

REPORT TO COUNTY COUNCIL

Applications for Official Plan Amendment and Draft Plan of Subdivision South Thames Developments Inc. OP 24-08-6 and SB 24-03-6

To: Warden and Members of County Council

From: Director of Community Planning

RECOMMENDATIONS

1. That Oxford County Council approve the Official Plan Amendment application (OP 24-08-6), submitted by South Thames Developments Inc., for lands described as Part of Lots 24 and 25, Broken Front Concession, Lot 147, Block 27, Plan 279, in the Town of Ingersoll, municipally known as 583530 Hamilton Road, Ingersoll, to permit a range of single detached, semi-detached, and street fronting townhouse dwellings throughout the subject lands, and establish a Class 4 noise category for certain blocks near the railway supported by the implementation of appropriate noise mitigation measures, and to facilitate the associated draft plan of subdivision;
2. And further that Oxford County Council approve the attached Amendment Number 362 to the County Official Plan as well as the enacting By-Law 6858-2026;
3. And further, that Oxford County Council grant draft plan approval for the proposed Plan of Subdivision (SB 24-03-6), submitted by South Thames Developments Inc. and prepared by J.D. Barnes Limited, dated March 17, 2026 for lands described as Part of Lots 24 and 25, Broken Front Concession, Lot 147, Block 27, Plan 279, in the Town of Ingersoll, municipally known as 583530 Hamilton Road, Ingersoll, with a lapsing date of 3 years from the date of draft approval, subject to the conditions attached to this report as Attachment 7, being met prior to final approval.

REPORT HIGHLIGHTS

- The purpose of the application for draft plan of subdivision is to create 38 blocks for medium and low-density residential development to facilitate 442-639 new residential dwelling units consisting of single detached, semi-detached, and street fronting townhouse dwellings.
- The application for Official Plan amendment currently proposes to allow for a range of dwelling types throughout the subject lands with an overall net residential density of between 30-44 units/ha (12-18 units/ac). An additional site-specific policy has been requested to establish a Class 4 noise category for the blocks near an active railway, with the implementation of noise mitigation measures.
- The proposal is consistent with the relevant policies of the Provincial Planning Statement and supports the strategic initiatives and objectives of the Official Plan and can be supported from a planning perspective.

IMPLEMENTATION POINTS

These applications will be implemented in accordance with the relevant objectives, strategic initiatives, and policies contained in the Official Plan.

Financial Impact

The approval of these applications will have no financial impact beyond what has been approved in the current year's budget.

Communications

In accordance with the requirements of the *Planning Act*, Notice of Complete Application and Notice of Public Meeting were circulated to surrounding property owners on August 18 and August 19, 2025, and a public meeting of Ingersoll Town Council was held on September 8, 2025, to consider the applications.

A number of comments from the public were received which are further detailed in the Comments section of this report.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the **2023-2026 Strategic Plan** on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report support the following strategic goals.

Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
Goal 1.1 – 100% Housed Goal 1.2 – Sustainable infrastructure and development Goal 1.3 – Community health, safety and well-being	Goal 2.2 – Preserve and enhance our natural environment	

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

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

Agent: 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, Lot 147, Block 27, Plan 279, 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:

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

Proposed:

Schedule "I-2"	Town of Ingersoll Residential Density Plan	Environmental Protection and Low Density Residential and Medium Density Residential with amended site-specific policies
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Proposal

Applications for Draft Plan of Subdivision and Official Plan Amendment 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 a recent Official Plan Amendment Number 314 to implement the South West Ingersoll Secondary Plan, which was completed in 2024.

The 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 townhouse dwellings and accommodating a potential range of between 442-639 total dwelling units;
- 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) and a 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).

An amendment to the Official Plan has also been requested to establish site specific residential density policies for the subject lands to facilitate the proposed draft plan of subdivision by allowing for the full range of proposed housing types (i.e. single detached, semi-detached, and street fronting townhouses) to be permitted throughout the subject lands while still achieving the minimum overall residential density and mix of unit types identified for these lands through the South-West Ingersoll Secondary plan. The current residential density designations applying to the subject property (which were established to implement the South West Ingersoll Secondary Plan) identify the lands along the northern portion of the property as 'Medium Density Residential', with the remainder of the residential lands being designated 'Low Density Residential'. An additional special policy has been requested to permit a 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 received 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 is required to bring the lands under the jurisdiction of the Town of Ingersoll Zoning By-law and to facilitate the proposed residential development. The northern portion of Block 38 is proposed to be rezoned to a 'Special Residential Type 2 Zone

(R2-sp)' to permit the development of single detached dwellings and establish a number of site-specific development provisions in the 'R2' zone. These special provisions include a reduction to the minimum lot depth requirement to facilitate and recognize the provision of an enhanced environmental corridor area (Block 46) between the Thames River corridor to the north and the existing woodlot on Block 50. A 'Special Residential Type 3 (R3-sp)' zone has also been requested to permit single detached dwellings, semi-detached dwellings, and street fronting townhouse dwellings and establish a number of site-specific provisions to facilitate the somewhat denser form of low density residential housing types being proposed. New "Open Space (OS)" zones are also being proposed to recognize the existing environmental features and recreational lands located within the area to be rezoned.

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;
- 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 uses 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 Applicants.

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

Plate 5, Existing Official Plan Designations, illustrates the existing Official Plan designations that apply to the lands, consisting of Medium Density Residential, Low Density Residential and Environmental Protection.

Comments

Planning Act

Section 2 of the *Planning Act* which addresses matter of Provincial Interest, 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

- m) 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.

Section 4.5 of the PPS provides that mineral aggregate resources 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. The subject lands are also 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 '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 '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 314 (OPA 314) which established the site-specific policies detailed below.

The South West Ingersoll Secondary Plan provides that 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 to be 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 Water and Wastewater Capacity Allocation Policy (By-law 6765-2025).

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 Ingersoll Secondary Plan.

The Transportation policies in Section 9.6.7 of the OP, as amended through OPA 314, also address 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 system 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 contains an existing woodlot that has been identified as Significant 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 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.

County and Town 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, County and Town 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 Applicants have been granted approval-in-principle for a Zoning By-law amendment to facilitate the draft plan of subdivision. The said rezoning would establish three new zones for the subject lands:

- The northern portion of Block 38 proposes a 'Special Residential Type 2 Zone (R2-sp)' to facilitate the development of single detached dwellings with a number of special provisions to the lot frontage, area, depth, front and rear yard depth, interior side yard width, lot coverage and driveway width.
- The remainder of the residential portion of the subject lands proposes a 'Special Residential Type 3 Zone (R3-sp)' to facilitate the development of single detached dwellings, semi-detached dwellings and street fronting townhouses with a number of similar special provisions to the lot frontage, lot area, front and rear yard depth, interior and exterior side yard width, lot coverage and driveway width, distance from a driveway to an intersection and sight triangle setbacks.
- Additional amendments would be required to establish the 'Open Space Zone (OS)' on Blocks 39-47 and 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 (UTRCA) 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 Wilson 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 (junior kindergarten-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, however, they did provide a number of technical comments that have been captured as part of the conditions of draft plan of subdivision approval.

The Town of Ingersoll Engineering Department has indicated that they have no objection to the requested Official Plan amendment 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.

Town of Ingersoll Council

Town of Ingersoll Council considered the applications at their public meeting on September 8, 2025 and recommended support of the proposed Official Plan amendment and draft plan of subdivision at their regular meeting on July 13, 2026, at which time they also approved the proposed zoning change, in principle.

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. Five 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; and
- Archeological features are located in the vicinity associated with a historical Anglican Church.

Planning Analysis

The applications for Draft Plan of Subdivision, Official Plan Amendment and Zone Change will facilitate the creation of 38 blocks for residential development, comprising a land area 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 to the north, and the retention of the existing woodlot areas, as well as the creation of a new local street network with one access and an emergency access to Hamilton Road, in the Town of Ingersoll.

Supporting Technical Studies

In support of the proposal, the applicants have provided updated technical studies, as detailed below:

Transportation Study (TIS):

The Applicants undertook a Transportation Impact Study (TIS) 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. 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, 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 concluded that the proposed road layout is acceptable and provided a number of traffic calming measures for the internal road network that will be incorporated into the future road design.

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 significant 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.

The 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 provided in the EIS, which includes 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 both 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 impacts 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 of Ingersoll'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. Further, 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 have been included as a condition of final approval. However, the County/Town's consulting noise engineer has indicated 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 Report

A Functional Servicing Report (FSR) and Stormwater Management (SWM) Report have been submitted and reviewed by staff and the Town's peer reviewer. The reports outline 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 250 year storm event with adequate 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 in accordance with the applicable policies of the PPS and are generally satisfied that the proposal is consistent with these policies. Specifically, staff are of the opinion that the proposal will increase the housing supply and help provide for the full range of housing needs, with the flexibility to adjust 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 residential intensification that will promote increased density to efficiently use land, resources, infrastructure and public service facilities, 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 already located within the designated urban settlement boundary of the Town of Ingersoll and extraction activity is generally not contemplated within urban settlement boundaries, nor is it conducive to, 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 extraction of the resource would not be feasible, or the proposed land use or development serves a greater long-term public interest. In this instance, the feasibility of extracting the resource is low and 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 Applicant has 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 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 northeast of Block 38. This open space 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, planning 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 urban settlement boundary for the Town of Ingersoll, extraction of the limestone resource would be impractical and the probability of extraction at this location limited. Further, 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, and serves a greater long-term public interest.

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 and dwellings types throughout the site, rather than having them split between the two residential density designations. This will permit a range of low-density type housing forms (consisting of single detached dwellings, semi-detached dwellings, and street fronting townhouse dwellings) to be established throughout the entire portion of the site designated for residential development, while also 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 with specified range of dwelling types, and a permitted net residential density range of 25 units/ha (10 units/ac) to 62 units/ha (25 units/ac) for any given phase.

The specific type and number of residential units for each phase 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 the mix of dwelling types and density range would be monitored through staff review, at the time of registration of each future phase of the plan, to ensure that the intended mix of housing types (i.e. single detached, semi-detached and townhouses) and overall residential density (i.e. 30 units/ha to 44 units/ha) for these lands is provided. This 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. It is noted that more intensive forms of medium density housing types (e.g. stacked townhouses, low rise apartments etc.)

permitted by medium density designation have been excluded from the proposed range of dwelling types, to help ensure a lower density residential character, while also allowing increased density across the entirety of the site. Planning staff are also proposing that the overall maximum density for this development be capped at 44 units/ha (18 units/ac) to ensure the maximum number of units contemplated through the background and supporting technical studies for this development is not exceeded. As such, planning staff are satisfied that the proposal conforms with the general intent of the Official Plan.

Planning staff are also of the opinion that the proposal satisfies the policies of Section 3.3.3.1 with respect to noise and vibration. As noted above, the Applicants have submitted a noise and vibration study which concluded that despite appropriate mitigation measures (including a noise wall, buffering, and intervening park and woodlot blocks) noise levels for areas in proximity to the railway along the southern limit of the property would experience noise levels that exceed the NPC-300 Noise Guidelines. To address this, staff are recommending that these areas be designated as Class 4 noise areas which would provide for the residential use of those areas, subject to inclusion of noise mitigation measures, as recommended by the noise study, being implemented through the conditions of draft plan of subdivision approval. With the implementation of these measures, staff are of the opinion that appropriate measures will in place for the protection of future residential uses and, further, that the Class 4 noise designation will also ensure the existing industrial noise sources are protected for continued industrial use (in this case the rail line and shunting yard) and, as such, the intent of the Section 3.3.3.1 of the Official Plan can be met.

Staff are also satisfied that the proposal complies with the provisions of Section 10.3.3 of the Official Plan, as the application is generally in conformity with the provisions of the Official Plan and the associated provisions of OPA 314. Staff are satisfied that public service facilities are, or will be, adequate to serve the proposed development and that the adequacy of water and wastewater servicing capacity will be reviewed in detail prior to each phase of development. Further, as noted above, staff are satisfied that the proposal will not have a negative impact on existing environmental resources and the inclusion of the proposed 15 m (49.2 ft) environmental corridor is expected to provide a net environmental gain for natural features on the subject lands and in the immediate vicinity.

Public Comments

With regard to various concerns identified 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 (peer reviewer) and the establishment of a secondary emergency access onto Hamilton Road addresses concerns with respect to the single access proposed to the subject lands. Further, Town staff were supportive of road design, as proposed, to avoid the requirement for a future railway crossing to the south and to avoid the potential for the residential subject lands to be utilized for industrial cut-through traffic if an additional access were to be provided to the south (from Thomas Street). The proposed road designs will be sufficiently wide to accommodate typical public thoroughfare considerations such as snow/garbage removal, school buses, and deliveries and to accommodate sidewalks.

Concerns were raised with respect to density (both with respect to the requested density range and why there are no high density dwelling types), and the extent to which amendments to the Zoning By-law provisions have been requested. To this end, it is noted that the density targets generally fall within the planned density range and unit types provided for in the South West Ingersoll Secondary Plan for these lands. Further, the requested variances to the zoning provisions will assist in appropriately implementing these policies, by facilitating a more compact

form of residential development than has historically been provided for in Ingersoll. It is also noted that the zoning relief requested is specific to the residential development contained within this proposal, so will not affect the current zoning and form of development in other established areas in the Town.

With respect to the concerns with the lack of parkland, the Applicants have provided an additional parkland block (Block 39) and all lot grading and drainage, as well as erosion control and stormwater management, will be reviewed in detail prior to final approval of the plan.

One concern was raised with respect to the adequacy of public/community services for this development. In this regard, it is noted that the development of these lands for residential purposes was accounted for in the most recent growth forecast updates for the Town which are used to inform planning for growth, including future municipal public service and infrastructure needs (i.e. through Master Plans etc.), and also shared with various other public service agencies. Further, the plan will be developed in phases which will provide an opportunity to assess and plan for the potential increased demand and need for services over time.

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 there are no additional items of Cultural Heritage Value or Interest within the subject lands and no further archaeological assessment is considered warranted.

CONCLUSIONS

Overall, Planning staff are of the opinion that the application for Official Plan amendment to permit a range of dwelling types throughout the subject lands with an appropriate residential density range and to permit a Class 4 noise area on the southerly portion of the subject lands can be considered appropriate in this instance. Further, staff are of the opinion that the requested draft plan of subdivision can be supported from a planning perspective as the applications are consistent with the policy direction of the Provincial Planning Statement respecting residential development within a fully serviced settlement area.

Staff are also 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 features and protection of natural heritage features. So, in summary, planning staff are recommending support of the proposal, subject to the attached Official Plan Amendment and conditions of draft plan approval.

SIGNATURES

Report author

Original signed by:

Heather St. Clair, RPP, MCIP
Senior Development Planner

Departmental approval

Original signed by:

Paul Michiels
Director of Community Planning

Approved for submission

Original signed by:

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

Attachment 1 – Plate 1, Location Map with Existing Zoning
Attachment 2 – Plate 2, Aerial Map (2025)
Attachment 3 – Plate 3, Revised Proposed Draft Plan of Subdivision
Attachment 4 – Plate 4, Location of Blocks Impacted by Noise Control Requirements
Attachment 5 – Plate 5, Existing Official Plan Designations
Attachment 6 – Neighbours Comments
Attachment 7 – Conditions of Draft Plan of Subdivision
Attachment 8 – Official Plan Amendment, OPA 362

Plate 1: Location Map with Existing Zoning

File Nos. SB 24-03-6, OP 24-08-6 & ZN 6-24-03

Part Lots 24 & 25, BFC, West Oxford, 583530 Hamilton Road, Town of Ingersoll



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



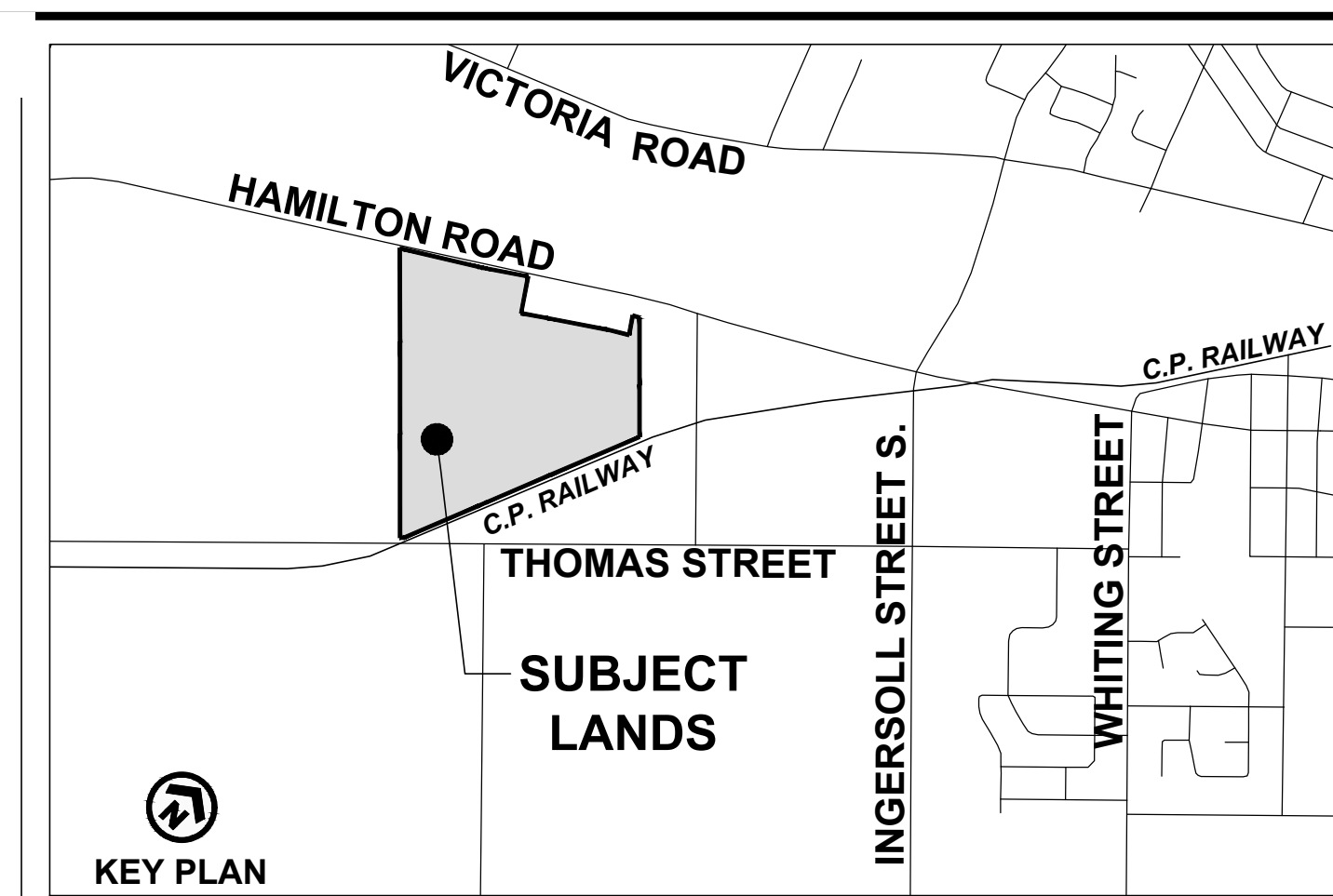
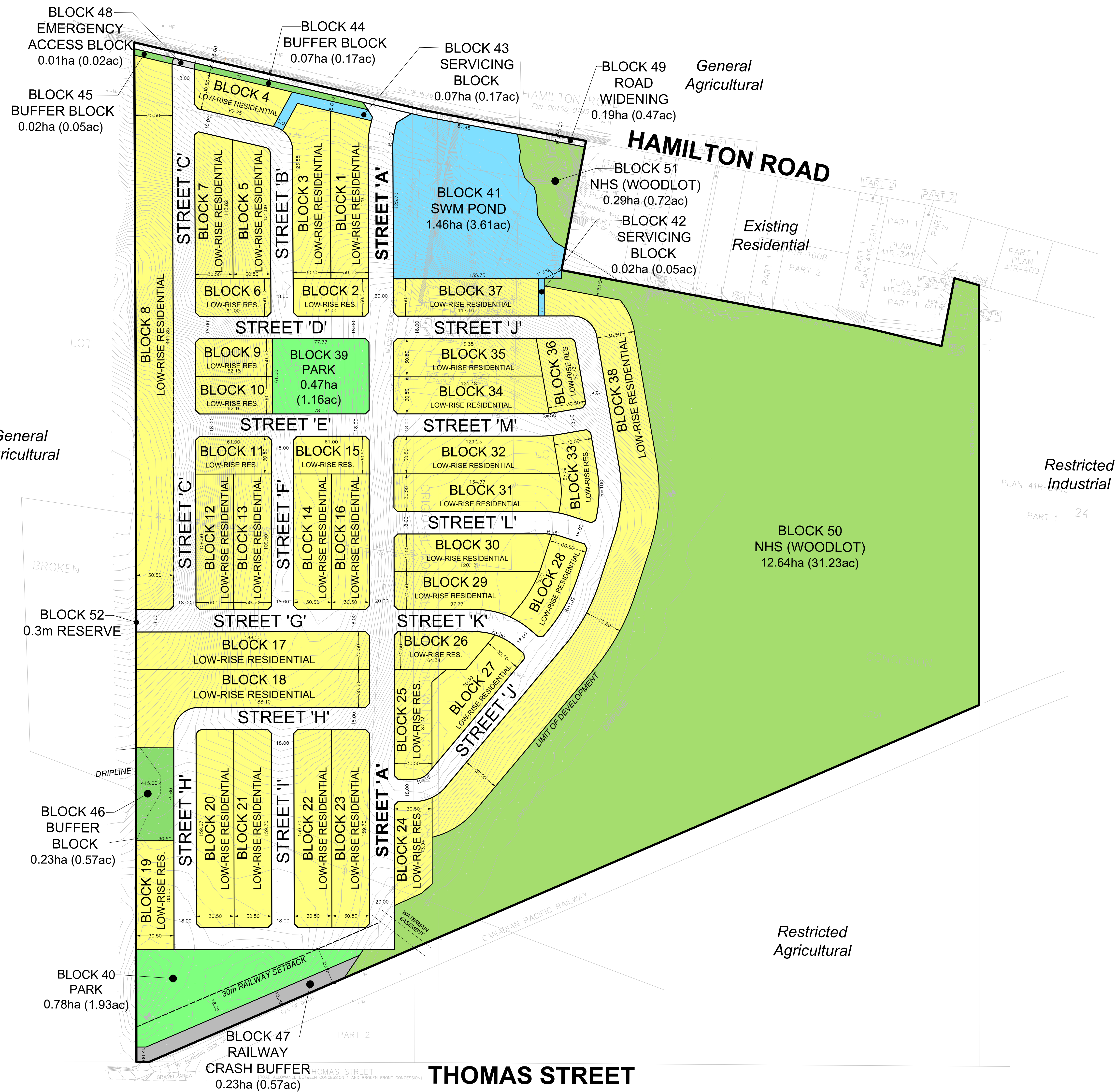
0 220 440 Meters

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
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

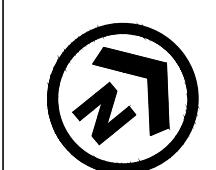
LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (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

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

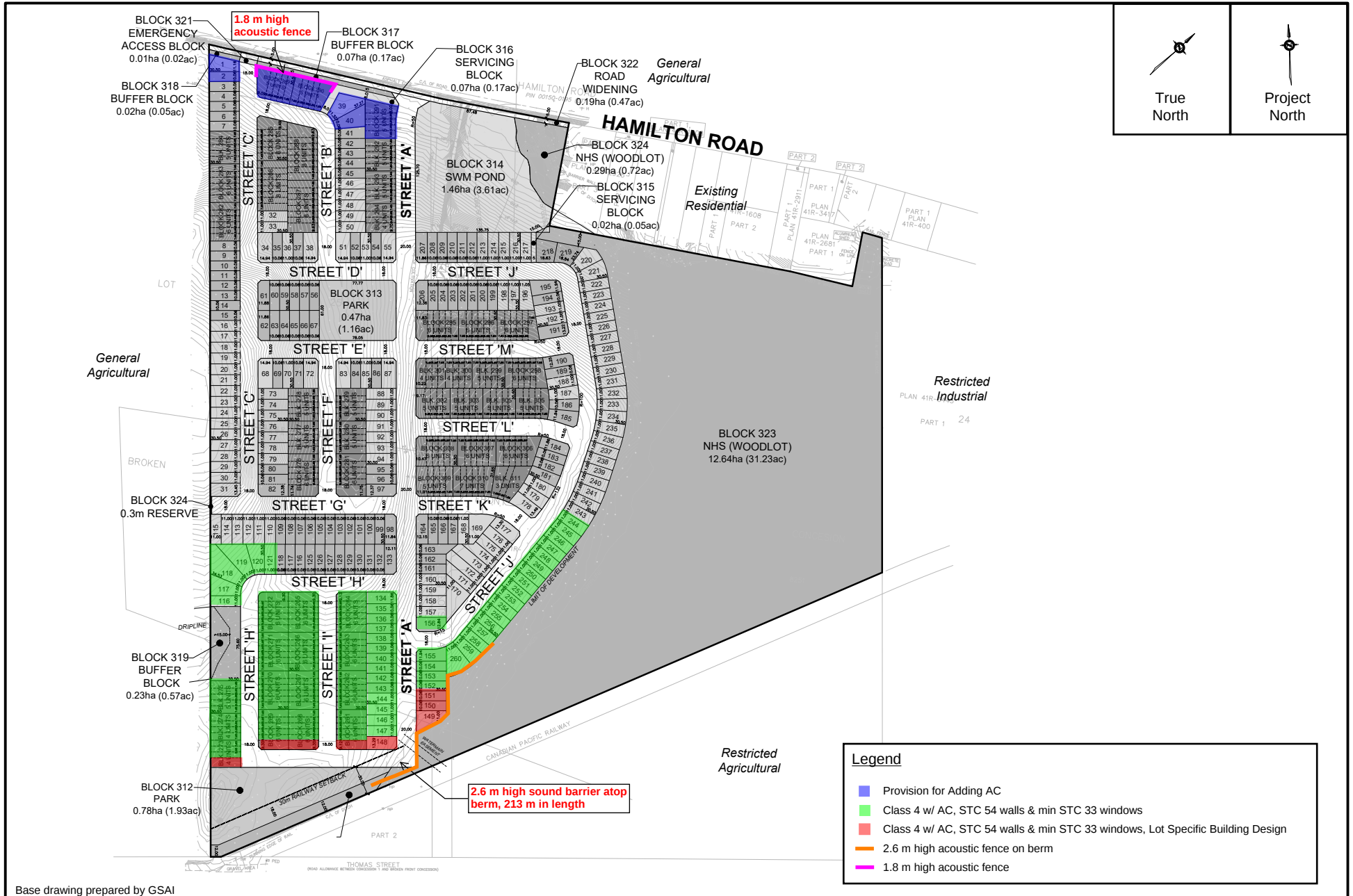


GSAI
Glen Schnarr & Associates Inc.

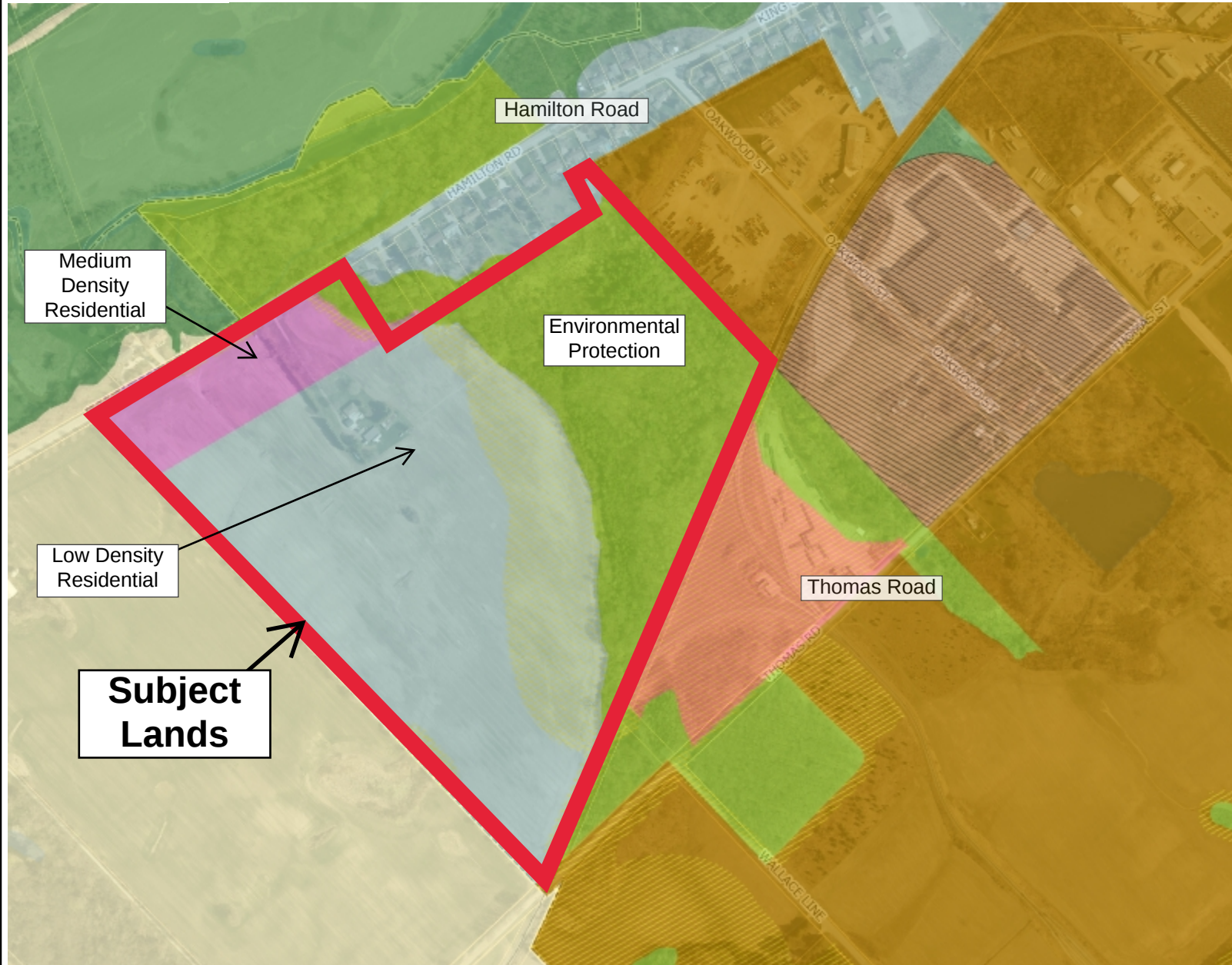
Plate 4: Location of Blocks Impacted by Noise Control Requirements

File Nos. SB 24-03-6, OP 24-08-6 & ZN 6-24-03

Part Lots 24 & 25, BFC, West Oxford, 583530 Hamilton Road, Town of Ingersoll



	Title Draft Plan of Subdivision & Summary of Noise Control Requirements	Date 2026-04-01	Figure 1
	Project Name 583530 Hamilton Road, Ingersoll	Project No. 124-0025	



Legend

- Residential Density**
- Adjacent Lands
 - Heritage Residential
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Residential Reserve
 - Mobile Home Park
 - 100 Metre Buffer Ingersoll
- Site Specific Policy Areas**
- Village Land Use Designation**
- Village Core
 - Service Commercial
 - Low Density Residential
 - Medium Density Residential
 - Industrial
 - Minor Institutional
 - Major Institutional
 - Future Urban Growth
 - Open Space
 - Environmental Protection
 - School
- Requiring Secondary Planning
(See Sec. 4.2.2.4)
- Land Use Designation**
- Residential
 - Residential Reserve
 - Central Business District
 - Entrepreneurial District
 - Neighbourhood Shopping Centre
 - Service Commercial
 - Regional Commercial Node
 - Business Park
 - Traditional Industrial
 - Community Facility
 - Open Space

Notes



0 192 383 Meters

NAD_1983_UTM_Zone_17N



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July 22, 2026

**Re. Application for official plan amendment, draft plan of subdivision and zone change
Town of Ingersoll Files SB24-03-6 OP24-08-6 and ZN6-24-03**

The new plan submitted by the developer offers no usable information upon which to base a decision. The request is to give them an open ended approval to build anywhere from 345 to 639 dwelling units! The SW Oxford secondary plan is not even being followed to anything close to what was provided.

1. Revised submission by the developer is lacking specific details and therefore should be returned as non compliant.
2. A second entrance is needed at the south end by extending Wallace Line north into the subdivision at Street "A". This will follow the sanitary line path.
3. The SW Ingersoll secondary plan was produced for guidance to what the land use was intended. This should be adhered to.
4. Parks not large enough to provide intent as indicated in the Secondary plan (See page 25/3.0 of secondary plan for details.)
5. Traffic flow, school buses, garbage pickup, mail boxes, snow removal. and parking are all items that need to be addressed now, before any approval is given.
6. Retain density to 30 units per hectare, not 40 as requested.
7. Developer to keep the number of dwelling units to maximum 350 as per secondary plan.
8. Housing along railway line too close....see secondary plan for limits and distances. Pg. 12 item 3.2-3.3
9. Secondary plan Appendix B required studies to support development application.
Where are these? See page 61.
10. Phasing plan. Appendix "C" Pg. 64 ...appears the developer is already two years behind schedule.

The developer does not appear to want to follow the guidelines in the SW Ingersoll secondary plan. Perhaps this developer is not the right fit for this project, and should consider letting another local developer or group take the project, who will work within the guidelines provided.

Respectfully submitted by adjacent land owner Terry Harrison

July 7, 2026

From: [Tim Lobzun](#)
To: [Planning](#)
Subject: SB24-03-6, OP24-08-6 & ZN6-24-03
Date: August 19, 2025 6:13:52 PM

You don't often get email from timlobzun@gmail.com. [Learn why this is important](#)

Heather:

I see there is a public meeting coming up in Ingersoll in regards to this proposed development - As I understand it - Ingersoll council is being asked to approve or disapprove of a proposal to increase the density by 30% and to reduce almost every lateral setback that is in place by Oxford's plan for housing and increase the height allowed. No mention or drawings are available to give the public or council a heads up as to what the proposal will look like with 339 units or 339 townhomes plus 241 single detached. (580 units?)

I see a dangerous situation where a developer is given pre-approval to make a plan that may or may not be well received by the public or council without even giving folks in the community a chance to suggest changes because the developer is preapproved to ignore the standards set by the County of Oxford and we do not even know by how much?

If this is a case of the Notice being filed to meet some timeline with insufficient information to give the community ample time to review - I suggest that this is unfair and the Notice should be rescinded until such time the more fulsome plan is available to council and the public as the system is intended

Tim Lobzun



Att. Heather St. Clair
Senior Development Planner, Community Planning
County of Oxford
21 Reeve St.
Woodstock, ON, N4S 3G1

Tuesday, September 2, 2025

Files # 5B24-03-6, OP24-08-6 & ZN6-24-03
South Thames Developments Inc.,
Description of Application Town of Ingersoll

Questions

1. "Reductions to minimum lot area requirements."
Does this mean each lot would be reduced in size (single detached, as well as townhouses)?
2. "Reductions to minimum lot frontage requirements."
Again same question as #1
3. "Reductions to minimum lot depth requirements."
Again same question as # 1 and 2
4. "Reductions to minimum front yard depths and exterior side yard widths."
Again same questions as #1, 2, and 3
5. "Reductions to minimum rear yard depths."
Again same question as # 1, 2, 3, and 4
6. "Reductions to minimum interior side yard widths."
Please explain what this is. ? ?
7. "Increase to maximum lot coverage allowance."
Make lots smaller? Where does rainwater runoff go? This is not good!
8. "Increase to maximum height allowance."
Not good....this is meant for allowing 3 storey townhouses (vertical townhouses),
which cause all kinds of problems (fire protection and service issues, including snow removal)
If lots are so small, cars will be parked on the street and everywhere!

This application for official plan ammendment should be rejected before even being considered,
as this location and Ingersoll is not large enough to handle this type of housing.

Terry Harrison

Owner of farm land adjoining planned subdivision known as 583482 Hamilton Rd.

Phone

Email

cc. Ingersoll Town Council

ATTENTION: Ingersoll Town Councillors and Mayor

RE: Application for Official Plan Amendment

Draft plan of subdivision and zone change in the Town of Ingersoll

Files: OP24-08-6, SB24-03-6 and ZN6-24-03

(South Thames Developments Inc.)

I am writing with regards to the proposed Subdivision and the above-mentioned application for Official Plan Amendment for said subdivision. My concerns are the following:

1. Traffic Management – specifically the fact that there is only one major entrance and exit for the subdivision at Street A and Hamilton Road, for a planned subdivision of 339 units with an estimate of two cars per unit
 - a. Vast number of vehicles entering and exiting onto Hamilton Road which also is an Emergency Route for the 401 (from personal experience as a long-term resident the traffic backup during those emergency times makes it difficult to turn onto the road from my driveway and this will definitely be escalated with an increase volume of traffic from the subdivision)
 - b. Concerned in general about traffic movement, backups and stacking in front of my residence – what will the traffic management be for this – a Traffic Light installed and will this be installed at the beginning phase of development? Will there be extra turning lanes for entering and exiting the subdivision to help the flow? Any traffic mitigation measures should be installed during the first phase of the development to ensure proper traffic movement from day one.
 - c. Safety issues – concerned about the safety issues that will arise with only one major access – what is the plan for the emergency access for emergency services? According to the plan it appears there is one at the back of the property which would cross a railroad track – I feel this is inadequate for the number of proposed units and this seems a dangerous alternative access.
2. Storm Water Management – with a decrease in the proposed property sizes which means an increase in number of units, does the storm water management system adequately handle this change? Specifically, I am concerned of the implications of this proposed subdivision, not withstanding any amendments to the plan, in regards to the general water runoff of the subdivision to my property's creek path. Currently it manages the water runoff that occurs from the fields in which this subdivision is proposed. Any changes to the proposed property, should not increase or decrease the normal water flow that occurs for my creek path nor the water quality. Any changes would have significant implications for my property such as erosion and property value. The storm water management requirements should include monitoring for a suitable period of time following development to ensure the measures work as anticipated.
3. Buffer zone between Town Houses and Hamilton Road – I feel the proposed strip should be wider to facilitate a landscaped berm to provide better screening to hide the houses and filter

the noise level for current residents as well as ensuring noise mitigation from Hamilton Road for new home owners.

4. Parking - I am concerned about the number of vehicles this subdivision will house and the parking allowances for such volume especially during snow removal time frames. Are there allowances for visitors to ensure parking issues do not extend beyond the subdivision? With the proposed amendment increasing the density of units, this problem is further increased.
5. With changes in policies allowing granny suites or secondary suites within homes, have studies for the subdivision taken that into consideration? Again, this will affect many things like traffic, parking, water and other infrastructure capacity and other environmental issues.
6. Finally, I do have concerns about what Construction Mitigation will be in place to help neighbouring residents with regards to traffic, road construction, dust control, noise mitigation including construction time limits and will there be a phasing plan so residents know when and how construction will occur? – will there be an entrance at the back designed to have construction vehicles enter there to ease the traffic flow on Hamilton Road during the construction especially with it being a 401 Emergency Route?

Given the scale of this proposal and the significant change it will bring to existing homeowners the approval authorities need to ensure that any and all measures to ensure proper function and integration of the subdivision into the existing area are implemented and that there are strong means to ensure compliance with them.

I appreciate you reviewing my concerns, considering recommendations, and look forward to responses to my above questions.

Sincerely

Irene Watson

Long-term Owner and Resident of

[REDACTED]

INGERSOLL

[REDACTED]



Danielle Richard <danielle.richard@ingersoll.ca>

FW: Report No: CP 2025-271 COMMUNITY PLANNING Council Date: September 8, 2025

Danielle Richard <danielle.richard@ingersoll.ca>
To: Danielle Richard <danielle.richard@ingersoll.ca>

Fri, Sep 5, 2025 at 8:46 AM

From: Tim Lobzun [REDACTED]
Sent: September 4, 2025 5:28 PM
To: Planning <planning@oxfordcounty.ca>
Subject: Report No: CP 2025-271 COMMUNITY PLANNING Council Date: September 8, 2025

They say a picture is worth a thousand words and I have many questions but thank you for the report to Ingersoll council.

I see only one exit for 582 units - Oxford Village raised constant issues regarding restricted exits due to phased development and municipal boundary issues. That in itself should be the reason for the council to send the report back and not accept it as information.

I would also question the issue of fire and snow removal in a dense built up environment. Noting the street width of 20 and 18, I am wondering if that includes on street parking and sidewalks - with or without a median or verge. I see the shortened front yards could impact sidewalk access and/or bylaw as some vehicles won't fit between the house and the sidewalk as we see on several other finished developments

I would also like to point out that the future road access is to another municipality and given that fact we already have in excess of 1,000 units within the former boundaries that have yet to be developed plus whatever is developed on the Town owned lands on Clarke road, and the existing vacant land in the new boundary lands - the likelihood of expanding our boundaries mute the possibility of these two "future" exits becoming reality

Finally the exercise of the secondary plan where the public provided input in developing our community and staff and council approved it as did County Council seems to have all for nothing as explained in the planning report.

I believe the council should not even receive this report as information and fully reject it back to the developer to have it reworked more inline with at least the secondary plan.

Tim Lobzun
[REDACTED]

Ingersoll

CONDITIONS OF DRAFT APPROVAL –
SB 24-03-6
South Thames Developments Inc.

1. The Owner agrees to satisfy all the requirements, financial and otherwise, of the Town of Ingersoll regarding construction of roads, installation of services, including water, sanitary sewer, storm sewer, drainage facilities, sewage pumping stations, electrical distribution system, sidewalks, streetlights, noise abatement measures and other matters pertaining to the development of the subdivision in accordance with the Town of Ingersoll standards.
2. The road allowances included in the draft plan of subdivision shall be dedicated as public highways to the satisfaction of the Town of Ingersoll.
3. The streets included in the draft plan of subdivision shall be named to the satisfaction of the Town of Ingersoll.
4. Prior to the final approval of the plan by the County of Oxford, all Blocks shall be rezoned under the jurisdiction of the Town of Ingersoll Zoning By-law No. 04-4160 and that all lot and blocks conform to the zoning requirements of the Town's Zoning By-Law. Certification of lot areas, frontages, and depths, shall be provided to the Town by an Ontario Land Surveyor retained by the Owner, to the satisfaction of the Town of Ingersoll.
5. The subdivision agreement shall contain provisions indicating that prior to grading and issuance of building permits, that a Stormwater management report, grading plan, and an erosion and sediment control plan be reviewed and approved by the Town of Ingersoll. Further, the subdivision agreement shall include provisions for the Owner to carry out or cause to be carried out any necessary works in accordance with the approved plans and reports.
6. The Owner agrees in writing to plant street trees and appropriate vegetation for the stormwater management facilities, including the preparation of a detailed landscape/street tree planting plan, to the satisfaction of the Town of Ingersoll.
7. The Owner agrees in writing that all existing overhead and underground services will be removed and/or abandoned to the satisfaction of the Town of Ingersoll.
8. The Owner agrees in writing to install a 1.5 metre high, black vinyl-coated chain-link fence, or as otherwise required by the Town, to the satisfaction of the Town of Ingersoll in the following locations:
 - a. Rear and side yard of Block 37, adjacent to Block 41 and Block 42;
 - b. Rear and side yard of Block 38, adjacent to Block 42 and Block 50;
 - c. Rear and side yard of Block 24, adjacent to Block 50.
9. The Owner agrees in writing to install a fence, in accordance with OPSD 971.101, in the following locations:
 - a. West limit of Block 8, Block 17, Block 18, Block 19, Block 40 and Block 46 adjacent to the existing agricultural lands.

10. The subdivision agreement shall, as determined by the Town of Ingersoll, make provisions for the dedication of parkland or cash in-lieu thereof, in accordance with the relevant provisions of the Planning Act. The Owner further agrees that woodlot/buffer lands shall not be counted towards the dedication of parkland.
11. The Owner agrees in writing that all foundations of existing buildings will be removed from the lands to the satisfaction of the Town of Ingersoll and that necessary fill be placed and compacted to the satisfaction of the Town of Ingersoll.
12. The Owner agrees in writing to prepare and submit for approval from the Town detailed servicing plans designed in accordance with the Town of Ingersoll Design Guidelines, to the satisfaction of the Town of Ingersoll.
13. The Owner agrees in writing that prior to the assumption of each phase of development that sediment deposited within the stormwater management facility be removed and disposed of in accordance with industry guidelines/requirements, to the satisfaction of the Town of Ingersoll.
14. The Owner agrees that the following blocks be dedicated to the Town of Ingersoll, free of all cost and encumbrances, to the satisfaction of the Town of Ingersoll:
 - a. Blocks 39 and 40 – Park
 - b. Block 41 – Stormwater Management Pond
 - c. Blocks 42 and 43 – Servicing
 - d. Blocks 44-47 – Buffers
 - e. Block 48 – Emergency Entrance
 - f. Block 51 – Woodlot
 - g. Block 52 – 0.3 m Reserve.
15. The subdivision agreement shall contain a clause, to the satisfaction of the Town of Ingersoll, directing the Owner and all future owners of properties within the draft plan to include the following environmental warning clause in all purchase and sale agreements:
 - a. *“Purchasers are advised that dust, odour, noise and other emissions from normal agricultural practices conducted in the periphery of the subject lands may be of a concern and may interfere with some residential activities.”*
16. The Owner agrees in writing to implement all recommendations, mitigation measures, and monitoring programs contained in the Environmental Impact Study, prepared by Natural Resource Solutions Inc., dated May 2024, (and any amendments/updates required by the County/Town), to the satisfaction of the Town of Ingersoll and the County of Oxford.
17. The Owner agrees in writing to implement the noise mitigation measures and recommendations provided in the Environmental Noise Feasibility Study, prepared by Valcoustics Canada Inc, dated May, 2024,(and any amendments/updates required by the County/Town), to the satisfaction of the Town and the County of Oxford.
18. The Owner agrees in writing, to follow and implement all recommendations contained in the Geotechnical Investigation Report, prepared by Soil-Mat Engineers and Consultants Ltd., dated January 28, 2022 and revised May 3, 2024 (and any amendments/updates required by the County/Town), to the satisfaction of the Town and the County of Oxford.

19. The Owner agrees in writing, to follow and implement all recommendations contained in the Hydrogeology Study Report, prepared by Soil-Mat Engineers and Consultants Ltd., dated January 31, 2024 (and any amendments/updates required by the County/Town), to the satisfaction of the Town and County of Oxford.
20. The Owner agrees in writing, to follow and implement the recommendations of the Functional Servicing and Stormwater Management Report, prepared by SCS Consulting Group Ltd., dated May 2024 and revised May 2025 and March 2026 (and any amendments/updates required by the County/Town), to the satisfaction of the Town and the County of Oxford.
21. Prior to the final approval of the plan by the County of Oxford, the Owner shall agree in writing that all phasing of the plan of subdivision will be to the satisfaction of the County of Oxford and Town of Ingersoll.
22. Prior to the final approval of the plan by the County of Oxford, the Owner shall agree in writing that prior to the registration of each phase of the draft plan, the Owner shall provide a lotting scheme of all residential blocks within the final plan for the phase to be registered, for the purpose of confirming housing types, lot sizes and compliance with the applicable minimum lot requirements of the Town's Zoning By-law and shall demonstrate how density ranges between 30 units/ha (12 units/ac) – 62 units/ha (25 units/ac) will be achieved, to the satisfaction of the County of Oxford and the Town of Ingersoll.
23. Prior to the final approval of the plan by the County of Oxford, such easements as may be required for servicing, utility, noise barrier, and drainage purposes shall be granted to the appropriate authority, to the satisfaction of the County of Oxford and the Town of Ingersoll.
24. Prior to the final approval of the plan by the County of Oxford, the Owner shall agree in writing to implement all recommendations of the Transportation Impact Study, prepared by Paradigm Transportation Solutions Limited, dated May 2024 (and any amendments/updates required by the County/Town), to the satisfaction of the Town and County of Oxford.
25. Appropriate cul-de-sacs/turnaround areas are required to ensure proposed roadways have adequate turning radius/unobstructed access (without reversing) for waste collection and emergency vehicles. Cul-de-sac design will follow all County of Oxford and the Town of Ingersoll Guidelines.
26. Prior to the final approval of the plan by the County of Oxford, required 0.3 m reserves and road widenings shall be conveyed to the Town or County, free of all costs and encumbrances, to the satisfaction of the Town and/or County.
27. The Owner shall agree in the Subdivision Agreement to fund the cost of any transportation network improvements that are attributable to the Draft Plan of Subdivision to the satisfaction/approval of the Town of Ingersoll and the County of Oxford.
28. Storm water drainage proposed to be directed to any County Road allowance shall be managed/attenuated to pre-development conditions to the satisfaction of County of Oxford Public Works Department and the Town of Ingersoll.

29. The subdivision agreement shall make provision for the assumption and operation, by the County of Oxford, of the water distribution and sewage system within the draft plan subject to the approval of the County of Oxford Public Works Department. A CAD file of the watermain layout for the entire development showing the water main location, hydrant valves, street and lot fabrics will be required so that it can be integrated into the County's water modeling.
30. The Owner agrees in writing, to satisfy all the requirements, financial and otherwise, including payment of applicable development charges, of the County of Oxford regarding the installation of the water distribution system and wastewater collection system, and other matters pertaining to the development of the subdivision, to the satisfaction of County of Oxford Public Works Department.
31. The Owner shall acknowledge in writing that, where existing municipal infrastructure located outside the development lands (including, but not limited to, roads, sidewalks, wastewater and water services) is deemed insufficient to support the proposed development, the Owner shall design, construct, upgrade, extend, and/or relocate such infrastructure as required by the County and/or applicable authorities.
32. The Owner agrees in writing to provide a road widening to be conveyed to the County of Oxford, along the entire frontage of Oxford Road 9 (Hamilton Road) to provide for a 13 metre right of way width from the centreline of the Oxford Road 9 (Hamilton Road) right of way, free of all encumbrances and costs, to the satisfaction of the County of Oxford.
33. The Owner agrees in writing to convey a 0.3 metre reserve along Oxford Road 9 (Hamilton Road) to the County of Oxford, free of all encumbrances and costs, to the satisfaction of the County of Oxford.
34. Prior to the final approval of the plan by the County of Oxford, the Owner shall agree in writing that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
35. The subdivision agreement shall make provision for the assumption and operation of the water system within the draft plan of subdivision by the County of Oxford, to the satisfaction of County of Oxford Public Works Department. A CAD file of the watermain layout for the entire development showing the water main location, valves, street and lot fabrics will be required so that it can be integrated into the County's water modeling.
36. The Owner shall provide a hydraulic water model during detailed design, submitted as per the requirements of Section 6.2.2.4 of the County Design Guidelines.
37. The Owner agrees in writing, to prepare and submit for approval from County of Oxford Public Works Department, detailed servicing plans designed in accordance with the County Design Guidelines, to the satisfaction of County of Oxford Public Works.
38. The Owner agrees in writing to convey a Servicing Block (or alternatively a servicing easement) to the County of Oxford, free of all encumbrances and costs, to the satisfaction of the County of Oxford. The Servicing Block shall extend from "Street E" to the Thomas Street Road allowance.

39. The Owner agrees to use best efforts to install infrastructure within subdivision limits/on lands owned by the Developer in a timely/expedient manner including water and sanitary infrastructure to the Thomas Street right of way. The County and the Town similarly agree to apply best efforts to install external infrastructure required for servicing on the subject subdivision and other tributary lands.
40. Prior to the final approval of the plan by the County of Oxford, the Owner agrees in writing that the installation of the trunk sanitary sewer within the limits of the development from Hamilton Road, extending southerly to the north limit of Thomas Street, must be completed and operational with the servicing completed for the first phase of development, to the satisfaction of the County of Oxford Public Works Department.
41. Prior to the final approval of the plan (or any phase thereof) by the County of Oxford, the Owner shall receive confirmation from the County of Oxford Public Works Department that there is sufficient capacity in the Ingersoll water systems to service the plan of subdivision (or proposed phase thereof). Confirmation shall be given in accordance with the latest Water and Wastewater Capacity Allocation Policy, and/or to the satisfaction of County of Oxford Public Works Department.
42. The Owner agrees that prior to registration of each phase of development, the Owner shall demonstrate to the satisfaction of the County of Oxford Public Works Department that the entire subdivision, and each phase of development, shall be serviced with two independent water supply points to provide for adequate redundancy and looping for domestic and fire services. More specifically, connections are required at both Hamilton Road and Thomas Street.
43. Prior to final approval of the plan by the County of Oxford, the Owner shall properly decommission any abandoned private services (water well, cistern and/or septic system) located on the subject lands, in accordance with the Ontario Water Resources Act, R.S.O. 1990 (Ontario Regulation No. 903) and to the satisfaction of County of Oxford Public Works Department.
44. Prior to the final approval of the plan by the County of Oxford, the Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate the existing infrastructure. These costs shall be borne solely by the Developer.
45. The Owner shall provide as-built certification confirming that the culvert replacement for the Charles Wilson Drain under Oxford Road 9 (Hamilton Road) has been completed in accordance with the approved plans and Conservation Authority Section 28 permit conditions, and that the new culvert be constructed prior to any site grading and the registration of any phases of the development, to the satisfaction of the Upper Thames River Conservation Authority.

46. The Owner shall submit the following plans and report prior to any grading or construction on the site, to the satisfaction of the Upper Thames River Conservation Authority:
 - b. A detailed stormwater management report;
 - c. A detailed lot grading, servicing and storm drainage plan, and;
 - d. An erosion and siltation control plan that identifies erosion and sediment control measure to be used during all phases of construction.
47. The subdivision agreement shall contain the following clause with respect to the schooling provided by the Thames Valley District School Board:
 - e. *“The Owner shall inform all purchasers of residential lots by including a condition in all Purchase and Sale and/or Lease Agreements stating that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education, therefore the subject lands may be designated as a “Holding Zone” by the Thames Valley District School Board and pupils may be assigned to existing schools, as deemed necessary by the Board”.*
48. Prior to final approval of the plan by the County of Oxford, the Owner shall agree in writing to satisfy the requirements of Canada Post Corporation with respect to advising prospective purchasers of the method of mail delivery, the location of temporary Centralized Mail Box locations during construction and the provision of public information regarding the proposed location of permanent Centralized Mail Box locations, to the satisfaction of Canada Post.
49. Prior to final approval of the plan by the County of Oxford, the Owner shall agree in writing to satisfy the requirements of Enbridge Gas and other applicable utility providers, that the Owner provide Enbridge Gas and other applicable utility providers, with the necessary easements and/or agreements required for the provision of local gas service or other utilities.
50. Prior to the final approval of the plan by the County of Oxford, the Owner shall provide a list of all conditions of draft approval with a brief statement detailing how each condition has been satisfied, including required supporting documentation from the relevant authority to the satisfaction of County of Oxford.
51. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by the Town of Ingersoll that Conditions 1 to 28 (inclusive) have been met to the satisfaction of the Town. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
52. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by the County of Oxford Public Works Department that Conditions 16 to 44 (inclusive) have been met to the satisfaction of the County of Oxford Public Works Department. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.

53. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by the Upper Thames River Conservation Authority that conditions 45-46 have been met to the satisfaction of the Upper Thames River Conservation Authority. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
54. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by the Canada Post Corporation that condition 48 has been met to the satisfaction of the Canada Post Corporation. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
55. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by applicable utility providers that condition 49 has been met to the satisfaction of each applicable utility provider. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
56. Prior to the final approval of the plan by the County of Oxford, the County of Oxford shall be advised by the Oxford Community Planning Office that Condition 47 has been met to the satisfaction of the Oxford Community Planning Office. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.

COUNTY OF OXFORD

BY-LAW **6858-2026**

BEING a By-Law to adopt Amendment Number 362 to the County of Oxford Official Plan.

WHEREAS, Amendment Number 362 to the County of Oxford Official Plan has been recommended by resolution of the Council of the Town of Ingersoll and the County of Oxford has held a public meeting and has recommended the Amendment for adoption.

NOW THEREFORE, the County of Oxford pursuant to the provision of the Planning Act, R.S.O. 1990, as amended, enacts as follows:

1. That Amendment Number 362 to the County of Oxford Official Plan, being the attached explanatory text, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 12th day of August, 2026.

READ a third time and finally passed this 12th day of August, 2026.

MARCUS RYAN, WARDEN

LINDSEY MANSBRIDGE, CLERK

AMENDMENT NUMBER 362
TO THE COUNTY OF OXFORD OFFICIAL PLAN

the following text attached hereto constitutes
Amendment Number 362 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to establish site-specific policies on the subject lands, as they apply to Section 9.2.4 Low Density Residential Areas and Section 9.2.5 Medium Density Residential Areas to facilitate a range of low and medium density housing types and a range of density over the entirety of the subject lands designated as Residential on Schedule 'I-1' Town of Ingersoll Land Use Plan.

OPA 362 will also create an additional site-specific policy area to designate certain lands from the associated draft plan of subdivision (File No. SB 24-03-6) as a Class 4 Area pursuant to the Ministry of Environment, Conservation and Parks Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning (NPC-300), as it relates to noise and compatibility-related issues.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies specifically to lands described as Part Lots 24 and 25, Broken Fron Concession and Part Lot 147, Block 27, Plan 279 in the Town of Ingersoll. The lands are located on the south side of Oxford Road 9 (Hamilton Road), lying west of Oakwood Street and are municipally known as 583530 Hamilton Road.

3.0 BASIS FOR THE AMENDMENT

Official Plan Amendment 362 will establish a site-specific policy to permit a range of residential dwelling types, consisting exclusively of single detached dwellings, semi-detached dwellings, and street fronting townhouse dwellings, throughout the entirety of the site area designated as 'Residential' on Schedule 'I-1' – Town of Ingersoll Land Use Plan. Notwithstanding the density ranges permitted in Section 9.2.4 – Low Density Residential Areas and Section 9.2.5 – Medium Density Residential Areas, OPA 362 will allow for an overall net residential density range of 30 units/ha (12 units/ac) to 44 units/ha (18 units/ac) across the entirety of the 'Residential' designated area of the subject lands. This will allow for the proposed development of between 442 and 639 dwelling units on the 'Residential' designated portion of the subject lands. Density calculations and mix of dwelling types will be reviewed prior to the registration of each phase of the associated plan of subdivision to ensure that the intended mix of dwelling types and net residential density ranges are being achieved in accordance with these policies for the subdivision development.

Further, notwithstanding the provisions of Section 3.3.3.1, this amendment also includes a site-specific policy to recognize a portion of the subject lands, consisting of a portion of Block 18, Block 19, Blocks 20-24, a portion of Block 25 and a portion of Block 38 as a Class 4 Area pursuant to the Ministry of Environment, Conservation and Parks Environmental Noise Guidelines – Stationary and

Transportation Sources – Approval and Planning (NPC-300), as it relates to noise and compatibility-related issues. The said Class 4 Area will be subject to the implementation of certain noise mitigation measures, detailed in Addendum #3 to the Environmental Noise Assessment, dated April 2026, by Valcoustics Canada Ltd. in support of the request for a Class 4 Area. The noise mitigation measures will be implemented through conditions of the associated plan of subdivision, to the satisfaction of the Town of Ingersoll.

Based on the conclusions from the Environmental Noise Assessment, Council is 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. 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 clause and the construction of a 2.6 m 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 certain properties in proximity to the railway corridor south of the subject lands. In light of this, Council has approved a Class 4 designation for this limited area.

For the above reasons, Council is satisfied that the proposal is consistent with the policy direction of the PPS and the Official Plan with respect to noise.

4.0 DETAILS OF THE AMENDMENT

- 4.1 Section 9.2.4 – *Low Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.2.4.4 – *Special Development Policies*:

9.2.4.4.6 – Part of Lots 24 and 25, Broken Front Concession, Lot 147, Block 27, Plan 279, 583530 Hamilton Road, Town of Ingersoll

Notwithstanding the policies of Section 9.2.4 – Low Density Residential Areas, and the policies of Section 3.3.3.1 – Noise, Vibration and Safety, lands designated ‘Low Density Residential’ on Schedule ‘I-2’ Residential Density Plan and legally described as Part of Lots 24 and 25, Broken Front Concession and Lot 147, Block 27, Plan 279, subject to a Draft Plan of Subdivision File No. SB24-03-6, in the Town of Ingersoll, shall be developed for a mix of single detached dwellings, semi-detached dwellings, and street fronting townhouse dwellings, with a net residential density range of between 25 units/ha (10 units/ac) and 62 units/ha (25 units/ac) permitted for any given phase of development and provided that an overall net residential density of between 30 units/ha (12 units/ac) and 44 units/ha

(18 units/ac) is achieved for the entirety of the 'Residential' designated portion of the subject lands, as identified on Schedule I-1.

The mix of dwelling unit types and net residential density shall be reviewed and approved by the County prior to the registration of each phase of the subdivision to ensure that the intended mix of dwelling types and overall net residential density requirements for the lands will be achieved.

Further, lands located within Block 18, Block 19, Blocks 20-24, a portion of Block 25 and a portion of Block 38, in proximity to the railway right-of-way, and further identified on Plate 4 of Staff Report 2026-207 are designated as a Class 4 Area pursuant to the Ministry of Environment, Conservation and Parks Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning (NPC-300). The said Class 4 Area will be subject to the implementation of certain noise mitigation measures, detailed in Addendum #3 to the Environmental Noise Assessment, dated April 2026, prepared by Valcoustics Canada Ltd., in support of the request for this Class 4 Area. The noise mitigation measures will be implemented through conditions of the associated plan of subdivision (SB 24-03-6), to the satisfaction of the Town of Ingersoll.

- 4.2 Section 9.2.5 – *Medium Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.2.5.2.6 – *Special Development Policies*:

9.2.5.2.6 – Part of Lots 24 and 25, Broken Front Concession, Lot 147, Block 27, Plan 279, 583530 Hamilton Road, Town of Ingersoll

Notwithstanding the policies of Section 9.2.5 – Medium Density Residential Areas, lands designated 'Medium Density Residential' on Schedule 'I-2' Residential Density Plan and legally described as Part of Lots 24 and 25, Broken Front Concession and Lot 147, Block 27, Plan 279, subject to a Draft Plan of Subdivision File No. SB 24-03-6, in the Town of Ingersoll, shall be developed for a mix of single detached dwellings, semi-detached dwellings, and street fronting townhouse dwellings, with a net residential density of between 25 units/ha (10 units/ac) and 62 units/ha (25 units/ac) permitted for any given phase of development and provided that an overall net residential density of between 30 units/ha (12 units/ac) and 44 units/ha (18 units/ac) is achieved for the entirety of the 'Residential' designated portion of the subject lands as identified on Schedule I-1.

The mix of dwelling unit types and net residential density shall be reviewed and approved by the County prior to the registration of each phase of the subdivision to ensure that the intended mix of dwelling types and overall net residential density requirements for the lands will be achieved.

5.0 IMPLEMENTATION

This Official Plan Amendment shall be implemented in accordance with the implementation policy of the Official Plan.

6.0 INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the interpretation policy of the Official Plan.