

**Detailed Planning Analysis
City File Number: OZS-2021-0046**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the City's Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

The *Planning Act*, Provincial Policy Statement (PPS), and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

Planning Act R.S.O 1990

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51(24) of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion of these sections.

Section 2:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (h) The orderly development of safe and healthy communities;*
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;*
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) The adequate provision of a full range of housing, including affordable housing;*
- (o) The protection of public health and safety;*
- (p) The appropriate location of growth and development*
- (q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;*

(r) *The promotion of built form that,*

- i. Is well-designed,*
- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Zoning By-law Amendment and Draft Plan of Subdivision.

The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Vales of Castlemore North Secondary Plan area. The proposed Zoning By-law Amendment and Draft Plan of Subdivision reflect regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The subject site is currently vacant, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, aligning with the city's planning objectives.
- **Completion of Infrastructure:** The development will extend Royal Vista Road and complete the remaining vacant land within this subdivision.
- **Housing Supply and Population Growth:** Adding 18 townhouse units will contribute to the municipality's housing supply goals and support projected population growth.
- **Accessibility and Connectivity:** Future residents will benefit from access to existing transit routes. The subdivision is designed to promote pedestrian movement, enhancing overall connectivity.
- **Design:** The proposed single-detached dwellings and townhouses will feature well-designed housing that will provide optimal housing opportunities and create a complete community within the currently vacant lands.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area and providing additional housing stock.
- **Public Interest:** This development serves an existing area while expanding housing availability for the City of Brampton, aligning with the public interest.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies and aligns with the existing plan of subdivision.
- **Traffic and Roadway Design:** The proposal will include public roads designed to accommodate local traffic, which will connect with both existing and new municipal roadways.

Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands. Staff

is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement, 2024

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 2.1 – Planning for People and Homes:

2.1.4 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

Section 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.2 – Housing:

2.2.1.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 (e.g., shopping malls and plazas) 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;*

2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

2.2.1.d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3. – Settlement Areas and Settlement Area Boundary Expansions:

2.3.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4 - Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 - Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4 – General Policies for Settlement Areas and Settlement Area Boundary Expansions:

2.4.1.1 - Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

2.4.1.3 - Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

4.6 – Cultural Heritage and Archeology

4.6.1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

4.6.2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

4.6.3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4.6.4. Planning authorities are encouraged to develop and implement:

- a) archaeological management plans for conserving archaeological resources; and*
- b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*

Analysis: Provincial Policy Statement, 2024

The proposed development includes the development of 15 single detached units and a Natural Heritage System, which aims to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and

context. The Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces additional single detached units housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Vales of Castlemore North Secondary Plan, thus promoting efficient land use densities.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. The proposed re-development of the existing road pattern and utilization of the land is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for residential forms contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses.

The subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with S. 4.6.4 of the PPS, the Heritage Building is proposed to be retained as a residential use within the future development. The proposed zoning by-law amendment will effectively intensify the underutilized lands and will add to the city's housing targets. The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, transit, services, and amenities.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated "Residential" and "Open Space" in Schedule A: General Land Use Designations of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 Managing Growth in Brampton:

e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,

f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
- v) There is sufficient existing or planned infrastructure to accommodate the development;*
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*

ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. . Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> ▪ Low Density 	<ul style="list-style-type: none"> ▪ 30 units/ net hectare ▪ 12 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes
<ul style="list-style-type: none"> ▪ Medium Density 	<ul style="list-style-type: none"> ▪ 50 units/ net hectare ▪ 20 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
<ul style="list-style-type: none"> ▪ High Density 	<ul style="list-style-type: none"> ▪ 200 units/ net hectare ▪ 80 units/ net acre 	<ul style="list-style-type: none"> ▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

Section 4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- i) Variety of housing types and architectural styles;*
- ii) Siting and building setbacks;*
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;*
- vi) Incorporation of multiple unit dwellings and apartments; and,*
- vii) Landscaping and fencing on private property.*

Section 4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;*
- ii) Requiring the provision of adequate off-street private parking; and,*
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.*

Section 4.5.2.26 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.2.28 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

Section 4.5.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

Section 4.7.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.*

Section 4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

Section 4.10.1.9 Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.

Section 4.10.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
- The current condition and use of the building or structure and its potential for future adaptive re-use;*
- The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- Demonstrations of the community's interest and investment (e.g. past grants);*

- *Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
- *Planning and other land use considerations;*

Section 4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- *On-site retention in the original use and integration with the surrounding or new development;*
- *On site retention in an adaptive re-use;*
- *Relocation to another site within the same development; and,*
- *Relocation to a sympathetic site within the City;*

Section 4.10.1.15 Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.

Section 4.11.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing,*

horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.

- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes the development of 15 single detached units and a Natural Heritage System which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the surrounding neighbourhood. The site is served by municipal water and sewer systems and is conveniently located near several public facilities, including schools, parks, recreational trails, and planned future transit stops. The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. The subject property will be located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

The subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision. The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial

institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The Draft Plan of Subdivision also identifies the 'Open Space' area as a Natural Heritage Feature which will be gratuitously conveyed to the City for protection and conservation.

As such, the proposal is consistent with the 'Residential' and 'Open Space' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, 2023

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan.

The Official Plan policies that are applicable to this application include but are not limited to:

2.1.1.1 The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:

- d) Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
- e) Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.*

2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:

- d) *Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.

2.1.2.15 Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.

Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast

Year	People	Employment	Households
2016	615,700	191,300	168,100
2021	703,000	211,000	186,000
2041	930,000	315,000	270,000
2051	985,000	355,000	290,000

2.1.2.17 The timing and progression of development will:

- a) *Be orderly and provide for a logical extension of services and civic infrastructure in a coordinated and economically viable and sustainable manner.*
- b) *Provide for a compact form of development and a mix of land uses that support the achievement of 15-minute neighbourhoods.*
- c) *Be supported by the adequate provision of parkland and community services and facilities.*
- d) *Be supported and connected by the adequate provision of mobility infrastructure.*

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

- d) *Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.*

2.1.2.24 The City will maintain, at all times:

- a) *The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment; and,*
- b) *Land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification.*

2.1.3.1 The Mobility Framework, together with the Mobility and Connectivity policies in Chapter 3, will:

- b) *Re-think the traditional auto-centric approach to development that characterizes suburban development in Brampton towards development patterns that will support a robust network of multimodal streets.*
- f) *Improve mobility options for women, older adults, those living with disabilities and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation.*

2.1.3.2 To create a better urban environment, a competitive local economy and a more socially cohesive and equitable city, the integration and coordination of transportation planning and land use planning will be achieved by:

- c) *Increasing accessibility throughout the city by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.*

2.1.3.3 Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of Brampton Plan's intensification goals and objectives.

2.1.3.4 Throughout Brampton, people who walk, cycle, and use transit will be given priority for safety and movement. The goal is to manage and improve the Mobility Framework to support healthy, 15-minute neighbourhoods, and allow more residents to reduce their reliance on single-occupancy vehicles.

2.2.1.1 Our Strategy to Build an Urban City implements the policies of our City Structure and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (Schedule 2) which forms Our Strategy for Building an Urban City:

- a) *The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.*

2.2.2 Zoning on individual sites may not allow for the full range of building typologies permitted within a designation or overlay. To provide flexibility, height categories have been described in building storeys. Building Typologies (Table 4) generally mean:

Table 4 – Building Typologies

Building Typologies	Height Range
Low-Rise	<i>up to and including 3 full storeys</i>
Low-Rise Plus	<i>up to and including 4 full storeys</i>
Mid-Rise	<i>between 5 and 12 full storeys</i>
High-Rise	<i>13 full storeys or greater</i>

Table 5 – Summary of Building Typologies by Designation and Overlay

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	<i>Low-Rise Plus</i>	<i>Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise, and High-Rise buildings</i>
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Support Corridor	<i>Up to Low-Rise Plus</i>	

3.1.1.6 All new development will facilitate environmental sustainability and climate change mitigation and adaptation by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:

- a) *Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the urban forest through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape landscape treatments and providing on-site parks and open spaces;*
- b) *Facilitating passive solar design to help improve energy conservation and reduce GHG emissions of buildings;*
- c) *Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;*
- d) *Promoting active transportation, and incorporating Low Impact Development (LID) standards, green infrastructure including green roofs and other nature-based solutions to assist in stormwater quantity and quality control;*
- e) *Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of district energy and/or renewable energy technology; and,*
- f) *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

3.1.1.7 All new development will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:

- a) *Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,*
- b) *Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing development context, and,* c. *Requiring that the prevailing patterns of landscaped open space within the publicly or privately owned realms are maintained or enhanced.*

3.1.1.9 New development will not adversely impact view corridors, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new development will:

- a) Allow for daylight and protect privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and
- b) Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.

3.1.1.39 Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.

3.3.1.1 In partnership with other levels of government, the City will plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through residential intensification, new development, and redevelopment is available.

3.3.1.6 The City will direct development of new housing supply in a manner that maximizes community infrastructure and public services to support the efficient and effective use of public resources, while:

- a) Ensuring the development of a range of housing choices in terms of housing tenure, type, price or affordability levels and consider new housing innovations that meet the housing needs of the city;
- b) Supporting the production of affordable ownership, rental housing and supportive housing options; and,
- c) Ensuring the quality of Brampton's existing housing stock is maintained, while the overall supply of housing increases to support the growth and development of the city.

3.3.1.9 New residential development will include an appropriate mix of housing for a range of household incomes and typologies, in accordance with the targets identified in Brampton Plan, including unit and lot size, number of bedrooms, built form and tenure.

Designated Greenfield Area

Brampton's Designated Greenfield Area, as shown on Schedule 5, is comprised of lands outside of the Built-up Area. New lands designated Neighbourhoods, Mixed-Use, and Employment Areas within the Designated Greenfield Area provide a key opportunity for the establishment of 15-minute neighbourhoods that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports active transportation and transit. All of these should be planned in tandem with maintaining or enhancing a robust, functional Natural Heritage System and to support achieving tree canopy targets to prepare for a changing climate.

2.1.2.25 - Neighbourhoods within the Designated Greenfield Area will be designed to meet or exceed a minimum density target of 71 persons and jobs per hectare.

2.1.2.26 - The density target for the Designated Greenfield Area will be measured over the entire Designated Greenfield Area, excluding Employment Areas, the Natural Heritage System designation, flood plain, rights-of-way for hydro corridors, energy transmission lines, highways, railways, and cemeteries.

2.1.1.27 - The Designated Greenfield Area will be planned to achieve complete communities that provide high-quality public open spaces which support opportunities for transit, walking, and cycling. Development within the Designated Greenfield Area will implement the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines to foster compact built forms and a high-quality public realm.

Section 3.6.3.1 - The City will ensure that all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Provincial Policy Statement, Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Funeral, Burials and Cremation Services Act, and the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan will be used in order to conserve cultural heritage.

Section 3.6.3.5 - Retention, integration, and adaptive reuse of heritage resources will be the overriding objectives in cultural heritage resource planning while insensitive alteration, removal and demolition will be avoided.

Section 3.6.3.8 - Where development occurs on properties determined to have cultural heritage value or interest, whether listed or designated under the Ontario Heritage Act, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes wherever possible.

Section 3.6.3.20 - Listed properties are subject to restrictions on demolition and will require avoidance and/or mitigation of impacts to their heritage character and/or attributes.

Section 3.6.3.46 - In addressing impacts and mitigation strategies for heritage properties, the proponent must demonstrate that all mitigation options have been thoroughly considered, in accordance with the policies in this Plan.

Analysis: Brampton Plan, 2023

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan. These designations are intended to support an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities in a compact, intensified urban form that optimizes and efficiently uses land and existing infrastructure including transit. These designations also support the creation of complete communities, 15-minute neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

The proposed development represents a compact urban form that supports active transportation and transit, contributes to the creation of complete communities; and supports the establishment of 15-minute neighbourhoods. These components are aligned with the policy direction of directing growth in Brampton Plan. The proposed development will introduce residential density in a manner that features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options.

The proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051. The proposed development will introduce 234 new residential units in varying housing typologies (single detached unit and townhouses) which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities.

In accordance with Section 3.6.3 of the Brampton Plan, cultural and natural heritage resources play a fundamental role in shaping the identity, character, vitality, and sustainability of the community. Cultural heritage encompasses a wide range of tangible and intangible assets, including buildings, monuments, natural environments, traditions, and artifacts, each contributing to the historical, architectural, archaeological, and cultural significance of the City. The existing dwelling on the site is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. In accordance with the City's Official Plan, adaptive reuse measures will be utilized to properly integrate the heritage building within new subdivision.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Vales of Castlemore North Secondary Plan (Area 49):

The proposed development is located within the Vales of Castlemore North Area 49. The subject lands are designated 'Low Density Residential 1' within the Secondary Plan.

The following policies are relevant to the proposed development:

Section 4.1.4 The lands designated Executive Residential and Low Density 1 are intended to reflect the "core executive" and "transitional" areas intended by the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a community vision that includes the following principles:

- *Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;*

- *Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;*
- *Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks;*
- *Establishment of a community focal point, through the location and design of a campus area containing a neighbourhood park, two schools and a woodlot;*
- *Creation of a green corridor along the significant tributary in the east half of the plan area, as well as the preservation of segments of Salt Creek and the West Branch of the West Humber River which cross this Secondary Plan area; and*
- *Provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.*

Section 4.1.9 Lands within the Low Density 1 Residential designation on Schedule SP49(a) shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area and act as a transition between the “core executive residential” and “conventional” areas of the community.

Section 4.1.10 In areas designated Low Density 1 Residential (transitional executive) on Schedule SP49(a), the following policies will apply:

- *Only single detached homes shall be permitted; and*
- *a maximum density of 19.8 units per net residential hectare (8 units per net residential acre), and a minimum lot width of 12.2 metres (40 feet);*

Section 4.1.11 Lots abutting or directly adjacent to the Executive Residential designations or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community.

In the context of the above, “directly adjacent” refers to the lotting situations where the Low Density 1 Residential lots are separated from an Executive Residential designation by either a road, valley, or similar narrow separator and where there are no intervening lots, housing, or non-residential development.

On those lands within the Low Density 1 designation which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot sizes shall be permitted as long as the maximum density of 19.8 units per net hectare (8 units per net acre) is maintained.

Analysis: Vales of Castlemore North Secondary Plan (Area 49)

The subject lands are designated ‘Low Density Residential 1’ within the Vales of Castlemore North Secondary Plan. The low density designation is intended to be developed for single detached dwellings with large lots, wide frontages and a minimum frontage of 12.2 metres. The proposed Draft Plan of Subdivision exclusively proposes single detached dwellings at a low density which is consistent with the surrounding area subdivisions. The 12.2m minimum frontages are met for all lots in the subdivision as

frontages of 13.2m and 15.0m are proposed. The lots and street are integrated with the adjacent subdivision which was developed of a similar nature and built form. With fifteen dwellings proposed, the overall built form and density are appropriate as they are reflective of the existing adjacent subdivision. As such, the proposed development conforms to the Secondary Plan.

The development proposal conforms to the intended land use designations in the Secondary Plan and will contribute to the City's Housing Pledge by providing additional housing opportunities. As such, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Vales of Castlemore Secondary Plan.

Zoning By-law

The subject properties are currently zoned 'Agricultural (A)', as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1E-14.5-AAAA, R1E-13.0-BBBB, R1E-18.0-CCCC) and open space (OS). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions. Below are the proposed naming conventions that are being recommended and some of the highlights of each of the proposed zones:

Residential Single Detached E – 14.5 – Section AAAA (R1E-14.5-AAAA):

- Permits single detached dwellings;
- Front yard width minimum requirement of 14.5 metres; and,
- Maximum height requirement of 13 metres.

Residential Single Detached E – 13.0 – Section BBBB (R1E-13.0-BBBB):

- Permits single detached dwellings;
- Front yard width minimum requirement of 13.0 metres; and,
- Maximum height requirement of 13 metres.

Residential Single Detached E – 18.0 – Section CCCC (R1E-18.0-CCCC):

- Permits single detached dwellings;
- Front yard width minimum requirement of 18.0 metres; and,
- Maximum height requirement of 13 metres.

Technical Requirements:

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

Planning Justification Report

The planning justification report prepared by Candevcon Limited was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Vales of Castlemore Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Candevcon Limited in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. The report concludes that the sanitary sewer servicing can be achieved by connecting to the existing Sanitary sewers on Lauderhill Road. The water supply can be achieved by connecting to the proposed watermains to be installed on Lauderhill Road. The stormwater management objectives can be achieved through the proposed SWM Pond 2 for the east half and a Stormceptor outlet to the west Humber River for the west half and erosion and sediment control measures will be installed as recommended. It should be noted that the details of the stormwater management system will be finalized during the detailed design stage of the subdivision application. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Heritage Impact Assessment

A Heritage Impact Assessment was prepared by Golder Associates Ltd. An addendum to the Heritage Impact Assessment was prepared by WSP to determine if the listed heritage property (Sargent Farmhouse) located at 11185 Airport Road had cultural heritage value. The report determined the property to be of cultural heritage value and recommended that Sargent Farmhouse be relocated to Lot 8 within the subdivision. City staff reviewed the Heritage Impact Assessment and found it satisfactory.

Tree Inventory and Preservation Plan

An Arborist Report was prepared by Kuntz Forestry Consulting Inc. The report indicates a total of twenty-five (25) trees and eight (8) polygons within 10 metres of the subject property. The report recommends the removal of all twenty-three (23) trees and one (1) polygon located on the subject property to accommodate the proposed development and road widening. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 11)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 45 points, which achieves the City's Silver threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by Bramcon Engineering Limited in support of the development application. An acoustic barrier that runs along the north and west property line of Lot 8 and an acoustic barrier that runs along Lots 6 and 7 is required. An acoustic barrier with a height of 4.0m (consisting of a 2.2m acoustic fence and a 1.8m high berm) on the west property line of Lot 8 will continue along the north property line of Lot 8 as a 2.2m acoustic fence. The location and length of the barriers and the requirements for special ventilation or warning clauses for the proposed Residential Subdivision and noise mitigation measures are required. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.