

COUNTY OF OXFORD

COUNCIL APPROVED OFFICIAL PLAN AMENDMENTS

The following is a list of Official Plan Amendments that have been passed since the most recent comprehensive Official Plan consolidation, but are still within their appeal period, unless otherwise noted.

Copies of the Council approved amendments listed here, follow immediately behind this page.

Amendment #	Third Reading	Location	Amendment
OPA 257 ⁺⁺	April 14, 2021	Part Lots 7 & 9, Plan 491 - 1055 Parkinson Road	Sect. 7.3.5.3

⁺⁺ By-law has been Final Approved but not yet consolidated.

File No.: OP 20-20-8
APPLICANT: DAVINDER GREWAL,
HARVARINDER SIDHU KULDEEP SINGH
MUNICIPALITY: CITY OF WOODSTOCK

AMENDMENT NUMBER : 257
DATE OF ADOPTION: APRIL 14, 2021
DATE OF NOTICE: APRIL 16, 2021
LAST DATE OF APPEAL: MAY 6, 2021

NOTICE OF ADOPTION
With respect to an Official Plan Amendment
Subsection 17(23) and 21 of the Planning Act

Take notice that the Council of the County of Oxford passed By-Law No. 6338-2021 on April 14, 2021, to adopt Official Plan Amendment No. 257 to the County of Oxford Official Plan under Section 17 of the Planning Act.

Council did not receive any comments from the public respecting this application.

The Official Plan Amendment is exempt from approval by the Minister of Municipal Affairs and Housing and the decision of the Council of the County of Oxford is final if a notice of appeal is not received before or on the last day for filing a notice of appeal.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to amend the policies of the Business Park designation that applies to the subject lands to include a small-scale truck terminal with parking for up to 16 transport trucks as a permitted use.

When and How to File an Appeal

Any appeal to the Local Planning Appeal Tribunal must be filed with the Clerk of the County of Oxford no later than 20 days from the date of this notice as shown above as the LAST DATE OF APPEAL.

The appeal should be sent to the attention of the Clerk of the County of Oxford, at the address shown below and it must:

- (1) be submitted on the requisite "Appellant Form" – available from the Community Planning Office or from the Ontario Land Tribunals website (www.olt.gov.on.ca);
- (2) set out the specific part of the proposed Official Plan Amendment to which the appeal applies;
- (3) set out the reasons for the request for the appeal, and
- (4) be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act, 2017 in the amount of \$1,100.00, by certified cheque (if not from a law firm), payable to the **Minister of Finance**, Province of Ontario. *LPAT may reduce fees for eligible private citizens and community groups. Fees for appeals that are \$1,100 can be reduced to \$400 when requested by those who are eligible at the time of the filing.

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal the decision of the County of Oxford to the Local Planning Appeal Tribunal. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The decision of the County of Oxford is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Other Related Application: ZN 8-20-20

Getting Additional Information

Additional information about the application is available for public inspection during regular office hours at the County of Oxford Community Planning Office at the address noted below or from **Andrea Hächler, Senior Planner – 519-539-9800 x3217**

Mailing Address for Filing a Notice of Appeal

Submit Notice of Appeal to the attention of:
Mrs. Chloé J. Senior, Clerk
County of Oxford
P. O. Box 1614, 21 Reeve Street
Woodstock ON N4S 7Y3
Telephone: 519-539-9800 x3001
Fax: 519-421-4712

AMENDMENT NUMBER 257
TO THE COUNTY OF OXFORD OFFICIAL PLAN

The following text attached hereto,
constitutes Amendment Number 257 to the County of Oxford Official Plan.

COUNTY OF OXFORD

BY-LAW NO. 6338-2021

BEING a By-Law to adopt Amendment Number 257 to the County of Oxford Official Plan.

WHEREAS, the County of Oxford has held a public hearing and has recommended Amendment Number 257 to the County of Oxford Official Plan 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 257 to the County of Oxford Official Plan, being the attached 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 14th day of April, 2021.

READ a third time and finally passed this 14th day of April, 2021.

“Larry G. Martin”

LARRY G. MARTIN

WARDEN

“Chloé Senior”

CHLOÉ SENIOR

CLERK

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend the site specific Business Park designation that applies to the subject lands to include a small-scale truck terminal with parking for up to 16 transport trucks as a permitted use.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to lands described as Part Lots 7 & 9, Plan 491 in the City of Woodstock. The lands are located on the north side of Parkinson Road, between Springbank Avenue South and Beard's Lane, and are municipally known as 1055 Parkinson Road.

3.0 BASIS FOR THE AMENDMENT

The subject amendment has been initiated to amend the site specific Business Park designation to facilitate the development of a small-scale truck terminal on the subject lands.

It is the opinion of Council that the proposed amendment is consistent with the relevant policies of the PPS as the proposed use promotes efficient development and assists in accommodating a range of employment needs and facilitating economic activity. The proposed use is also an efficient use of land, available municipal services and existing infrastructure.

To satisfy the requirements of the PPS and the Official Plan as they relate to the protection of natural features, the applicant undertook an EIS. Although the subject property was previously cleared of vegetation, the EIS considered all significant features and wildlife habitats which had the potential to occur prior to the clearing to ensure that the unauthorized tree clearing was not rewarded with an increased development limit. The EIS concluded that if the owner implements the recommendations of the EIS, which includes a tree replacement program, installation of permanent fencing at the limit of the development, a spill response plan and sediment and erosion control, no negative impacts are anticipated as a result of the proposed development.

While the applicant had initially proposed to redesignate the southern portion of the subject lands to Traditional Industrial to facilitate the truck terminal, Council is of the opinion that leaving the lands in a Business Park designation with special provisions to permit the proposed truck terminal is a more appropriate means by which to permit the use as proposed and continue to protect existing significant natural features and limiting development in accordance with the Business Park designation. The subject lands are surrounded by lands that are predominantly zoned and designated for traditional industrial type uses with the exception of industrial lands adjacent to the Brick Pond Wetlands, which are designated for Business Park type uses with special policies. The intent of site specific policies is to ensure that lighter industrial type uses are established in the area that will not have a negative impact on the natural features and to ensure compatibility between the industrial uses and the natural environment.

Traditional industrial type development generally includes heavier industrial uses that may generate on and off site effects such as traffic, noise, vibration, odour and visual appearance. Typically, truck terminals are uses that are found in traditional industrial designations based on the scale of the operations, and the noise and traffic that are generated by the use.

In this case, Council is of the opinion that the proposed Official Plan amendment to permit a truck terminal is appropriate for the subject property as the use is small in scale and it is a use that is similar and compatible with the industrial uses in the area. Since the truck terminal is smaller in scale than typical truck terminals, the use is not anticipated to have a negative impact on the surrounding uses as it relates to noise, traffic and vibration. Additionally, the findings of the EIS also concluded that the proposed development of the site is not anticipated to effect the wetlands in the area with the proper implementation of the study's recommendations.

Further, the proposed use is considered to be appropriate for the subject lands as the operation will have direct access to Parkinson Road which is an arterial road under the jurisdiction of the County and designed to carry larger amounts of traffic. Through the agency circulation, County Public Works indicated that a traffic impact study was not required to facilitate the proposed truck terminal.

With respect to the development criteria required for the properties in the Brick Pond Wetlands area, Council is satisfied that the implementation of the EIS recommendations, as well as the comments provided through the agency circulation can be appropriately addressed through the site plan approval process.

Further, with respect to the natural features located on the northern portion of the subject property, Council is satisfied that the proposed zone change will appropriately prohibit any development or degradation of these features, protecting the wetland and surrounding vegetation in this area.

In light of the foregoing, it is the opinion of Council that the proposal is consistent with the policies of PPS and supports the strategic initiatives and objectives of the Official Plan.

4.0 DETAILS OF THE AMENDMENT

- 4.1 That Section 7.3.5 – *Business Parks*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.3.5.3 – *Specific Development Policies*:

“7.3.5.3.7 Part Lots 7 & 9, Plan 491 - 1055 Parkinson Road

In addition to the uses permitted, and in accordance with the policies in Section 7.3.5.3.1, a small-scale truck terminal with parking for up to 16 transport trucks may be permitted on the subject lands.”

5.0 IMPLEMENTATION

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

6.0 INTERPRETATION

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