads is set out conceptually in the Secondary Plan and should be referenced during development review. The conceptual network includes new local roads south of Hamilton Road to provide access for proposed residential lands within the west study area. Detailed alignments and locations of local streets and private laneways shall be determined through further engineering studies as part of future applications for development approvals.

The easterly portion of the subject lands are designated as 'Environmental Protection' as shown on Schedule 'I-1', Town of Ingersoll Land Use Plan. It is the goal of the environmental resource policies to achieve a net environmental gain through the protection and conservation of existing natural features, the maintenance of existing ecological functions and the creation of new environmental features, wherever possible, and to ensure the viability of protected natural areas through the development of the natural heritage system by linking environmentally protected areas and open spaces via a series of natural or open space corridors. Town and County Council will encourage naturalization or the re-establishment of native indigenous vegetation, self sustaining ecological processes, and biodiversity throughout the natural heritage systems in order to maintain ecological functions. Town and County Council will also ensure minimization or prevention of negative impacts on environmental features by prohibiting incompatible development and where appropriate, requiring an Environmental Impact Study prior to development and implementing necessary mitigation measures as a condition of development.

The easterly portion of the subject lands contain an existing woodlot that has been identified as Significantly Ecologically Important in the Oxford Natural Heritage Systems Study, as well as lands that have been identified as Non-Provincially Significant Wetlands.

Section 3.2.3.3 – Natural Heritage System Implementation Measures, provides that a number of implementation measures are identified for the preservation and protection of the natural heritage system. Such measures shall be used as a guide in the expansion of the natural heritage system as well as during the review process. To achieve a net environmental gain, the County and Town will first seek to avoid development or site alteration that permanently impairs significant natural features and areas. Any development approval on lands within or adjacent to the 'Environmental Protection' designation shall be conditional upon enhancement and remediation measures as determined by an Environmental Impact Study. All development or site alteration occurring within the County of Oxford within or adjacent to the features forming the Natural Heritage System shall minimize and, where possible, prevent negative effects associated with development by incorporating best management practices for stormwater management, erosion and sedimentation controls, tree-saving plans and other such site design and servicing measures.

Development and site alteration within and on lands adjacent to a significant woodland will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that the proposal will not result in a negative impact on the woodland.

The subject lands are also adjacent to an existing rail line corridor and rail line reloading facility to the southeast. Section 3.3.3.1, Noise, Vibration and Safety, provides that the County and Town recognize that there may be noise or vibration affects on noise sensitive land uses located in proximity to industrial uses, major roads, railways and airports. The objective of the Official Plan policies is to prevent or minimize the encroachment of noise sensitive land uses upon industrial land and vice versa as they are considered to be incompatible. Consequently, County Council adopts Provincial noise level objectives and may require studies addressing the measurement, analysis and mitigation of noise or vibration effects prior to or as a condition of development.

Further, in recognition of the safety issues associated with locating sensitive land uses in proximity to railways, additional safety measures will be incorporated into new development, as appropriate.

The development of noise sensitive land uses will not be permitted within 300 m (984 ft) of an existing railyard. Where development is proposed adjacent to a railway line, County and Town Council shall require safety measures to be incorporated into the site design including measures such as building setbacks, intervening berms and security fencing. The proponent shall consult with the appropriate railway regarding such safety measures prior to development approval.

County and Town Council may require a feasibility assessment in accordance with Provincial guidance to determine potential noise and vibration impact, or combination thereof, on proposed noise sensitive land uses where development is proposed within 300 m (984 ft) of a railway right-of-way.

Town and County Council may require a feasibility assessment to determine potential noise and vibration impacts, or combination thereof, within Potential Influence Areas, in accordance with Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for Class I, II and III industrial facilities or the development of noise sensitive land uses. For the purpose of this policy, a railyard is considered to be a Class III industrial facility.

Where a feasibility assessment indicates that the noise levels exceed the noise level objectives outlined in Table 2, but the proposed development is feasible, Town and County Council shall require the proponent to undertake a detailed noise study which specifies appropriate attenuation measures in accordance with the Ministry of the Environment guidelines. Such attenuation measures may include but will not be limited to warning clauses, distance separations, barriers such as berms, acoustical walls or non-residential intervening structures to interrupt the transmission of noise and vibration, and construction techniques such as air conditioning, masonry construction, multiple glazing, restrictions in wall openings, and rubber isolation pads between the foundation and building or combinations thereof.

Prior to development approval, any feasibility assessment and/or detailed noise study prepared in accordance with this section, will be subject to a third party review at the expense of the proponent. Such review will be undertaken by a qualified third party appointed by the County and/or Area Municipality with regard for relevant Ministry of the Environment guidelines and in consultation with the appropriate railway, where applicable.

The subject lands have been identified as an area of Sand and Gravel and Limestone Resources. The County recognizes that the extraction of mineral aggregate resources is, and will continue to be, an important industry in the economy of the County and Area Municipalities and the policies of the Official Plan focus on protecting existing operations and mineral aggregate resources from incompatible uses while ensuring that extraction is carried out in a manner that minimizes negative community, economic and environmental impacts.

To this end, the Official Plan includes detailed policies regarding land use compatibility between mineral aggregate extraction and sensitive land uses which are premised on the establishment of priorities which balance the protection of natural resources (such as mineral aggregates) and other public interests, such as ensuring reasonable opportunities for settlement growth.

The policies of Section 10.3.3 – Plans of Subdivision and Condominium, provide that County and Town Council will evaluate applications for a plan of subdivision on the basis of the requirements of the Planning Act, as well as criteria including, but not limited to, the following:

- Conformity with the Official Plan;
- The availability of community services such as roads, water, storm and sanitary sewers, waste disposal, recyclable collection, public utilities, fire and police protection, parks, schools and other community facilities;
- The accommodation of Environmental Resources and the mitigation of environmental and human-made constraints;
- The reduction of any negative effects on surrounding land uses, transportation networks or significant natural features;
- The design of the plan can be integrated into adjacent developments, and;
- The design of the plan is to be compatible with the natural features and topography of the site, and proposals for extensive cut and fill will be discouraged.

TOWN OF INGERSOLL ZONING BY-LAW:

The subject lands are currently zoned 'General Agricultural Zone (A2)' as per the Township of South-West Oxford Zoning By-law No. 25-98. The applicant has submitted an application for Zoning By-law amendment to facilitate the draft plan of subdivision, and has requested four new zones to facilitate the development, including;

- A portion of Block 38 to be rezoned to 'Special Residential Type 2 Zone (R2-sp)' to facilitate the development of single detached dwellings with:
  - o a minimum lot area of 270 m<sup>2</sup> (2,906 ft<sup>2</sup>) whereas 345 m<sup>2</sup> (3,713.7 ft<sup>2</sup>) is typically required;
  - o a minimum lot frontage of 10 m (32 ft) whereas 11.5 (37.7 ft) is typically required;
  - o a minimum lot depth of 19 m (62 ft) whereas 30 m (98.4 ft) is typically required;
  - o a front yard depth of 4.5 m (14.7 ft) or 6 m (19.6 ft) to a garage, whereas 6 m (19.6 ft) is typically required;
  - o a rear yard depth of 6 m (19.6 ft) whereas 7.5 m (24.6 ft) is typically required;
  - o an interior side yard width of 0.6 m (1.9 ft) on one side and 1.2 m (3.9 ft) on the other side provided that the total combined for each interior lot is 1.8 m (5.9 ft), whereas 1.2 m (3.9 ft) is typically required where an attached garage is present;
  - o an increase to the maximum lot coverage allowance from 40% lot area to 46% lot area and 50% inclusive of residential accessory structures;
  - o an increase to the maximum driveway width allowance from 50% of the width of the front yard to 56%
- The applicants have requested that a portion of Block 8 and Blocks 1, 3-5 and 7 be rezoned 'Special Residential Type 3 Zone (R3-sp<sup>1</sup>)' to facilitate the development of single detached dwellings, semi-detached dwellings and street fronting townhouses with special provisions including:
  - o A net residential density of 71-141 units;
  - o Development of a single detached dwelling shall be subject to the following:
    - a minimum lot area of 270 m<sup>2</sup> (2,906 ft<sup>2</sup>) whereas 345 m<sup>2</sup> (3,713.7 ft<sup>2</sup>) is typically required or 360 m<sup>2</sup> (3,875 ft<sup>2</sup>) for a corner lot where 450 m<sup>2</sup> (4,843.9 ft<sup>2</sup>) is typically required;
    - a minimum lot frontage of 10 m (32 ft) whereas 11.5 (37.7 ft) or 11.5 m (38 ft) for a corner lot whereas 15 m (49.2 ft) is typically required;

- a front yard depth of 4.5 m (14.7 ft) or 6 m (19.6 ft) to a garage, whereas 6 m (19.6 ft) is typically required;
  - a rear yard depth of 6 m (19.6 ft) whereas 7.5 m (24.6 ft) is typically required;
  - an exterior side yard width of 3 m (9.8 ft) whereas 6 m (19.7 ft) is typically required;
  - an interior side yard width of 0.6 m (1.9 ft) on one side and 1.2 m (3.9 ft) on the other side provided that the total combined for each interior lot is 1.8 m (5.9 ft), whereas 1.2 m (3.9 ft) is typically required where an attached garage is present;
  - an increase to the maximum lot coverage allowance from 40% lot area to 46% lot area and 50% inclusive of residential accessory structures;
  - an increase to the maximum driveway width allowance from 50% of the width of the front yard to 56%;
  - a reduction to the distance between a driveway and an intersection from 7.5 m (24.6 ft) to 5.7 m (18.7 ft);
  - a reduction from the sight triangle distance from 9 m (29.5 ft) to 7.5 m (24.6 ft).
- o Development of a semi-detached dwelling in the 'R3-sp<sup>1</sup>' shall be subject to the following:
- a minimum lot area of 250 m<sup>2</sup> (2,690 ft<sup>2</sup>) whereas 270 m<sup>2</sup> (2,906.3 ft<sup>2</sup>) is typically required or 270 m<sup>2</sup> (2,906.3 ft<sup>2</sup>) for a corner lot where 360 m<sup>2</sup> (3,874.1 ft<sup>2</sup>) is typically required;
  - a minimum lot frontage of 8.25 m (27 ft) whereas 9 m (29.5 ft) is typically required, or 11.5 m (38 ft) for a corner lot whereas 12 m (39.4 ft) is typically required;
  - a front yard depth of 4.5 m (14.7 ft) or 6 m (19.6 ft) to a garage, whereas 6 m (19.6 ft) is typically required;
  - a rear yard depth of 6 m (19.6 ft) whereas 7.5 m (24.6 ft) is typically required;
  - an exterior side yard width of 3 m (9.8 ft) whereas 6 m (19.7 ft) is typically required;
  - an interior side yard width of 1.2 m (3.9 ft) for the side not attached to a dwelling, provided that where a garage or carport is attached to or within the main building, the minimum width shall be 0.6 m (1.9 ft).
  - an increase to the maximum lot coverage allowance from 40% lot area to 50% lot area and 55% inclusive of residential accessory structures;
  - an increase to the maximum driveway width allowance from 50% of the width of the front yard to 56%;
  - a reduction to the distance between a driveway and an intersection from 7.5 m (24.6 ft) to 5.7 m (18.7 ft);
  - a reduction from the sight triangle distance from 9 m (29.5 ft) to 7.5 m (24.6 ft).
- o Development of a street fronting townhouse in the 'R3-sp<sup>1</sup>' zone shall be subject to the following:
- a minimum lot area of 150 m<sup>2</sup> (1,614.6 ft<sup>2</sup>) or 216 m<sup>2</sup> (2,325 ft<sup>2</sup>) for an end unit, whereas 240 m<sup>2</sup> (2,583.4 ft<sup>2</sup>) is typically required, except in no case shall the lot area for an end unit on a corner lot be less than 228 m<sup>2</sup> (2,454 ft<sup>2</sup>), whereas 330 m<sup>2</sup> (3,552.2 ft<sup>2</sup>) is typically required for a corner lot;

- a minimum lot frontage of 5 m (16.4 ft) per dwelling unit or 7.2 m (23.6 ft) for an end unit, whereas 8 m (26.2 ft) is typically required, except in no case shall the lot frontage for an end unit on a corner be less than 7.6 m (24.9 ft), whereas 11 m (36.1 ft) is typically required for an end unit on a corner lot;
  - a minimum required lot depth of 27.5 m (90 ft), whereas 30 m (99 ft) is typically required;
  - a front yard depth of 4.5 m (14.7 ft) or 6 m (19.6 ft) to a garage, whereas 6 m (19.6 ft) is typically required;
  - a rear yard depth of 6 m (19.6 ft) whereas 7.5 m (24.6 ft) is typically required;
  - an exterior side yard width of 3 m (9.8 ft) whereas 6 m (19.7 ft) is typically required;
  - an interior side yard width of 1.5 m (4.9 ft) for an end dwelling unit, whereas 3 m (9.8 ft) is typically required;
  - an increase to the maximum lot coverage allowance from 40% lot area to 50% lot area and 60% inclusive of residential accessory structures;
  - a reduction to the distance between a driveway and an intersection from 7.5 m (24.6 ft) to 5.7 m (18.7 ft);
  - a reduction to the distance between a driveway and an intersection from 7.5 m (24.6 ft) to 5.7 m (18.7 ft);
- The applicants have requested that Block 2, Block 6, a portion of Block 8, Blocks 9-37 and a portion of Block 38 be rezoned to 'Special Residential Type 3 Zone (R3-sp<sup>2</sup>)' to facilitate the development of:
    - o A net residential density of 274-498 units;
    - o Development of single detached dwellings in 'R3-sp<sup>2</sup>' zone shall be in accordance with the development provisions of the 'R3-sp<sup>1</sup>' zone;
    - o Development of semi-detached dwellings in the 'R3-sp<sup>2</sup>' zone shall be in accordance with the 'R3-sp<sup>1</sup>' zone;
    - o Development of street fronting townhouses shall be in accordance with the provisions of the 'R3-sp<sup>1</sup>' zone.

Additional amendments would be required to establish the 'Open Space Zone (OS)' on Blocks 39-47, 50-51 to recognize development restrictions associated with servicing infrastructure, recreational uses, buffering and environmental features.

AGENCY COMMENTS:

The applications and associated amendments have been forwarded to a number of public agencies considered to have an interest in the proposal.

The Upper Thames River Conservation Authority has commented that they have no objections to the applications, however a Section 28 Permit from their office will be required for any development or site alteration within 30 m (98.4 ft) from the wetland feature, which would include (but not be limited to) Blocks 18 and 19. The UTRCA did provide two items to be included as conditions of approval with respect to the provision of as-built certificates for the replacement of the culvert of the Charles Will Drain under Hamilton Road and requested an opportunity to review grading and stormwater management/erosion control plans prior to approval, which have been included as recommended conditions of approval.

The Thames Valley District School Board has commented that the proposed development lies within the attendance area of Harrisfield Public School (grades junior kindergarten to grade 8) and Ingersoll District Collegiate Institute (grades 9-12). Harrisfield Public School is currently operating above capacity and due to residential growth and enrolment is expected to increase. As such, the Thames Valley District School Board has requested that a condition of draft plan include a clause advising future purchasers that construction of a future public school is dependent on funding approval and in the interim the subject community may be designated as a 'holding zone' by the School Board and pupils may be assigned to existing schools as deemed necessary by the School Board.

The Oxford County Public Works Department has indicated that they have no comments regarding the requested Official Plan amendment and zone change, however they did provide a number of technical comments that have been captured as part of the conditions of draft plan approval.

The Town of Ingersoll Engineering Department has indicated that they have no objection to the requested Official Plan amendment and zone change applications and they have provided a number of technical comments which will be addressed at the time of detailed design and through conditions of approval.

Canada Post and Enbridge Gas provided comments and requirements that have been included as proposed conditions of draft approval. The Town of Ingersoll Fire Department, the Town Building Department and Southwestern Public Health have indicated that they have no comments with respect to the applications.

#### PUBLIC CONSULTATION:

Notice of complete application and notice of public meeting regarding the proposed Official Plan amendment and zone change were provided to surrounding property owners in accordance with the requirements of the *Planning Act* on August 18, 2025, and August 19, 2025, and a public meeting of Ingersoll Town Council was held on September 8, 2025. Four letters of concern were received and a number of comments were heard at the public meeting.

Summarized, the concerns received include:

- Density of the proposed development is too high;
- Lack of road access to Hamilton Road and the impact on Hamilton Road with the additional traffic, also considering Hamilton Road is an Emergency By-pass Route for Highway 401;
- Proposed road network and road widths won't be able to accommodate school buses, snow removal, garbage collection or mail delivery;
- Lot grading will result in erosion;
- The proposed parkland is located too far south on the subject lands;
- How will social services accommodate the growth;
- What percentage of the development will be affordable;
- The use of Thomas Street for additional access;
- How will property standard issues be addressed;
- How will flooding be controlled;
- Why are there no high-density residential uses proposed;
- Is not in keeping with the character of the area;
- Will there be a sidewalk or bike lane;
- The public will not have access to the woodlands;
- The extent of amendments to the zoning provisions is too significant;

- The proposal is not consistent with the secondary plan vision;
- How will additional residential units be accommodated;
- How will construction disruptions be addressed;
- Archeological features are located in the vicinity associated with a historical Anglican church.

### Planning Analysis

As noted, the application for draft plan of subdivision, Official Plan amendment and zone change have been requested to facilitate the creation of 38 blocks for residential development, consisting of 14.98 ha (36.77 ac), as well as the creation of 2 park blocks, a stormwater management block and 2 blocks for servicing corridors, 2 buffer blocks from the rail line at the south and Hamilton Road and the retention of the existing woodlot areas and the creation of a new local street network with one access and an emergency access to Hamilton Road.

In support of the amended proposal, the applicants have provided updated technical studies, detailed below.

#### Transportation Study (TIS):

The applicants undertook a Transportation Impact Study which was reviewed by County and Town engineering staff, as well as the County and Town's traffic engineering peer reviewer, and underwent several submissions and review processes.

The updated traffic study forecasts 332 peak morning trips and 385 evening peak hour trips in/out of the site based on the maximum density build-out scenario through to 2040, which has remained constant throughout previous designs of the proposal. Remedial measures recommended for the full build-out scenario included a traffic signal at the intersection of Ingersoll Street and King Street West for the 2030 planning horizon, which is consistent with the Oxford County Transportation Master Plan, which shows a signal at this intersection for the 2034-2046 horizon.

The studies also assessed the need for a left-turn lane at the future intersection of Hamilton Road and "Street A" and King Street West and Oakwood Street, which suggested that a 25 m (82 ft) westbound left-turn lane is expected to be warranted at the intersection of Hamilton Road and "Street A", while a left-turn lane is not warranted at the intersection of King Street West and Oakwood Street however a northbound lane is warranted to allow for through and right-turn movements at Ingersoll Street to accommodate additional traffic. The inclusion of these factors will aid in addressing concerns with respect to traffic impacts generated from the proposal.

The TIS also provides that the proposed road layout is acceptable and makes the following additional recommendations respecting future road design.

- 9 m x 9 m (29.5 ft x 29.5 ft) daylight triangle should be provided at the intersection of Hamilton Road and "Street A";
- Internal intersections should provide 3 m x 3 m (9.8 ft x 9.8 ft) daylight triangles;
- Residential development along "Street A" will be located 22.5 m (73.8 ft) from the intersection with Hamilton Road which satisfies the minimum Transportation Association of Canada (TAC) requirements of 20 m (65.6 ft) and the minimum Zoning By-law requirements of 7.5 m (24.6 ft) however to avoid driveway conflicts along "Street A" twin driveways are recommended for townhouse driveways.
- Traffic calming measures including traffic circles to slow down vehicle speed at the intersections of Street A and Streets D/J and G/K.

The Town and County engaged a traffic engineering consultant to peer review the submitted traffic studies. The peer reviewer and the County Public Works Department (the road authority for access onto Hamilton Road) were supportive of the proposed single access with the associated emergency access connection being established to provide a second access connection. Further, with the utilization of the secondary emergency access, as necessary, the proposed road layout generally follows the conceptual transportation network envisioned through the South West Ingersoll Secondary Plan (with the inclusion of an additional internal road network) and as such, staff are satisfied that the proposed access arrangement can be considered acceptable from a traffic impact and traffic safety perspective and the recommendations established through the TIS and subsequent peer reviews will be implemented as conditions of draft approval.

*Environmental Study (EIS):*

The subject lands contain areas that have been identified as wetlands and significantly ecologically important woodlands in the Oxford Natural Heritage Systems Study, as well as flood hazard by the Upper Thames River Conservation Authority. The applicants have retained an ecologist and provided an Environmental Impact Study which has been reviewed by the County's ecologist. The EIS reviewed the natural heritage features on the property, together with a survey of breeding birds, mammals, and vegetation for the study area and assessed the potential impacts and provided recommended mitigation measures for the development.

Majority of the subject lands consist of agricultural field, with a natural sugar maple deciduous forest on the east side of the property and a shallow marsh located to the southwest of the property. Butternut trees, a species at risk, were found on site, as well as suitable habitat for three species at risk birds including barn swallows, eastern wood-peewees and wood thrush, although it is noted that these birds were not observed during field visits.

The County's Official Plan directs that environmental linkages should be provided, wherever possible. In this instance the existing wetlands located on the southwest portion of the subject lands are a standalone feature and the proposed subdivision establishes Block 46 to protect this feature and to provide a buffer from future development. With respect to the environmental linkage on the northeast side of the subject lands containing the existing woodlot, the applicants are proposing to establish an additional 15 m (46.2 ft) linkage between the existing woodlands to extend the environmental linkage onto the subject lands, whereas this linkage is currently located solely along the private residential lands located at 583542 Hamilton Road. The establishment of this linkage, together with the proposed environmental block at the northeast portion of the subject lands (Block 51) will result in an irregular parcel fabric with a reduced lot depth for the northerly portion of Block 38, which is proposed to be rezoned 'R2-sp' to permit the development of single detached dwellings with a reduced lot depth to accommodate this additional environmental area. Staff are of the opinion that this reduced lot depth will provide for an enhanced environmental corridor that will provide additional access opportunity to the Thames River Corridor to the north, which is consistent with the Official Plan policy direction for environmental linkages.

As noted in the study, the proposed development area is entirely located within the footprint of the existing agricultural field. The proposed development area generally includes a buffer of 10 m (32.8 ft) from the existing tree driplines and 30 m (98 ft) from wetlands and this buffer has been provided to avoid the removal of any vegetation to the extent possible. Any trees removed will be in accordance with the Town's tree removal policies and a compensation plan and a site-wide restoration/buffer enhancement plan will be prepared as a condition of approval, together with the other recommendations to provided in the EIS, which include the establishment of construction limits to avoid adverse impact on natural features from development activity (such as fencing) and



erosion and sediment control measures and dedicated areas for development activity (such as vehicle access, parking, equipment storage and material stockpiling). Based on the above, staff are satisfied that the proposal complies with the policy direction of Section 4.1 of the PPS respecting the protection of natural features and the policies of the Official Plan respecting natural heritage systems and the applicable Environmental Protection policies and all recommendations from the EIS and subsequent peer reviews have been included as proposed conditions of draft approval.

*Noise and Vibration Study:*

The subject lands are located adjacent to an existing rail line to the south as well as an associated shunting yard to the southeast, which represent noise and vibration constraints for the proposed residential uses. The applicants have submitted a Noise Impact Assessment and a Railway Vibration Study which reviewed the noise and vibration impact on the proposed residential development from these sources, as well as the potential noise impact from transportation noise sources along Hamilton Road on the north side of the property.

The Railway Vibration Study measured the rail-induced ground-borne vibrations to determine whether any vibration isolation measures would be required in accordance with the Federation of Canadian Municipalities and the Railway Association of Canada's Guidelines for New Development in Proximity to Railway Operations (May 2013). This review concluded that the ground-borne vibration velocity magnitudes from train movements did not exceed the limits provided in the guideline document at the closest parcels to the railway and therefore vibration mitigation is not required for the development.

With respect to noise, the applicants are requesting that the lands be designated as a Class 4 noise area for the residential blocks affected by the railway noise issues located on the south end of the site. A Class 4 noise designation is a designation established as part of the Ministry of Environment's Environmental Noise Guideline NPC-300 to allow new residential development to be built closer to existing established noise sources than what might typically be permitted. The designation is intended to facilitate urban intensification and development while protecting the existing established noise sources and would be applied to the southwest portion of Block 18, Blocks 19, 19-24, the south portion of Block 25 and the south half of Block 38, while additional noise mitigation through the use of air conditioning units would be applied to the northerly portion of Block 8 and Block 4.

Based on the review from the County and Town's noise study peer review consultant and with the support of Town staff, Planning staff are of the opinion that the requested Class 4 designation can be considered appropriate in this instance as it will facilitate the efficient use of the subject lands for residential intensification as contemplated by the South West Ingersoll Secondary Plan. The design of the subdivision plan has included a park block and woodlot block to serve as intervening lands between the railway corridor and residential uses on the southwest corner of the subject lands, meeting the minimum 30 m (98.4 ft) setback recommendation of the South West Ingersoll Secondary Plan. Despite this, additional separation and a number of mitigation measures including brick or masonry exterior wall construction, enhanced windows, the use of central air conditioning, warning clauses and the construction of a 2.6 m (8.5 ft) noise barrier wall along the southern limit of the property, the Noise Consultant has identified there are no further reasonable mitigation measures that can be implemented to meet the NPC-300 Noise Guidelines for Class 2 areas for properties identified on Plate 4. In light of this, staff are recommending that the Class 4 designation be approved for this limited area.

The recommendations within the noise study have been included as recommended conditions of draft approval and based on these mitigation measures; staff are satisfied that the proposal is consistent with the policy direction of the PPS and the Official Plan with respect to noise.

*Functional Servicing Report and Stormwater Management:*

A functional servicing report (FSR) and stormwater management report (SWM) have been submitted and reviewed by staff and the Town's peer reviewer. The report outlines the proposed servicing and grading considerations for the development in accordance with the design criteria of the Town, County, UTRCA and Ministry of Environment, Conservation and Parks requirements.

Stormwater management quality and quantity control will be provided through the proposed SWM pond located on Block 41, while storm runoff will be conveyed by storm sewers designed for a 2 year storm event with adequate 250 year overland flow routes to be provided.

Sanitary services will receive flow from a proposed sanitary sewer that will connect Wallace Line with the Hamilton Road sewer extension, while water services will be provided through a connection to the existing water system on Hamilton Road and the watermain on Wallace Line.

The proposed grading plan has been developed to match the existing surrounding grades and all servicing considerations will be subject to further design review subsequent to draft plan approval.

Based on the above, staff are generally satisfied that the proposal will be consistent with the servicing policies of the Official Plan and the County's Servicing allocation policy and the recommendations provided in the reports will be included as conditions of draft plan approval and the engineering designs will be reviewed in further detail prior to the registration of the final plan, to the satisfaction of the County and Town.

*Provincial Planning Statement (PPS):*

Planning staff have reviewed the application under the policy direction of the PPS and are generally satisfied that the proposal is in-keeping with these policy objectives. Specifically, staff are of the opinion that the proposal will increase the housing supply to help address the full range of housing needs and will assist the Town with providing homes that respond to changing market needs and local demand, to support a diverse and growing population and workforce in the Town and broader region. Further staff are of the opinion that the proposal represents intensification that will promote increased density to efficiently use land, resources, infrastructure and public service facilities, which is consistent with the policy objectives of the PPS.

While it is noted that portions of the subject lands have been identified as an area of limestone resource and sand and gravel resource, staff note that the subject lands are located within the settlement boundary of the Town of Ingersoll and extraction activity is generally not contemplated within urban settlement boundaries nor is it conducive or generally compatible with urban land uses in close proximity. The feasibility of extracting the aggregates in this location, particularly the limestone resources, is low due to the presence of existing residential development along Hamilton Road and the extent of natural heritage features on site. Planning staff are of the opinion that the proposal is consistent with Section 4.5.2.5 of the PPS which provides that development in areas of mineral aggregate resources and adjacent lands can occur if the resource use would not be feasible or the proposed land use or development serves a greater long-term public interest. In this instance the use of the lands for residential purposes to accommodate residential growth in the Town of Ingersoll serves a greater long-term public interest and as such the proposal can be considered appropriate with respect to the aggregate resource policies of the PPS.

Further, staff are of the opinion that the applicants have addressed the policy objectives of the PPS with respect to avoidance of natural heritage and natural hazard features and land use compatibility issues with respect to rail lines, as detailed above and staff are of the opinion that overall the proposal is consistent with the policies of the PPS.

**Official Plan:**

The northerly portion of the subject lands is designated 'Medium Density Residential' while the southerly portion is designated as 'Low Density Residential'. The lands are also subject to the site-specific policies of OPA 314 which implemented the South West Ingersoll Secondary Plan.

The easterly portion of the subject lands are designated as 'Environmental Protection Area'. The applicants have provided the necessary environmental impact assessment and have demonstrated that there will be no development activity on lands identified with environmental features, further there will be an overall net environmental gain achieved through the establishment of a 15 m (49.2 ft) environmental corridor at the northeast portion of Block 38. This undeveloped corridor will provide an environmental linkage between the woodlot on Block 50 and the woodlot on Block 51 and the Thames River corridor to the north, which is consistent with the Official Plan direction for the protection of environmental features. As such staff are satisfied that the 'Environmental Protection' policies of the Official Plan have been satisfied.

A portion of the subject lands are designated as 'Limestone Resource Area' in the Official Plan. Planning staff are of the opinion that given this resource is located within the settlement boundary for the Town of Ingersoll, extraction of the limestone resource would be considered somewhat impractical and the probability of extraction at this location is limited and generally staff are satisfied that the development of the subject lands represents appropriate growth for the Town, in accordance with the South West Ingersoll Secondary Plan.

The applicants have submitted an application to amend the existing 'Medium Density Residential' and 'Low Density Residential' policies as they apply to the subject lands to permit a range of residential density throughout the site, rather than having it split between the two designations. This will permit a full range of low-density housing forms to be established throughout the entire portion of the site designated for residential development, while maintaining an overall planned density range for the entirety of the subject lands. In an effort to establish flexibility for future development, the applicants are proposing the creation of residential blocks and have provided a range of densities that would be permitted.

The type and number of residential units is unknown at this time and would be confirmed by the applicants at the time of detailed engineering design for each phase of the plan of subdivision. Planning staff are satisfied that this density range would be monitored through the registration of each future phase of the plan to ensure that the intended range of housing types is provided in accordance with the proposed density target of 22 units/ha (9 units/ac) – 62 units/ha (25 units/ac), which is consistent with the direction of the South West Ingersoll Secondary Plan which provides that lands within the Secondary Plan area are to have a minimum overall density of 30 units/ha (12 units/ac) and provide an increased mix of unit types to support a broader range of housing choices within the Town. Further, these policies encourage the development of compact lots on narrower road widths to facilitate denser urban development. As such staff are satisfied that the proposal conforms with the general intent of the Official Plan.

Staff are also satisfied that the proposal complies with the provisions of Section 10.3.3 of the Official Plan as generally the application is in conformity with the provisions of the Official Plan

and the associated provisions of OPA 314. Staff are also satisfied that there will be sufficient community services to serve the proposed development, particularly considering the proposed phasing of the development which would review the availability of these community services prior to the registration of each of the future phases. Further, as noted above, staff are satisfied that the proposal takes into account the accommodation of the existing environmental resources and the inclusion of the proposed 15 m (49.2 ft) environmental corridor will assist in ensuring that the proposed subdivision will be compatible with the natural features of the site and will reduce any negative effects on surrounding land uses.

*Town of Ingersoll Zoning By-law:*

A number of amendments to the zoning provisions of the Town's Zoning By-law have been requested, as detailed above. It is noted that the lot area, frontage, depth and coverage provisions are intended to ensure that sufficient area is available on private property to accommodate for a sufficient building envelope that allows for appropriate outdoor amenity area, off-street parking and lot grading and drainage.

The applicants have submitted a lot grading and drainage plan that takes into account the requested reductions to lot area and increases to lot coverage, which have impact on the runoff, drainage and stormwater management of the proposed development. The Town and their consulting engineer are satisfied that the proposed stormwater management plans appropriately take these amendments into account and can be addressed through the detailed servicing designs for the development. As such staff are satisfied that the requested increases to lot coverage and the reductions to lot area will not negatively impact the overage lot grading and drainage of the site and will be appropriately managed.

The applicants are proposing reductions to the front and rear yard setbacks for the future lots, requesting front yard depths of 4.5 m (14.7 ft) to the front of the house and 6 m (19.6 ft) setbacks to a garage. The Zoning By-law establishes a 5.5 m (18 ft) parking space depth and staff are satisfied that the proposed 6 m (19.6 ft) driveway area in the front yard (setback to the garage) will be sufficient to accommodate the required 2 parking spaces per dwelling unit. The applicants have also requested a reduction to the interior side yard widths and an increase to the maximum driveway width allowance (per lot) from 50% of the lot area to 56% of the lot area and this has also been factored into the overall lot grading and drainage stormwater calculations. Based on this, staff are satisfied that the intent of the Zoning By-law can be met with approval of the requested setbacks and driveway widths and the requested 6 m (19.6 ft) rear yard will be sufficient to provide for private amenity space.

An amendment has been requested to the interior side yard width of the Zoning By-law from 1.2 m (3.9 ft) where a garage is present to 0.6 m (1.9 ft) on one side and 1.2 m (3.9 ft) on the other side, provided that the combined total for each interior lot is 1.8 m (5.9 ft). It is the intent of the interior side yard width to ensure that sufficient space is provided between private development to account for adequate rear yard access and appropriate lot grading and drainage. In this instance staff are satisfied that the implementation of the minimum 1.8 m (5.9 ft) interior side yard separation will allow for sufficient access to the rear yard of the proposed lots and Town Engineering staff are satisfied that the requested setbacks will be sufficient to accommodate appropriate drainage, which will be reviewed in further detail prior to the registration of the future lots.

Additional amendments have been requested to the exterior side yard width and the setback distances between a driveway and an intersection, as well as reduction from the sight triangle distances. These provisions are typically intended to ensure that private parking and development

are sufficiently setback from the public right of way to avoid any issues with respect to typical road maintenance and snow removal, and to provide for pedestrian and vehicle safety. In this instance the Town's Engineering Department have indicated they have no concerns with these amendments and as such staff are satisfied that they can be considered appropriate.

The applicants have included a proposed dwelling unit count that would apply separately to the 2 proposed 'R3-sp' zones. Planning staff are of the opinion that this provision would be difficult to implement and administer and recommend that this provision be removed from the amending Zoning By-law and instead be reviewed on a phase-by-phase basis at the time of registration of each phase to ensure appropriate density targets are being met. Based on this, staff are recommending that one new 'R3-sp' zone be established (rather than the 2 requested) to account for the full range of dwelling types requested (single detached, semi-detached and street fronting townhouses), together with the site-specific development provisions detailed above.

*Public Comments:*

Planning staff have reviewed the proposal, as well as the comments provided by the public. Staff note that concerns with respect to traffic have been addressed to the satisfaction of the Town and County Engineering staff, together with their consultant traffic engineer and the establishment of a secondary emergency access onto Hamilton Road addresses concerns with respect to access to the subject lands. Further, the proposed road designs will be sufficiently wide enough to accommodate typical public thoroughfare considerations such as snow/garbage removal, school buses and deliveries and will be wide enough to accommodate sidewalks.

Concerns were raised with respect to density and the extent to which amendments to the Zoning By-law have been requested. To this end it is noted that the density targets fall within the planned density range provided for in the South West Ingersoll Secondary Plan and the requested variances to the zoning provisions will appropriately implement these policies, which are intended to facilitate a more compact form of residential development than has historically been provided for within Ingersoll.

One comment was provided with respect to potential archaeological features in proximity to the subject lands. This was verified through the archaeological assessment that was provided as part of the application, which included a Stage 1 and Stage 2 archaeological assessment. This assessment did result in a number of finds with Cultural Heritage Value or Interest which have been documented and removed from the site and as a result there are no additional items of Cultural Heritage Value or Interest within the subject lands and not further archaeological assessment is considered warranted.

*Conclusion:*

Overall, Planning staff are of the opinion that the proposal is consistent with the policy direction of the Provincial Planning Statement respecting residential intensification within a settlement area. Staff are further of the opinion that the proposal supports the strategic initiatives and objectives of the Official Plan with respect to low and medium density residential development within the South West Ingersoll Secondary Plan area and the avoidance of natural hazard and natural heritage features and staff are recommending in support of the amended proposal.

## RECOMMENDATIONS

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1. That the Council of the Town of Ingersoll advise Oxford County Council that the Town supports the Official Plan amendment application (File OP24-08-6), as submitted by South Thames Developments Inc., to establish a site-specific policy for the subject lands to permit the development of a range of residential dwelling types on the subject land with a density range between 22 units/ha (9 units/ac) – 62 units/ha (25 units/ac) and to permit a Class 4 Noise Designation for the southerly portion of the subject lands;
2. And further, that the Council of the Town of Ingersoll advise Oxford County Council that the Town supports the draft plan of subdivision (File SB24-03-6), submitted by South Thames Developments Inc., to facilitate the creation of 38 blocks for residential development, together with 13 blocks for servicing, buffering and environmental features and a new street network, subject to the conditions of draft approval included as Attachment A to Report CP 2026-207;
3. And further, that the Council of the Town of Ingersoll approve in principle the Zone Change application (File ZN6-24-03), as submitted by South Thames Developments Inc., to rezone the subject lands from 'General Agricultural Zone (A2)' to 'Special Residential Type 2 Zone (R2-sp)', 'Special Residential Type 3 Zone (R3-sp)' and 'Open Space Zone' to facilitate the proposed residential subdivision with a number of site specific amendments to the residential zone provisions, as outlined in Report CP 2026-207.

## SIGNATURES

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**Authored by:** Original Signed by

Heather St. Clair, MCIP, RPP  
Senior Development Planner

**Approved for submission:** Original Signed by

Eric Gilbert, MCIP, RPP  
Manager of Development Planning



## Legend

- Parcel Lines**
  - Property Boundary
  - Assessment Boundary
  - Unit
  - Road
  - Municipal Boundary
- Zoning Floodlines**
- Regulation Limit**
  - 100 Year Flood Line
  - 30 Metre Setback
  - Conservation Authority Regulation Limit
  - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)**

## Notes



0 169 338 Meters

NAD\_1983\_UTM\_Zone\_17N



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

August 18, 2025





## Legend

- Parcel Lines**
  - Municipal Boundary
  - Property Boundary
  - - - Assessment Boundary
  - Road
  - Unit
- Zoning Floodlines**
- Regulation Limit**
  - ◆ 100 Year Flood Line
  - ▲ 30 Metre Setback
  - Conservation Authority Regulation Limit
  - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

## Notes



0 220 440 Meters

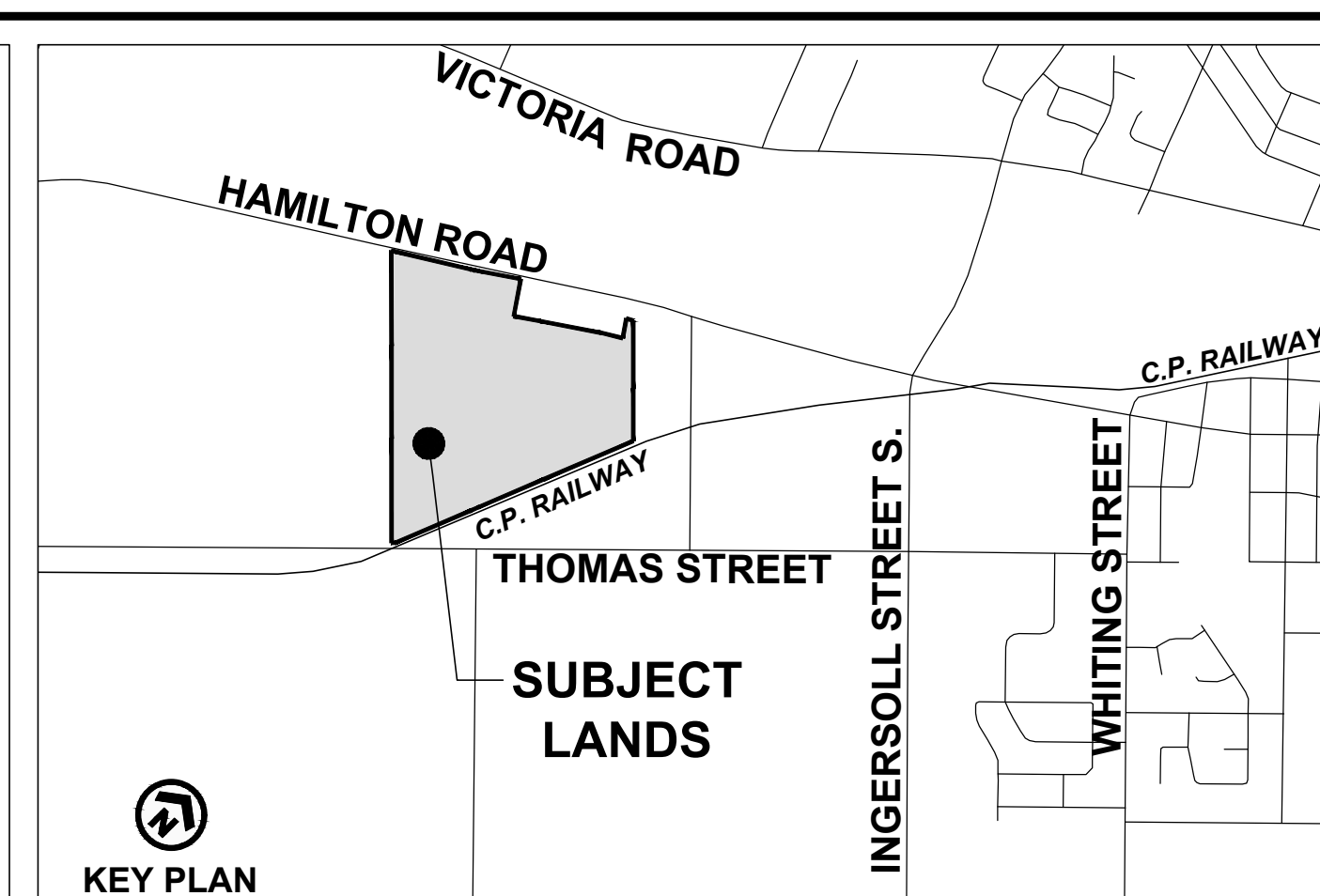
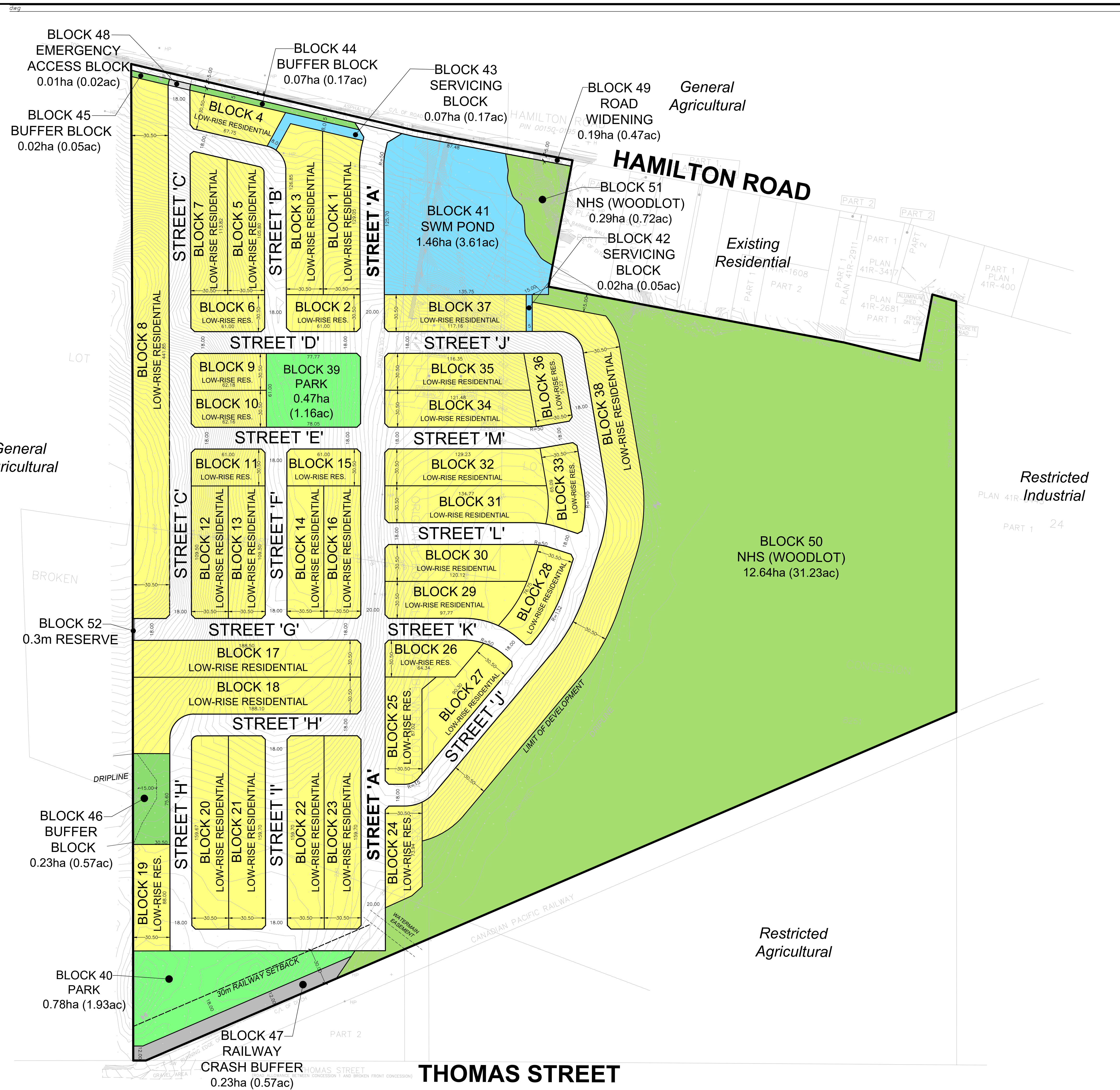
NAD\_1983\_UTM\_Zone\_17N



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June 25, 2026



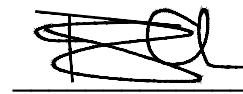


## DRAFT PLAN OF SUBDIVISION CACHET HOMES FILE # 24T-

PART OF LOTS 24 AND 25,  
BROKEN FIRST CONCESSION &  
PART OF ORIGINAL ROAD ALLOWANCE  
BETWEEN LOTS 24 AND 25  
TOWNSHIP OF SOUTH-WEST OXFORD  
COUNTY OF OXFORD

### OWNERS CERTIFICATE

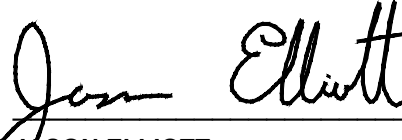
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT  
THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF OXFORD FOR APPROVAL.

SIGNED   
RAMSEY SHAHEEN  
CACHET HOMES

DATE: MAY 29, 2024

### SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS  
SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE  
CORRECTLY AND ACCURATELY SHOWN.

SIGNED   
JASON ELLIOTT  
J.D. BARNES LIMITED

DATE: MAY, 29, 2024

### ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY  
CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

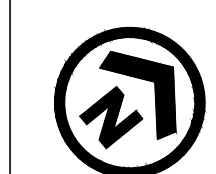
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

### LAND USE SCHEDULE

| LAND USE                     | LOTS / BLOCKS | AREA<br>(ha) | AREA<br>(ac) | UNITS |
|------------------------------|---------------|--------------|--------------|-------|
| LOW-RISE RESIDENTIAL         | 1-38          | 14.88        | 36.77        | 0     |
| PARK                         | 39,40         | 1.25         | 3.09         |       |
| SWM POND                     | 41            | 1.46         | 3.61         |       |
| SERVICING BLOCK              | 42,43         | 0.07         | 0.17         |       |
| BUFFER BLOCK                 | 44-46         | 0.32         | 0.79         |       |
| RAILWAY CRASH BUFFER         | 47            | 0.23         | 0.57         |       |
| EMERGENCY ACCESS BLOCK       | 48            | 0.01         | 0.02         |       |
| ROAD WIDENING                | 49            | 0.19         | 0.47         |       |
| NHS (WOODLOT)                | 50,51         | 12.93        | 31.95        |       |
| 0.3m RESERVE                 | 52            | 0.00         | 0.00         |       |
| 20.0m R.O.W. (680m Length)   |               | 1.37         | 3.39         |       |
| 18.0m R.O.W. (2,944m Length) |               | 5.30         | 13.10        |       |
| TOTAL                        | 52            | 38.01        | 93.92        | ###   |

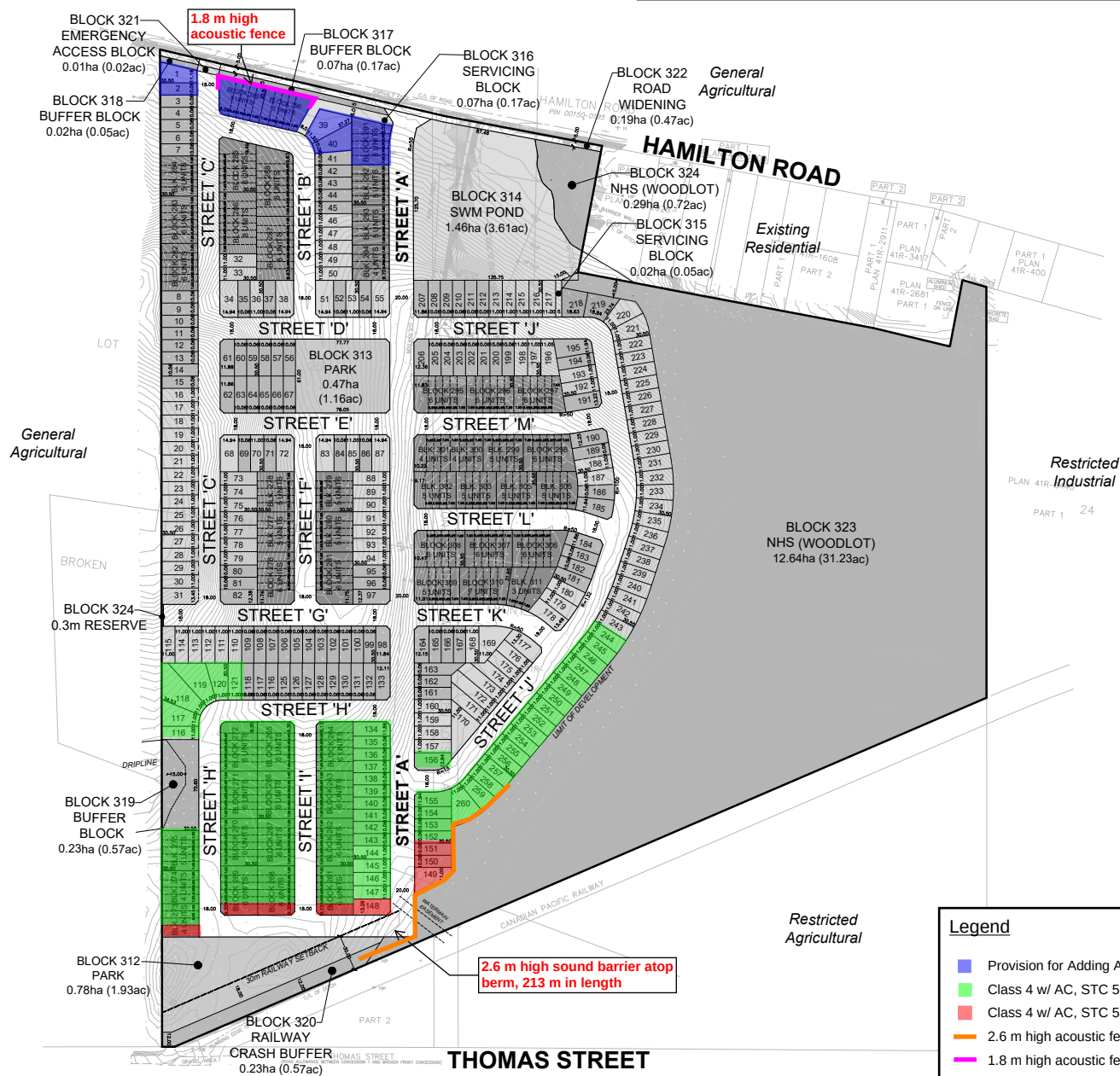
### NOTES

- DAYLIGHT TRIANGLE FROM STREET 'A' TO HAMILTON ROAD: 10m x 10m
- ALL OTHER DAYLIGHT TRIANGLES: 3m x 3m
- ALL EXISTING STRUCTURES TO BE REMOVED



SCALE 1:1500  
(24 x 36)  
MARCH 17, 2026





Base drawing prepared by GSAI



Title  
**Draft Plan of Subdivision & Summary of Noise Control Requirements**

Project Name  
**583530 Hamilton Road, Ingersoll**

Date  
**2026-04-01**

Project No.  
**124-0025**

Figure  
**1**