



Planning Justification Report

83 Christie Drive Dorchester, Ontario

Doug Tarry Limited

July 4, 2025



Zelinka Priamo Ltd.

LAND USE PLANNERS

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1.0 INTRODUCTION

This Planning Justification Report (“PJR”) has been prepared in support of Draft Plan of Subdivision (“DPOS”), Official Plan Amendment (“OPA”), and Zoning By-law Amendment (“ZBA”) applications submitted by Doug Tarry Limited (“DTL”) to permit the development of a residential subdivision at 83 Christie Drive in the Village of Dorchester (the “subject lands”). The subdivision is proposed to consist of low density residential in the form of 170 single-detached and semi-detached freehold lots; 4 townhouse blocks containing a total of 21 units; and one block for high density residential uses. The Draft Plan of Subdivision also provides amenities and infrastructure including parks, pedestrian pathways, new local roads, stormwater management facilities, and future development lands.

Pre-consultation discussions were held with the Municipality of Thames Centre (the “Municipality”) and the County of Middlesex (the “County”) on December 18, 2023, and June 4, 2025, to discuss the proposed applications and submission requirements. A Draft Plan of Subdivision has been prepared and submitted in support of the applications, depicting the location of the proposed public roads, development blocks, stormwater facilities, park and general site characteristics.

1.1 SUMMARY

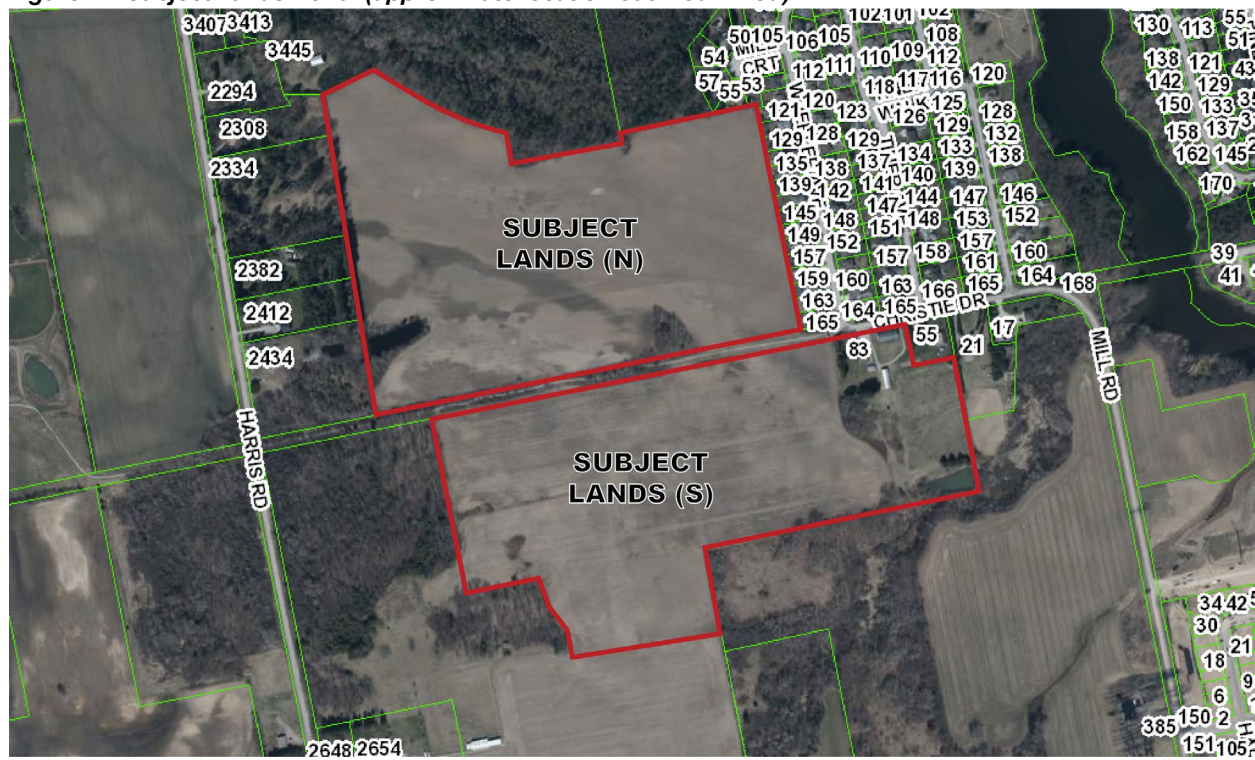
- The Draft Plan of Subdivision is consistent with the applicable land use policies in the *Planning Act*, the Provincial Planning Statement, and the County of Middlesex Official Plan;
- The proposed Official Plan Amendment maintains the intent of the “*Residential*” designation in the Thames Centre Official Plan, and facilitates residential intensification at an appropriate location within the Village of Dorchester;
- The proposed Zoning By-law Amendment will implement the Official Plan Amendment to permit a range of residential densities and additional compatible uses, while maintaining the general character of the surrounding neighbourhood; and,
- The proposed amendments will accommodate intensification and introduce modern forms of development to effectively round out the Village of Dorchester in a manner that is compatible with, and considerate of, the existing community.

2.0 SUBJECT LANDS

2.1 SITE DESCRIPTION AND SURROUNDING USES

The subject lands consist of a parcel on the north side of the unopened Christie Drive road allowance, and a portion of the lands to the south, legally described as Part Lots 19 and 20, North Dorchester Concession B and RP 33R19961 Part 1, generally located to the southwest of an existing residential subdivision in the Village of Dorchester. The unopened Christie Drive road allowance currently bisects the subject lands and is utilized as a public pedestrian trail, which is maintained by the Municipality. The lands are irregularly shaped, approximately 44.28ha in size, with 691m of frontage on Christie Drive (Figure 1).

Figure 1 – Subject Lands Aerial (approximate location outlined in red)



The subject lands are currently used for agricultural purposes and are occupied by a single detached dwelling and three barns near the eastern property boundary along Christie Drive. The subject lands are relatively flat, with the grade dropping down towards the wooded area to the southeast. Trees exist along the perimeter of the subject lands, and within a cluster south of the residence and barns.

The subject lands are situated in the south-west portion of the Village of Dorchester's settlement area boundary, in the Municipality of Thames Centre. The subject lands are surrounded agricultural lands and woodlots to the north, existing low-density residential uses to the east, lands designated "Environmental Area" to the southeast, and agricultural lands to the south and west (refer to Figure 1 above). Surrounding roads include Hamilton Road to the north, Harris Road to the west, Mill Road to the southeast, and Wheeler Avenue to the east. The current Christie Drive

asphalt road ends at the subject lands, however, the unopened road allowance continues to Harris Road to the west. The Thames River is approximately 675m north of the subject lands, and the centre of the Village of Dorchester is approximately 1.2km to the northeast.

The subject lands are currently designated as “*Settlement Area – Urban*” in the County of Middlesex Official Plan, designated as “*Residential*” in the Municipality of Thames Centre Official Plan, and are zoned as “*Future Development (FD)*” and “*Environmental Protection (EP)*” in the Municipality of Thames Centre Zoning By-law.

2.2 PROPOSED DEVELOPMENT

DTL is proposing a 198-block residential subdivision, as depicted in the Draft Plan, consisting of 170 single-detached and semi-detached freehold lots; 4 townhouse blocks containing a total of 21 units; and one high-density residential block, primarily located on the lands south of Christie Drive (Figure 2, following page). The Draft Plan also includes park space, pedestrian connections, stormwater management pond and a trail / open stormwater channel. Note that the current Draft Plan of Subdivision application will create pedestrian pathways, open space blocks, and future development blocks on the northerly portion of the subject lands. Vehicular access is provided through the future extension of Christie Drive, providing connections to proposed local roads and private driveways. Christie Drive will eventually be extended westward to Harris Road, providing a secondary access to the development.

3.0 PROPOSED AMENDMENTS

An Official Plan Amendment (“OPA”) is proposed to add a Site-Specific Policy to the Thames Centre Official Plan, which notwithstanding policy 4.3.3.1, would permit high-density residential uses, including apartment dwellings, up to a maximum height of 6-storeys on Block 175 of the Draft Plan.

The following policy is proposed to be added under a new Section 4.3.3.1 – Residential Special Policy Areas of the Thames Centre Official Plan.

“Notwithstanding the policies of Section 4.3.3 of this Plan to the contrary, lands designated “Residential - Special Policy Area X” may be used for high density-residential uses in the form of apartment dwellings up to a maximum height of 6-storeys. Additionally, limited commercial and office uses may be permitted on the ground floor of the apartment building.”

A Zoning By-law Amendment (“ZBA”) is also proposed to re-zone portions of the subject lands from “Future Development (FD)” to “Residential Second Density Special Provision (R2-(X))”, “Residential Third Density Special Provision (R3-(X))”, and “Open Space (OS)” in Zoning By-law No. 75-006 (Figure 3, following page). Note that the majority of the northerly half of the subject lands is to remain zoned as “Future Development (FD)”, and a future Zoning By-law Amendment application will be required to facilitate development on the lands.

The “R2-(X)” zone is proposed for the 174-freehold single-detached, semi-detached, and street townhouse lots; the “R3-(X)” zone is proposed for the high-density block; the “OS” zone is proposed for the park, pedestrian trail network, stormwater management pond and other open space areas.

A holding provision is proposed for certain “Environmental Protection” blocks to ensure an archaeological investigation is completed should any development be contemplated in the future.

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Table 1 – Proposed “Residential Second Density (R2-(X))” Special Provisions

Provision	Proposed (Single-Detached)	Proposed (Semi-Detached)	Proposed (Street Townhouse)
Lot Area (min.)	350m ²	250m ²	185m ²
Lot Frontage (min.)	10.5m	8.5m	5.5m (interior lot) 7.5m (end lot)
Front/Exterior Side Yard Depth (min.)	4.5m to a dwelling 6.0m to a garage	4.5m to a dwelling 6.0m to a garage	4.5m to a dwelling 6.0m to a garage
Interior Side Yard Depth (min.)	1.2m	1.2m, provided no side yard shall be required between the common wall dividing individual dwelling units	2.0m, provided no side yard shall be required between the common wall dividing individual dwelling units
Rear Yard Depth (min.)	8.0m	8.0m	8.0m
Lot Coverage (max.)	50%	50%	65% (interior lot) 50% (end lot)
Building Height (max.)	11.0m	11.0m	15.0m
Landscaped Open Space (min.)	30%	30%	15% (interior lot) 30% (end lot)
Maximum Driveway Width	Lesser of 7.0m or 60% of the street line along the street used to gain access to the driveway; but not greater than 7.0m	Lesser of 6.0m or 50% of the street line along the street used to gain access to the driveway; but not greater than 6.0m	Lesser of 5.0m or 75% of the street line along the street used to gain access to the driveway; but not greater than 5.0m
Sight Visibility Triangles – Corner Lots	6.0m	6.0m	6.0m
Yard Encroachments and Obstructions (d) Heat Pumps, Air Conditioners and/or Air Exchangers	1.5m (Encroachment), but not closer than 0.4m to the lot line	1.5m (Encroachment), but not closer than 0.4m to the lot line	1.5m (Encroachment), but not closer than 0.4m to the lot line
(g) Balconies, Open Roofed Porches and Uncovered Terraces or Decks	Encroachment of 2.5m (Front / Exterior Side Yard), 4.0m (Rear Yard)	Encroachment of 2.5m (Front / Exterior Side Yard), 4.0m (Rear Yard)	Encroachment of 2.5m (Front / Exterior Side Yard), 4.0m (Rear Yard)

Table 2 – Proposed “Residential Third Density (R3-(X))” Special Provisions

Provision	Proposed (Apartment)
Lot Area (min.)	3.5ha
Lot Frontage (min.)	30.0m
Front Yard Depth (min.)	7.5m
Exterior Side Yard Depth (min.)	6.0m
Interior Side Yard Depth (min.)	4.5m
Rear Yard Depth (min.)	9.0m
Lot Coverage (max.)	50%
Building Height (max.)	6-storeys
Landscaped Open Space (min.)	30%
General Provisions	
Dwelling Unit Area (min.)	40m ² for a bachelor unit, plus 15m ² per additional bedroom

4.0 CURRENT POLICY AND REGULATORY FRAMEWORK

The following sections of this Report provide analysis of the proposed development and planning applications with respect to applicable policy and regulatory documents, including the *Planning Act*, the Provincial Planning Statement (PPS), the County of Middlesex Official Plan, the Municipality of Thames Centre Official Plan, and the Municipality of Thames Centre Zoning By-law.

4.1 PLANNING ACT, R.S.O 1990

The *Planning Act* is a legislative document that sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled.

Section 2 of the *Act* outlines items of provincial interest which approval authorities must have regard for when reviewing development proposals. The proposed development has regard for the following matters:

- The proposed development provides appropriate setbacks to existing natural features, including wetlands and woodlots, to preserve their features and functions. The proposed development will not result in fragmentation of agricultural lands, since the subject lands are within a Settlement Area Boundary and are intended for future development. Areas of archaeological significance are incorporated into the proposed development as open space to ensure their conservation (Sections 2(a)-(c));
- Extensions to municipal water and sanitary services will provide for appropriate water and sewage services for the proposed development. New roads will be created through the Draft Plan of Subdivision process to facilitate pedestrian and vehicular transportation throughout the development. The proposed development is a logical extension of an existing built-up area, and contributes to the orderly development of a safe and healthy community (Sections 2(f),(h));
- The Draft Plan of Subdivision will provide a range of housing types to ensure a full spectrum of housing options are available. The Draft Plan of Subdivision also provides recreational trails and parks to support a healthy community (Sections 2(i),(j));
- The development has consideration for significant natural heritage features nearby, and maintains appropriate setbacks to ensure public health and safety are protected. The development is located adjacent to existing development, and the lands and infrastructure available can support the growth of the community (Sections 2(o),(p));
- The proposed development incorporates a public trail network throughout the development to support activity and pedestrian movement. The development is compact, and is designed to be pedestrian-friendly (Section 2(q)); and,
- The Draft Plan of Subdivision provides for a number of high-quality, safe, and attractive public spaces throughout the development to promote a built form that is well-designed and provides a sense of place within the Village of Dorchester (Section 2(r)).

Section 51(24) of the *Act* outlines criteria for consideration of a Draft Plan of Subdivision application, including those relating to health, safety, convenience, accessibility, and welfare of residents. The proposed Draft Plan of Subdivision is consistent with the criteria of Section 51(24) of the *Act* as follows:

- The proposed subdivision is adjacent to a built-up area, and is a logical extension to the Village of Dorchester. The lands are located within the settlement area boundary, and are designated for future development (Sections 51(24)(b),(c));
- The land is vacant, flat, and suitable for future residential development. Natural environmental features are retained where possible, and appropriate buffering from these features ensures long-term compatibility (Section 51(24)(d),(h));
- Appropriate infrastructure including roads, utilities, municipal services and community facilities, can be developed with justified expansion of existing services nearby (Sections 51(24)(i));
- The proposed lots are of an appropriate size and dimension to accommodate residential uses in a variety of forms and densities. Public recreational lands will be available with the provision of parks and a multi-use trail network throughout the subdivision (Sections 51(24)(f),(k)).

As described above, the proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment are consistent with the criteria outlined in the *Planning Act*.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (“PPS”) is issued under Section 3 of the *Planning Act* and “provides policy direction on matters of provincial interest related to land use planning and development.” In accordance the *Planning Act*, all decisions affecting land use planning matters shall be consistent with the PPS. The proposed development is consistent with the PPS, including the following applicable policies:

- The proposed applications are intended to facilitate residential development at a range of densities, which is compact and provides an efficient land use pattern that minimizes land consumption and servicing costs. The proposed development avoids land use patterns which may cause environmental safety concerns as the lands are sufficiently setback from the stable top of slope to the north and southwest (Policy 2.1.6(a));
- The proposed development will include various sidewalk and pathway connections, supporting active transportation options. The proposed development is adjacent to existing development, has a compact built form, and provides for a mix of uses and densities (Policies 2.2.1(b)(1); 2.2.1(c));
- The subject lands are located within the Village of Dorchester, which is identified as an existing settlement area where growth and development is to be focused (Policy 2.3.1.1);
- The nature and location of the proposed development minimizes land consumption and servicing costs due to increased density. The lands to the east have been developed with

residential uses and appropriate services will be extended to service the subject lands (Policies 2.3.1.2(a)-(c), 2.3.1.3);

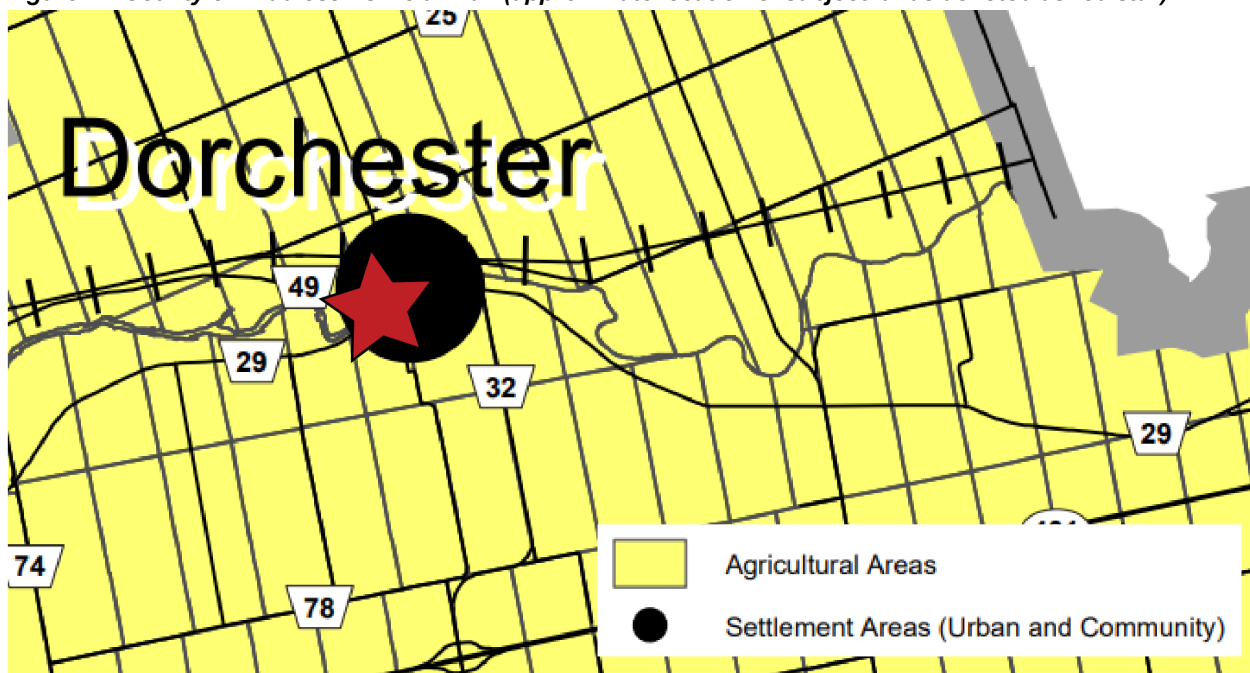
- The development will be fully serviced by municipal sanitary and water services to support protection of the environment and minimize risks to human health and safety. Stormwater management is accommodated as a block in the Draft Plan of Subdivision and will further mitigate risks to safety, property and the environment (Policies 3.6.2; 3.6.8(d));
- The development is located adjacent to significant natural heritage features, including a Provincially Significant Wetland (Tamarack Swamp). The Draft Plan of Subdivision incorporates appropriate separation and buffering to protect the natural heritage system and ensure the long-term protection of those features (Policies 4.1.1; 4.1.2; 4.1.8); and,
- Areas of archaeological significance are identified within the Draft Plan of Subdivision. The proponent has engaged with local First Nations, including Chippewas of the Thames First Nation and Oneida Nation of the Thames to preserve the areas of archaeological significance. Development is not proposed on lands containing archaeological significance, and appropriate restrictions will be applied to ensure long-term protection of the identified archaeological areas (Policies 4.6.1; 4.6.5).

Based on the above, the proposed applications are consistent with the applicable policies of the PPS.

4.3 COUNTY OF MIDDLESEX OFFICIAL PLAN

The County of Middlesex Official Plan provides specific direction for growth and development within the County, including Plans of Subdivision. The subject lands are designated “Settlement Area” on Schedule A – Land Use of the County of Middlesex Official Plan (Figure 4).

Figure 4 – County of Middlesex Official Plan (approximate location of subject lands denoted as red star)



The following policy analysis outlines how the proposed development meets the goals and policies of the County of Middlesex Official Plan:

Policy 3.2.2

New development in Settlement Areas is encouraged to proceed by Plan of Subdivision.

Settlement Areas shall develop in a manner that is phased, compact and does not result in a strip pattern of development.

The proposed development is within the Village of Dorchester settlement area boundary, and will proceed by Draft Plan of Subdivision. The proposed development is phased, has a compact built form, and provides for a mix of uses and densities with additional future development areas to the north, and effectively rounds out the existing settlement area.

Policy 3.2.5.1

Permitted uses:

- a) A variety of housing types;*
- b) Commercial uses primarily serving the day-to-day needs of the residents of the community;*
- e) Recreation and Open Space, including active and passive recreation activities.*

The proposed development includes a variety of housing types, including single-detached, semi-detached and townhouse dwellings, and a high-density block for a potential apartment building. The Draft Plan of Subdivision also provides for recreation and open space uses throughout the development.

Policy 4.5.1

County Council shall approve only those plans of subdivision or condominium which comply with the Planning Act, policy statements issued under Section 3 of the Act, the provisions of this Plan and the applicable local official plan.

As described in this report, the Draft Plan of Subdivision is consistent with the *Planning Act*, the PPS, and the County and local Official Plans. A Draft Plan of Subdivision is necessary to facilitate the creation of 174 lots for low- to medium-density residential use, one high-density residential block, and 23 blocks for supporting amenities on the subject lands.

Policy 4.5.3.1

A Plan of Subdivision under the Planning Act is generally required when any of the following occur:

- More than 3 lots from a land holding are being created;*
- Lots created require a new road for the provision of access;*
- The provision or extension of municipal servicing is required; or,*

- Other matters that may arise during the review of the development proposed.

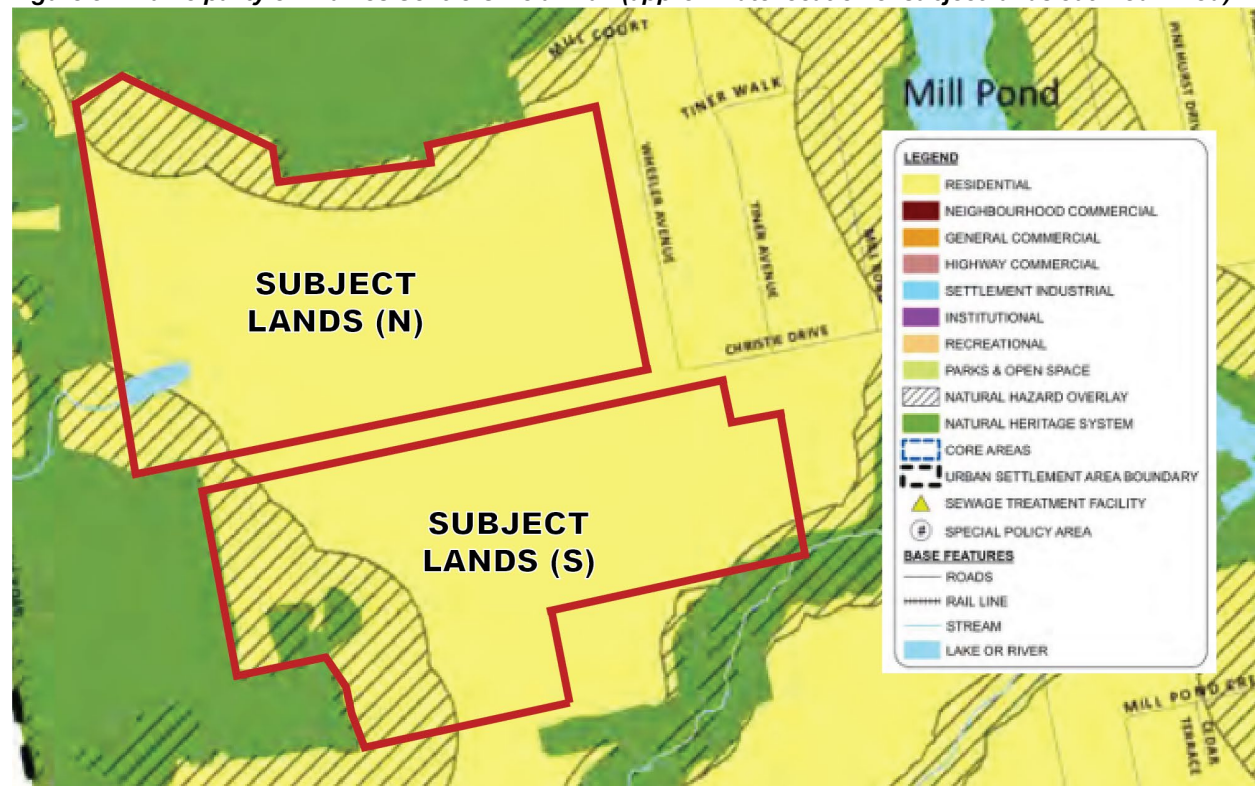
A Draft Plan of Subdivision is proposed to create 170 single-detached and semi-detached freehold lots; 4 townhouse blocks containing a total of 21 units; one high-density residential block; new municipal roadways; and new public parkland. This application is the appropriate method to divide the subject lands for their intended purpose. The “Settlement Area” policies permit low-density, medium-density and high-density residential uses, and the subject lands are appropriate for residential development at a range of densities. The “Settlement Area” policies also permit commercial uses, including those which serve the day-to-day needs of the residents of the community.

Based on the above-noted applicable policies, the proposed applications are consistent with the County of Middlesex Official Plan.

4.4 MUNICIPALITY OF THAMES CENTRE OFFICIAL PLAN

The subject lands are designated “Residential” on Schedule B1 – Land Use Plan Dorchester Settlement Area in the Municipality of Thames Centre Official Plan (Figure 5).

Figure 5 – Municipality of Thames Centre Official Plan (approximate location of subject lands outlined in red)



Medium- and high-density residential uses are permitted in the “Residential” designation, however, as per policy 4.3.3(c)(3), the height and density of residential development is generally limited to a maximum of 3-storeys and 35 UPH. As such, an OPA is proposed to add a site-specific policy to the subject lands, which would permit medium and high-density residential uses, including street townhouses and apartment dwellings, as well as limited commercial and office uses at street level of the apartment block. The proposed site-specific policy would permit

apartment dwellings up to a maximum of 6-storeys and a density of 100 UPH on the high-density block. Furthermore, the special policy would permit limited commercial uses, specifically those which serve the day-to-day needs of the residents of the community.

The following is an analysis of the applicable Thames Centre Official Plan policies:

Policy 2.2

Prior to the approval of any development or amendment to this Plan or the Zoning By-law, it shall be established to the satisfaction of Council and all other bodies having jurisdiction that:

- 1) soil and drainage conditions are suitable to permit the proper siting of buildings;*
- 2) the services and utilities, whether they are municipal or private, can adequately accommodate the proposed development. Full municipal or communal sanitary and water services will be the preferred method of servicing development;*
- 3) the road system is adequate to accommodate projected increases in traffic;*
- 4) the land fronts on a public road which is of a reasonable standard of construction and maintenance;*
- 5) lot frontage and area are suitable for the proposed use and conforms to the standards required by the implementing Zoning By-law; and,*
- 6) adequate measures will be taken to alleviate or prevent any adverse effects that the proposed use may possibly have upon any proposed or existing adjacent use or on the natural heritage features and functions.*

The subject lands have suitable soil conditions to permit proper, safe siting of buildings based on the submitted Geotechnical Report. The subject lands will be fully serviced by municipal sewer and watermain which are adequate for the current development and future development in the area.

The road network proposed within the Draft Plan of Subdivision and the surrounding road network will operate with acceptable levels of service under stop sign control, as noted in the supporting Traffic Impact Analysis (discussed further in Section 5.6 of this report). The proposed lots will front on new public roads, to be assumed by the municipality once constructed, and conform to the proposed zone standards set out in the Zoning By-law Amendment below. The proposed development is compatible with the adjacent residential development, and with the character of the Village of Dorchester.

Significant natural heritage features are identified on and adjacent to the subject lands, and no negative impacts are anticipated provided the recommendations for construction timing, protective measures, buffering, planting, and monitoring as outlined in the Environmental Impact Study are followed (further analysis provided in Section 5.5 of this report).

Policy 2.4

All site-specific development proposals within Settlement Areas shall be accompanied by an evaluation of servicing options. The preferred servicing hierarchy for development within the Municipality is extension from existing municipal systems; extension from existing communal systems; new municipal or communal systems; and individual septic systems and private wells.

The proposed development will be serviced with full municipal infrastructure. The infrastructure will be an extension of existing municipal infrastructure, the preferred method of servicing. Further detail on the servicing of the site is provided in Section 5 of this report.

Policy 2.27

It is a policy of this Plan that all new development within Settlement Areas, with the exception of infilling or redevelopment, shall occur through Plan of Subdivision.

When considering applications for plans of subdivision, the Municipality and/or County will ensure that the area to be subdivided can be provided with necessary services, roads and amenities and that the proposed development would not adversely affect the economy of the Municipality. All lots within a proposed plan of subdivision must have frontage on a public road that is of adequate construction and that is, or will be, opened and maintained year-round. For large plans of subdivision, consideration shall also be given to appropriate phasing. Other relevant factors may also be considered.

It shall be the policy of this Plan that approval be granted only to those plans of subdivision which can comply with the policies of this Plan and which, to the satisfaction of Council, can be supplied with adequate public utilities and services such as schools, fire protection, water supply, sanitary sewers, and storm drainage facilities as required by this Plan, and which by reason of such approval, would not adversely affect the economy of the Municipality. As a condition to the approval of a plan of subdivision or condominium, lands for pedestrian pathways and bicycle paths may be required to be dedicated to the Municipality.

The Draft Plan of Subdivision is located on lands which are designated for residential uses. All lots will have frontage on new public roads, which have been designed to accommodate the proposed residential density of the subdivision. The Draft Plan of Subdivision consists of appropriately-sized lots and blocks, necessary roads, and amenities such as parks and pedestrian pathways.

The proposed subdivision will be serviced by municipal water and sewer systems, and a stormwater management block has been incorporated into the Plan to accommodate drainage. Additionally, appropriate fire protection will be available with new fire hydrants supplied by municipal water. As such, the proposed applications support residential development which is appropriate for the subject lands.

Policy 4.1.3 (5)

In vacant areas designated for residential purposes, a suitable mix of housing types should be provided. Internal road networks should be designed to ensure good access to the major road network while discouraging through traffic.

The planning of new residential areas shall make provisions for a range of housing types, sizes, price and tenure arrangements in order to provide accommodation for households of differing socio-economic characteristics. Due to the lack of multiple dwelling development of either rented or condominium tenure, added emphasis and encouragement will be given to developments of this type...

New plans of subdivision within the residential designations shall be designed so that continuous secondary, interior access roads will result between adjacent subdivisions. Cul-de-sac and similar 'dead-end' configurations will only be permitted where no viable through-street connection exists. For larger blocks of land adjacent to arterial roads, direct access to the arterial road may be limited.

The subject lands are currently vacant, and are designated for residential uses. The proposed applications support a range and mix of lot sizes and forms, including single- and semi-detached lots, and multiple unit residential buildings in the form of street townhouses and an apartment block. The density currently permitted in the Thames Centre Official Plan is exceeded within the proposed Draft Plan of Subdivision, however, the site-specific special policy is intended to permit a higher residential density on the subject lands. Conflicts between the dwelling types are minimized with appropriate separation and setbacks.

The proposed internal road networks provide access to all areas of the subdivision while limiting cul-de-sacs and 'dead-end' configurations. The proposed opening of the Christie Drive right-of-way will provide a secondary access to the subject lands from Harris Road in the future. Furthermore, only those commercial uses which do not conflict with residential uses should be permitted on the ground floor of the proposed apartment block.

Policy 4.3.3 (1) (a)

Permitted uses shall be in accordance with the policies outlined in this Section and shall include low density residential, including single-detached dwellings, semi-detached dwellings, duplexes, triplexes, street townhouse dwellings, Additional Residential Units in accordance with Section 4.1.3(12) of this Plan, and home occupation uses in accordance with Section 4.1.3(9) of this Plan; mobile homes and mobile home parks shall not be permitted; residential uses may be placed in separate zoning categories in the implementing Zoning By-law.

The proposed Draft Plan of Subdivision seeks to permit low-density residential uses in the form of single- and semi-detached dwellings, and street townhouses. The proposed low-density residential uses are consistent with the permitted low-density residential uses described in the Thames Centre Official Plan.

Policy 4.3.3 (1) (c)

Permitted uses shall be in accordance with the policies outlined in this Section and shall include medium density residential uses, including cluster townhouse dwellings, horizontal multiples, and low-rise apartments with a maximum height of four storeys, in accordance with the following:

- (i) Sites are encouraged to have frontage on arterial roads and be in proximity to public parks and commercial area;*
- (ii) The following additional items will be considered when reviewing the appropriateness of applications to amend the comprehensive Zoning By-law to allow medium density residential uses in an area designated "Residential":*
 - General compatibility with existing uses in close proximity to the proposed development; the proposal will be analyzed to determine if it will alter the character of existing development, using existing land uses within a 120m radius of the subject property as a guide to the nature of existing development characteristics;*
 - The capacity of Municipal, County and Provincial roads affected and their ability to handle the existed increases in traffic;*
 - The adequacy of services to serve the proposed development;*
 - The provision of landscaping, buffering and building setbacks adequate to protect the privacy of surrounding residential properties; and,*
 - Consistency with the Provincial Policy Statement.*

The proposed Draft Plan of Subdivision seeks to permit a mixed-use block with commercial uses on the ground floor and residential uses above, with a maximum building height of 6-storeys. The site-specific special policy area proposed recognizes the mixed-use residential and commercial block, and the maximum building height of 6-storeys. The intent of the OPA is to permit a mixed-use development in a modern form to promote efficient land use patterns. The proposed uses will contribute to the completeness of the community, and will not impact the character of existing neighbourhoods in the Village of Dorchester. The development will provide an opportunity for neighbourhood commercial uses to operate within a residential building. The height and massing proposed are compatible with the proposed townhouse dwellings adjacent to the high-density block.

The proposed development includes a range of lot sizes to accommodate a variety of housing types. In order to achieve efficient development and use of municipal services, the special policy proposes to incorporate a high-density residential block on lands that generally meet the above criteria.

The proposed high-density development block is on the westerly edge of the proposed Draft Plan of Subdivision, and has direct access to the new pedestrian trails and public park as outdoor amenity space. The proposed location separates the proposed apartment from the existing low-density residential development. Low- and medium-density residential uses close to the high-

density residential block can be buffered through strategic building location and robust landscaping and fencing. The site design of the high-density block can effectively limit adverse impacts on surrounding properties.

The existing roads within Dorchester and proposed roads through these applications are capable of handling the expected increase in traffic, as confirmed by the Traffic Impact Assessment discussed in detail later in this report. The new municipal water and sewer services to be constructed with the proposed development are capable of supporting the development, and future development of the area nearby. The proposed development is consistent with the policies of the Provincial Planning Statement, and represents a desirable, compact development. Overall, the proposed site-specific special policy will facilitate an appropriate, compact development on the subject lands.

Policy 4.3.3 (3)

Innovative forms of housing and creative housing design will be encouraged where it is demonstrated that individual units will be attractive, individual privacy will be enhanced, natural amenities will be retained, landscaped open space will be increased, and the amenity and character of neighbouring residential areas will be protected.

The proposed development provides a range and mix of lot sizes to diversify housing types within the Draft Plan of Subdivision. Individual units are of an appropriate size to accommodate a dwelling that fits within the existing neighbourhood character and provide appropriate landscaped open space. The amenity and character of the neighbouring residential area to the east is preserved by providing large lot sizes, particularly in the cul-de-sac on the east side of the Draft Plan of Subdivision, to provide an appropriate transition to the rest of the new development to the west.

Policy 4.4.1

Commercial activity will generally be directed toward the Urban Settlement Areas, although limited commercial opportunities exist in Hamlets for small-scale and “local” activities, in agricultural areas for particular farm-related uses, and in existing pockets of commercial strip development along major roads. The location of residential uses above compatible commercial uses shall be encouraged.

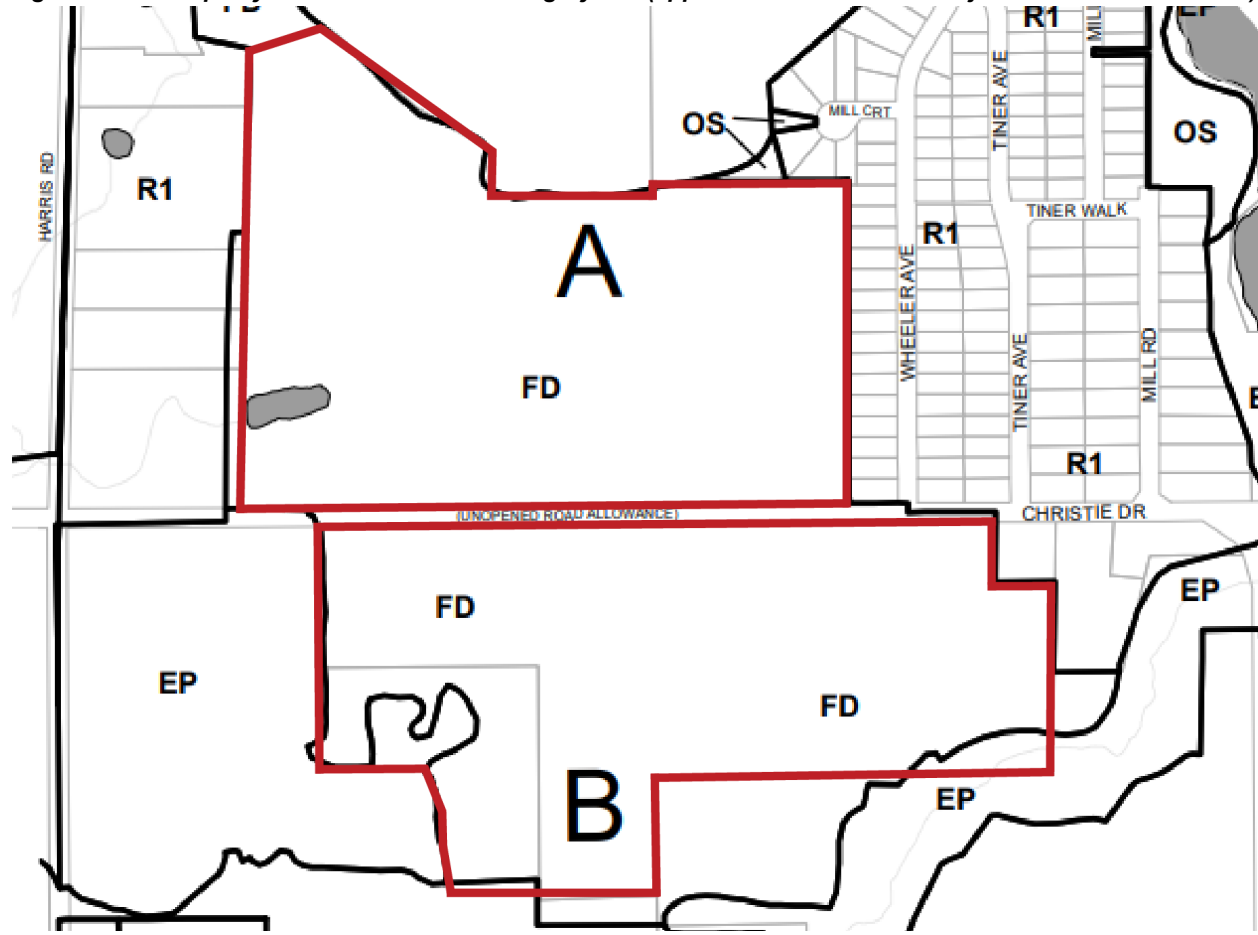
The proposed commercial uses are proposed within an “Urban Settlement Area”, and will be comprised of small-scale uses that are compatible with residential uses. Neighbourhood commercial uses are proposed on the ground floor of the apartment block, providing a modern form of development that will allow for convenient access to goods and services that meet the daily living needs of the community. The proposed commercial uses will attract users from the surrounding community, which will create a walkable environment with a compact built form.

Based on the applicable policies identified in the Thames Centre Official Plan, the proposed development is consistent with the objectives and policies of the “Residential” designation subject to site-specific policy proposed.

4.5 MUNICIPALITY OF THAMES CENTRE ZONING BY-LAW

The subject lands are zoned “*Future Development (FD)*” and “*Environmental Protection (EP)*” in the Municipality of Thames Centre Zoning By-law 75-2006 (Figure 6). Permitted uses in the “*FD*” zone include existing uses, and lot regulations remain as they lawfully existed as of the day of passing of the Zoning By-law.

Figure 6 – Municipality of Thames Centre Zoning By-law (approximate location of subject lands outlined in red)



A Zoning By-law Amendment (“ZBA”) to re-zone a portion of the subject lands from “*Future Development (FD)*” is required to implement the special policy of the Official Plan and facilitate the proposed residential development with dedicated open space areas. The proposed zones are as follows (refer to Figure 3 on page 8 of this report):

- “*Residential Second Density (R2-(X))*” for the freehold single-detached, semi-detached and street townhouse lots (Lots 1-174);
- “*Residential Third Density (R3-(X))*” for the high-density block (Block 175);
- “*Future Development (FD)*” for the future development blocks on the northerly portion of the subject lands (Blocks 192-193);
- “*Open Space (OS)*” for the stormwater management block, the new public parks and pedestrian network (Blocks 178-185, 189-191, 194-198);

- “Environmental Protection (EP)” for the lands adjacent to the Provincially and Locally Significant Wetland features (Blocks 186-187); and,
- “Holding H-(X)” for lands subject to archaeological review (Blocks 186-187).

Furthermore, site-specific provisions (identified in *red*) are requested to recognize certain site conditions, as outlined in the tables below. Following each of the proposed site-specific zone tables is an analysis relating to the conformity of the request with the intent of the Thames Centre Zoning By-law.

Residential Second Density (R2-(X)) Zone

Table 3 – Zone Comparison – “Residential 2 (R2-(X))” – Single- and Semi-Detached Dwellings

Provision	Required (Single-Detached)	Proposed (Single-Detached)	Required (Semi-Detached)	Proposed (Semi-Detached)
Lot Area (min.)	800m ²	<i>350m²</i>	400m ²	<i>250m²</i>
Lot Frontage (min.)	20.0m	<i>10.5m</i>	10.0m/unit	<i>8.5m</i>
Front/Exterior Side Yard Depth (min.)	7.5m	<i>4.5m to a dwelling 6.0m to a garage</i>	7.5m	<i>4.5m to a dwelling 6.0m to a garage</i>
Interior Side Yard Depth (min.)	2.0m	<i>1.2m</i>	2.0m, provided no side yard shall be required between the common wall dividing individual dwelling units	<i>1.2m</i> , provided no side yard shall be required between the common wall dividing individual dwelling units
Rear Yard Depth (min.)	8.0m	8.0m	8.0m	8.0m
Lot Coverage (max.)	35%	<i>50%</i>	35%	<i>50%</i>
Building Height (max.)	10.0m	<i>11.0m</i>	10.0m	<i>11.0m</i>
Landscaped Open Space (min.)	30%	30%	30%	30%
General Provisions				
Maximum Driveway Width	6.0m or 40% of lot width	<i>Lesser of 7.0m or 60% of the street line along the street used to gain access to the driveway; but not greater than 7.0m</i>	6.0m or 40% of lot width	<i>Lesser of 6.0m or 50% of the street line along the street used to gain access to the driveway; but not greater than 6.0m</i>
Sight Visibility Triangles – Corner Lots	10.0m	<i>6.0m</i>	10.0m	<i>6.0m</i>
Yard Encroachments and Obstructions (d) Heat Pumps, Air Conditioners and/or Air Exchangers	0.8m (Encroachment) 0.4m (Setback)	<i>1.5m (Encroachment) but no closer than 0.4m to the lot line</i>	0.8m (Encroachment) 0.4m (Setback)	<i>1.5m (Encroachment) but no closer than 0.4m to the lot line</i>
(g) Balconies, Open Roofed Porches and Uncovered Terraces or Decks	1.5m (Front Yard) 4.0m (Rear Yard)	<i>2.5m (Encroachment) (Front / Exterior Side Yard) 4.0m (Rear Yard)</i>	1.5m (Front Yard) 4.0m (Rear Yard)	<i>2.5m (Encroachment) (Front / Exterior Side Yard) 4.0m (Rear Yard)</i>

Table 4 – Zone Provisions – “Residential 2 (R2-(X))” – Street Townhouses

Provision	Proposed <i>(Street Townhouse)</i>
Lot Area (min.)	185m ²
Lot Frontage (min.)	5.5m (interior lot) 7.5m (end lot)
Front/Exterior Side Yard Depth (min.)	4.5m to a dwelling 6.0m to a garage
Interior Side Yard Depth (min.)	2.0m, provided no side yard shall be required between the common wall dividing individual dwelling units
Rear Yard Depth (min.)	8.0m
Lot Coverage (max.)	65% (interior lot) 50% (end lot)
Building Height (max.)	15.0m
Landscaped Open Space (min.)	15% (interior lot) 30% (end lot)
General Provisions	
Maximum Driveway Width	Lesser of 5.0m or 75% of the street line along the street used to gain access to the driveway; but not greater than 5.0m
Sight Visibility Triangles – Corner Lots	6.0m
Yard Encroachments and Obstructions (d) Heat Pumps, Air Conditioners and/or Air Exchangers (g) Balconies, Open Roofed Porches and Uncovered Terraces or Decks	1.5m (Encroachment) but not closer than 0.4m to the lot line 2.5m (Encroachment) (Front / Exterior Side Yard) 4.0m Encroachment (Rear Yard)

* Note that while there are no required provisions for Street Townhouses in the “Residential 2 (R2-(X))” zone, the proposed provisions are generally consistent with the existing provisions in the “Residential 3 (R3)” zone for Street Townhouses.

The built form of the proposed “Residential Second Density (R2-(X))” zone requires special provisions for lot area, lot frontage, building setbacks, and lot coverage. The intent of the zone provisions relating to lot size and building location is to ensure that the permitted use can be adequately developed on the lot without causing adverse impacts to adjacent properties. The provisions as proposed are necessary to accommodate a compact form of development that efficiently utilizes land and municipal resources. The proposed lot size and frontage are sufficient to develop a dwelling that is suitable to meet the needs of future residents while providing adequately-sized private outdoor amenity space for each unit. The reduced setbacks will allow for buildings to be located close to the street and close together to create a safe, active community environment that is similar to other new developments within the Village of Dorchester. The proposed lot coverage increase will allow for flexibility with regard to the type of dwelling which

can be accommodated, and will build in flexibility for future landowners to meet their projected needs.

The proposed addition of street townhouses as a permitted use in the proposed “*Residential Second Density (R2-(X))*” zone will have a positive impact on the development and the community at large, as they will provide a wider range and mix of available dwelling types and living accommodations for future residents. As noted above, the provisions proposed for the street townhouses generally align with the requirements for townhouses in the “*Residential Third Density (R3)*” zone. Additionally, the townhouse lots are located near the proposed high-density residential uses and will act as an appropriate transition to the low-density residential uses. Similar yet compatible building design elements can be incorporated to ensure the street townhouses maintain the character of existing developments nearby. Overall, the proposed added use is desirable and appropriate for the use of the subject lands.

Residential Third Density (R3-(X)) Zone

Table 5 – Zone Comparison “Residential 3 (R3(X))” – Mixed-Use Apartment

Provision	Required (Apartment)	Proposed (Apartment)
Lot Area (min.)	250m ² / unit for the first four (4) units, plus 100m ² for each additional unit thereafter	3.5ha
Lot Frontage (min.)	30.0m	30.0m
Front Yard Depth (min.)	10.0m	7.5m
Exterior Side Yard Depth (min.)	10.0m	6.0m
Interior Side Yard Depth (min.)	10.0m	4.5m
Rear Yard Depth (min.)	10.0m	9.0m
Lot Coverage (max.)	35%	50%
Building Height (max.)	15.0m	6-storeys
Landscaped Open Space (min.)	30%	30%
General Provisions		
Dwelling Unit Area (min.)	40m ² for a bachelor unit, plus 15m ² per additional bedroom	40m ² for a bachelor unit, plus 15m ² per additional bedroom

The proposed “*Residential Third Density (R3-(X))*” zone for the high-density block is intended to accommodate both residential and limited commercial uses to support the community, at a greater height and density than elsewhere in the proposed development. In addition to uses already permitted in this zone: day care; convenience store; and medical/dental office are requested to be added to the list of permitted uses.

The proposed commercial uses are permitted in the Thames Centre Official Plan, as the additional uses are compatible with residential dwellings and are necessary to serve the needs of local residents. There is adequate space on the high-density block to accommodate the proposed commercial uses on the ground floor, with residential uses above, along with the necessary services and utilities required for site function. The proposed additional uses typically are located close to residential areas. As such, day-time pedestrian and vehicular foot traffic is anticipated;

however, the traffic is not expected to have adverse impacts on the surrounding residential uses. There are no odour or noise impacts expected from the proposed commercial uses. The proposed uses are compatible and desirable within the residential community.

As mentioned previously, the intent of the standard “R3” zone provisions are to regulate built form to accommodate compatible and safe development. The proposed high-density development is intended to be developed as one block, with appropriate site-specific provisions applying to the built form. The proposed yard setbacks, together with the proposed lot coverage, will allow flexibility, in accordance with prevailing market conditions, during the design phase of development. Buildings can be located close to the street, which will benefit the commercial uses on the ground floor that rely on direct and convenient access from the public sidewalks, and the adjacent properties will have adequate separation from the apartment block. The proposed apartment block will be set back an appropriate distance from all property lines to allow for pedestrian access, and provide adequate space for robust landscaping features in an effort to minimize adverse impacts to neighbours.

The proposed building height of 6-storeys would implement the requested Official Plan Amendment, discussed earlier in this report. It is anticipated that the proposed 6-storey apartment block may have privacy (overlook), visual, and traffic impacts on adjacent blocks within the subdivision; however, surrounding properties do not contain any sensitive residential land uses that would be significantly impacted. Privacy and overlook impacts may be mitigated through appropriate separation distances from abutting low density residential uses and associated private amenity areas. 6-storey apartment building(s) can be visually screened from the ground with robust tree plantings, and active pedestrian-oriented areas. As discussed in Section 5.6 of this report, there are no traffic impacts anticipated as a result of the Plan of Subdivision, and the proposed road network can comfortably accommodate the predicted levels of traffic from the high-density residential block. Parking can be provided at-grade on the large site, and visitor parking will be available to reduce safety concerns from street parking. Overall, the proposed maximum building height of 6-storeys for the high-density residential block, in addition to the proposed low- and medium-density residential dwellings, is appropriate for the efficient use of the subject lands.

Based on the above, the proposed ZBA is appropriate and is consistent with the policies and objectives of the Municipality of Thames Centre Official Plan.

5.0 SUPPORTING MATERIALS

5.1 GEOTECHNICAL REPORT

A Geotechnical Investigation has been completed and a report of the findings and conclusion was prepared by Englobe in on April 28, 2025. The purpose of this investigation was to explore the subsurface soil and groundwater conditions at the subject site. The geotechnical report includes recommendations on foundation design and construction, site servicing, excavations, pavement structure and construction and inspection testing. The full report has been included with the concurrent OPA, ZBA and Draft Plan of Subdivision Application. There are detailed Construction Recommendations in the report which will be used at the detailed design stage.

5.2 HYDROGEOLOGICAL STUDY

A Hydrogeological Study for the subject lands was completed on April 5, 2024, by Englobe. The scope of work for the hydrogeology study included a review of available topographic, geological and hydrogeological information for the subject lands and adjacent lands, and a subsurface investigation on the subject property. The subsurface investigation was performed to identify the subsoil stratigraphy and hydrogeological properties, groundwater conditions and hydraulic gradients, and the relationship between groundwater and surface water features.

The hydrogeological study concluded that the subsurface stratigraphy across the subject lands is mainly sand with variable content of silt overlying clayey silt/silty clay. The shallow water table is present in the sand unit. Groundwater flow across the site is to the north towards the wetlands.

There was no exceedance of the sanitary sewer use criteria. Water balance calculations indicate that the proposed development, without LID measures, will increase the amount of runoff and decrease the amount of infiltration. It is expected that the construction of the sewers and other structures will require authorization for dewatering. The high hydraulic conductivity and the shallow water table in some areas of the site indicate that significant groundwater discharge is to be expected. Multiple wells have been identified in the area of influence of the dewatering. The developer should plan monitoring and communicating with potentially impacted well owners. Impacts on the wetlands could be significant due to the change in water balance of the site. The implementation of LID methods during the construction planning is highly recommended to reduce the impacts.

5.3 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report ("FSR") was prepared by CJDLEngineers, dated June 25, 2025, to review existing available services, and provide preliminary servicing designs to support the proposed development. The development of each phase of the subdivision will allow for logical extension and interconnection of the existing municipal watermain system. Each of the proposed lots can be connected to the watermain system, and appropriate domestic and fire flows can be provided. Additional watermain stubs will be provided for potential future extension when adjacent lands are ready to develop.

The subject lands are proposed to be serviced through extensions to the sanitary sewers, connecting to existing municipal infrastructure. The subject lands are within the sanitary tributary

area of Dorchester Sewage Pumping Station No. 3, which is known to have capacity to service the proposed Plan of Subdivision and adjacent lands when they are ready for development. New internal gravity sewers will service the development, and a new sanitary trunk sewer will be provided from the subject lands to the current pumping station, which will ultimately serve the entire area slated for future development. Overall, the FSR confirms that the proposed development can be serviced appropriately with logical extension of existing municipal services.

5.4 STORMWATER MANAGEMENT REPORT

A Stormwater Management Report, prepared by CJDLEngineers, dated June 25, 2025, to provide an overview of the stormwater management design in support of these *Planning Act* applications. The stormwater management report considers the lands both north and south of Christie Drive for a comprehensive strategy to service future developments.

The subject lands are proposed to accommodate a wet stormwater management pond in the southeast corner, just south of Christie Drive, to hold stormwater from the subject lands and surrounding areas. An open channel is provided on the north side of the proposed development, which will accommodate flows up to the 250-year storm event. The majority of the runoff from the proposed development will be directed towards the stormwater management pond, with some groundwater recharge anticipated within the open channel. The proposed stormwater management strategy is appropriate for the development of the subject lands and the surrounding area.

5.5 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study (“EIS”) was prepared by Vroom & Leonard, dated June 25, 2025, to reflect changes to the Draft Plan of Subdivision. Lands surrounding the proposed development are deemed environmentally significant, particularly wetlands and watercourses tributary to Mill Pond and the Thames River, and significant woodland areas. The EIS analyzed the significant natural heritage features adjacent to the subject lands, and provided numerous recommendations to mitigate development impacts on these features.

Generally, the EIS provided recommendations for appropriate timing of development actions, including tree removal, pond filling, construction, and planting to reduce impacts on natural heritage features and wildlife. Specific construction practices and adequate buffers from development areas are proposed to reduce potential conflicts with the natural area. On-going monitoring and site supervision are recommended to ensure works are proceeding as outlined in the EIS. Ultimately, the report concludes that, given the final development plans follow the recommended mitigation measures, and water balance is maintained on adjacent lands, the proposed development can proceed without negatively impacting the natural heritage features nearby.

5.6 TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment was completed in December 2023, and revised April 30, 2025, by Paradigm Transportation Solutions Ltd. to assess the Draft Plan of Subdivision on lands both north and south of Christie Drive. Note the lands to the north will be subject to future *Planning Act* applications.

The analysis was conducted based on traffic counts conducted in September 2023, and conclusions considered the full build-out of the Plan of Subdivision on the lands on either side of Christie Drive. Based on the investigations, it is concluded that under future conditions, all study area intersections operate at acceptable levels of service and queue lengths. The proposed site access intersections are forecasted to operate with acceptable levels of service under stop sign or roundabout control. No left-turn lanes are warranted under any stop sign controls. Additionally, it is recommended that the proposed multi-use trail be provided with adequate lighting and convenient access locations for pedestrians and cyclists. Overall, it is recommended that the development be considered for approval as proposed.

5.7 ARCHAEOLOGICAL ASSESSMENT

Various archaeological assessments have been prepared by Wood Environment and Infrastructure and Lincoln Environmental Consulting Corp. beginning in January 2020, to assess the subject lands for archaeological potential. The archeological assessments have been carried out in accordance with the Ministry of Citizenship and Multiculturalism (“MCM”) Standards and Guidelines for Consultant Archaeologists. The Stage 1 and 2 Archaeological Assessments identified areas of archaeological significance which required further investigation. Stage 3 field assessments were completed for the areas of archaeological significance identified in Stage 2 Assessments, resulting in confirmation of a high concentration of artifacts which suggested cultural features may be present for three of the identified areas of archaeological significance. Resources and artifacts were conserved in consultation with the Chippewas of the Thames First Nation and the Oneida Nation of the Thames where possible through the Stage 4 Archaeological Assessment. There were two locations where the recovery of resources and artifacts were not possible, and as such, development is not proposed on these lands.

To satisfy MCM requirements, a Holding provision is proposed for two blocks within the Draft Plan of Subdivision to require archaeological assessment should any development or site alteration be proposed in the future (refer to Figure 3 on page 8).

Consultation with the Chippewas of the Thames First Nation and the Oneida Nation of the Thames is ongoing, and additional review from the MCM may be required. Further restrictions on development may be required in the future to satisfy First Nations and MCM requirements.

6.0 CONCLUSIONS

The proposed development for the subject lands will proceed by a Draft Plan of Subdivision to create 170 freehold residential lots for single-detached and semi-detached dwellings, 4 street townhouse blocks to accommodate 21 dwellings; and one high-density, mixed-use, block for a mixed-use apartment. Given the findings of this report and the supporting materials, it is concluded that the subject lands are appropriate for the proposed residential development with commercial components. The Draft Plan of Subdivision is consistent with the applicable land use policies of the *Planning Act*, the Provincial Planning Statement, and the County of Middlesex Official Plan.

The proposed Official Plan Amendment to permit an apartment building with commercial uses on the ground floor with a maximum building height of 6-storeys is consistent with the intent and objectives of the Thames Centre Official Plan. The proposed development will provide a greater variety of housing types and sizes to the Village of Dorchester which will contribute to housing affordability and allow for aging in place within the community. The increased residential density represents a shift towards more compact development, made possible through the availability of appropriate municipal infrastructure and services. Furthermore, a mixed-use residential and commercial development will contribute to the efficient use of land, support active transportation, and meet the daily living needs of residents in a compatible form.

The proposed Zoning By-law Amendment to permit additional uses, recognize special provisions, and address areas of archaeological significance are consistent with the intent of the Thames Centre Zoning By-law. The proposed site-specific “*Residential Second Density (R2-(X))*” zone provisions permit low-density dwellings of a similar built form to promote gentle intensification and compact development. The Zoning By-law Amendment for the mixed-use apartment block seeks to accommodate high-density residential uses with compatible commercial uses on the ground floor to provide a built form that is sustainable, efficiently utilize land, and maximize existing municipal infrastructure, with special provisions to ensure there are no conflicts with adjacent land uses.

The proposed development can be supported from a technical perspective with appropriate municipal servicing and road networks proposed. The proposal is generally compatible with the adjacent low-density residential and agricultural uses, and no unacceptable adverse impacts on adjacent lands are anticipated as a result of the development. Overall, the proposed development will provide desirable and compatible residential uses with commercial components to contribute to positive intensification within the Village of Dorchester.

The proposed development is consistent with the *Planning Act*, Provincial Planning Statement, County of Middlesex Official Plan, Municipality of Thames Centre Official Plan and Zoning By-law, and represents sound land use planning principles.