

PLANNING RATIONALE REPORT

Address

Part Lot 12, Concession E,
Township of Selwyn

Client

Bridgenorth Land Inc.

Project No. 25315

Date January.23.2026

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TABLE OF CONTENT

1. INTRODUCTION	1
2. SITE DESCRIPTION & LOCATION	5
2.1. The Subject Lands	6
2.2. Surrounding Area	9
2.3. Transportation Network	12
2.3.1. Road Network	12
2.3.2. Public Transit Network	14
2.4. Community Service & Facilities	16
3. DEVELOPMENT PROPOSAL	17
3.1. Description of the Proposed Development	18
3.1.1. Key Statistics	20
3.2. Required Approvals	21
3.2.1. County Official Plan Amendment	21
3.2.2. Zoning By-law Amendment	21
3.2.3. Draft Plan of Subdivision	22
4. POLICY & REGULATORY CONTEXT & RESPONSES	23
4.1. Overview	24
4.2. Planning Act (2024)	24
4.2.1. Provincial Interest	25
4.2.2. Subdivision of Land	29
4.2.3. Conclusions	31



4.3. Provincial Planning Statement (2024)	31
4.3.1. Planning for People and Homes	31
4.3.2. Housing	33
4.3.3. Settlement Areas	34
4.3.4. Strategic Growth Areas	35
4.3.5. Energy Conservation, Air Quality and Climate Change	36
4.3.6. Infrastructure	36
4.3.7. Recreation and Healthy Communities	39
4.3.8. Management of Resources	39
4.3.9. Conclusions	40
4.4. Peterborough County Official Plan	41
4.4.1. Subdivision Approvals and Agreements	43
4.4.2. Watershed Strategic Approach	44
4.4.3. Settlement Areas	44
4.4.4. Servicing and Infrastructure	46
4.4.5. Housing	47
4.4.6. Archaeology	48
4.4.7. Transportation	49
4.4.8. Land Use	49
4.4.9. Local Plan Policies	53
4.4.10. Conclusions	58
4.5. Draft New County Official Plan	59
4.5.1. Conclusions	65
4.6. Township of Selwyn Comprehensive Zoning By-Law (By-Law No. 2009-021)	65
4.6.1. Proposed R1 Zones	67
4.6.2. Proposed RE Zone	67
4.6.3. Proposed EP Zone	67
4.6.4. Proposed C2 Zone	67
4.6.5. Zoning Compliance Matrix	68

4.6.6. Conclusions	69
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5. PLANNING RATIONALE & SUPPORTING MATERIALS	71
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5.1. Settlement Area Development	72
5.2. Land Use	73
5.3. Urban & Community Design	74
5.4. Housing Options	74
5.5. Functional Stormwater Management Report	75
5.6. Servicing Options Report	75
5.7. Environmental Impact Study	76
5.8. Transportation Impact Study	76
5.9. Hydrogeological and Geotechnical Investigation	77
5.10. D-4 Study	78
5.11. Archaeological (Stage 1 and 2)	78

6. CONCLUSIONS	79
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LIST OF FIGURES

Figure 1. Location Map	2
Figure 2. Looking East Towards Subject Lands from 871 Ward St	6
Figure 3. Pedestrian Trail Between Bridgenorth Plaza & Burnside Rd Looking Northeast	6
Figure 4. Community Services & Facilities	7
Figure 5. Pedestrian Trail Connecting to Burnside Rd	8
Figure 6. Subject Lands looking South	8
Figure 7. Subject Lands looking Northwest Towards Chemong Lake	8
Figure 8. Access to Subject Lands Northeast Corner Off of East Communication Rd	8
Figure 9. Interface between Subject Lands and Houses along East Communication Rd	8
Figure 10. Rear of Subject Lands looking to Adjacent Meadow Valley Southeast	8
Figure 11. Looking North from the Subject Lands	9
Figure 12. Looking East from the Subject Lands	10
Figure 13. Looking South from the Subject Lands	10
Figure 14. Looking West from the Subject Lands	11
Figure 15. Schedule B1-2 Roads Plan – Urban Component (Village of Bridgenorth)	12
Figure 16. Map ‘B’ Roads Plan – County of Peterborough	13
Figure 17. Active Transportation Master Plan Proposed Ultimate Network Selwyn	13
Figure 18. Transit Map – County of Peterborough	14
Figure 19. Transit Map - Route 34 (The Link - Selwyn)	15
Figure 20. Bridgenorth Library & Community Hall	16
Figure 21. Proposed Draft Plan of Subdivision	19
Figure 22. Map ‘A’ Settlement Area, Watershed Boundaries – County of Peterborough	41
Figure 23. Schedule “A1” Land Use Plan – Rural Component (Smith & Ennismore Wards)	42

Figure 24.	Schedule A1-2 Land Use Plan – Urban Component (Village of Bridgenorth)	42
Figure 25.	DRAFT County Official Plan, Township of Selwyn - Land Use Schedule, Map SEL-3	60
Figure 26.	DRAFT County Official Plan, Township of Selwyn – Environmental Schedule	60
Figure 27.	DRAFT County Official Plan, Township of Selwyn – Transportation Schedule	61
Figure 28.	Township of Selwyn Comprehensive Zoning By-law (2009-021) (Interactive Mapping)	66



LIST OF TABLES

Table 1. Key Statistics	20
Table 2. Section 2 – Planning Act Criteria and Responses	25
Table 3. Section 51(24) – Planning Act Criteria and Responses	29
Table 4. Section 51(24) – Planning Act Criteria and Responses	56
Table 5. Site-Specific Exception Residential Type One (R1-XX) Zone	68
Table 6. Site-Specific Exception Residential Type One Zone with a Holding provision (R1-YY(H))	68

1. INTRODUCTION



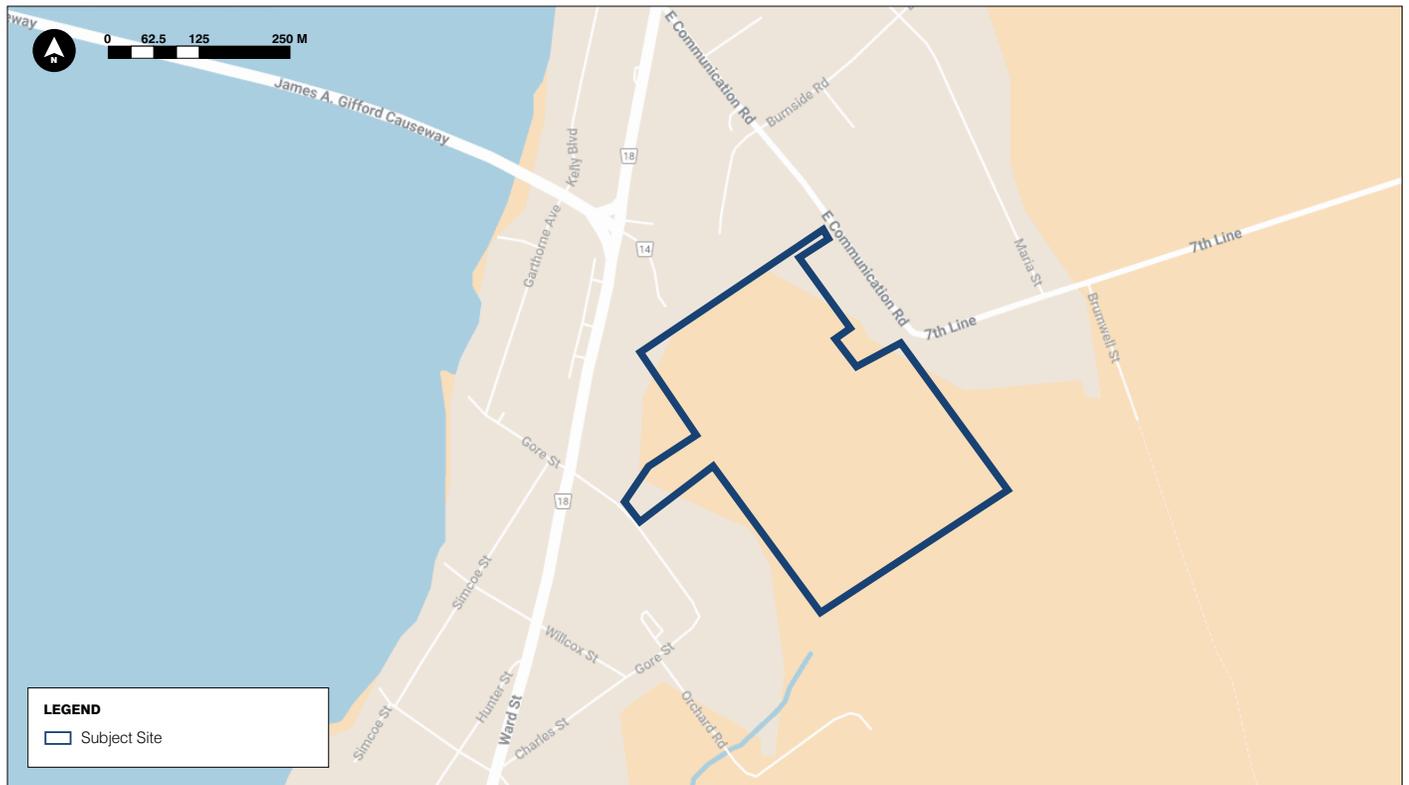
This Planning Rationale Report has been prepared in support of applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision (collectively, the “Applications”). The Applications are being submitted on behalf of Bridgenorth Land Inc. (the “Owner” and “Applicant”) to permit the development of a 38-lot residential subdivision for single-detached dwellings on private services across two parcels located in the community of Bridgenorth, Township of Selwyn and identified as PINs 284260162 and 284260155 (no civic address) (the “Subject Lands” or “Lands”).

The Applications seek to facilitate the redesignation, rezoning, and subdivision of the Subject Lands within the urban area of Bridgenorth. In our opinion, the proposed development will be compatible with the surrounding community in terms of lotting patterns, built form, and connectivity and will contribute to the range and mix of housing options for the Township and County.

The Subject Lands are located just east of downtown Bridgenorth, one of the Township’s five settlement areas and are bounded by East Communication Road and 7th Line to the north and east, privately-owned countryside land to the south, and Gore Street to the west (see **Figure 1 – Location Map**).

The Subject Lands are currently within the *Bridgenorth Settlement Area* as per the County of Peterborough Official Plan (June 2025 consolidation) and are designated *Commercial* and *Residential*. An Official Plan Amendment is required to facilitate the proposed residential subdivision.

Figure 1. **Location Map**



Furthermore, the Subject Lands are currently zoned *Development (D)* within the Township of Selwyn Zoning By-law 2009-021, as amended. The Development (D) Zone is a placeholder zone applied to lands that are intended for future urban development but are not yet approved for a specific use or built form. It functions as a holding-style zone that allows existing lawful uses to continue while preventing premature or piecemeal development until comprehensive planning, servicing, and subdivision approvals are in place. A Zoning By-law Amendment is therefore required to replace the D Zone with an appropriate zone that legally permits dwelling units, lot creation, roads, and related subdivision development in conformity with the Township's Official Plan and servicing framework.

A Draft Plan of Subdivision is required because creating 38 new residential lots involves the establishment of new legal parcels, roads, and servicing, which can be approved through a plan of subdivision under the Planning Act. This process allows the Township to review and secure infrastructure, stormwater management, utilities, parkland (if required), and lot layout in a coordinated way, rather than approving lots individually without proper servicing or public access.

For the reasons detailed in this report, it is our opinion that the proposal represents good planning.



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2. SITE DESCRIPTION & LOCATION

2.1 The Subject Lands

2.2 Surrounding Area

2.3 Transportation Network

2.4 Community Service & Facilities



2.1 The Subject Lands

The Subject Lands are located in the Township of Selwyn within the Urban Area of Bridgenorth, in the western portion of Peterborough County, generally between Ward Street and Gore Street to the west and East Communication Road and 7th Line to the east. Situated immediately east of downtown on an elevated ridge, the site enjoys panoramic views of Chemong Lake to the west, northwest, and north, while its highest point along the southeast boundary provides expansive southward views over a meadowed valley, reinforcing the lands’ distinctive scenic and residential character.

The Subject Lands are irregularly shaped and comprise approximately 15.57 hectares (38.47 acres) with three municipal road frontages, two on East Communication Road and one on Gore Street. The site is currently used for interim agricultural purposes and is vacant of buildings or structures, consisting primarily of cultivated fields and scattered treed areas. The frontages measure approximately 20 metres and 29.75 metres on East Communication Road and 29 metres on Gore Street. (See **Figure 4 – Community Services & Facilities**).

Figure 2. **Looking East Towards Subject Lands from 871 Ward St**



Figure 3. **Pedestrian Trail Between Bridgenorth Plaza & Burnside Rd Looking Northeast**



Figure 4. **Community Services & Facilities**





Figure 5. **Pedestrian Trail Connecting to Burnside Rd**



Figure 6. **Access to Subject Lands Northeast Corner Off of East Communication Rd**



Figure 7. **Subject Lands looking South**



Figure 8. **Interface between Subject Lands and Houses along East Communication Rd**



Figure 9. **Subject Lands looking Northwest Towards Chemong Lake**



Figure 10. **Rear of Subject Lands looking to Adjacent Meadow Valley Southeast**



2.2 Surrounding Area

The Subject Lands are located within the Bridgenorth Settlement Area which is centrally located within the Township of Selwyn. The surrounding neighbourhood consists of a mix of low-rise residential lots which includes a range of detached dwellings. Additionally, the surrounding area includes a mix of commercial and institutional uses to the west of the Subject Lands along Ward Street and Gore Street.

The lands to the north of the Subject Lands consist of a cul-de-sac which includes low-rise detached dwellings. These dwellings are one to two stories in height. Additionally, there are commercial buildings to the north of the site, along Ward Street, and the James A. Gifford Causeway, which connects Bridgenorth to the west side of Chemong Lake.

To the east are several single-detached dwellings along East Communication Road as well as larger rural residential lots along 7th Line. To the south, there are more lands used for agricultural purposes and wooded areas.

To the west, there are a mix of commercial and institutional uses. Directly west of the Site is Chemong Public School, Selwyn Public Library, Trent Child Care, and Bridgenorth United Church, as well as a commercial plaza, including a grocery store. This commercial plaza building, with grocery store, bank, and post office, are lands also owned by the Applicant. Further west along Ward Street is a fire station.

Figure 11. **Looking North from the Subject Lands**

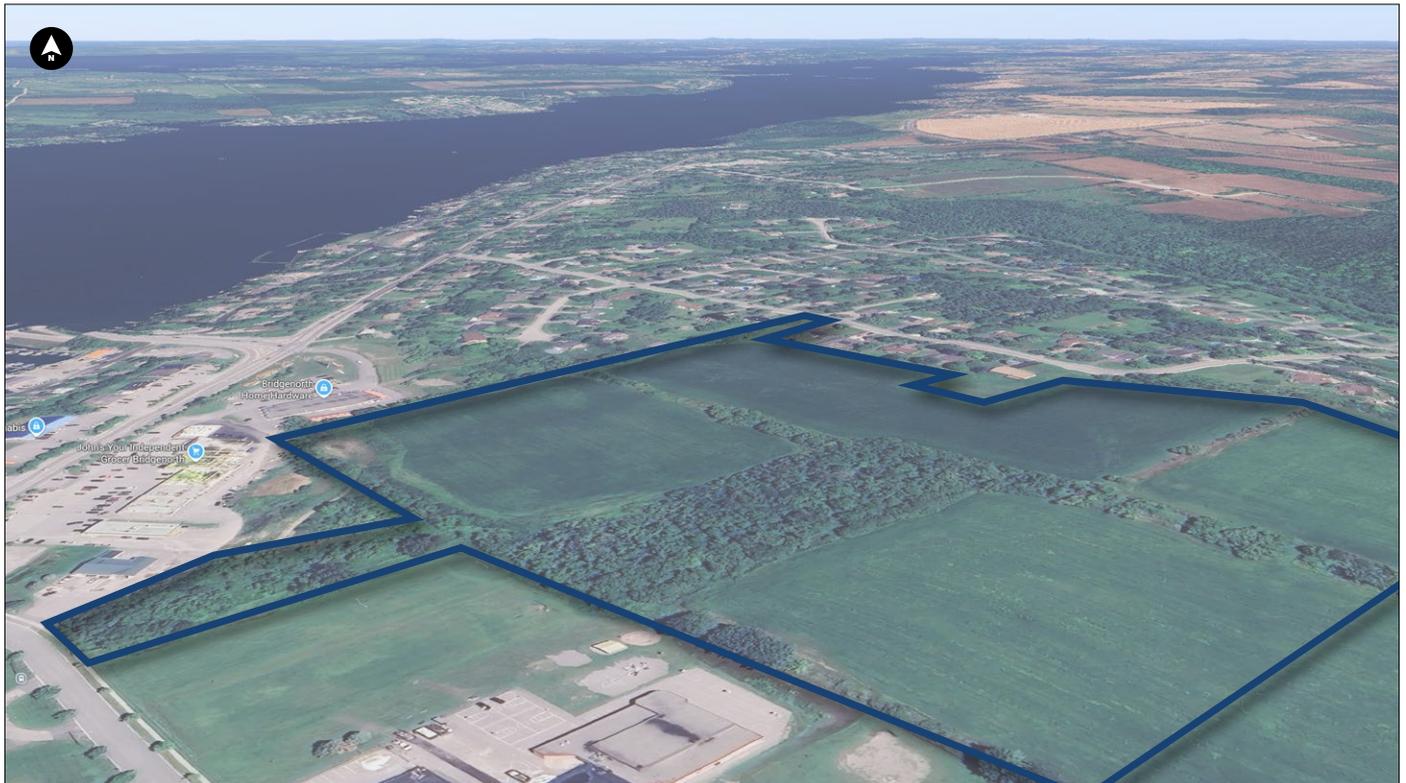




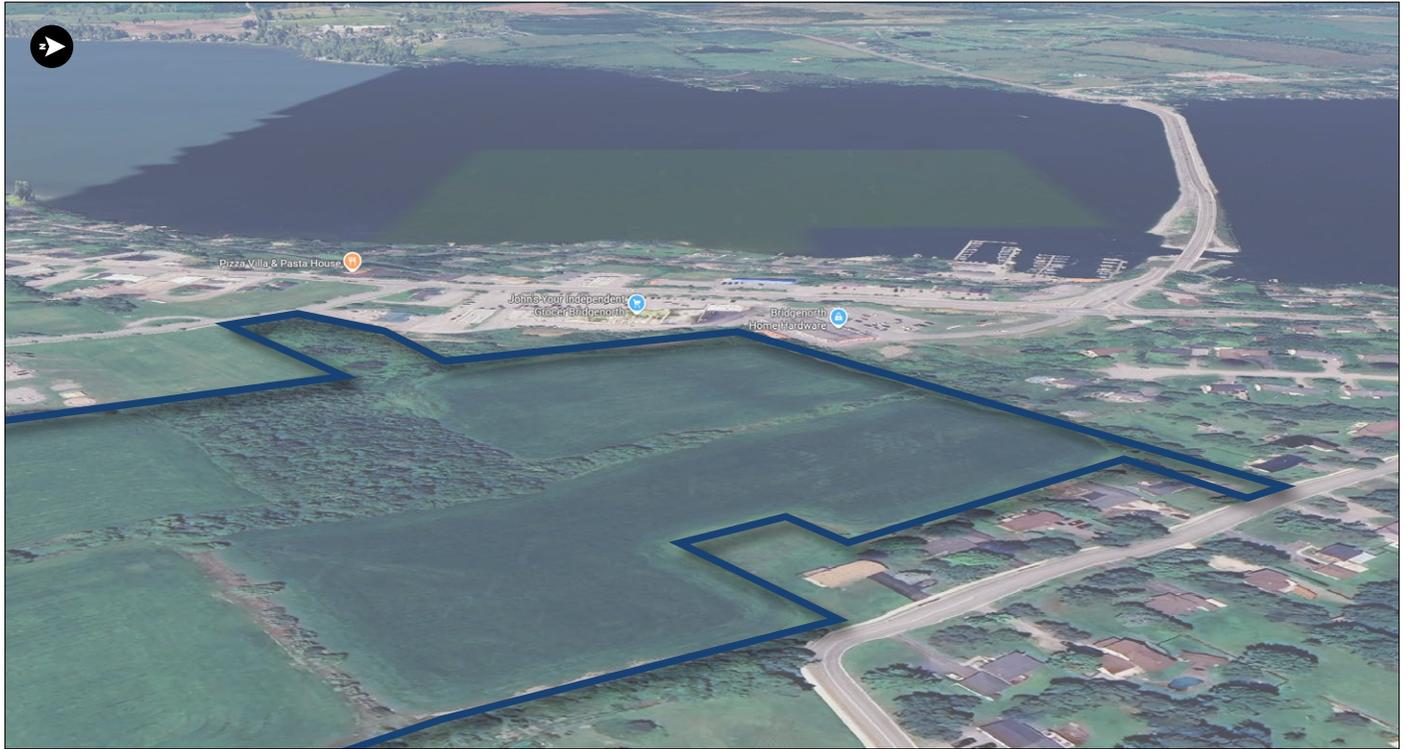
Figure 12. **Looking East from the Subject Lands**



Figure 13. **Looking South from the Subject Lands**



Figure 14. **Looking West from the Subject Lands**





2.3 Transportation Network

2.3.1 Road Network

The Subject Lands have frontage along both East Communication Road and Gore Street. According to *Schedule B1-2 – Roads Plan for the Village of Bridgenorth North* (See **Figure 15**) in the *County of Peterborough Official Plan*, Gore Street is classified as a *Local Road*, while East Communication Road and 7th Line are identified as *Minor Collector Roads*. These road classifications reflect the intended function of the surrounding transportation network in supporting both local access and moderate traffic volumes within the area.

As illustrated in **Figure 15 - Schedule B1-2 – Roads Plan for the Village of Bridgenorth North**, a planned road connection is shown running through the Subject Lands. This connection was originally intended to serve as an extension of the James A. Gifford Causeway (Bridge Street). However, it is our understanding that this extension is no longer be pursued.

As shown in **Figure 16 - Map ‘B’ Road Plan** for the County of Peterborough, the proposed development is within proximity to Ward Street which is classified as a County Road.

Figure 17 (Active Transportation Master Plan Proposed Ultimate Network Selwyn) highlights the Active Transportation Master Plan that is proposed within the Township of Selwyn. The Subject Lands are within proximity to shared roadways as well as multi-use pathways that enhance pedestrian mobility. These also provide township-wide connections to additional active transportation routes.

Figure 15. **Schedule B1-2 Roads Plan – Urban Component (Village of Bridgenorth)**

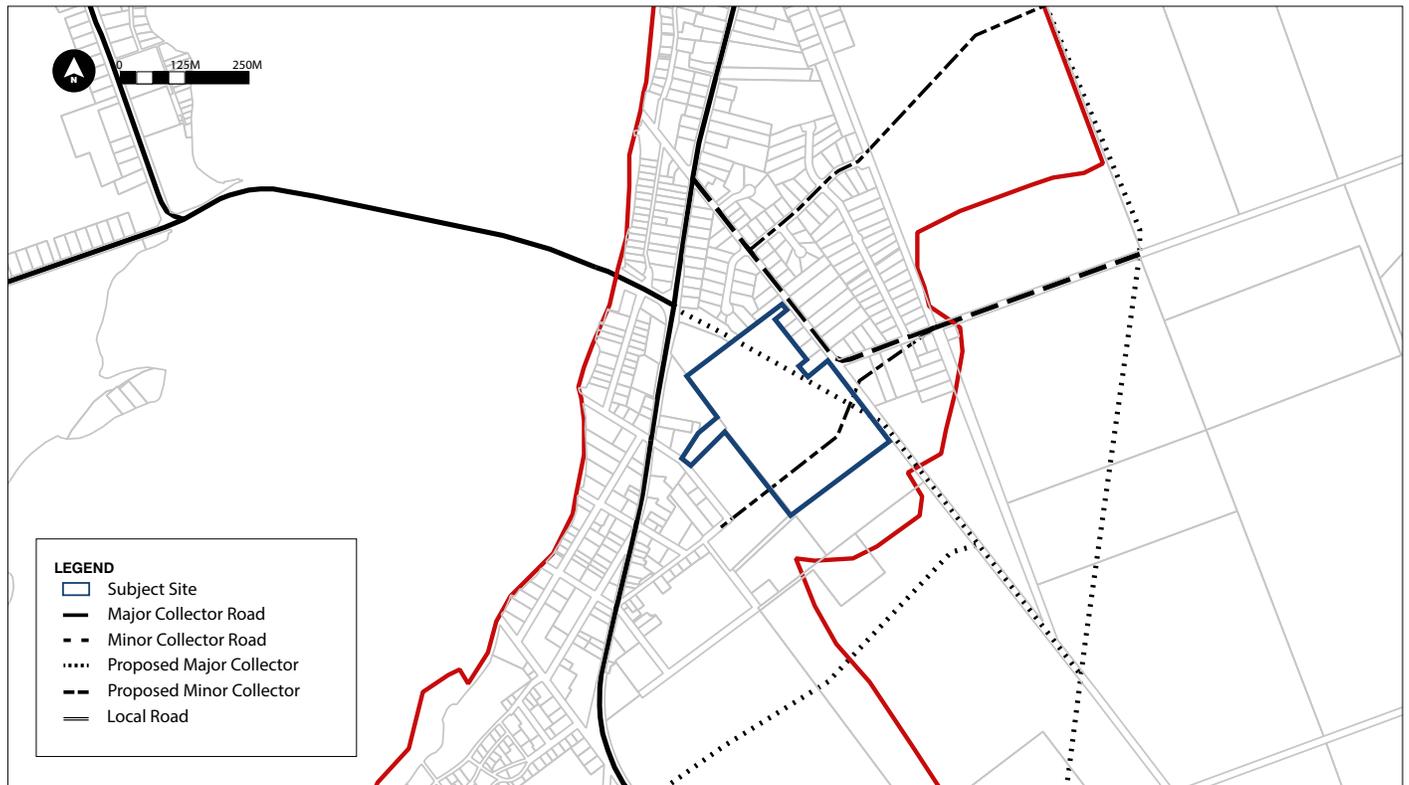


Figure 16. **Map 'B' Roads Plan – County of Peterborough**

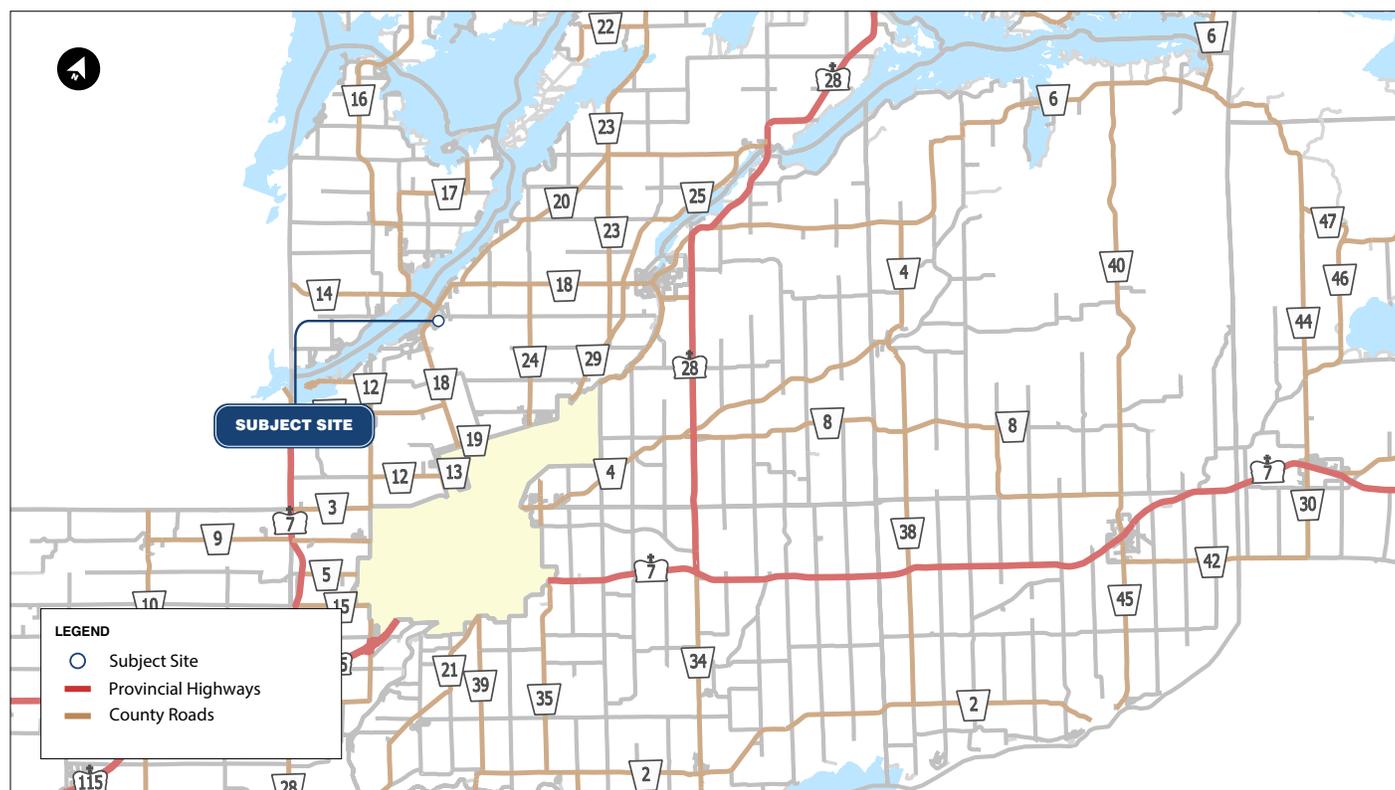
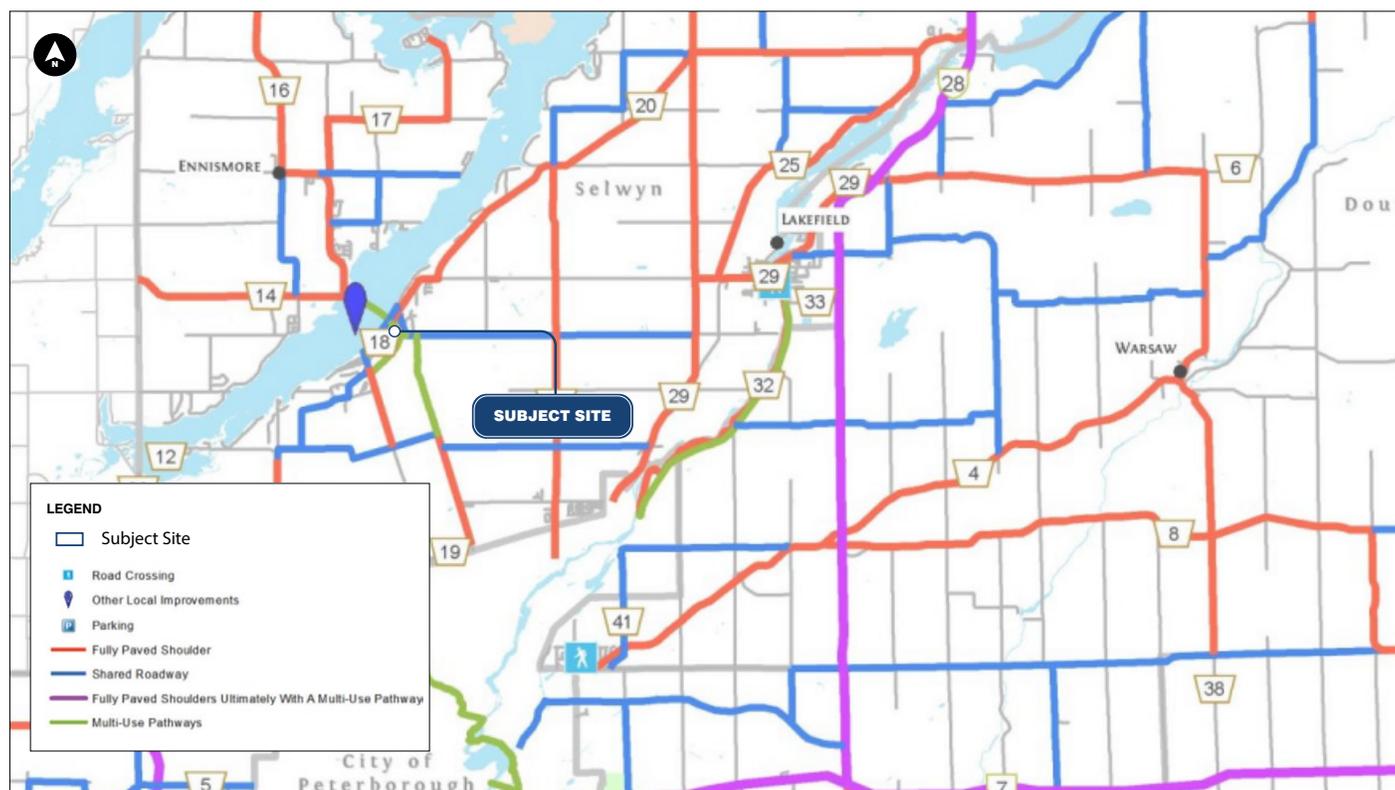


Figure 17. **Active Transportation Master Plan Proposed Ultimate Network Selwyn**





2.3.2 Public Transit Network

The Subject Lands are served by Peterborough Transit, providing access to local and regional destinations. Bus Line 32, known as “The Link – Selwyn,” operates between Ennismore and Trent University, looping through Bridgenorth and offering direct connections to the Trent University GO Transit stop (See **Figure 18**). This route facilitates seamless transfers to other local transit lines within the City of Peterborough, enhancing regional mobility options for residents.

An existing transit stop located along Gore Street will directly serve the proposed development, ensuring that future residents have access to reliable public transportation within walking distance (See **Figure 19**). From this stop, residents can easily reach community amenities in Bridgenorth and benefit from broader county-wide connections, supporting sustainable travel choices and reducing reliance on private vehicles.

Figure 18. **Transit Map – County of Peterborough**

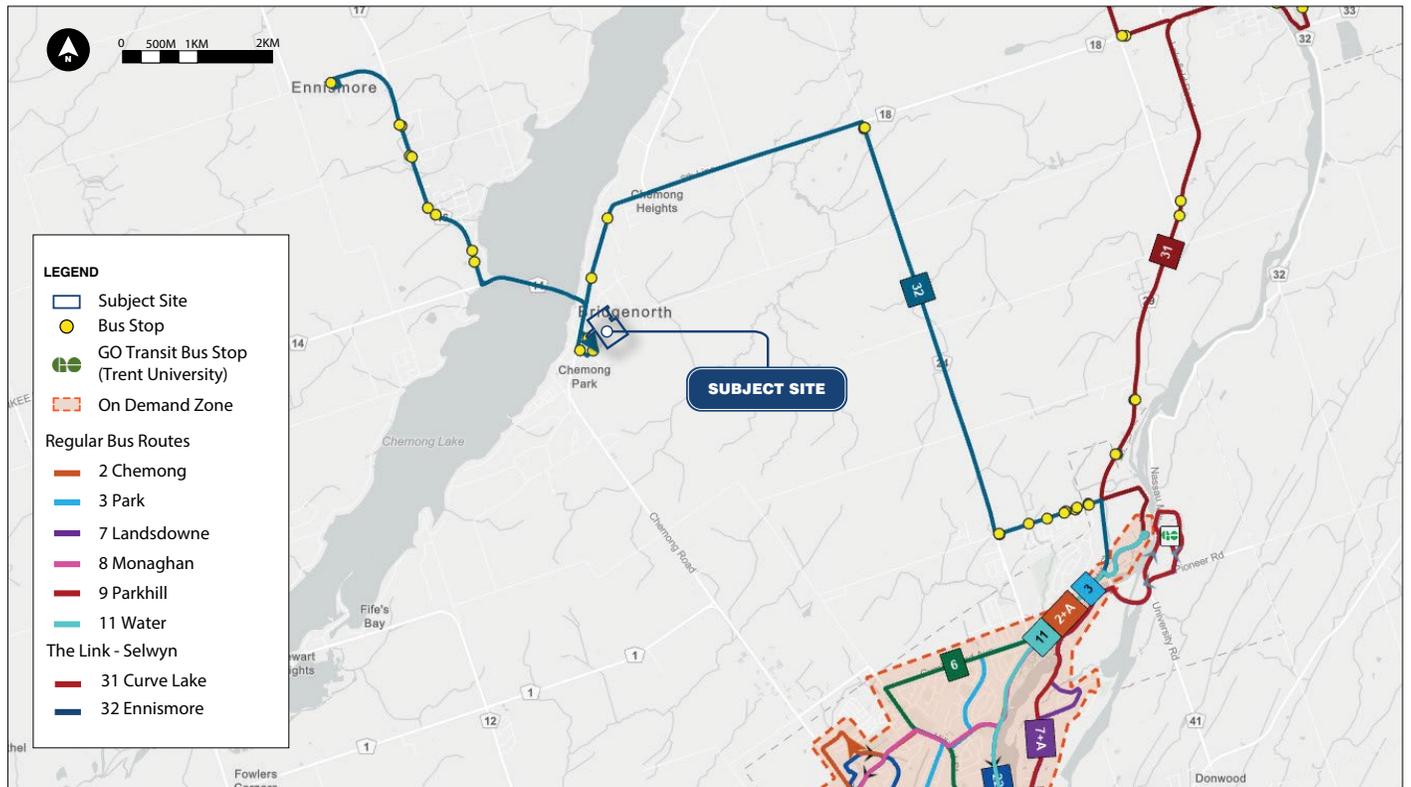
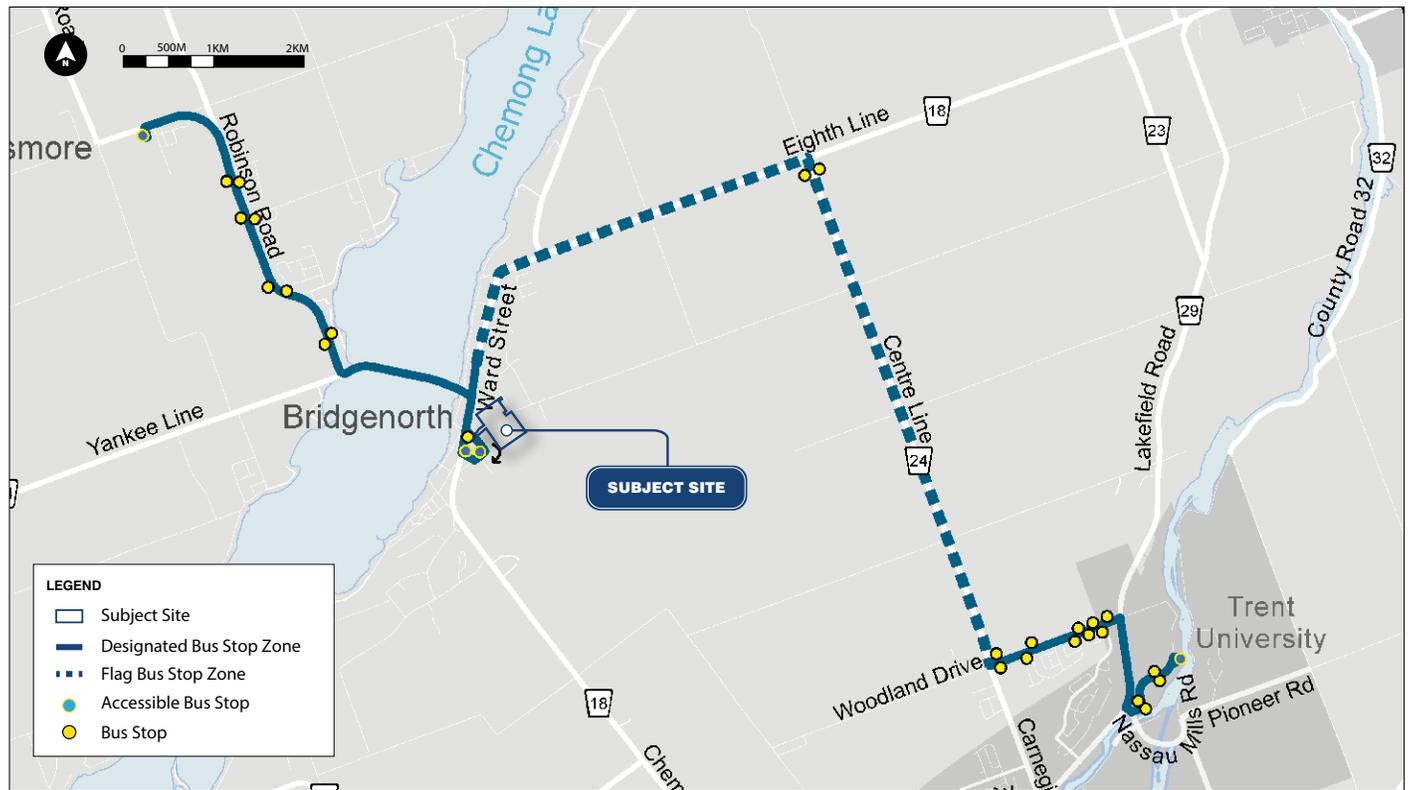


Figure 19. **Transit Map - Route 34 (The Link - Selwyn)**





2.4 Community Service & Facilities

Within Bridgenorth, there are a variety of key community services and facilities to accommodate current and future residents. The Lands have connections to transit and automobile infrastructure that allow for efficient transportation and mobility throughout Bridgenorth, and Selwyn. Within the immediate surrounding area, there is a childcare facility, public library, and public school which has capacity for the anticipated new students generated from the proposed development at full build out. This has been confirmed by the Kawartha Pine Ridge District School Board as part of our Pre-Consultation process. See **Figure 20** showing Bridgenorth Library & Community Hall.

Elementary students will attend Chemong Public School or Edmison Height Public School/Adam Scott CVI. Additionally, directly to the northwest of the Site is the commercial core area within Bridgenorth which includes a range of commercial shops and services, including grocery store, bank, and post office. Selwyn Township Firehall 1 and Smith-Ennismore Community Policing Office are located less than 150 metres west from the Subject Lands. Additionally, there is public access to Chemong Lake within 300 metres of the Subject Lands, at the end of Willcox Street.

Figure 20. **Bridgenorth Library & Community Hall**



3. DEVELOPMENT PROPOSAL

3.1 Description of the Proposed Development

3.2 Required Approvals



3.1 Description of the Proposed Development

The proposed development consists of the creation of 38 privately serviced residential lots within the net developable area of approximately 10.5 hectares. The plan represents a net residential density of 3.6 units per hectare and a gross residential density of 2.4 units per hectare, consistent with the surrounding low-density residential character (See **Figure 21**).

Based on the latest available County of Peterborough Consolidated Development Charges Background Study prepared by Hemson (2022), the projected new population associated with single-detached residential development is calculated using a Persons Per Unit (PPU) factor of 2.71 persons per unit. This PPU metric represents the assumed average household size for single-detached (and semi-detached) dwellings and is used throughout the Study to translate forecast dwelling unit growth into population growth for the purposes of determining development-related service needs and calculating residential development charges. On this basis, the proposed subdivision containing 38 single-detached lots is expected to generate an estimated anticipated population of approximately 103 persons (38 units \times 2.71 persons per unit = 102.98, rounded). This estimate is consistent with the population methodology relied upon by the County for forecasting population growth in new dwelling units and for calculating development charges

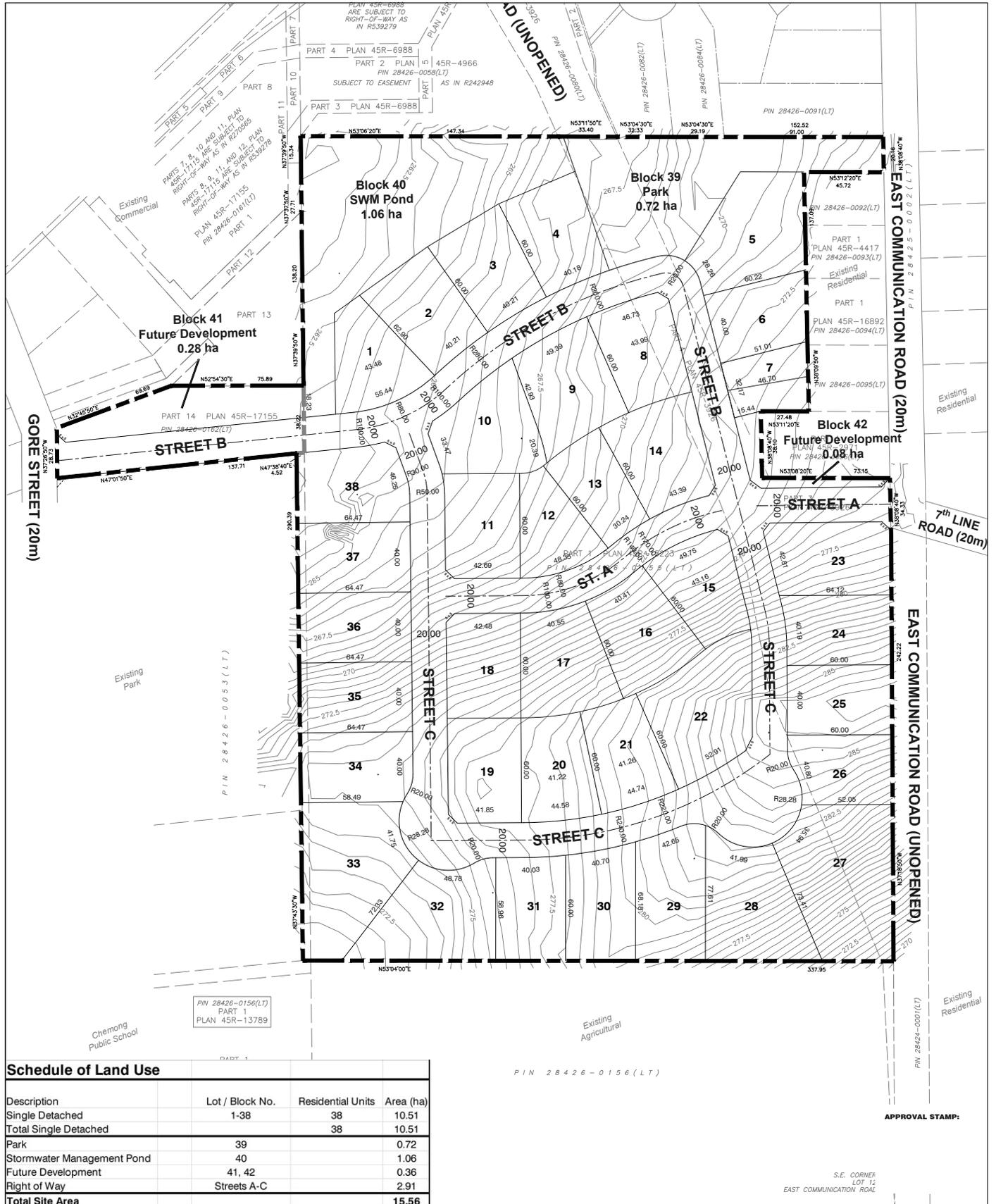
In addition to the residential lots, the proposal includes a 1.06-hectare stormwater management block (Block 40) located in the northwestern portion of the Site, and 0.72 hectares of public parkland (Block 39) (approximately 5% of the total area). The proposed park space will incorporate pedestrian connections linking to East Communication Road, Gore Street, and northward to the existing pedestrian route on publicly owned lands, that connects Burnside Road and the commercial uses along Ward Street.

A public landscaped pedestrian pathway is also proposed along the stormwater management block, which will function both as a recreational connection and as the required maintenance access route when needed forming part of the block.

The internal road network will consist of three new public streets providing direct connections to both East Communication Road and Gore Street (identified as Streets "A," "B," and "C" on the enclosed Draft Plan of Subdivision). The curvilinear street pattern responds to the Site's natural topography and is designed to maximize views toward Chemong Lake to the north and the meadow-valley landscape to the south and east, while also supporting traffic calming and creating a more visually engaging streetscape. Blocks 41 and 42 are also identified for potential future development in coordination with adjacent lands.

The Hydrogeological and Geotechnical Investigation prepared by GHD for the 38-lot plan confirms that the Site is suitable for private tertiary sanitary systems on lots under 1 acre in size. Based on these findings, the proposed development will utilise tertiary treatment systems, such as the Enviro-Septic System or an equivalent system approved under the Ontario Building Code. All systems will be designed and installed in accordance with the manufacturer's specifications and applicable regulatory standards.

Figure 21. Proposed Draft Plan of Subdivision





3.1.1 Key Statistics

Table 1. **Key Statistics**

Total Area	15.56 ha
Residential Area	10.51 ha
Number of Units / Lots	38
Lot Intent	Single-Detached Dwellings
Gross Density (Units per Hectare)	2.44 uph
Net Density (Units per Hectare)	3.61 uph
Projected Population (Estimate)	103 people
Parkland	0.72 ha (~ 5 %)
Stormwater Management Block	1.06 ha (~7 %)
New Roads	3 New Local Roads with 20 m cross sections

3.2 Required Approvals

3.2.1 County Official Plan Amendment

The proposed County Official Plan Amendment will redesignate the majority of the Subject Lands on the County's Schedule "A1-2" Land Use Plan - Urban Component Village of Bridgenorth from "Commercial" to "Residential," thereby shifting the planning framework for the site away from commercial and service-based uses toward housing. The portion of the Subject Lands that is already designated Residential will remain residential. Block 41 on the proposed Draft Plan of Subdivision is to remain Commercial.

In addition, Schedule "B1" — Roads Plan (Rural Component: Smith & Ennismore Wards) and Schedule "B1-2" — Roads Plan (Urban Component: Village of Bridgenorth) will be amended to reflect a revised road pattern serving the Lands, ensuring that the planned public road network aligns with the intended redevelopment of the Subject Lands. On Schedule "B1", the proposed Provincial Highway and Collector Road currently shown across the Subject Lands will be removed and replaced with the new local roads illustrated on the Draft Plan of Subdivision. Likewise, Schedule "B1-2" will be amended to delete the Major Collector running northwest-southeast and the Minor Collector running generally east-west across the Subject Lands, and to replace them with the new local road network shown on the Draft Plan of Subdivision.

3.2.2 Zoning By-law Amendment

The proposed Draft Zoning By-law Amendment will rezone the Subject Lands from their current "Development (D) Zone" to:

- Site-Specific Exception Residential Type One (R1-XX) Zone;
- Site-Specific Exception Residential Type One Zone with a Holding provision (R1-YY(H));
- Recreational Open Space (RE) Zone;
- Local Commercial Zone with a Holding provision (C2-ZZ(h)); and,
- Environmental Protection (EP) Zone

The rezoning of the site will allow for the proposed lots to accommodate single-detached dwellings and reduced lot area, lot frontage and depth which are appropriate for private individual services as per the Hydrogeological and Geotechnical Investigation. Additionally, policies to permit accessory dwelling units, including increased lot coverage, are provided to bring the zone into accordance with the provisions of the Planning Act regarding additional units.

The proposed Zoning By-law Amendment will rezone the Subject Lands from the existing Development (D) Zone to a combination of more specific zones to implement the planned subdivision and protect identified natural heritage features. The amendment rezones the majority of the Lands to a Residential Type One Exception (R1-XX) Zone to permit single-detached residential development with some site-specific exceptions to the regulations, while other areas are rezoned to Recreational Open Space (RE) Zone to accommodate the stormwater management and park blocks.



The small and irregular block 42 will be rezoned to R1-YY(H), which will have similar residential permissions, but also have a holding provision which requires development with adjacent lots, and ensures adequate servicing. Two very small areas are to be rezoned to Environmental Protection (EP) to recognize and secure slivers of natural heritage buffers that encroach minimally onto the rear lots in the southwest and southeast corners of the subdivision (Lots 27 and 33 specifically). Lot 41 is to be rezoned as site-specific Local Commercial Zone with a holding provision (C2-ZZ(H)) to permit future commercial development along with the neighbouring plaza parcel which is also zoned Local Commercial. The zoning changes are illustrated on Schedule “A” of the Zoning By-law Amendment enclosed with the Applications.

3.2.3 Draft Plan of Subdivision

The proposed Draft Plan of Subdivision provides for the creation of 38 new residential lots intended to accommodate single-detached dwellings, associated parking, and private servicing. In addition to the residential component, the plan includes a 1.06-hectare stormwater management block to support the proposed SWM pond, and a 0.72-hectare park block located at the northeast corner of the Site, providing accessible green space for future residents. The Draft Plan also introduces three new local streets to ensure efficient internal circulation and connectivity, along with two future development blocks.

4. POLICY & REGULATORY CONTEXT & RESPONSES

4.1 Overview

4.2 Planning Act (2024)

4.3 Provincial Planning Statement (2024)

4.4 Peterborough County Official Plan

4.5 Draft New County Official Plan

4.6 Township of Selwyn Comprehensive Zoning By-Law (By-Law No. 2009-021)



4.1 Overview

The proposed development is supported by policy directions set out in the Planning Act, Provincial Planning Statement, and the County of Peterborough Official Plan.

4.2 Planning Act (2024)

Section 2 of the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) outlines the matters of provincial interest for which the council of a municipality, a local board, a planning board and the Tribunal shall have regard to, in carrying out their responsibilities pursuant to the legislation. Matters of provincial interest include, among others (Part I – Section 2, Planning Act, 1990)):

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development will provide 38 single-detached dwellings within the Bridgenorth Settlement Area, utilising existing transportation networks and community services efficiently. It will be serviced by private water and sewage systems and feature two vehicle access points, along with a pedestrian link through the park block. The housing form aligns with the surrounding residential context and contributes to the local housing supply. The Subject Lands are supported by nearby educational, health, social, cultural, and recreational facilities, with sufficient school capacity available to accommodate projected student numbers. Sidewalks will be included on at least one side of each internal road, ensuring safe pedestrian access, and all construction will adhere to applicable laws and safety standards to support a healthy, safe community.

4.2.1 Provincial Interest

Section 2.1(1) outlines that when an approval authority makes a decision under Planning Act, or when the Tribunal decides an appeal, the decision shall have regard to the following policies:

- a) *any decision that is made under this Act by a municipal council or by an approval authority and relates to the same planning matter; and*
- b) *any information and material that the municipal council or approval authority considered in making the decision described in clause (a).*

Accordingly, we have set out the criteria for evaluating subdivisions (i.e., Sections 2 and 51(24) under the Planning Act in table form, and have provided a response to each criteria below:

Table 2. **Section 2 – Planning Act Criteria and Responses**

Criteria Section 2 of the Planning Act	Responses
(a) the protection of ecological systems, including natural areas, features and functions;	The Environmental Impact Study (EIS) prepared by Skelton Brumwell and Associates Inc. confirms no wetlands occur on the Subject Lands and recommends a 30 m setback/ buffer to a provincially significant wetland system to the southeast of the Lands (with zoning/subdivision agreement protection for the limited overlap into rear yards), plus construction mitigation (e.g., silt fencing, stormwater/water balance confirmation at detailed design) to avoid off-site impacts.
(b) the protection of the agricultural resources of the Province;	Not applicable. The Subject Lands and are within the Bridgenorth Settlement Area and are being brought forward for urban residential development through comprehensive planning approvals (OPA/ZBA/subdivision), rather than for continued agricultural production.
(c) the conservation and management of natural resources and the mineral resource base;	Not applicable (mineral resource base). The Subject Lands does not contain any known natural resources or mineral resources and is located within the Settlement Area of Bridgenorth. With respect to groundwater, the hydrogeological work supports private servicing with tertiary treatment to protect potable groundwater quality (see also (e) and (f)).



<p>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</p>	<p>The Subject Lands are vacant and do not contain any structures, are not listed under Section 27 of the Ontario Heritage Act (OHA), are not designated under either Parts IV or V of the OHA and are not identified as a being part of or starting / terminating any identified significant heritage view or vista. Furthermore, Stage 1–2 Archaeological Assessment work concluded no archaeological resources were identified and no further assessment was recommended, and the Ministry has entered the report into the Ontario Public Register of Archaeological Reports.</p>
<p>(e) the supply, efficient use, and conservation of energy and water</p>	<p>Full municipal services are not available/planned, and the proposed private servicing strategy is supported as viable; the hydrogeological analysis shows tertiary treatment reduces predicted nitrate concentrations to below the 10 mg/L drinking water standard, supporting groundwater protection for well supply.</p>
<p>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</p>	<p>A servicing options evaluation confirms municipal and communal services are not feasible and supports individual wells and septic with tertiary treatment, including lot-by-lot fit checks on constrained lots. Transportation impacts have been assessed and the TIS concludes the development can be accommodated by the existing road infrastructure.</p>
<p>(g) the minimization of waste;</p>	<p>The proposed development will not create an unacceptable level of waste. The proposal avoids uneconomical extensions of municipal infrastructure by relying on private services and no structures are required to be demolished to make way for the new homes.</p>
<p>(h) the orderly development of safe and healthy communities;</p>	<p>The Subject Lands are located within the Bridgenorth Settlement Area, one of the Township’s designated Urban Growth Centres. Portions of the site are already designated for residential uses. Given the surrounding residential development, nearby community facilities, and the availability of existing servicing and infrastructure, the area is well suited to accommodate the proposed level of residential intensification. Furthermore, the proposal is advancing through a coordinated OPA, ZBA, and plan of subdivision process, supported by technical studies that confirm safe servicing, appropriate stormwater management, and sufficient road network capacity. Located within a delineated settlement area / Urban Growth Centre where growth is currently directed, the development facilitates orderly and phased implementation through subdivision design and agreements.</p>

<p>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</p>	<p>The subdivision road cross-section includes room for concrete sidewalks on both sides, and accessibility requirements can be secured through subdivision conditions and detailed design of sidewalks, crossings, and the park/path connections.</p>
<p>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</p>	<p>The proposal includes a dedicated park block (5% parkland dedication noted in the application materials) and is located within an existing settlement area supported by community facilities, with additional population planned in an orderly manner through subdivision approvals.</p>
<p>(j) the adequate provision of a full range of housing, including affordable housing;</p>	<p>The development adds 38 single-detached lots, increasing housing supply and choice within a designated settlement area, though it does not specifically provide affordable housing or a broader range of built forms.</p>
<p>(k) the adequate provision of employment opportunities;</p>	<p>Not applicable. The development is residential; however, it can support existing local employment/commercial activity by adding population within walking/transit distance of the Bridgenorth core.</p>
<p>(l) the protection of the financial and economic well-being of the Province and its municipalities;</p>	<p>Costs to enable the construction of the proposed development will be borne by the developer. As such, this development will not negatively impact the financial well-being of the Township, or County. The proposed development will increase Township revenue through collection of development charges and property taxes.</p>
<p>(m) the co-ordination of planning activities of public bodies;</p>	<p>Pre-consultation comments from the County of Peterborough and external agencies have been appropriately addressed. The Applications are supported by coordinated technical studies (EIS, servicing/hydrogeology, stormwater, traffic) intended to enable agency/municipal review and conditions through the subdivision and implementing by-laws.</p>
<p>(n) the resolution of planning conflicts involving public and private interests;</p>	<p>There is no indication of unresolved planning conflicts. Private and public interests have been considered in the preparation of the application. The proposal balances private development with public interests through buffers/setbacks to nearby wetlands, stormwater quantity/quality controls, and public road/sidewalk infrastructure to municipal standards secured through approvals/agreements.</p>



<p>(o) the protection of public health and safety;</p>	<p>The proposed development has been designed to protect public health and safety. All construction related activities will comply with all applicable laws and safety guidelines. The hydrogeological assessment identifies that private septic waste disposal is suitable with tertiary treatment and achieves predicted nitrate concentrations below the drinking water standard; erosion/sediment control and SWM O&M planning are also identified to manage construction and long-term risks.</p>
<p>(p) the appropriate location of growth and development;</p>	<p>The proposed development is appropriately located to accommodate growth and development. The Subject Lands are located within the Bridgenorth Settlement Area one of the Township's Urban Growth Centres where growth and development are directed. The Subject lands are within proximity of community services make them appropriately situated for growth and development.</p>
<p>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</p>	<p>The proposed development will be designed to be integrated into the existing built form. Currently, on the roads adjacent and connecting to the Subject Lands, sidewalks exist on at least one side of the road, allowing for safe pedestrian access. Sidewalks will be provided on at least one side of each road within the proposed development.</p>
<p>(r) the promotion of built form that,</p> <ul style="list-style-type: none"> i. is well-designed, ii. encourages a sense of place, and <p>provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</p>	<p>The proposal includes public streets/sidewalk infrastructure and a dedicated parkland block (per Application materials), with detailed urban design/streetscape and park design to be finalized through the subdivision process and conditions.</p>
<p>(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.</p>	<p>Where possible, measures to mitigate greenhouse gas emissions will be incorporated into the development and construction plan. Stormwater controls are designed to manage increased imperviousness by controlling runoff up to the 100-year storm and achieving >80% TSS removal, and the strategy incorporates LID elements (e.g., downspout disconnection, vegetated swales) and water-balance considerations, supporting resilience to extreme rainfall and protecting receiving systems.</p>

4.2.2 Subdivision of Land

Section 51 of the *Planning Act* outlines the criteria for the subdivision of land.

Table 3. **Section 51(24) – Planning Act Criteria and Responses**

Criteria Section 51 (24) of the Planning Act	Responses
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The matters of provincial interest in Section 2 of the Planning Act have been reviewed above (Table 1) and determined that the application has regard for these matters.
(b) whether the proposed subdivision is premature or in the public interest;	<p>The proposed subdivision is not premature. The Subject Lands lie within the Bridgenorth Settlement Area, one of the Township’s Urban Growth Centres where growth is directed and are already designated Commercial and Residential. The County’s existing land use designations were based on a former transportation plan (the Bridgenorth By-pass), which is no longer being pursued.</p> <p>The proposed residential development is in the public interest, contributing to the range and mix of housing options and public parkland in Bridgenorth. It is further supported by completed hydrogeological, stormwater, environmental, traffic, and archaeological studies, all confirming the site’s readiness for development.</p>
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	Subject to the requested Official Plan Amendment, the Draft Plan conforms with the County of Peterborough Official Plan policies for settlement areas, residential development, servicing in Bridgenorth, and subdivision design, and is compatible with surrounding residential development patterns.
(d) the suitability of the land for the purposes for which it is to be subdivided;	The lands are suitable for subdivision for residential purposes. These lands are within a settlement area, and the Hydrogeological and Geotechnical Investigation confirms the lands are suitable for residential subdivision on private wells and tertiary septic systems, with appropriate lot sizes, setbacks, and no unacceptable impacts to groundwater or surface water.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	Not applicable. The proposal does not include designated affordable housing units.



<p>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</p>	<p>The Draft Plan provides three new public local roads designed to Township standards, with appropriate grades and alignments, and connections to East Communication Road and Gore Street, which the Transportation Impact Study confirms can accommodate projected traffic volumes.</p>
<p>(f) the dimensions and shapes of the proposed lots;</p>	<p>Lot sizes and configurations are appropriate for single-detached dwellings on private services and have been validated through servicing fit analyses demonstrating adequate space for dwellings, wells, septic systems, and required buffers. The majority of the new lots will have frontages of at least 40 metres. The Servicing Options Report by Engage demonstrates how the smaller lots of the subdivision can comfortably accommodate a house</p>
<p>(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</p>	<p>There are no restrictions anticipated with the development of this property. Appropriate zoning restrictions, including Residential Type One Exception, Environmental Protection zones, and subdivision agreement controls, will regulate built form, setbacks, servicing, and environmental buffers, with no undue constraints on adjoining lands.</p>
<p>(h) conservation of natural resources and flood control;</p>	<p>An Environmental Impact Study and Functional Stormwater Management Report confirm protection of nearby provincially significant wetlands through setbacks and zoning, while stormwater quantity and quality controls, including a SWM pond and LID measures, mitigate flood and erosion risks.</p>
<p>(i) the adequacy of utilities and municipal services;</p>	<p>Individual private water and sanitary services are demonstrated to be feasible and sustainable, stormwater infrastructure is provided on-site, and no uneconomical extension of municipal services is required.</p>
<p>(j) the adequacy of school sites;</p>	<p>Existing nearby schools have capacity to accommodate the anticipated population increase, and the development's location adjacent to established community facilities supports efficient access to education services. School capacity has been confirmed by school board staff.</p>

4.2.3 Conclusions

In our opinion, the proposed development and associated Applications have been prepared with appropriate regard for Sections 2 and 51(24) of the Planning Act. The proposal directs growth to the Bridgenorth Settlement Area, makes efficient use of existing infrastructure and community services, and is supported by comprehensive technical studies confirming the suitability of the lands, the adequacy of private servicing, transportation, stormwater management, and the protection of public health, safety, and the natural environment. The Draft Plan of Subdivision satisfies the Section 51(24) criteria by providing appropriate lot configurations, public roads and parkland, and compatibility with surrounding development, while avoiding premature or uneconomical growth. Overall, we believe the proposal represents good planning, is in the public interest, and appropriately addresses matters of provincial interest.

4.3 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS) is a province-wide policy document issued under Section 3 of the Planning Act that provides overarching direction on matters of provincial interest related to land use planning and development, including housing supply, infrastructure, environmental protection, economic competitiveness, and public health and safety. The PPS was approved by Order in Council No. 1099/2024 and came into force and effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. Pursuant to the Planning Act, all planning decisions made by municipalities, approval authorities, and the Ontario Land Tribunal on or after this date must be consistent with the policies of the PPS 2024, and municipal official plans, zoning by-laws, and development approvals are the primary mechanisms through which these policies are implemented.

4.3.1 Planning for People and Homes

The following policies outlined under Section 2.1 *Planning for People and Homes*, provides general policy directives for land use planning in Ontario.

2.1 *Planning for People and Homes*

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.*

The latest Growth Analysis Report prepared by Hemson for Peterborough County (March 28, 2022) projects that the County’s population will increase by approximately 18,200 people between 2021 and 2051, growing from 63,800 to 82,000, with the majority of this growth driven by in-migration from the Greater Toronto Area and concentrated in the southern, serviced townships.

Importantly, the report identifies Township of Selwyn as one of the primary growth areas, expected to accommodate roughly 20% of all County-wide population growth (an increase of 18,200 in population by 2051), reflecting its proximity to the City of Peterborough, availability of municipal servicing, and market demand for ground-related housing. The report emphasizes that new housing must be delivered at the local level within designated settlement areas (such as Bridgenorth), particularly to meet continued demand for single-detached family homes, which remain the dominant and preferred housing form in Selwyn and similar communities. Within Selwyn, growth is directed to its serviced settlement areas, including Bridgenorth, which functions as a community well-suited to accommodating incremental residential development that supports in-migration by younger families and early retirees while reinforcing complete community objectives.

In this context, the proposed 38-lot single-detached subdivision in Bridgenorth directly aligns with the report’s findings, providing ground-related housing in a designated settlement area where growth is forecast, infrastructure exists, and market demand is strongest, thereby contributing to the County’s ability to accommodate its long-term population projections in an orderly and policy-consistent manner.

The proposed development introduces a housing typology that is both appropriate and complementary to the existing community, contributing to a broader range and mix of housing options in Bridgenorth, the Township of Selwyn, and Peterborough County. By delivering 38 new single-detached dwellings, the proposal expands the local housing supply and supports the County’s and Township’s objectives for accommodating the forecasted population growth within the Township as per the latest Growth Analysis Report prepared by Hemson for Peterborough County.

The proposed form of development makes efficient use of existing urban lands while remaining compatible with the surrounding low-density residential context. In doing so, it not only increases housing availability but also helps address the evolving housing needs of current and future residents in a manner consistent with established community character.

- 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.*

The Subject Lands are located within the Bridgenorth Settlement Area which aims to accommodate additional residential growth, as per the County Official Plan (Policies 4.2.3 and 6.3.2.b). The surrounding area is comprised of available public services and amenities which help foster a complete community within the Township of Selwyn, including an adjacent school, childcare facility, and place of worship. The proposed parkland will serve the existing and future residents. The intensification of the Site allows for the creation of 38 new lots for detached residential dwelling. This housing typology will be integrated into the existing built form of the surrounding neighbourhood.

4.3.2 Housing

The following policies provide provincial policy direction for the development of housing.

2.2 Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

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;*

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

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

The proposed development is consistent with Policy 2.2.1 of the PPS as it contributes to the achievement of a complete community within the Bridgenorth Settlement Area by accommodating new housing options in proximity to existing commercial uses, schools, childcare, library, places of worship, parks, transit, and other community services. The proposal adds 38 single-detached dwellings on lands that are partially underutilized and previously designated for commercial purposes, thereby contributing to the local housing supply while making efficient use of land, existing roads, and public facilities. The subdivision design incorporates sidewalks, pedestrian connections through a public park block, and access to existing transit routes, improving accessibility for residents of all ages and abilities and supporting active transportation.



While the proposal does not itself deliver affordable housing, it contributes to overall housing availability and choice within the regional market area, aligns with density levels supported by private servicing constraints, and represents appropriate residential intensification within a designated settlement area, consistent with PPS policies for housing, accessibility, and long-term community well-being.

4.3.3 Settlement Areas

The following policies provide direction for settlement areas.

As per PPS Policy 2.3.1, “settlement areas shall be the focus of growth and development”.

The Subject Lands are located within the Bridgenorth Settlement Area, as outlined in the Peterborough County Official Plan and Bridgenorth Land Use Plan (Schedule “A1-2”). Therefore, the proposed residential growth within the Bridgenorth is consistent with the policy.

1. *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;*
 - ...

The proposed development introduces a land use pattern that is consistent with the surrounding residential context. The development ensures efficient use of the land by providing the minimum lot size required to accommodate private services as per the policies of the County Official Plan which rely on hydrogeologic and soil analysis to determine densities (COP, Policy 6.3.2.3.c) ii). The Hydrogeological and Geotechnical Investigation by GHD, and the Servicing Options Report by Engage confirm this. The Site is located in an area that is serviced by existing public transportation while there are also sidewalks to ensure safe pedestrian movement.

2. *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.*

The proposed development allows for greater intensification of the Subject Lands while adding to the existing housing stock in Bridgenorth. The Site is within proximity to a range of commercial and retail locations, as well as public services and facilities to help contribute to a more complete community.

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

The Count of Peterborough Official Plan outlines that density for development is determined by the hydrogeological and soil analysis. The proposed development makes the most efficient use of the Subject Lands by providing the most units (38 units) which can be accommodated on private services, helping to meet the County’s growth target of 1,950 residential units to 2051 for the Township of Selwyn.

4.3.4 Strategic Growth Areas

The policies set out in Section 2.4 of the Provincial Planning Statement focuses on strategic growth areas, which are to be the focus of growth and development (Policy 2.4.1).

Strategic growth areas are defined in the PPS as areas within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly assisted postsecondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The Subject Lands are situated within the Bridgenorth Settlement Area, which is one of the Urban Growth Centres in the Township where growth and development are planned, and the Subject Lands are both part of and adjacent to Bridgenorth's existing downtown. As such, the Subject Lands have the characteristics of a strategic growth area per the PPS definition, and as such the below policies are considered.

As outlined in the County of Peterborough Official Plan, settlement areas aim to accommodate additional residential and commercial growth while providing employment opportunities that contribute to greater economic growth. The proposed development introduces 38 new residential lots to the settlement area, ensuring growth targets are met.

1. *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.*

The proposed development helps to support the creation of more complete communities within Bridgenorth. The proposed development adds 38 new residential dwellings to the Bridgenorth area, allowing, adding to the housing stock in an area that is well serviced by community facilities and commercial area. The Site is also serviced by existing transit that provides local and county-wide connections.

2. *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; ...*



The proposed development is appropriate in terms of size and scale based on the proposed servicing strategy outlined in the supporting Servicing Options Report prepared by Engage. The proposed development includes public parkland, an investment which will serve the existing and future residents and contribute to a complete community.

4.3.5 Energy Conservation, Air Quality and Climate Change

The following policies provide regulations for development that is energy efficient and adaptive to climate change.

2.9 Energy Conservation, Air Quality and Climate Change

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a. *support the achievement of compact, transit-supportive, and complete communities;*
 - b. *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c. *support energy conservation and efficiency;*
 - d. *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e. *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

By introducing additional residential lots within the existing built-up area and in close proximity to transit and community amenities, the development helps to minimise outward urban expansion and reduce dependence on private vehicle use. This approach lessens pressure on municipalities to extend infrastructure and settlement boundaries, thereby supporting compact urban form and contributing to broader climate change mitigation goals through efficient land use and reduced land consumption.

Additionally, through provision of sidewalks, traffic-slowing local road design, and additional park spaces and recreational path along the proposed stormwater pond, the development supports active transportation within the surrounding community. The proposed 20-metre right-of-way allows for boulevard space and potential planting of public landscaping. Where feasible, measures to reduce greenhouse gas emissions will be incorporated into the design and construction phases, including the use of energy-efficient building practices and materials, and the maintenance of trees on the property where feasible.

As per the Functional Stormwater Management report by Engage, while infiltration-based Low Impact Development (LID) features are not feasible due to shallow groundwater, other LID approaches including downspout disconnections, vegetated swales, and soil amendments are proposed.

4.3.6 Infrastructure

The following policies provide direction and regulations for development relating to servicing and infrastructure.

3.1 General Policies for Infrastructure and Public Service Facilities

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a. *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b. *leverage the capacity of development proponents, where appropriate; and*
 - c. *are available to meet current and projected needs.*
2. *Before consideration is given to developing new infrastructure and public service facilities:*
 - a. *the use of existing infrastructure and public service facilities should be optimized; ...*

The Bridgenorth Settlement Area does not have access to public sewage or water services. The County of Peterborough Official Plan prioritizes growth in areas with existing services, optimizing their use, but still anticipates some of the required growth target to be met within the Bridgenorth Settlement Area. The proposed development can accommodate this growth and provide new private and public infrastructure, including local roads, stormwater pond, and park. The private services are viable, as per the Hydrogeologic Geotechnical Investigation by GHD, and will support the proposed 38-lot development in meeting current and projected residential needs in the Township of Selwyn.

3.2 Transportation Systems

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*

The Subject Lands are located within proximity to the Township of Selwyn's existing bus route which provides residents access to a range of services and amenities throughout Bridgenorth, while also providing county-wide connections to the City of Peterborough. Additionally, the proposed development will include sidewalks ensures safe pedestrian mobility throughout the Site and to the broader area.

2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

The proposed development will include two access points to existing public roads. An access point along East Communication Road as well as one onto Gore Street are proposed. This makes efficient use of existing transportation infrastructure. As per the Transportation Impact Study by GHD, the traffic can be accommodated by the existing road infrastructure. Additionally, sidewalks are proposed on at least one side of each public road, as well as additional walking trails, which will support non-vehicular trips to and from the site, especially to the nearby school and commercial businesses along Ward Street.

Additionally, Schedule B1-2 – Roads Plan for the Village of Bridgenorth, within the County of Peterborough Official Plan, highlights proposed major collector road extension of Bridge Street through the Subject Lands. This extension is no longer being proposed as per the Master Transportation Plan, and so there is no infrastructure planned on the Subject Lands by the County.

3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*



The proposed development will include sidewalks on at least one side of the street to ensure safe pedestrian mobility within the Site as well as provides connections to surrounding amenities. Additionally, a pedestrian trail is proposed at the north side of the Site, with a proposed additional pedestrian connection to Ward Street through the public lands to the north.

3.6 Sewage, Water and Stormwater

Policy 3.6.1 requires that planning for sewage and water services support forecasted growth in a timely and efficient manner by prioritizing the optimization of existing systems, ensuring long-term sustainability of water resources, financial feasibility, and protection of human health and the natural environment. It emphasizes integrating servicing with land use planning, promoting water and energy conservation, aligning with comprehensive municipal servicing strategies, and using available system capacity to help meet current and projected housing needs, in accordance with the prescribed servicing options.

Policy 3.6.2 states that:

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

However, Policy 3.6.4 goes on to state that where municipal servicing or private communal sewage and water services is unavailable or not feasible, individual on-site servicing may be permitted only where neither municipal nor communal systems are feasible and site conditions can support long-term operation without adverse impacts, with planning authorities required to assess the long-term environmental and financial implications of such servicing through official plan reviews.

The proposal is consistent with this policy, as municipal and private communal water and wastewater services are neither available nor planned for the Bridgenorth Settlement Area, and a comprehensive evaluation has demonstrated that individual on-site servicing represents the most appropriate and feasible form of servicing for the Subject Lands. Detailed Hydrogeological and Geotechnical Investigations confirm that site conditions are suitable for long-term private wells and tertiary septic systems, with sufficient lot sizes, setbacks, and treatment technology to protect groundwater and surface water resources and avoid negative environmental impacts. The supporting Servicing Options Report further confirms that higher-order servicing alternatives are not viable in this context and that private individual services can be safely and sustainably accommodated without compromising environmental health or the future feasibility of alternative servicing approaches. Accordingly, the proposed use of individual on-site water and sewage services is justified, appropriate, and consistent with provincial policy direction.

Policy 3.6.8 provides direction related to stormwater management, and provides that, planning for stormwater management shall:

- a. *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b. *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c. *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d. *mitigate risks to human health, safety, property and the environment;*
- e. *maximize the extent and function of vegetative and pervious surfaces;*

- f. *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g. *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

The proposal is consistent with this policy, as stormwater management has been comprehensively planned and integrated with the overall servicing and subdivision design to ensure long-term functionality, environmental protection, and financial viability. A Functional Stormwater Management Report confirms that post-development runoff volumes and contaminant loads will be controlled through a combination of a centralized stormwater management pond, swales, and low-impact development measures, achieving required quality and quantity controls while mitigating erosion and flood risk. The design maximizes vegetated and pervious areas through parkland, buffers, and landscaped corridors, supports water balance objectives, and incorporates best practices for stormwater attenuation and resilience to extreme weather events. Collectively, these measures protect human health, safety, property, and downstream environments and align with broader watershed-based stormwater management objectives applicable to the Bridgenorth area.

4.3.7 Recreation and Healthy Communities

The following policies set out in section 3.9 of the PPS focus on creating open spaces for recreational uses and safe public spaces.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. *Healthy, active, and inclusive communities should be promoted by:*

- a. *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b. *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; ...*

The proposal is consistent with this policy, as it supports the creation of a healthy, active, and inclusive community through the planned provision of safe public streets, pedestrian infrastructure, and accessible open spaces. The Draft Plan includes a publicly accessible park block, internal sidewalks, and pedestrian connections that link the subdivision to surrounding streets and nearby community facilities, supporting active transportation and social interaction for residents of all ages and abilities. The development is located within close proximity to existing public access points to the downtown and Chemong Lake and does not adversely affect any provincial parks, conservation reserves, or protected areas, with environmental impacts appropriately mitigated through setbacks and buffers. Overall, the proposal enhances community connectivity and access to recreational opportunities in a manner consistent with provincial policy.

4.3.8 Management of Resources

The following policies set out in Chapter 4 of the PPS focus on protecting and managing existing resources including natural heritage, cultural heritage, and archaeological features.



4.1 Natural Heritage

1. *Natural features and areas shall be protected for the long term.*
2. *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
3. *Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*

As per the Environmental Impact Study by Skelton Brumwell, no significant natural features are identified on the Subject Lands. An adjacent wetland buffer encroaches slightly into the southeast and southwest corner of the subdivision, which will be protected by the proposed Environmental Protection (EP) Zone in the draft Zoning By-Law Amendment but will not impact the building envelope of the lots where this encroachment occurs.

4.6 Cultural Heritage and Archaeology

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.*

A Stage 1 and Stage 2 Archaeological Assessment were completed by Northeastern Archaeological Associates Ltd. This assessment did not result in the discovery of any archaeological resources, and the assessments conclude that no further archaeological assessments are required for the Subject Lands.

4.3.9 Conclusions

In conclusion, the Applications, if approved, will facilitate a form of development that we believe is consistent with the PPS, by directing residential growth to a designated settlement area where it is planned, appropriate, and supported by existing infrastructure and community services. The proposal contributes to the achievement of complete communities by increasing housing supply in response to demonstrated growth pressures, integrating pedestrian design elements, providing public parkland, and protecting environmental through evidence-based studies and mitigation measures. The development makes efficient use of land and infrastructure, supports long-term housing needs identified for the Township of Selwyn, and incorporates sustainable servicing and stormwater strategies that protect public health, safety, and the environment. Collectively, the proposal advances provincial objectives for orderly growth, housing options, environmental stewardship, and community well-being in a manner that is fully consistent with the policies of the PPS.

4.4 Peterborough County Official Plan

The County of Peterborough Official Plan, as amended (OP) is the County’s upper-tier land use planning document, intended to provide a long-term, strategic framework to guide growth, development, infrastructure, and environmental stewardship across the County, while also functioning as the local official plan for certain lower-tier municipalities, including the Township of Selwyn. The Plan was originally approved by the Province in November 1994 and remains in force and effect, with its latest consolidated iteration including amendments up to June 2025, incorporating numerous site-specific and policy updates over time.

Decisions must “conform with” the County Official Plan. While the County is actively working toward a new comprehensive Official Plan, many policies in the current document are dated; however, all existing policies continue to carry full statutory weight and must be applied until a new plan is adopted and approved.

In the Official Plan, the Subject Lands are identified on Map ‘A’ Settlement Area, Watershed Boundaries (County of Peterborough), as well as Schedule “A1” – Land Use Plan (Rural Component, Smith & Ennismore Wards) as being located within the community of Bridgenorth, which is recognized as one of the Township’s Urban Settlement Areas and designated Urban Growth Centres (see **Figure 22** and **Figure 23**). On Schedule “A1-2” – Land Use Plan (Urban Component, Village of Bridgenorth), the Subject Lands are designated for a mix of *Commercial* and *Residential* land uses (see **Figure 24**). With respect to transportation, Schedule “B1” – Roads Plan (Rural Component, Smith & Ennismore Wards) depicts a Provincial Highway traversing the Subject Lands from the northwest to the southeast and a Collector Road extending generally east to west, notwithstanding that neither of these road alignments exists in reality (see **Figure 15**). Similarly, Schedule “B1-2” – Roads Plan (Urban Component, Village of Bridgenorth) illustrates a Proposed Major Collector running northwest to southeast and a Proposed Minor Collector running generally east to west across the Subject Lands (see **Figure 16**).

Figure 22. **Map ‘A’ Settlement Area, Watershed Boundaries – County of Peterborough**

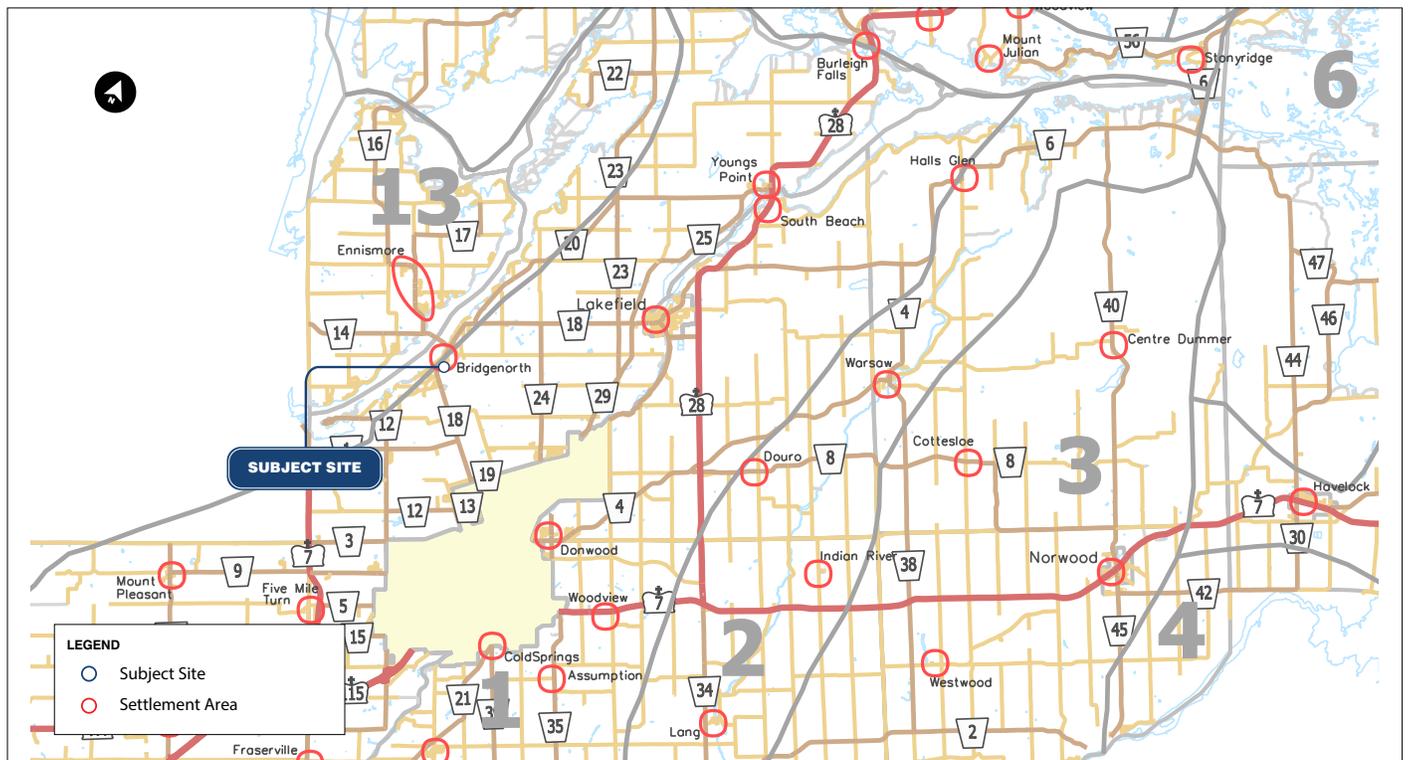




Figure 23. Schedule “A1” Land Use Plan – Rural Component (Smith & Ennismore Wards)

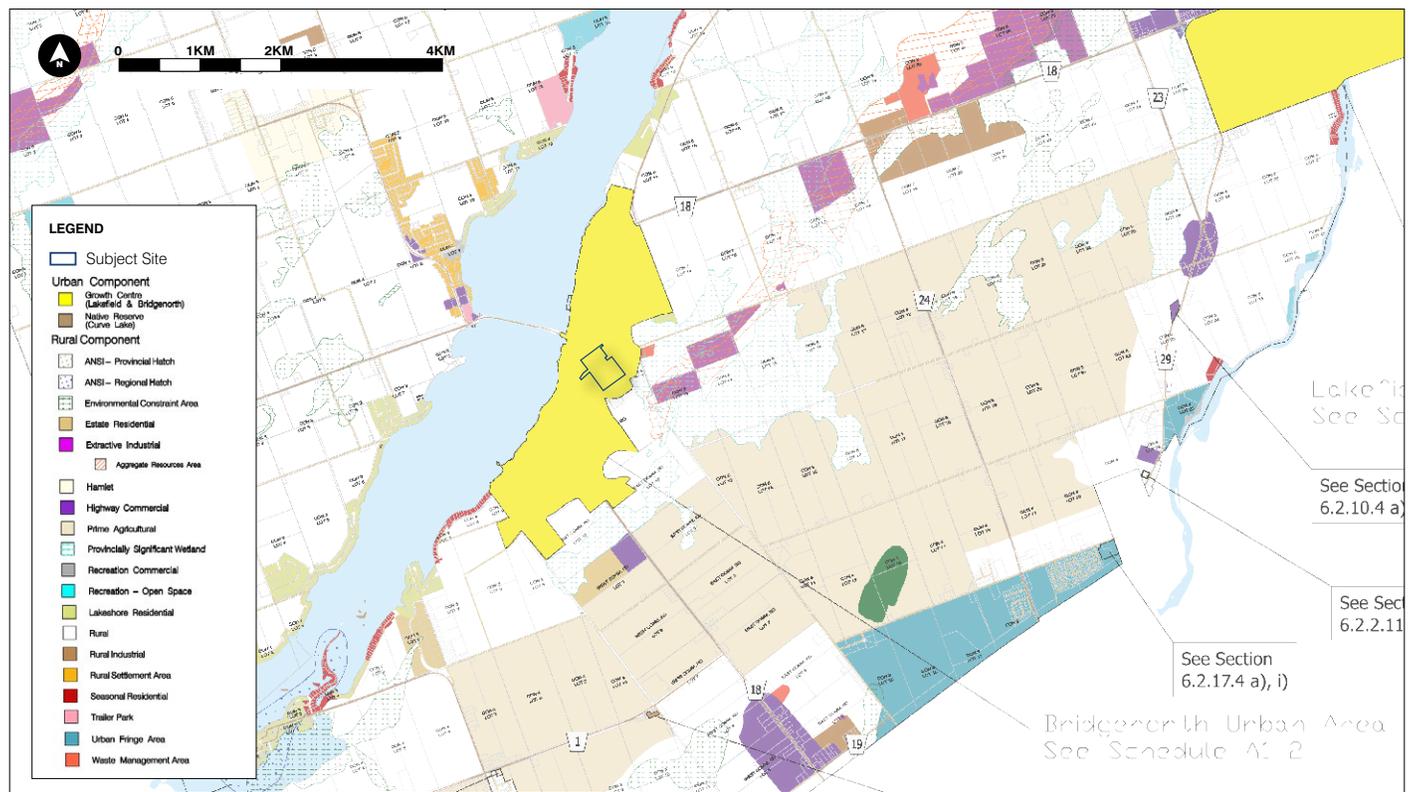
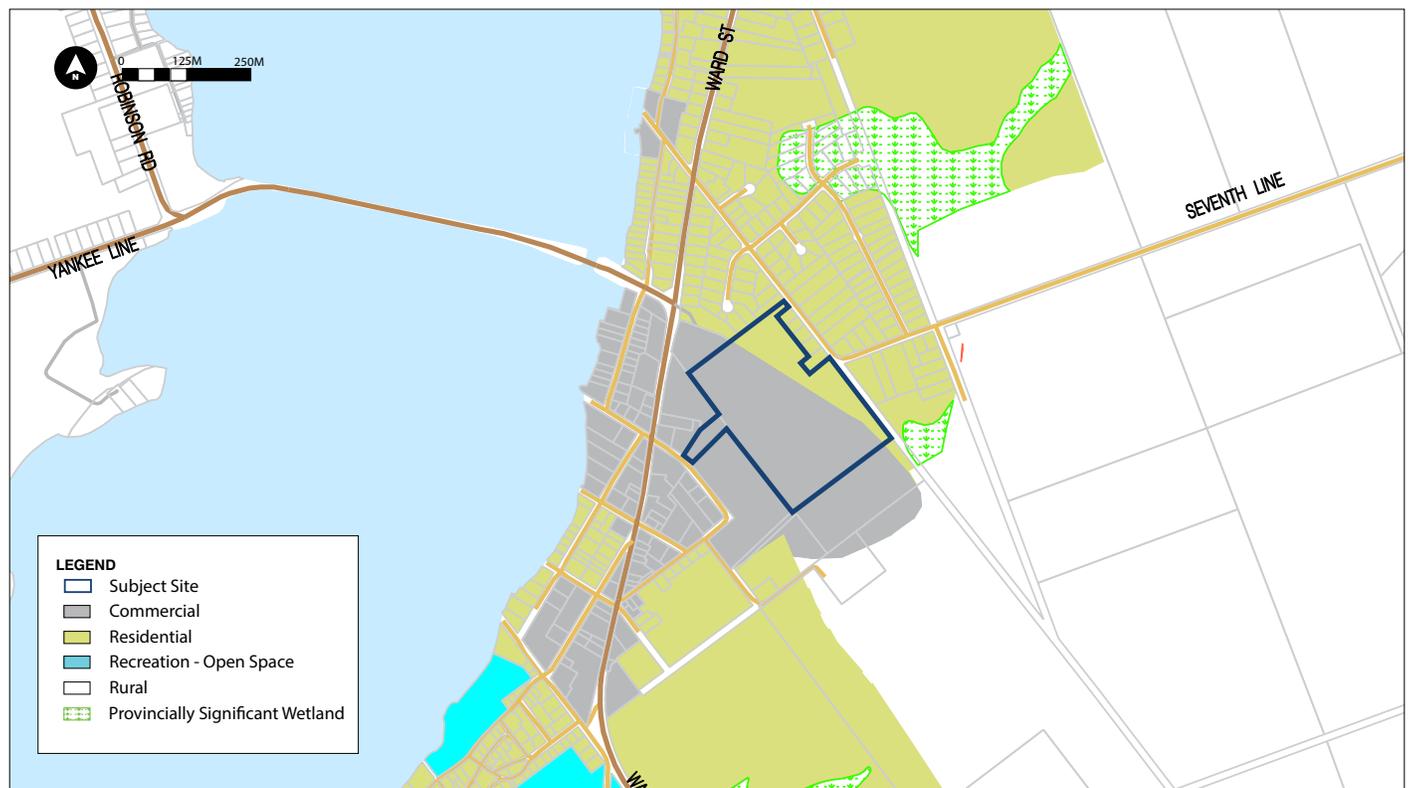


Figure 24. Schedule A1-2 Land Use Plan – Urban Component (Village of Bridgenorth)



4.4.1 Subdivision Approvals and Agreements

Section 2.6 of the Peterborough County Official Plan outlines policies related to plans of subdivision.

Section 2.6.1 establishes that plans of subdivision will only be approved where they conform with the County and applicable local official plans (including the subdivision criteria in Section 7.13), can be adequately serviced to the satisfaction of the County and/or local municipality, and make efficient use of existing infrastructure before new services are considered. It also confirms that draft approval conditions will be secured through subdivision agreements registered on title, requiring proponents to address matters such as servicing, roads, financial obligations, land dedications, environmental and risk management requirements, and other measures necessary to implement the Official Plan and applicable legislation.

Section 2.6.3 and 2.6.3.1 set out a comprehensive framework for land division, confirming that severances must comply with the County Official Plan, local official plans, Provincial policy, and the Planning Act, and will not be supported where they conflict with these documents. The policies clarify when a plan of subdivision is required, such as where multiple lots are created, new public roads are needed, or municipal servicing is proposed, and identify limited circumstances where a subdivision may not be necessary. They also define how land holdings are assessed, prohibit severances from lands under draft subdivision approval, and establish a consistent evaluation system intended to protect agriculture, the natural environment, and existing infrastructure. For this purpose, lands are categorized into Agriculture, Rural, Shoreland, and Settlement Areas, with subdivision and severance decisions guided by policies tailored to the characteristics of each category

In our opinion, the Proposal conforms with Policies 2.6.1 and 2.6.3 of the OP, as the proposed Draft Plan of Subdivision has been brought forward precisely because the development involves the creation of more than three lots and requires new public roads within a designated Settlement Area, where a plan of subdivision is the appropriate planning instrument.

Subject to the requested Official Plan Amendment, the proposal meets the general purpose and intent of the County Official Plan and applicable local plan policies, including the subdivision design and evaluation criteria in Section 7.13, and is supported by comprehensive technical studies confirming the suitability of the lands for residential development on private servicing.

Adequate services can be provided to the satisfaction of the Township and County, with private water and wastewater systems demonstrated to be viable, safe, and environmentally sustainable, and transportation impacts shown to be manageable within the existing road network. The subdivision optimizes existing infrastructure and public service facilities by directing growth to a planned settlement area, avoids the need for uneconomical extensions of municipal services, and will be implemented through registered subdivision and municipal agreements securing roads, servicing, stormwater management, parkland dedication, environmental protection measures, and other County and Township interests, fully consistent with the intent and requirements of Sections 2.6.1 and 2.6.3 of the Plan.



4.4.2 Watershed Strategic Approach

The following policies provide directions and regulations for watershed planning and the natural environment.

4.1 NATURAL ENVIRONMENT

4.1.3 - Policies

4.1.3.1 - General Development and site alterations within provincially significant wetlands and in significant portions of the habitat of endangered and threatened species is not permitted. However, with the exception of the Oak Ridges Moraine Policy, development or site alteration such as filling, grading and excavating may be permitted within or adjacent to the remaining natural heritage features listed in Section 4.1 of this Plan, provided that it has been demonstrated by an Environmental impact assessment that there will be no negative impacts on the natural features or ecological functions for which the area is identified.

4.1.3.4 - Natural Heritage Features

Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas listed above unless the ecological function of the adjacent lands has been evaluated in accordance with an environmental impact assessment as described in Section 4.1.3.1 and it has been determined that there will be no new negative impacts on the natural features or on their ecological functions.

There is no provincially significant wetland or other significant natural feature identified on the Subject Lands. A provincially significant wetland feature is located to the south-east of the Subject Lands. As per the Environmental Impact Study prepared by Skelton Brumwell, protections including silt fencing, and a 30-metre buffer from development should be provided.

This buffer encroaches approximately 10 metres into the rear of proposed corner Lot 27 in the Draft Plan of Subdivision and will be zoned Environmental Protection (EP) Zone, and no development will be permitted. Another wetland off of the site in the south-east is identified, and the small buffer area on the site is proposed to be zoned EP as well. The areas of the lots outside the EP Zone remains large enough to accommodate the proposed house, well and septic. Overall, the development will have no negative impacts on the natural features or their ecological functions.

4.4.3 Settlement Areas

Section 4.2 of the County of Peterborough Official Plan outlines policies related to development within settlement areas.

4.2.3 - Policies

- *Lower tier municipalities shall designate a sufficient supply of land for residential, industrial, commercial, recreational/open space and institutional uses in their municipalities to accommodate their projected growth over a minimum 20 year time-frame.*

As outlined in Schedule A1-2 (Bridgenorth Land Use Plan), the Subject Lands are currently designated as residential as well as commercial. The intention of this proposal is to redesignate the majority of the Site to residential to meeting the projected 20-year projected growth target. The County Official Plan highlights Selwyn as accounting for 30.7% of the population distribution throughout the County in 2006, and plan for 61,000 residents and 18,000 jobs to the year 2031 (Policy 1.2.3). However, it should be noted that the more up-to-date Hemson's Growth Analysis Report (March 28, 2022) for Peterborough County forecasts an increase of population of 18,200 from 2021 to 2051, with 20% of that growth to occur in the Township of Selwyn, generating a need for approximately 1,950 residential units (Growth Analysis Report, Table 13).

This new analysis is included in the draft New County Official Plan.

The County Official Plan outlines Bridgenorth as a designated settlement area and a growth area and promotes additional residential growth within Selwyn. The proposed 38-lot development will contribute to meeting projected housing needs as per the policies of the County Official Plan.

- The following policies apply to the Settlement Areas:
 - *New land uses, including the creation of lots, shall comply with the Source Water Protection policies of Section 5.7 where applicable;*

The Subject Lands are not within an identified Source Water Protection zone.

- *The Council recognizes that in order to efficiently utilize existing and potential services and facilities; achieve minimum population thresholds to support commercial activities; and protect and conserve natural resources and features, future growth should be directed to those settlement areas that currently have servicing systems or can reasonably expect to obtain them in the future. Where the use of public communal services is not feasible, and where site conditions permit, development may be serviced by individual on-site systems.*

The proposed development will utilize private individual on-site systems rather than community or municipal servicing for water and wastewater. As outlined in the supporting Hydrogeological and Geotechnical Investigation prepared by GHD, the existing site conditions are feasible to support private services, up to 38 lots. There are no planned communal or municipal services. *The Subject Lands are located in an area of Bridgenorth that offers a range of public services and amenities including commercial activities to accommodate the future residential population.*

- *A range of land uses and facilities shall be encouraged in settlement areas to promote linkages between the population and employment opportunities;*

There are a range of existing land uses and facilities within the Bridgenorth settlement area. The proposed residential development, in combination with the existing surrounding land uses ensure the creation of a more complete community. The proposed residential development in proximity to the commercial area along Ward Street will result in additional customers for local businesses, as well as additional opportunities to live in proximity to these employment opportunities.

- *Development in Settlement Areas should be as compact as possible based on the type of servicing available. In addition, development should occur in depth rather than in an extended linear form along existing roads.*

The proposed 38-lot plan of subdivision will be consistent in built-form with the surrounding residential context. The proposal aims to accommodate additional residential growth within the settlement area to ensure sustainable long-term development. The proposed plan of subdivision proposed the maximum number of new lots that is feasible as outlined in the supporting Hydrogeological and Geotechnical Investigation by GHD, aligning with the policy to provide built form that is as compact as the servicing permits. The proposal makes use of a large rectangular lot with new proposed road and is not in an extended linear form.



4.4.4 Servicing and Infrastructure

Section 4.7 of the County Official Plan focuses on servicing and utilities.

4.7.3 - Policies

4.7.3.1 – General

- *New development in Peterborough County will not be encouraged where it would contribute to a demand for utilities or services that are uneconomical to provide, improve or maintain. Development will be directed to settlement areas identified for growth and areas where:*
 - *utilities and services can be reasonably provided or extended;*
 - *the development would effectively utilize existing utilities or services;*
 - *the development complies with the Source Water Protection policies of Section 5.7 where applicable;*

The Subject Lands are within a settlement area, and so new development is encouraged. Additionally, private water and sewage systems will be utilized which are feasible and privately maintained. Additionally, the development will comply with the policies outlined in section 5.7, as outlined in a later section.

- *Developments based on communal systems or developments of six lots or more based on individual servicing systems shall be required to prepare an assessment of the viability of all reasonable options in the servicing hierarchy and an assessment of the impact of the proposed method of servicing on groundwater and surface water;*

The supporting Hydrogeological and Geotechnical Investigation by GHD outlines the viability of the private individual servicing systems. The report outlines that the Site is suitable for the construction of septic waste disposal systems with the use of tertiary treatment. Based on the lot sizes, there is sufficient space to locate the homes and septic systems, without negative impact on groundwater and surface water. As indicated, individual potable water wells will service this development, and appropriate setback distances from the wells will be required. The Servicing Options Report prepared by Engage outlines feasibility of the proposed servicing, as well as provides a Potential Lot Siting Plan for Lots 5-7 that back on to existing residential lots to demonstrate how the layouts of the proposed sanitary and wells will function in relation to existing private services, and on some of the most constrained lot size (Lot 7).

- *Where private communal or individual systems are permitted, the County encourages the use of innovative approved technologies that significantly reduce effluent impacts;*

A tertiary treatment system is proposed to help reduce nitrate concentrates. This system can reduce the nitrate concentrations by 30%. This reduction would ensure the nitrate concentration for the proposed development would be 9.6 mg/L, meeting the 10 mg/L drinking water standard for nitrate. The proposed tertiary system is an innovative approved technology as encouraged by the County Official Plan.

- *The County shall encourage local municipalities to investigate and implement suitable and economical methods of reducing urban storm water run-off and improving its quality;*

The Functional Stormwater Management report prepared by Engage outlines quality and quantity controls proposed on the Subject Lands including culverts and swales connecting to stormwater management pond, and additional LID measures.

4.7.3.3 - Solid Waste Disposal

To ensure that new development will not be negatively impacted by the disposed waste prior to the approval of new development, local municipalities shall identify a 500 metre radius around all operating and closed landfill sites in their local Official Plans. This 500 metre radius will serve as an assessment area to require testing's and studies, which deal with such issues as methane gas, leachate, hydrogeology and structural stability by qualified professionals unless exempted by the Ministry of the Environment;

A D-4 Hydrogeological Assessment Report has been prepared by GHD to evaluate the potential impact of a potential waste disposal site identified in the Official Plan east of the Subject Lands. The report concludes that the Site has a very low level of concern with respect to the waste disposal site and no risks to health or safety were identified that would impede the proposed residential development at the Site.

4.4.5 Housing

The policies outlined in section 5.1 of the County Official Plan focus on the development of housing.

5.1.3.1 – General

- *The County promotes the orderly development of new housing which makes efficient use of existing transportation, education, recreation, commercial and servicing systems and facilities in accordance with the Settlement Areas policies of Section 4.2 of this Plan;*

This proposal ensures the orderly development of the Bridgenorth area. The creation of 38 new residential lots on private services aligns with the land use policies outlined in the County's Official Plan, and makes efficient use of the existing public roads, school, library, post office, and nearby commercial uses.

- *In order to provide housing that addresses the County's demographic and income characteristics, the County shall support the provision of housing that meets the objectives contained in the report "Housing Needs Analysis and Strategies for Peterborough City and County (2003)";*

The proposed development will introduce a gross density of 2.4 units per hectare (6.36 residents per hectare) and a net residential density of 3.6 units per hectare (9.54 residents per hectare) (Based on 2.65 people per unit as per Growth Analysis Report, Hemson 2022).

- *Local municipalities shall provide a range and mix of housing in their municipalities to accommodate their projected growth over a 20 year time-frame;*

The proposed draft plan of subdivision allows for the creation of 38 new residential lots within Bridgenorth. The lot sizes will be compatible with the surrounding area while also adding to the local housing stock. The proposal aims to contribute to the projected housing targets within Selwyn and Bridgenorth in order to accommodate the projected residential population over the next 20 years.

- *In order to create complete communities, make efficient use of infrastructure, promote sustainable alternative modes of transportation, plan walkable communities having a range of housing types, the careful development of greenfield areas is necessary. Greenfield Targets in the County of Peterborough will be realized through developments that include a range of housing including singles, semis and multiple dwellings and condominiums. The Greenfield Target for Peterborough County will be implemented on a phased-in approach with a density target of 35 residents/jobs per hectare being implemented immediately and that this number moves to 40 residents/jobs*



per hectare with the next 5-year review required by the Planning Act or by 2015, whichever is sooner. The achievement of a Greenfield Target is calculated at the upper tier on an average basis

The proposed draft plan of subdivision allows for the development of 38 new residential lots to accommodate additional residential growth within Peterborough County. The proposed development will introduce a gross density of 2.4 units per hectare and a net residential density of 3.6 units per hectare. This is the maximum number of lots achievable on private services, as per the Hydrogeological and Geotechnical Investigation by GHD, contributing to the creation of a complete community in the context of Bridgenorth where no public septic or water services are available or planned.

Overall, in our opinion, the proposed development conforms with the housing policies of Section 5.1.3 of the OP by facilitating the orderly delivery of new housing options within the Bridgenorth Settlement Area in a manner that efficiently utilizes existing transportation networks, community services, and public facilities. The proposal contributes to the Township of Selwyn's ability to accommodate projected population growth by adding 38 new residential lots, thereby supporting the maintenance of an adequate short- and long-term supply of designated and available residential lands, consistent with County growth and housing supply objectives. The proposed housing form responds to local market demand and demographic trends identified in County growth and housing analyses, particularly the continued need for ground-related housing in settlement areas, while remaining compatible with the existing low-density residential character of Bridgenorth.

While the proposal does not include an affordable or assisted housing component, it contributes to the broader housing continuum by increasing overall supply within an appropriate settlement area, supporting housing choice and long-term community stability. The development represents an efficient and appropriate form of residential intensification in a partially underutilized area of the settlement, makes effective use of existing infrastructure, and incorporates walkable subdivision design features and public parkland to support complete community objectives. Taken together, the proposal aligns with the County's policies for housing delivery, intensification, and greenfield development, and supports the achievement of County-wide housing targets in a coordinated, policy-consistent manner.

4.4.6 Archaeology

The following policies provide direction related to archaeological resources.

5.2.3.3 - Archaeological Resources

The County of Peterborough will:

- *require that where the potential presence of an archaeological resource has been identified by the Ministry of Culture, an archaeological study be undertaken by a licensed archaeological consultant pursuant to the Ontario Heritage Act. Should any significant archaeological remains be discovered an appropriate mitigation strategy will be developed and conducted to the satisfaction of the Ministry of Culture*

Stage 1 and Stage 2 Archaeological Assessments were prepared by Northeastern Archaeological Associates Limited. These assessments did not result in the discovery of any archaeological resources. The assessments concluded that no further archaeological assessments are required on the property. The Ministry has approved the assessments. However, should any archaeological resources be discovered during the construction phase, all operations will stop immediately until assessed by an archaeologist.

4.4.7 Transportation

The following policies provide direction related to the transportation network.

5.3 TRANSPORTATION

5.3.3 - Policies

5.3.3.1 – General

- *The County will undertake and will encourage local municipalities to undertake a Roads Needs Study for County and local roads respectively to examine existing and future road conditions and expenditures;*

The Peterborough County Transportation Master Plan (TMP) Update (2022) provides an assessment of the Bridgenorth Settlement Area, and potential problems and opportunities related to the existing road network. This assessment outlines that Ward Street will exceed capacity by 2051 based on the projected growth estimates. This TMP recommends future widenings to Ward Street.

- *The County will encourage the development of bicycle path systems and walkway systems that would serve a transportation function;*

Within the Bridgenorth and surrounding area, there are bike routes for both active transportation and recreational purposes. The proposed development is within proximity to the Ward Street road cycling network, and provides pedestrian linkages through sidewalks and pedestrian paths within the site. The development will help encourage safe active transportation through these connections. The nearby bicycle route loops around East Communication Road, to 7th Line. This route includes scenic viewpoint with hills. Within the broader context, there are additional paved and unpaved bike paths.

5.3.3.4 - Local Municipal Roads

- Development adjacent to local municipal roads is subject to conditions imposed by the local municipality. These conditions may include but not be limited to:
 - *building setbacks*
 - *0.3 metre reserves*
 - *closing multiple entrances*
 - *increased frontages*
 - *reverse frontage lots*

The proposed development will meet these conditions as required. Currently, only building setbacks are proposed through the proposed Zoning By-Law Amendment.

4.4.8 Land Use

The policies set out in Section 6.0 of the County Official Plan provide an outlined of land use policies for different designations, as well the Bridgenorth area.



6.0 LOCAL PLAN POLICIES - LAND USE

6.3 LOCAL PLAN POLICIES - URBAN COMPONENT

While Bridgenorth and the Hamlet of Ennismore do not have piped municipal services, they are recognized as growth centres because of the prominent role they play as major service centres for residents and cottagers from the surrounding areas as well as for the travelling public.

6.3.2 – Policies Applicable to Lakefield, Bridgenorth and Norwood

b) General Principles – Bridgenorth

The Bridgenorth is undergoing pressure for growth. Due to the intensity of development in this area and the mixture of existing land uses a Secondary Plan is necessary to guide the future growth and development in the Community.

The proposed development aims to address the growth-related pressures that Bridgenorth is facing. The Subject Lands are already partly designated for residential development while also being zoned for future development. The proposed development contributes 38 new residential dwellings to the settlement area and increases the existing housing stock.

Growth within the Bridgenorth community shall be encouraged through the development of existing Residential designated lands in the area. Growth of the local business sector is a priority for the Bridgenorth community. The designation of specific strategic locations for commercial and industrial activity shall contribute to the continued growth of the business sector.

The proposed development aligns with these goals outlined in the County's Official Plan for growth within the Bridgenorth community. The proposed development will be partially on an existing Residential designated lands, and the Subject Lands are strategically located in an area of Bridgenorth that is well-served by existing public/community services, existing infrastructure, and commercial opportunities. The Official Plan Amendment will redesignate some lands from Commercial to Residential, which were intended originally to be located along the previously planned Bridgenorth Bypass. Given the Bypass is no longer planned for, the location is no longer strategic for commercial activity, and the redesignation will support efficient development of residential uses in Bridgenorth.

The value of a healthy natural environment is priceless, and each community must prevent the degradation of this resource. Protection of the natural environment must be addressed in Bridgenorth by minimizing the pollution of Chemong.

As per the Environmental Impact Study prepared by Skelton Brumwell, provincial natural heritage mapping identifies provincially significant wetlands south-east and additional wetlands south-west the Subject Lands. The proposed development ensures the overall protection and conservation of these resources as appropriate setbacks will be implemented from the built form to these features. The Functional Stormwater Management Report by Engage and the Hydrogeological and Geotechnical Investigation by GHD also ensure that the natural environment is protected.

Bridgenorth has a single collector road, and the existing commercial core is congested at peak times. This traffic flow can be alleviated through the construction of a by-pass route by the County of Peterborough.

The proposed development will utilize new municipal roads internal to the site with connections to Gore Street as well as East Communication Road. The 2022 Transportation Master Plan Update the planned by-pass/extension of Bridge Street is not proposed. The anticipated traffic until 2033 with the proposed development can be accommodated by the existing road infrastructure as outlined in the supporting Transportation Impact Study by GHD.

6.3.2.2 - General Policies

- a) *The General Development policies contained in Section 7 as well as the other relevant policies of this Plan shall apply.*

The proposed development will meet the applicable policies outlined in section 7 of the Peterborough County Official Plan.

- b) *Consideration shall be given to appropriate buffering between existing farm operations and development on the urban periphery. The specific details of that buffered area will be dealt with when a development application is brought before the Township and shall be implemented through the implementing Zoning By-law. All new development shall have due regard to Minimum Distance Separation requirements of the Provincial Policy Statement.*

The surrounding agricultural uses do not include any livestock facilities or manure storage which require separation distance as outlined by the Province of Ontario. Therefore, there is no minimum distance separation required.

- c) *In an effort to control township expenditures and investments in hard infrastructure, development should generally occur as a logical extension of existing development. The Township may identify a development phasing position either through an amendment of this plan, through a secondary plan exercise or through a resolution of Council.*

The proposed development will not tie into existing water or wastewater systems as outlined in the supporting Servicing Options Report by Engage. The proposed plan of subdivision will utilize private/individual servicing which will not require township expenditures while ensuring the long-term use of the proposed services.

6.3.2.3 – Residential

- a) *General Principles*

... These Residential policies and designation shall be for low, medium and higher density Residential uses in Bridgenorth and Norwood. In addition, uses that are compatible, complimentary to and serve the basic residential uses together with special care homes and converted dwellings shall also be permitted, provided that the residential amenities of the area are protected.

- b) *Permitted Uses*

The predominant use of land within the Residential designation shall be detached single-detached dwellings, semi-detached dwellings, multiple dwellings such as triplexes, fourplexes, row-houses and walk-up apartments and a converted dwelling. Other permitted uses include schools, public parks, senior citizen homes, nursing homes, group homes, bed and breakfast establishments, private home day care facilities, extended home based businesses (Norwood only), home occupation uses and public uses.



The proposed building typology is consistent with, and compatible with the surrounding area. The proposed low-density residential uses will maintain the overall character of the Bridgenorth area, while maximizing the housing that can be provided on private individual services.

The proposed zoning by-law amendment and draft plan of subdivision allows for the creation of 38 new residential lots to accommodate single-detached dwellings. These dwellings are permitted under the Residential designation set out in the County's Official Plan.

c) Residential Policies

- i. Since the real property tax remains the major source of revenue, the Township shall attempt to maintain a favourable ratio of residential to commercial and industrial assessment within the Community. No residential development shall be recommended for approval if will result in an undue financial burden on the Township, particularly in the provision of school facilities, public utilities or other necessary public services.*

The proposed development will not result in any undue financial burden to the Township. The development will utilize private water and wastewater servicing to ensure feasibility without the need to extend municipals servicing. The surrounding area can accommodate the proposed development with regard to existing public services and school capacity (as verified by comments from the local school board)

- ii. New development requiring subdivision of land shall be in accordance with the policies of Section 7.11 of this Plan as applicable. Subdivision design must take into consideration the requirements of the Ministry of the Environment and the Health Unit. For Bridgenorth, the actual density of development shall be determined by hydrogeologic and soil analysis. The following residential densities shall generally apply the following different types of residential development:*

- a. approximately 12 dwellings per gross hectare for single detached dwellings;*

Since the Subject Lands are located in Bridgenorth, there are no municipal services, and density is determined by the Hydrogeological and Geotechnical Investigation prepared by GHD which identifies that a maximum of 38 lots can be accommodated on private individual services with tertiary treatment systems. The proposed development has a net residential density of 3.6 units per This ensures that the proposed servicing strategy can be accommodated. hectare, which is less than the typical 12 dwellings per gross hectare which would be applicable to other settlement areas in the Township which have municipal services available.

4.4.9 Local Plan Policies

7.0 LOCAL PLAN POLICIES - GENERAL DEVELOPMENT

7.2.2 *The Townships shall endeavour to provide sufficient areas of public parks and open space areas in designated Growth Centres as well as the designated Hamlet, Rural Settlement and lakeshore areas. A portion of the required park lands may be obtained from the 5% dedication of public lands as set out in Section 50(5) of the Planning Act. A Township may request cash in lieu of the 5% parkland dedication where the area to be subdivided is not of a sufficient area to provide a suitable tract of parkland or where it feels that the collection of cash in lieu is more appropriate, given that such monies shall be used for purchasing or improving suitable park sites or public recreation uses elsewhere. The remainder of the required park lands must be obtained by purchase, and the Township should set aside the funds necessary to acquire and maintain the parks.*

The proposed plan of subdivision introduces a public park block which is approximately 0.72 hectares in size. This translates to just over 5% of the overall area of the site. This park block will also act as a pedestrian connection to East Communication Road with the potential for a future pedestrian connection to the north of the property.

7.4 Water Supply and Sanitary Sewage Disposal

7.4.1 *...First consideration shall be given to higher forms of servicing including full municipal or communal servicing for all development. Where not feasible, consideration will be given to private well and septic systems...*

A private well and septic system will service the proposed development. Based on the Servicing Options Report by Engage, no full municipal water and wastewater services are planned for Bridgenorth.

Similarly, the establishment of a communal servicing system would not be practical or cost-effective relative to the number of proposed units.

Private servicing represents the most feasible and sustainable solution, providing reliable service while minimising disruption to existing municipal infrastructure and maintaining consistency with other developments in the surrounding area that operate on private wells and septic systems.

7.4.2 *Where appropriate, an investigation of servicing options shall accompany all subdivision and Official Plan amendment proposals to ascertain the most appropriate form of servicing to foster environmental protection. The servicing options investigation shall consider the assimilative capacity of the ground water for surface water to absorb effluent without adversely impacting the natural environment...*

A Servicing Option Report has been prepared by Engage to accompany the proposed Official Plan Amendment, and Draft Plan of Subdivision applications, and draws on conclusions from the Hydrogeological and Geotechnical Investigation by GHD. The proposed servicing strategy ensures a limited amount of ground water discharge as a tertiary treatment system is proposed. This system significantly reduces the amount of nitrate that enters into the surrounding soil.

7.4.6 *Where a detailed hydrogeological study is required, it shall be undertaken in accordance with the MOE Guidelines by a qualified professional and shall consist of a detailed description of the nature, topography, stratigraphy and drainage characteristics of the surface materials based on an analysis of grain size and test pit information, and of chemical and bacteriological water quality tests. Particular emphasis shall be placed on distinguishing poorly drained soils from well drained soils and of identifying areas subject to periodic flooding.*



The supporting Hydrogeological and Geotechnical Investigation, prepared by GHD, was prepared in accordance with the MOE Guidelines, and addresses this policy to ensure the proposed private individual servicing is feasible.

7.4.15 Special Servicing Policies for Bridgenorth

- a) *Servicing policies outlined in Section 7.4 of this Plan shall also apply in Bridgenorth. Where communal servicing is not feasible, a detailed hydrogeological study, undertaken by a qualified professional engineer shall determine the minimum lot size.*

A detailed Hydrogeological and Geotechnical Investigation was prepared by GHD in support of the proposed development and aims to obtain the subsurface information regarding the existing soil and groundwater conditions. The Investigation finds that the proposed 38 lots are feasible on the Subject Lands. The Servicing Options Report by Engage includes a Potential Lot Siting Plan which demonstrates how well, septic, and house could be situated on the site in the case of the smallest lot sizes and finds it to be feasible with more than adequate setbacks from existing and adjacent proposed properties. The servicing policies outlined in section 7.4 have been addressed above.

- b) *Sewage Disposal*

All sewage disposal within the Community shall be in accordance with the requirements of the Ministry of the Environment and shall require a certificate of approval from the Health Unit.

As per the septic impact evaluation set out in the supporting Hydrogeological and Geotechnical Investigation by GHD, the proposed tertiary treatment system (e.g. Enviro-Septic System) is anticipated to meet MOE guidelines. The proposed tertiary treatment system can reduce the nitrate concentrations by 30 percent compared to the conventional septic system.

- c) Stormwater Management

The provisions in Section 7.5 of this Plan shall apply to all developments within Bridgenorth.

The responses in the following section address the policies outlined in section 7.5.

- d) *The Township shall enter into agreements with developers as a condition of approval of a plan of subdivision to ensure that the required internal and external services are provided by the developer to the standard of the Township.*

As part of the proposed plan of subdivision, the owner/developer will enter into an agreement with the Township.

7.5 STORMWATER MANAGEMENT

7.5.1 Prior to approving any development proposal the Township, in consultation with the appropriate authority, shall be satisfied that adequate storm drainage to a suitable outlet is provided.

Engage has completed a site visit in October of 2025. The purpose of the visit was to confirm the sites topography, evaluate the existing drainage patterns, locate existing infrastructure and verify the potential stormwater outlets. Several potential outlet locations were identified, and a proposed location is provided in the Functional Stormwater Management Report by Engage. The exact configuration of the outlet will be reevaluated during the detailed design stage of the project.

7.5.2 For any major development proposals within the Township, including plans of subdivision, runoff from the development shall be minimized and the impact of any proposed development on local and area-wide drainage patterns shall be identified. In addition, stormwater management plans are required by the Ministry of Transportation for all development that abuts or impacts upon a provincial highway prior to any development and/or grading being undertaken on the site. A suitable method of handling surface runoff shall be developed and implemented as a condition of approval according to the following policies:

- a) Preference shall be given to those developments which incorporate methods of reducing or eliminating surface runoff.*

As per the Functional Stormwater Management Report by Engage, to mitigate the impacts of surface runoff, the development includes a stormwater management pond. Quality control is required for this site as the stormwater runoff from impervious surfaces will contain suspended solids and contaminants that can impact the receiving water course if released uncontrolled.

- b) The retention of existing tree cover or natural vegetation and the provision of significant grassed and natural areas shall be encouraged to facilitate absorption of surface water into the ground.*

The supporting EIS, prepared by Skelton Brumwell & Associates recommends the retention of existing trees where feasible, for example along property lines. This will be determined during later stages of the project.

- c) Developments which could have a significant impact on surface drainage shall provide comprehensive drainage plans showing methods of surface water disposal and any impacts on adjacent or affected properties.*

The overall site has an imperviousness of 32% as outlined in the supporting Stormwater Management Report. The proposed stormwater management system will help alleviate the neighbouring properties drainage problems by properly capturing and controlling the stormwater runoff.

- d) No Official Plan or Zoning By-law Amendment shall be approved if the proposed development would have a significant adverse impact on surface drainage, flooding, water quality or erosion of soils.*

The proposed development will not have any significant adverse impacts on surface water, flooding, water quality or erosion, as outlined in the supporting Functional Stormwater Management Report prepared by Engage.

7.5.3 The Township shall encourage the establishment of reasonable criteria for storm water management to assist in the review of all development plans. For designated growth centres the Townships may require the development of master drainage plans...

A master drainage plan has not been identified as a requirement. A Functional Stormwater Management Report has been prepared by Engage in support of the proposed development. It has determined that the proposed development will modify existing drainage conditions; therefore, a stormwater management plan has been designed to control runoff and protect surrounding areas. The plan includes a wet pond and low-impact measures that reduce peak flows, achieve over 80% TSS removal, and are sized to manage storms up to the 15.5.00-year event.



7.13 CRITERIA FOR ASSESSING PLANS OF SUBDIVISION/CONDOMINIUM

In assessing proposals for residential development by plan of subdivision or condominium, the Township shall have regard for the following considerations:

Table 4. **Section 51(24) – Planning Act Criteria and Responses**

Subdivision Approval Criteria	Responses / Rationale
7.13.1 – Compatibility with existing scale of development	The proposal is compatible with the surrounding low-density residential context, which is characterized primarily by one- and two-storey single-detached dwellings. The proposed lot sizes, building heights, and overall built form reflect and reinforce the established character of the Bridgenorth community.
7.13.2 – Compatibility with Conservation Authority regulations	The proposal is compatible with Conservation Authority requirements. Environmental Impact Study findings confirm that no significant natural hazards are present on the Subject Lands, and appropriate setbacks and buffers to adjacent wetlands will be secured through zoning and subdivision conditions.
7.13.3 – Adequacy of access roads	The Transportation Impact Study confirms that existing and proposed access roads can accommodate the anticipated traffic volumes. All new internal roads will be constructed to Township standards, with any required improvements addressed through the subdivision agreement.
7.13.4 – Suitability of lots for private servicing	Municipal and communal servicing are not feasible, and the supporting servicing investigations confirm that each lot has sufficient area to safely accommodate a private well and septic system without risk of contamination or groundwater drawdown.
7.13.5 – Hydrogeological suitability	A detailed Hydrogeological and Geotechnical Investigation prepared confirms the lands can sustain residential development on private services. Minimum lot areas are established through the proposed Zoning By-law Amendment.
7.13.6 – Interior road frontage	All proposed lots front onto new internal public roads built to municipal standards, and no lots will have direct access to arterial roads, consistent with Township policy. The ZBA enclosed with the applications provides for all regulations applicable to facilitate the subdivision.

7.13.7 – Tree preservation and reforestation	Tree retention has been considered through the Environmental Impact Study, with preservation of healthy vegetation where feasible and opportunities for replanting and landscaping to be addressed at detailed design and through subdivision conditions.
7.13.8 – Buffering from arterial roads	Not applicable. The subdivision does not front onto arterial roads, and buffering for traffic screening is therefore not required.
7.13.9 – Avoidance of landlocking and future integration	The subdivision is designed to avoid landlocking adjacent parcels and includes a road layout that allows for logical integration with potential future development on neighbouring lands.
7.13.10 – Adequacy of municipal services	The Subject Lands are adequately served by existing fire, police, waste collection, and school facilities, with no substantial upgrades required beyond current service capacities.
7.13.11 – Location within growth centres and complete communities	The proposal is located within the Bridgenorth Settlement Area, a designated growth centre, and incorporates sidewalks, a public park block, and pedestrian connections that support walkability and a complete community, consistent with the scale and servicing context of the area.
7.13.12 – Development agreement	The owner will enter into a subdivision agreement with the Township as a condition of approval to secure all required internal and external services, infrastructure, and public works.
7.13.13 – Demonstrated need for development	Background growth analysis and housing demand studies confirm the need for additional low-density housing in Bridgenorth, and the proposal responds directly to projected population growth within Selwyn Township. Furthermore, the Subject Lands are partially designated Residential in the OP today and is zoned to permit future development. This designation reflects the Township's intention to direct future growth to Bridgenorth, supporting the accommodation of additional residential development needed to meet housing targets associated with projected population growth.
7.13.14 – Aggregate resources	Not applicable. The Subject Lands are not located within or adjacent to high potential aggregate resource areas or existing aggregate operations.



7.13.15 – Compatibility with designated environmental areas	The development maintains appropriate setbacks from adjacent environmental features and includes Environmental Protection zoning to ensure long-term compatibility and protection.
7.13.16 – Backlot development criteria	Not applicable. The lands are not within Seasonal Residential or Lakeshore Residential designations and do not involve backlot development.
7.13.17 – Vulnerable areas and Clean Water Act	Not applicable. The Subject Lands are not located within identified vulnerable areas under the Clean Water Act, and Section 5.7 policies do not apply.

4.4.10 Conclusions

In our opinion, the Applications will facilitate an orderly, well-supported residential subdivision within the Bridgenorth Settlement Area/Urban Growth Centre that meets the general purpose and intent and generally conforms with the County of Peterborough Official Plan. Subject to approval of the requested Official Plan Amendment, the proposal aligns the land use permissions with the site’s intended role for residential growth, while updating the County’s outdated planned road alignments to reflect the current transportation planning context and the proposed local road network.

The proposal is supported by comprehensive technical studies confirming the suitability of the lands for residential development on private services, appropriate stormwater management, protection of adjacent natural heritage features through buffers and Environmental Protection zoning, and acceptable transportation impacts. The development optimizes existing infrastructure and nearby public service facilities, provides public roads, parkland and pedestrian connections, and avoids uneconomical extensions of municipal services in a community where full municipal water and wastewater servicing is not available or planned. Through draft approval conditions and registered subdivision agreements, the County’s and Township’s servicing, roads, environmental protection, financial and land dedication requirements can be secured to implement the Official Plan in a coordinated and enforceable manner.

4.5 Draft New County Official Plan

The County of Peterborough has prepared a new County Official Plan (Draft New OP) to establish the long-term vision and policy framework for growth and development across the County and its local municipalities to the year 2051. The Draft New OP is intended to implement provincial planning policy at the upper-tier level, coordinate population, housing and employment growth, and provide consistent direction for land use, infrastructure, and environmental protection.

County Council adopted the Draft New OP on June 29, 2022, through By-law No. 2022-47; however, it requires approval from the Minister of Municipal Affairs and Housing before coming into force. The adopted Plan was first posted to the Environmental Registry of Ontario in June 2023, and following subsequent legislative changes, the County consulted in early 2025 on proposed redline revisions to bring the Plan into conformity with the new Provincial Planning Statement. The revised Plan was posted to the ERO on July 10, 2025, for a further 30-day review and resubmitted to the Province for approval. The Province ultimately declined to approve the Plan, and it has been returned to the County for further work. As a result, the Draft New OP remains not in effect and is now undergoing additional revisions and next steps prior to resubmission for provincial approval. Notwithstanding, the New OP outlines the general direction and land uses for the Subject Lands under the 2051 planning horizon, and therefore, has been included as reference material in this report.

In the Draft New OP, the Subject Lands are shown on Maps SEL-3 and SEL-5 (Township of Selwyn Land Use Schedules) as being designated *Residential* and *Community Core* and are further identified as being located within a Waste Management Assessment Area, see **Figure 25**. The Subject Site is in proximity to an identified provincially significant wetland to the south-east (**Figure 26**). The Selwyn Transportation Schedule within the New Draft Official Plan identifies Gore Street and E Communication Road as Township Roads. (See **Figure 27**).

Please note that Map SEL-3 and Map SEL-5 provide the same information for the Subject Lands regarding land use designations.



Figure 25. DRAFT County Official Plan, Township of Selwyn - Land Use Schedule, Map SEL-3

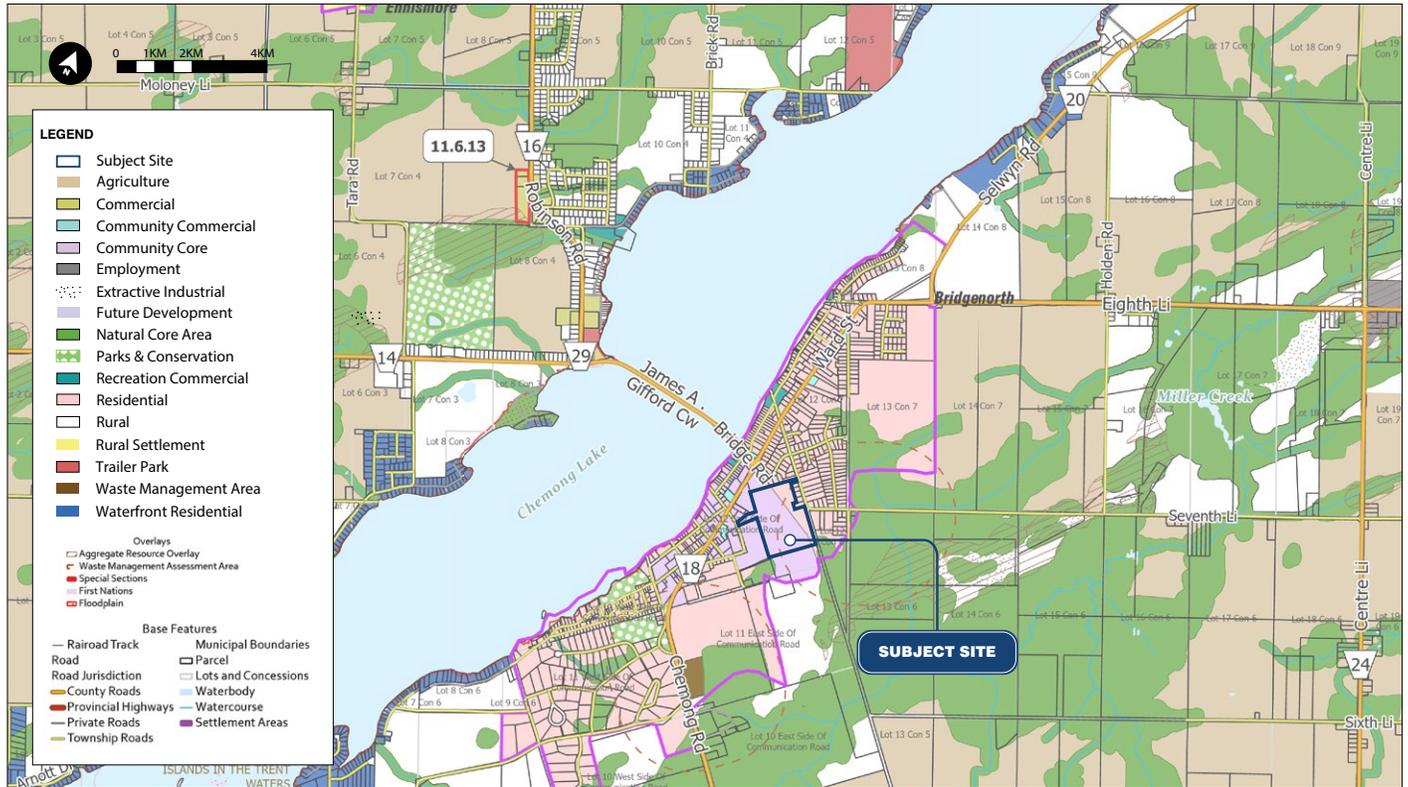


Figure 26. DRAFT County Official Plan, Township of Selwyn – Environmental Schedule

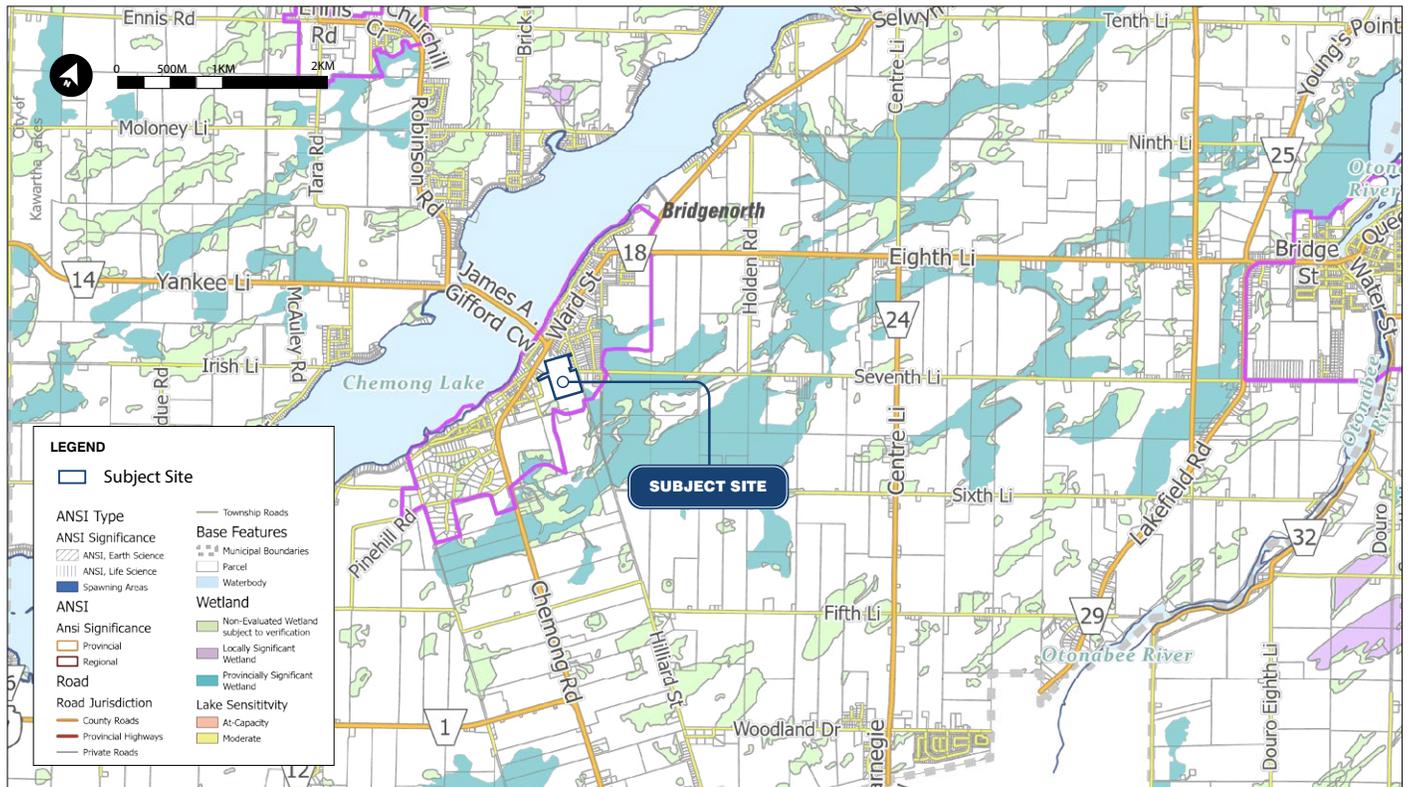
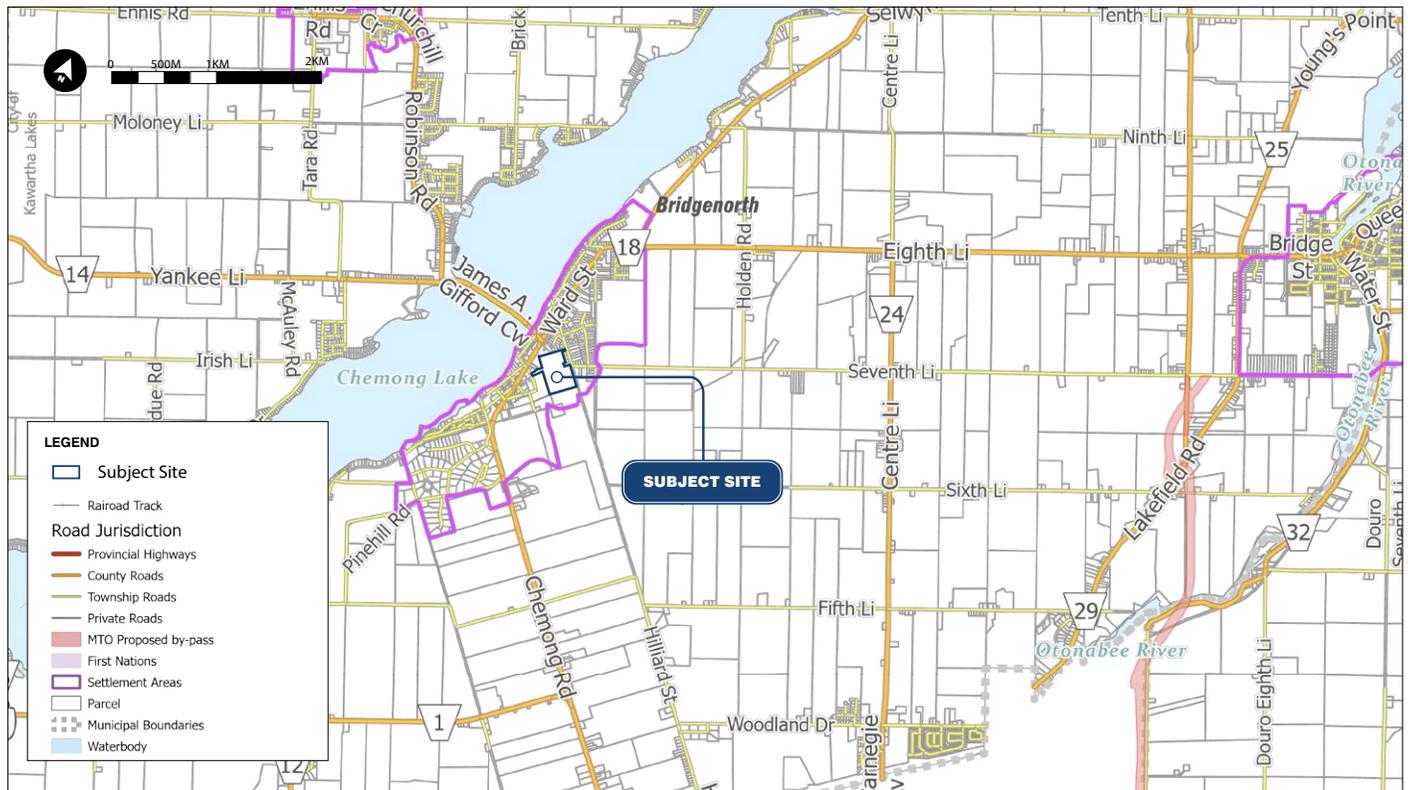


Figure 27. **DRAFT County Official Plan, Township of Selwyn – Transportation Schedule**



4.2.1.1 Permitted Uses

Permitted uses in the Community Core designation shall include a broad range of small scale, higher-order retail stores and specialty shops, business and professional offices, banks and financial institutions, restaurants, cultural and entertainment facilities, places of worship, funeral homes, hospitality and tourism facilities and other similar uses. Retail uses that serve the day-to-day needs of residents such as grocery, drug and convenience stores, and personal services uses may also be permitted... Free-standing residential uses shall include street, block and stacked townhouses, fourplexes and apartments... Existing single detached and semi-detached dwellings shall be recognized however, new low-density housing will be discouraged.

Currently, the Subject Lands are partly designated as Residential with the rest of the Site designated as Community Core. The proposed development requires an Official Plan Amendment to the Draft County Official Plan to extend the Residential designation across the entirety of the site, compared to its current split designation. The Official Plan Amendment will allow for the proposed single-detached residential uses on across the Subject Lands.

4.1.12.3 Waste Management Assessment Area

A 500 metre assessment area surrounding open and closed landfill sites are shown on land use schedules to this Plan.



a) Within the 500 metre waste management assessment area, the creation of new lots, the lifting of a Holding provision in the local Municipal Zoning By-Law, the construction of buildings, structures and hard surface paving shall only be permitted in accordance with the underlying land use designation and subject to the following policies:

i) Studies have been completed by a qualified engineer to investigate, among other things, gas leachate and hydrogeology which demonstrates that the development can safely take place and that any servicing that is required can adequately be accommodated without contamination from nearby Waste Management facilities. These studies must be carried out to the satisfaction of the County, local Municipality and/or Province, and may be subject to peer review at the expense of the applicant. ii) The local Municipality shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and the integrity of any structure. iii) The proposal is compatible with the potential impacts or their engineered controls, as may be identified in the studies outlined above.

A D-4 Hydrogeological Assessment Report has been prepared by GHD to evaluate the potential impact of a potential waste disposal site identified in the Official Plan east of the Subject Lands. The report concludes that the Site has a very low level of concern with respect to the waste disposal site and no risks to health or safety were identified that would impede the proposed residential development at the Site.

4.2.2 Residential

4.2.2.1 Permitted Uses

Permitted uses within the Residential designation shall include single-detached, semidetached, duplex, three-plex, four-plex, street, block and stacked townhouses, apartments, retirement homes, group homes and special needs housing. Home occupations, home industries, private home daycare facilities, bed and breakfast establishments, schools and local commercial uses that serve the immediate neighbourhood are also permitted...

The existing and proposed residential designation allows for the development of the single detached dwellings. The proposed detached dwellings will ensure consistency and compatibility with the surrounding context.

4.2.2.2 New Development

a) The average residential density target shall be 40 persons and jobs combined/hectare in serviced settlement areas. The following densities shall generally apply to the following different types of residential development:

- *Approximately 15 dwellings per gross hectare for single detached dwellings;*

...These densities do not necessarily apply in Bridgenorth. Instead, densities in Bridgenorth will rely on hydrogeological studies and the capacity of the lands to accommodate well and septic services.

The proposed development introduces 38 new single-detached residential dwellings. This equates to a net residential density of 3.6 units per hectare. This is below the density outlined in policy a), however the density is supported by the accompanying Hydrogeological and Geotechnical Investigation prepared by GHD. This study provides an overview of the septic capacity and requirement for the proposed development.

c) *In considering applications for new residential development of 30 dwelling units and over, it must be satisfied that the proposal:*

- *Is located on and has direct access to a collector or arterial road, or on a local road that connects directly to an arterial or collector road;*

The proposed development will have direct access to two township (local) roads which includes East Communication Road and Gore Street. Both of these roads connect directly to Ward Street, which is a County Road.

- *Can be integrated with surrounding land uses;*

The proposed development will be well-integrated into the existing built form of the Bridgenorth area. The surrounding residential context consists of single-detached dwellings on large parcels. The proposed dwellings will also be buffered from the existing commercial uses along Ward Street by the proposed Stormwater Block.

- *Can be accessed by transit and the active transportation network, if available;*

There is an existing transit connection near the western access of the Site along Gore Street. This connects to the Link, which is Selwyn's Bus line, providing access throughout Selwyn and connecting to the City of Peterborough's transit network.

- *Is located in close proximity to community facilities, such as parks, schools and open spaces;*

The Subject Lands are situated within proximity to existing community facilities. This includes the downtown area which has key services, several neighbourhood parks, a school which is located along Gore Street, as well as a library which is also along Gore Street. Additionally, the proposed development will include a local park block for residents and people within the surrounding area.

- *Is located on a site that has adequate land area to incorporate the building, on-site parking, an outdoor amenity area, and appropriate buffering such as setbacks, landscaping and fencing to ensure the compatibility of the use with adjacent land uses;*

The land area can accommodate the proposed residential lots, internal road network and parking, park space, and future development blocks. The development will implement appropriate buffers from surrounding land uses while ensuring compatibility with adjacent uses. The proposed development as an overall gross density of 2.4 units per hectare while the residential net density is 3.6 units per hectare, resulting in an appropriate amount of land area to accommodate the proposed features. A Potential Lot Siting Plan has been prepared by Engage within their Servicing Options Report which demonstrates how the site can accommodate a house, well and septic.



5 Growing Our Communities

5.1 Objectives

This section is intended:

- to ensure the natural and cultural resources and environment in the County and its local Municipalities are protected and developed in a balanced approach to support the tourism and recreation sector;

The proposed development ensures the protection of nearby existing provincially significant natural resources. Stage 1 and Stage 2 archaeological assessments have been undertaken and have determined that there is not evidence of any archaeological resources.

- to identify settlement areas that can accommodate future growth and to promote serviced settlement areas as the preferred growth areas;

The Subject Lands are located within the Bridgenorth settlement area. This area aims to accommodate additional growth while supporting housing pressures.

- to encourage the creation of complete communities which support a full range of living and employment opportunities.

The Site is located within proximity to the existing downtown area of Bridgenorth, along Ward Street. This ensures the creation of a more complete community as current and new residential can easily access retail and other daily services/needs.

5.2 Growth Projections

5.2.1 Forecasts

The County and its local Municipalities will strive to meet the population and employment forecasts as established by the Province from Schedule 3 of the “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” as shown below: Forecast for County of Peterborough to 2051 Population 82,000 Employment 26,000 About 71% of all population growth is forecast to occur in the Townships of Cavan Monaghan, Selwyn, and Asphodel-Norwood (with 34%, 20%, and 16% of total growth respectively). The remaining growth is forecast to be distributed relatively evenly across the other five lower-tier municipalities in the County, with Otonabee-South Monaghan (9%) and Havelock-Belmont-Methuen (6%) accommodating most of this remaining growth.

Census Year	Total Population	Population Growth	Annual Growth Rate
2021	63,800		
2026	67,900	4,100	1.3%
2031	71,540	3,640	1.0%
2036	74,270	2,730	0.8%
2041	77,000	2,730	0.7%
2046	79,540	2,540	0.7%
2051	82,000	2,460	0.6%
1991-2021	10,690		0.6%
2021-2051	18,200		0.8%

Source: Hemson Consulting

5.2.2 Allocations

Municipality	2021	2051	2021-51	2021-51
Asphodel-Norwood	1,820	3,380	1,560	16.2%
Otonabee-South Monaghan	2,730	3,550	820	8.5%
Cavan Monaghan	3,550	6,870	3,320	34.4%
Selwyn	7,480	9,430	1,950	20.2%
Douro-Dummer	2,930	3,410	480	5.0%
Havelock-Belmont-Methuen	2,230	2,850	620	6.4%
Trent Lakes	2,950	3,500	550	5.7%
North Kawartha	1,360	1,710	350	3.6%
Peterborough County	25,050	34,700	9,650	100.0%

Source: Hemson Consulting

Appendix A – Local Municipal Design Guidelines

The proposed development will help to meet the updated target of an additional 1,950 homes in Selwyn from 2021 to 2051.

4.5.1 Conclusions

In our opinion, while the Draft New OP is not yet in force, the proposal is appropriate for implementing its overall direction for growth to 2051 and, if approved as drafted, would conform with the general purpose and intent of the Draft New OP. The proposal advances the Draft New OP's growth management framework by delivering new housing within the Bridgenorth Settlement Area, in proximity to the Community Core, transit, and community facilities, thereby supporting complete community objectives and the County's forecast housing needs to 2051. The requested policy approach, extending the Residential designation across the Subject Lands, implements the Draft New OP's land use direction in a logical, context-sensitive manner, while the form and scale of development remain compatible with surrounding uses and are supported by appropriate subdivision design and public infrastructure. Importantly, the proposal addresses the Waste Management Assessment Area policies through a qualified D-4 Hydrogeological Assessment demonstrating the development can safely proceed without unacceptable risk, and it is supported by technical studies confirming long-term servicing feasibility in a settlement area without municipal water/wastewater. Overall, the Applications represent a coordinated and evidence-based implementation of the Draft New OP's land use, infrastructure, environmental protection, and growth allocation objectives for Selwyn and Bridgenorth.

4.6 Township of Selwyn Comprehensive Zoning By-Law (By-Law No. 2009-021)

The Township of Selwyn Comprehensive Zoning By-law No. 2009-021, as amended (ZBL) is the primary land use regulatory document governing the use of lands and the character, location, and use of buildings and structures within the Township, enacted pursuant to Section 34 of the Planning Act. Its purpose and intent are to implement the Township's Official Plan via the County OP, ensure orderly and appropriate development, and provide detailed zoning standards and permissions following the amalgamation of the former Townships of Smith and Ennismore and the former Village of Lakefield. The Zoning By-law was originally passed by Council on April 14, 2009, and came into force and effect on that date, replacing the former local zoning by-laws for the amalgamated municipalities. The current version represents an office consolidation, incorporating all amendments passed since adoption, with the latest iteration updated (available online) to include By-law No. 2024-077 and consolidated as of January 31, 2025, which reflects the most up-to-date zoning permissions and regulations in effect in the Township.

In the ZBL, the Subject Lands are currently zoned "D" Development (See **Figure 28**). The Development (D) Zone permits only limited uses. Residential and non-residential uses are generally prohibited, except for those legally existing at the time the by-law was passed. A Type A home occupation and public or utility uses are allowed under specific conditions. Accessory uses are permitted only if related to these allowed uses.

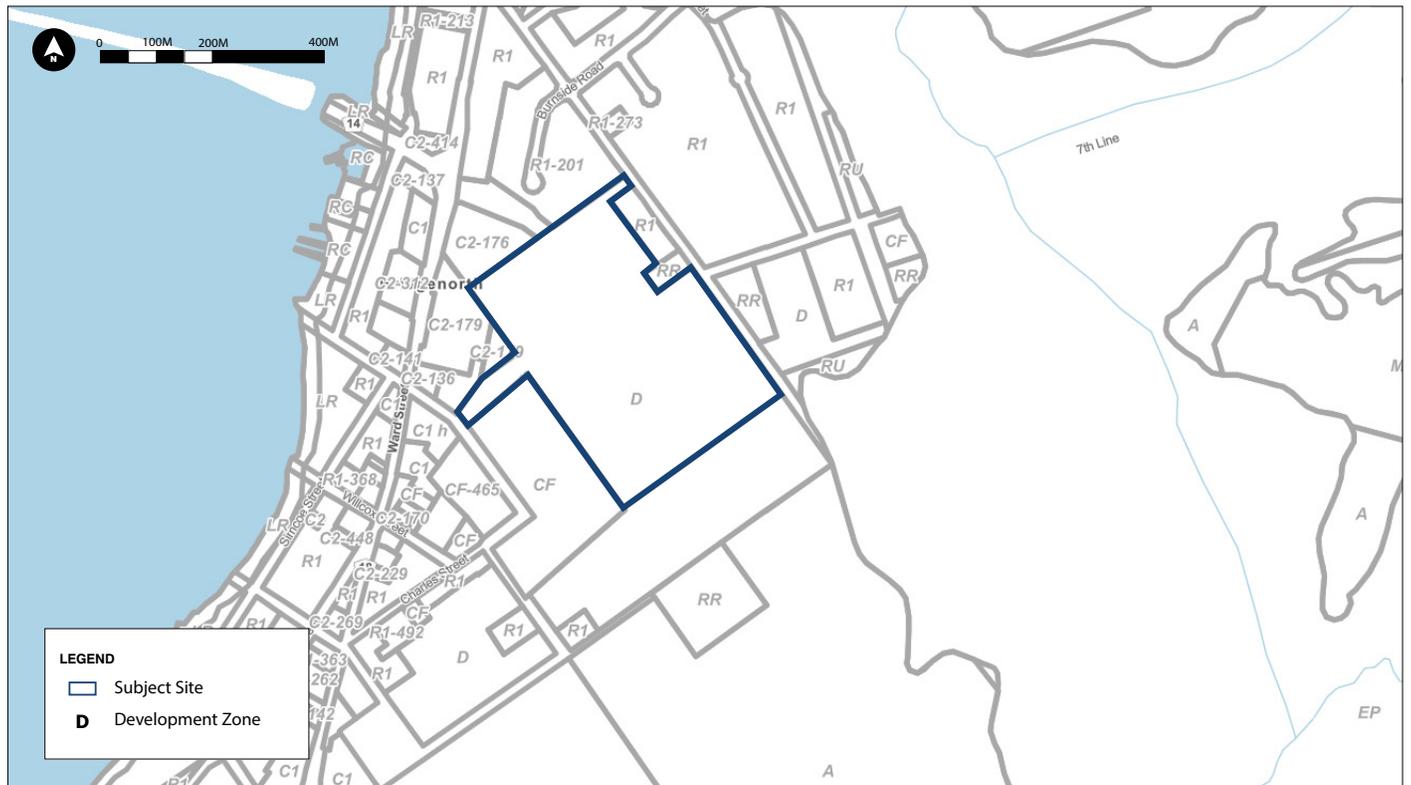
This application seeks to rezone the Subject Lands from Development (D) Zone to:



- Site-Specific Exception Residential Type One (R1-XX) Zone;
- Site-Specific Exception Residential Type One Zone with a Holding provision (R1-YY(H));
- Recreational Open Space (RE) Zone;
- Local Commercial Zone with a Holding provision (C2-ZZ(h)); and,
- Environmental Protection (EP) Zone,

These zones will accommodate the proposed residential lots, the potential future development of residential lots with adjacent lots, the park and stormwater management facility, the wetland buffers, and the future development with adjacent commercial plaza (Future Development Block 41), respectively.

Figure 28. **Township of Selwyn Comprehensive Zoning By-law (2009-021) (Interactive Mapping)**



4.6.1 Proposed R1 Zones

The proposed Residential Type 1 is for the majority of the site (Blocks 1-38) and permits the proposed single detached dwellings. Site specific exceptions for the minimum lot area, frontage, and depth for a lot on private individual services are proposed. Adjacent and nearby properties in the neighbourhood are zoned R1, making it appropriate and consistent with the neighbourhood.

The reduced lot size, frontage and depth are consistent with nearby lot sizes, including the adjacent lots east of the site, along East Communication Road, which are approximately 42 metres in depth, 1200 to 1700 square metres in area, and 30 to 40 metres in lot frontage. Based on this, the proposed lot sizes and permissions of the proposed zone will permit development which aligns with the lot fabric and has nearby precedents where the required private services were accommodated.

Additionally, permissions have been added regarding accessory dwelling units to bring the zoning in accordance with the provisions of the Planning Act.

A separate R1 zone with a holding provision is proposed for Block 41, the 0.08-hectare Future Development block. This block is intended to be combined with adjacent lands prior to any development, and so a holding provision requires that conditions be met to ensure servicing is feasible, and that the lot area is sufficient when combined with adjacent lots. Minimum lot depth proposed for this block is 38 metres, and accounts for the anticipated depth of lots should the block eventually be joined with the adjacent property to the north-east. Otherwise the proposed provisions are identical to previously described zone.

4.6.2 Proposed RE Zone

The proposed Recreational Open Space (RE) Zone is for Blocks 39 and 40, the proposed public park block and stormwater pond block. The stormwater pond block will be 1.06 hectares in size, while the proposed public park block will be 0.72 hectares in size.

4.6.3 Proposed EP Zone

The proposed Environmental Protection zone prevents development within an area which represents the 30-metre buffer from a provincially significant wetland in the south-east and an unevaluated wetland south-west of the Subject Lands. The only permissions in the EP zone are existing uses and some limited conservation and erosion control uses.

4.6.4 Proposed C2 Zone

The proposed Local Commercial (C2) Zone with a holding provision is proposed for the 0.28-hectare Future Development Block 41. While there is no development currently planned for this block, it is anticipated that it may eventually be conveyed to the commercial properties to the north, and develop in tandem with them for commercial or mixed-uses.

Additionally, a holding provision would require that servicing is feasible, and that the lot area is an appropriate size.



4.6.5 Zoning Compliance Matrix

Below are zoning compliance matrices demonstrating the zone regulation variation from the original zones:

Table 5. **Site-Specific Exception Residential Type One (R1-XX) Zone**

Provision	Existing	Proposed Site-Specific
Lot Area (Minimum)	4050 sq.m	1615 sq.m
Lot Frontage (Minimum)	45 m	28 m
Lot Depth (Minimum)	60 m	46 m
Building Height (Maximum)	11 m	<i>Complies</i>
Front Yard (Minimum)	7.5 m	<i>Complies</i>
Exterior Side Yard (Minimum)	5 m	<i>Complies</i>
Rear Yard (Minimum)	10 m	<i>Complies</i>
Dwelling Unit Area (Minimum)	92 sq. m	<i>Complies</i>
Maximum Lot Coverage (all buildings and structures)	20%	40%
Dwellings Per Lot (Maximum)	one	<i>Complies</i>
Landscaped Open Space (Minimum)	30%	<i>Complies</i>

Table 6. **Site-Specific Exception Residential Type One Zone with a Holding provision (R1-YY(H))**

Provision	Existing	Proposed Site-Specific
Lot Area (Minimum)	4050 sq.m	1615 sq.m
Lot Frontage (Minimum)	45 m	28 m
Lot Depth (Minimum)	60 m	38 m
Building Height (Maximum)	11 m	<i>Complies</i>
Front Yard (Minimum)	7.5 m	<i>Complies</i>
Exterior Side Yard (Minimum)	5 m	<i>Complies</i>
Rear Yard (Minimum)	10 m	<i>Complies</i>
Dwelling Unit Area (Minimum)	92 sq. m	<i>Complies</i>
Maximum Lot Coverage (all buildings and structures)	20%	40%
Dwellings Per Lot (Maximum)	one	<i>Complies</i>
Landscaped Open Space (Minimum)	30%	<i>Complies</i>

4.6.6 Conclusions

The proposed rezoning of the Subject Lands from the Development (D) Zone to: Site-Specific Exception Residential Type One (R1-XX) Zone; Site-Specific Exception Residential Type One Zone with a Holding provision (R1-YY(H)); Recreational Open Space (RE) Zone; Local Commercial Zone with a Holding provision (C2-ZZ(h)); and, Environmental Protection (EP) Zone is appropriate and necessary to implement the proposed plan of subdivision and reflects the intended long-term use of the lands within the Bridgenorth Settlement Area. The Development (D) Zone is a holding-style placeholder that permits only limited interim uses and is expressly intended to prevent premature development until comprehensive planning, servicing, and subdivision approvals are in place; those prerequisites have now been satisfied through the submission of coordinated Official Plan Amendment, Draft Plan of Subdivision, and supporting technical studies. Replacing the D Zone with more specific zones provides regulatory certainty, allows for the orderly development of permitted residential uses, and enables the creation of legal lots, public roads, parkland, stormwater infrastructure, and environmental protection areas consistent with the approved subdivision design.

The proposed site-specific zoning exceptions represent minor and appropriate deviations from parent Residential Type One standards and are required to respond to the unique physical characteristics of proposed lots, including irregular lot shapes, topography, private servicing requirements, and the integration of curvilinear streets and environmental buffers. These exceptions are technical in nature, do not alter the underlying residential use permissions, and are supported by the Hydrogeological and Geotechnical Investigation, Servicing Options Report, and Environmental Impact Study, all of which confirm that the proposed lot areas, frontages, and building envelopes are suitable for safe, long-term residential development on private services.

The inclusion of RE and EP Zones further ensures that stormwater management facilities, parkland, and natural heritage buffers are appropriately recognized and protected through zoning. Overall, the proposed rezoning is a logical and policy-consistent implementation tool that transitions the lands from a placeholder zone to a fully functional zoning framework, facilitates the proposed subdivision, and enables development that is compatible with the surrounding community, supported by infrastructure, and consistent with the Township's and County's planning objectives.



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5. PLANNING RATIONALE & SUPPORTING MATERIALS

5.1 Settlement Area Development

5.2 Land Use

5.3 Urban & Community Design

5.4 Housing Options

5.5 Functional Stormwater Management Report

5.6 Servicing Options Report

5.7 Environmental Impact Study

5.8 Transportation Impact Study

5.9 Hydrogeological and Geotechnical
Investigation

5.10 D-4 Study

5.11 Archaeological (Stage 1 and 2)



5.1 Settlement Area Development

The Applications collectively facilitate a form of residential subdivision that is appropriate, planned, and well-aligned with the role and function of the Settlement Area of Bridgenorth as identified in the County of Peterborough Official Plan. Bridgenorth is recognized as an Urban Settlement Area and growth centre intended to accommodate a meaningful share of Selwyn Township's projected population growth through compact, orderly residential development supported by existing infrastructure, services, and community facilities. The proposed 38-lot subdivision directs growth to a logical infill/edge-of-core location immediately adjacent to the village centre, schools, transit, commercial services, and community facilities, thereby reinforcing the settlement structure and avoiding premature or dispersed rural development.

The proposed density, built form, and lot configuration are appropriate for Bridgenorth's servicing context and physical character. Unlike serviced settlement areas, residential density in Bridgenorth is governed by hydrogeological capacity rather than prescriptive unit targets. The Hydrogeological and Geotechnical Investigation and Servicing Options Report confirm that the proposed lot pattern represents the maximum reasonable development yield that can be safely and sustainably accommodated on private wells and tertiary septic systems, with no adverse impacts on groundwater or the natural environment. In this regard, the proposal achieves a compact and efficient subdivision layout "to the extent permitted by servicing," consistent with County policy direction for settlements without municipal services.

From a land use and community planning perspective, the subdivision integrates appropriately with its surroundings and supports complete community objectives for Bridgenorth.

The internal public road network, sidewalks, pedestrian linkages, stormwater management facilities, and centrally located parkland block ensure connectivity, walkability, and access to open space for both new and existing residents in nearby subdivisions. The proposed residential use is compatible with adjacent low-density neighbourhoods and is buffered from nearby commercial and environmental features through thoughtful site design, zoning controls, and subdivision conditions. Importantly, the development leverages existing public infrastructure such as roads, transit, schools, emergency services, and community facilities, without requiring uneconomical extensions of municipal water or wastewater systems.

Overall, the Applications represent an appropriate implementation of County and Township policy for the Settlement of Bridgenorth. They facilitate orderly growth within a designated settlement area, respond directly to demonstrated housing demand and growth forecasts, and balance residential intensification with environmental protection and servicing constraints. Taken together, the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision enable a form of development that reinforces Bridgenorth's role as a planned growth community, protects public health and environmental resources, and advances the long-term sustainability and livability of the settlement.

5.2 Land Use

The proposed land use framework, comprising low-density residential development, public parkland/open space, stormwater management facilities, and environmental protection areas, is appropriate for the Subject Lands and represents sound, policy-based planning for the Settlement of Bridgenorth. The lands are located within a designated settlement area where residential growth is planned and encouraged, and the proposed residential use aligns with both the existing land use pattern and the long-term role of Bridgenorth as a community-scale growth centre serving local residents and surrounding rural areas. Redesignating and rezoning the lands to permit residential development reflects the evolution of planning assumptions for the area, particularly the removal of the previously contemplated bypass road and the diminished strategic function of these lands for commercial purposes.

The proposed residential land use is compatible with and complementary to surrounding development, which is characterized primarily by single-detached dwellings on larger lots, community facilities, and nearby commercial uses along Ward Street. The introduction of 38 single-detached dwellings provides an appropriate housing form for this context, responds to demonstrated market demand, and supports the maintenance of community character while incrementally increasing the housing supply within the settlement boundary. Importantly, the proposed density reflects the physical and environmental constraints of the site, including reliance on private servicing, and is supported by detailed hydrogeological analysis confirming that the lands can safely accommodate this level of development without adverse impacts.

The inclusion of dedicated public parkland, stormwater management areas, and Environmental Protection zoning further demonstrates good planning practice by ensuring that land uses are balanced, functional, and sustainable. Parkland and open space provide recreational opportunities, pedestrian connectivity, and visual relief within the subdivision, contributing to quality of life and complete community objectives. Stormwater management and environmental protection areas are appropriately separated from residential uses and secured through zoning and subdivision agreements, ensuring long-term protection of adjacent natural features and responsible management of surface water.

Overall, the proposed land uses represent a coherent and integrated planning response that aligns with provincial, County, and local policy direction and the neighbourhood surrounding. They make efficient use of settlement lands, support orderly residential growth, protect environmental resources, and provide public amenities and infrastructure in a coordinated manner. Taken together, the land use permissions proposed through the Applications establish a clear, implementable framework that facilitates a well-designed, livable, and policy-consistent residential community within the Settlement of Bridgenorth.



5.3 Urban & Community Design

The subdivision design has been purposefully structured to respond to the site's topography, surrounding context, and settlement-scale character of Bridgenorth, resulting in a cohesive and legible neighbourhood form. The curvilinear internal road network (Streets A, B, and C) follows existing grades and contours, minimizing excessive cut-and-fill, reducing visual monotony, and framing views toward Chemong Lake and the surrounding valley landscape, while also creating a calm, residential streetscape that can organically calm traffic flows. Lots are arranged to front onto public streets, with sidewalks, pedestrian connections, and a centrally located park block that anchors the neighbourhood and links residents to the downtown, Gore Street, East Communication Road, and nearby community facilities, reinforcing walkability and connectivity within the settlement.

Traffic-calming measures are intentionally embedded in the design through the use of gentle curves, short block lengths, and localized curb bump-outs at select road bends. These bump-outs narrow the perceived roadway width, slow vehicular speeds, improve pedestrian crossing comfort, and enhance streetscape definition without compromising emergency access or municipal public works standards. In combination with landscaped boulevards and the adjacent open space and stormwater features, these design elements create a safe, human-scaled public realm that supports daily pedestrian activity, reinforces neighbourhood identity, and reflects good urban design principles appropriate for a growing but low-density settlement like Bridgenorth.

5.4 Housing Options

The proposed subdivision makes a meaningful and appropriate contribution to housing options in Bridgenorth, the Township of Selwyn, and Peterborough County by delivering new ground-related housing in a settlement area where growth is planned, infrastructure exists, and market demand is strongest. Single-detached dwellings remain the predominant and preferred housing form in Bridgenorth and across Selwyn, particularly for families, downsizers, and in-migrants from larger urban centres, and the proposed 38 lots directly respond to this demonstrated demand. By adding new housing supply within the existing settlement boundary, the proposal helps address projected population growth, supports the County's long-term housing targets, and reduces pressure to accommodate growth through dispersed rural development.

While the proposal focuses on a single housing typology, it nonetheless enhances local housing choice by increasing availability within a limited and constrained market, particularly in a community with little remaining developable land serviced or capable of being serviced. The subdivision's lot sizes and configuration provide flexibility for a range of detached dwelling designs, price points, and household types over time, supporting housing choice within the single-detached market segment. In this way, the development strengthens the overall housing continuum in Bridgenorth by complementing existing housing stock, supporting population retention and in-migration, and contributing to the Township's and County's ability to maintain an adequate supply of designated and available lands to meet long-term housing needs in a planned and policy-consistent manner.

5.5 Functional Stormwater Management Report

A Functional Stormwater Management Report was prepared by Engage Engineering Ltd. in support of the proposed development. The purpose of this report is to evaluate how the proposed development will affect stormwater runoff rates and to identify any required stormwater management measures needed to maintain post-development flows at pre-development levels while minimizing water quality impacts on downstream receivers.

This report has determined that the increase of impervious services throughout the Site will alter the Site's hydrology. This includes alterations to the existing drainage patterns. The proposed stormwater management strategy will mitigate the anticipated impacts. The proposed stormwater management strategy includes a wet pond that offers both quantity and quality management, lowering post-development peak flows to acceptable standards and achieving more than 80% removal of total suspended solids (TSS). Additional elements such as vegetated swales, disconnection of roof downspouts, and extended flow paths further improve infiltration and assist in maintaining the overall water balance. Hydrologic modeling indicates that the system has been properly sized to handle runoff from storm events up to the 100-year storm, protect downstream infrastructure, and reduce potential effects on neighboring properties.

5.6 Servicing Options Report

A Servicing Options Report was prepared by Engage Engineering Ltd. in support of the proposed development. This report assesses whether the proposed sanitary and water servicing for the development complies with Provincial Policy and County Official Plan requirements. It also verifies that the planned lot yields and individual lot dimensions are appropriate based on the results of the hydrogeological assessment, specifically regarding the feasibility of private wells and septic systems for each property.

This report assesses and compares municipal services, community services, and private services and their impacts. The Report summarizes that Bridgenorth does not have municipal water or sanitary services, and no future extensions are planned; therefore, full municipal servicing is not feasible for the proposed development. Communal or partial systems would impose significant capital and long-term maintenance costs on the Township, making them impractical. A Hydrogeological and Geotechnical Investigation by GHD (February 2025) supports the use of individual wells and tertiary septic systems, which align with County policy and are compatible with the surrounding community. Preliminary lot reviews confirm that each lot can accommodate a dwelling, well, and septic system with appropriate setbacks, and nearby well records show no conflicts affecting proposed septic locations. As a result, individual on-site septic and well systems have been deemed the most appropriate servicing option for the development and are proposed for the site.



5.7 Environmental Impact Study

An Environmental Impact Study was prepared by Skelton Brumwell & Associates Inc. (“SBA”) in support of the proposed development. This study aims to evaluate the environmental planning framework, summarize findings from background research and field investigations, assess potential impacts, recommend mitigation measures, and provide an opinion on the compliance of the proposed development with natural heritage policies. It was determined that the site contains no natural heritage features, so no direct impacts are anticipated. A 30-metre setback from the provincially significant wetland (PSW) off site to the south-east is recommended. Current conditions indicate the wetland lies east of the road allowance, providing a 20-metre buffer, and an additional 10-metre non-development area can be established within the southeast lots. This study also recommends a 15-metre no-disturbance buffer for the unevaluated wetland at the southwest corner. These non-development areas should be secured through subdivision and zoning provisions, and have been reflected in the proposed Zoning By-Law Amendment.

This study recommends additional mitigation measures, including the installation of silt fencing along the PSW and unevaluated wetland buffers and across the southern property boundary prior to site work and maintaining it until site stabilisation. The subdivision agreement should prohibit tree and vegetation removal during the March 15–November 30 bat and migratory bird season unless reviewed by a qualified ecologist and should prevent the removal of trees containing active cavity or stick nests at any time unless declared inactive in accordance with legislation. Finally, it is recommended that, where feasible, trees should be retained or enhanced, though ice storm damage may limit safe retention and will need to be assessed during clearing.

5.8 Transportation Impact Study

A Traffic Impact Study has been prepared by GHD in support of the proposed development. The purpose of this study is to assess the traffic-related impacts from the proposed development. This study assesses the traffic impacts of the development on the surrounding road network, which will be accessed via Streets A and B, connecting to East Communication Road/7th Line and Gore Street, with an internal Street C. Capacity assessments were conducted for seven study intersections identified by the County and Township.

Traffic counts were obtained from the County and supplemented by counts conducted in 2024 and 2025. With full build-out projected for 2028, analyses were completed for 2028 and 2033 conditions. Trip generation indicates approximately 31 AM peak-hour and 40 PM peak-hour two-way trips. All study intersections are expected to operate within acceptable capacity under existing and future traffic scenarios, including 2033 conditions, except Ward Street/Gore Street, where minor delays are attributed to low side-street volumes and existing signal spacing. Although the Ward Street EA recommends widening Ward Street, the conclusions of this assessment do not depend on that improvement. Overall, the existing road network can accommodate development traffic without requiring additional signalisation or upgrades.

5.9 Hydrogeological and Geotechnical Investigation

A Hydrogeological and Geotechnical Investigation was completed by GHD Limited. The purpose of this investigation is to obtain subsurface information regarding the soil and groundwater conditions at the test hole locations and prepare a report summarizing the conditions encountered.

The site's geology includes a layer of surficial topsoil as well as a silty sand / sandy silt deposit below the topsoil. Hydraulic conductivity of the soil ranges from 7.80×10^{-8} to 6.30×10^{-7} m/s, while groundwater levels range from 0.25 mbgs to 1.06 mbgs. Groundwater contouring indicates that there is a flow divide on the Site, with groundwater migrating towards the northwest and southeast. Groundwater levels are transient and tend to fluctuate with the seasons, periods of precipitation, and temperature.

With regards to water quality, the majority of the parameters are within the Ontario Drinking Water Quality Standards (ODWS). The exceptions are the aesthetic parameters of hardness, turbidity and total dissolved solids (TDS). Elevated hardness is a common trait of groundwater supplies in Southern Ontario due to the presence of limestone bedrock and calcareous glacial tills. There are slightly elevated levels of chloride, iron, and manganese in the well at 966 Burnside Road. Samples also had sodium above 20 mg/L. It is recommended that users be notified in the event they are on a sodium reduced diet. No other health related parameters approached or exceeded the Maximum Acceptable Concentration (MAC).

In a scenario with no infiltration enhancements, post-development impervious surfaces increased by about 20%, the total infiltration volume decreased by about 17%, and runoff volume increased by approximately 90%. Based upon these water balance calculations, the infiltration has reduced and the runoff increased versus the predevelopment values.

Groundwater base flow would be expected to decrease over time. Based upon this scenario, mitigative strategies would be required to maintain infiltration.

In a scenario with enhanced infiltration, pre-development infiltration can be maintained utilizing LID strategies. Provided the pre-development infiltration is maintained, no impacts to the local water wells, or surface water features are expected. As per the water balance, runoff has increased as compared with the pre-development conditions and will need to be managed as per a storm water management plan.

The Investigation found that the 38-lot Draft Plan of Subdivision was feasible, and that the 38 lots could be accommodated on private wells and private septic with tertiary treatment systems. The results of this hydrogeological and geotechnical investigation support the proposed residential development.



5.10 D-4 Study

A D-4 Hydrogeological Assessment was prepared by GHD in support of the proposed development. The Site is located within 500 metres from a former waste disposal site. This assessment was completed in accordance with Ministry of the Environment, Conservation and Parks (MECP) D-4 Land Use On or Near Landfills and Dumps.

It was determined that the former waste disposal site is about 300 metres from the development area, within the Smith Township, to the east of the Site at the southeast corner of the intersection of the 7th Line and Brumwell Street, adjacent to the hamlet boundary of Bridgenorth.

This assessment uses historical sources, MECP well records, aerial imagery, mapping, and a site inspection. No documentation was available from the MECP regarding the former waste disposal site (WDS), and a Freedom of Information request yielded no records to date.

The site features rolling terrain with approximately 20 to 25 metres of relief, sloping eastward toward the waste disposal site area from a ridge at roughly 285 m elevation. Ground elevations across the property range between 260 metres and 270 metres above sea level. Local soils consist primarily of sandy silt to silty sand till with glaciofluvial deposits. It is determined that the risk of methane migration or settlement related to the disposal site is negligible. There are no signs of seepage, leachate, discoloured soils, or stressed vegetation observed on the subject lands or at the waste disposal site.

Based on available data and field observations, the site presents a very low level of concern with respect to the former waste disposal site, and no health or safety risks were identified that would limit residential development.

5.11 Archaeological (Stage 1 and 2)

A Stage 1 and Stage 2 Archaeological Assessment were prepared by Northeastern Archaeological Associates Ltd., dated February 28, 2025.

The Stage 1 Archaeological Assessment indicated that the Subject Lands are of high archaeological potential because of its proximity to water, registered archaeological sites, and East Communication Road which was formerly a precontact and contact period portage route. As a result of these findings, a Stage 2 Archaeological Assessment was required.

During the Stage 2 Archaeological Assessment, no archaeological resources were recovered following a shovel test assessment at 5-meter intervals within the Subject Lands. The lack of recovered material during Stage 2 Assessment makes it unlikely that any archaeological resources exist within the subject property. Therefore, the Stage 2 Archaeological Assessment recommends that no further archaeological work is required on the Subject Lands as it does not possess any archaeological resources.

6. CONCLUSIONS



In our opinion, the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision collectively represent a comprehensive, coordinated, and policy-driven planning framework that facilitates appropriate residential development within the Settlement Area of Bridgenorth. The Applications respond directly to provincial, County, and Township growth objectives by directing new housing to a designated settlement area where development is intended to occur, infrastructure and community services exist, and environmental and servicing constraints have been thoroughly evaluated. The proposal is supported by a full suite of technical studies confirming that the lands are suitable for residential development on private services, that transportation and stormwater impacts can be appropriately managed, and that natural heritage features and public health and safety will be protected.

From a land use and community planning perspective, the subdivision represents good planning and orderly growth. The proposed residential use is compatible with the surrounding built form, responds to the physical characteristics of the site, and reflects the evolution of planning assumptions for the area, including the removal of previously planned road infrastructure and the diminished role of the lands for commercial purposes. The subdivision design integrates public streets, sidewalks, pedestrian connections, parkland, stormwater management, and environmental protection areas in a cohesive manner that supports walkability, safety, and neighbourhood identity, while remaining appropriate to Bridgenorth's scale and private-servicing context.

The proposal also makes an important contribution to housing options within Bridgenorth, Selwyn Township, and Peterborough County. By delivering 38 new single-detached lots in a community where demand for ground-related housing remains strong and developable settlement lands are limited, the Applications will support the County's ability to accommodate forecast population growth in a planned and sustainable manner.

The development leverages existing public services and facilities, avoids uneconomical extensions of municipal infrastructure, and will generate long-term fiscal benefits through assessment growth and development charges, all while minimizing impacts on municipal finances.

In our professional planning opinion, the Applications have had appropriate regard for matters of provincial interest, are consistent with the Provincial Planning Statement, and meet the general purpose and intent of the Planning Act. Subject to approval of the requested Official Plan Amendment, the proposal conforms with the policies of the Peterborough County Official Plan and is aligned with the emerging policy direction of the Draft New County Official Plan.

Accordingly, it is our opinion that the Applications represent good planning, are in the public interest, and should be approved.

Yours truly,

The Biglieri Group Ltd.

Evan Sugden, HBASc, MA, CAHP, RPP, MCIP
Senior Associate

Laura Lebel-Pantazopoulos, RPP, MCIP
Senior Planner

Giuseppe Ferreri, BES
Planner



Toronto Office

2472 Kignston Road
City of Toronto, ON M1N 1V3

Hamilton Office

21 King Street W, Suite 1502
City of Hamilton, ON L8P 4W7

thebiglierigroup.com

tbg@thebiglierigroup.com
T (416) 693-9155
