

**PLANNING RATIONALE AND JUSTIFICATION REPORT  
FOR  
1000479776 ONTARIO LIMITED PARTNERSHIP  
TEMPORARY USE BY-LAW APPLICATION  
9230 GUELPH LINE  
PIN 24980-0181(LT); PT LT 7, CON 3 NAS, AS IN 712446, S/T 712446, 205842 & 380386;  
TOWN OF MILTON**

**October 6, 2025**

 **CANDEVCON GROUP INC.**  
CONSULTING ENGINEERS AND PLANNERS

**PROJECT NO. W20135**

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## **1. INTRODUCTION**

Candevcon Group Inc. has been retained by 1000479776 Ontario Limited Partnership to provide professional planning advise and assist in obtaining the necessary planning approvals to permit temporary truck parking on the lands known municipally as 9230 Guelph Line, in the Town of Milton. The parking of the vehicles would occur for a period of three (3) years with the possibility of an extension.

An application is being submitted to the Town of Milton for a Temporary Use By-law Amendment to facilitate the proposed development and change in the Zoning By-law for a temporary period. The applications are supported by plans and technical reports and are intended to satisfy the Town's requirements for a Complete Application as described in Section 22(6.1) and 34(10.4) of the *Planning Act*.

The purpose of this report is to outline the details of the proposed temporary use and to evaluate the proposal in the context of the applicable planning policy framework. A review of the Provincial Planning Statement (2024), Region of Halton Official Plan (Office Consolidation 2024), and Town of Milton Official Plan (2024) have been conducted. This report provides an analysis of, and justification for, the temporary use in accordance with good planning principles and as a basis for the advancement of the applications through the planning process.

## **2. BACKGROUND AND CONTEXT**

### **2.1 General Location**

The property is located on the west side of Guelph Line, north of Provincial Highway 401, with a municipal address of 9230 Guelph Line (**Figure 1- Aerial Context Plan**). The parcel is legally merged with the parcel located directly to the west, referred to as 9301 2<sup>nd</sup> Line, as both properties are owned by the same landowner. Only 9230 Guelph Line is proposed for this application and the parcel has an approximate site area of 17.1 hectares. A former motel, known as the Mohawk Inn, is situated on the designated lands; however, the structure has remained unoccupied since the motel and restaurant ceased operations in 2020.

### **2.2 Surrounding Land Uses**

The property is located in Campbellville, a hamlet located in northwest Milton that contains a mix of rural and residential uses. The following provides an overview of the surrounding proposed land uses:

*North* The Mohawk Raceway and Casino and Petro-Canada Gas Station

*South* Provincial Highway 401 and the hamlet of Campbellville

*East* Toronto West KOA Holiday Campground and Natural Heritage System

*West* Nassagaweya Tennis Centre and Community Hall, Open Space



Figure 1: Aerial Photo

### **3. PROPOSED DEVELOPMENT**

#### **3.1 Development Proposal Summary**

The proposed development contemplates a temporary truck parking on the lands municipally known as 9230 Guelph Line for a period of three (3) years with a possibility of an extension. The Temporary Use By-law would allow for the parking of heavy vehicles such as transport trucks and other commercial vehicles.

For the purpose of this Temporary Use By-law, Motor Vehicle Parking would be defined as:

*An area of land with or without building or structure used for the temporary outdoor parking of motor vehicles*

The proposed use on the subject lands would be solely for the parking of motor vehicles within the proposed parking areas. The temporary use by-law would be sufficient for a three-year period to allow the owner time to generate revenue while addressing servicing (water and wastewater) capacity challenges and securing full site plan approval for a future development proposal. The three-year

timeframe would also enable the owner to coordinate the future site plan with the adjacent Mohawk Casino site, potentially fostering a partnership regarding the proposed land uses. Following the three years, a potential extension may be applied for to allow for additional time for the temporary use.

The existing Inn would be demolished and parking spaces planned in its current location. The proposed parking area will utilize a portion of the existing paved lands, ensuring that it does not impact the environmental features and wetlands further to the west.

The Mohawk Inn was in operation on the subject lands since 1967 as an early-Canadian colonial style Inn before closing in 2020. The building has since been leased to the local Police and Fire Services for training purposes. The demolition of the Inn and development of the parking area would allow for approximately 154 standard truck parking spaces.

The western parcel under the same ownership at 9301 2<sup>nd</sup> Line currently contains a recreational campground and will continue to operate as such with no alterations as part of this application.

### **3.2 Description of Planning Applications**

An amendment to the Town of Milton Official Plan is not required to allow *motor vehicle parking* as an additional use on the subject site since the use is temporary. A Temporary Use By-law is required to permit the *motor vehicle parking* as an additional commercial use in the current C-3 zone and specify the zone provisions and regulation to facilitate the proposed development.

The proposed use is anticipated on a temporary basis of three years. The Town is aware of the owner's intention to pursue a zoning by-law amendment and site plan approval to permit a future re-development application on the current site. The proposed design and layout of the parking area takes into account the surrounding Natural Heritage features and adjacent uses.



Figure 2: Site Plan

#### **4. PLANNING POLICY CONTEXT AND ANALYSIS**

The following sections include detailed information regarding the applicable planning policies and analysis as applied to the development application. The Planning policies framework includes the Planning Act, Provincial Planning Statement (2024), the Halton Region Official Plan (Office Consolidation 2024) and Town of Milton Official Plan (2024 Consolidation).

##### **4.1 Planning Act**

The Planning Act sets out the legislative framework and defines the powers of municipalities and authorities for land use planning in Ontario. Section 2 of the Planning Act requires the decision of Council of a municipality to have regard to matters of provincial interest. It is our opinion that the development applications are consistent with Section 2 as follows:

*2. (a) the protection of ecological systems, including natural areas, features and function.*

The proposal will avoid activity on nearby natural features and vegetation that will continue to grow with preservation status.

*(b) the protection of the agricultural resources of the Province;*

No agricultural lands are removed as a result of the proposed development.

*(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

The proposal provides efficient use of communication, transportation, sewage and water wastewater management systems for the future use.

*(k) the adequate provision of employment opportunities;*

The proposal will add jobs to the transportation and trucking sector in Ontario.

*(p) the appropriate location of growth and development;*

The proposal will allow for the site to thrive and benefit users due to its appropriate location next to Highway 401.

Section 3(5) of the Planning Act requires a decision of council of a municipality in respect to the exercise of any authority that affect a planning matter shall be consistent with provincial policy and shall conform with and not conflict with provincial plans. It is our planning opinion that the applications for a temporary use by-law to allow for the temporary parking use, are consistent with the Provincial Planning Statement and conforms with policies outlined in Section 4.2 below.

Section 39 of the Planning Act enables municipalities to authorize temporary use of land or buildings where not permitted by the by-law. The proposal represents an appropriate use of the land, aligning with the intended purpose and provisions provided in the temporary by-law.

## **4.2 Provincial Planning Statement (2024)**

The Provincial Planning Statement is a policy document that replaces both the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019) regarding land use planning in Ontario. The document took effect on October 20, 2024, and provides a streamlined policy framework for development in the province while building upon housing supportive policies from previous documents.

The new Provincial Policy Statement 2024 updates policies to support an increase in housing supply, promote a range and mix of housing options, intensify development around transit lines, scope employment areas, and include affordable and supportive housing. Key changes to the Provincial Policy Statement 2024 are the strengthening of policy to require municipalities to support intensification rather than encourage and build more housing where it's needed. The Provincial Policy Statement updated policies promotes efficient development patterns by directing growth to settlement areas and discouraging unnecessary and inefficient expansion of these areas. It does so by encouraging the effective use of existing and planned infrastructure and by accommodating a mix of uses. The focus of the Provincial Planning Statement update is to aid in increasing housing supply, support jobs which reduce barriers and other costs in the land use planning system.

### **2.5 Rural Areas in Municipalities**

*1. Healthy, integrated and viable rural areas should be supported by:*

- a) building upon rural character, and leveraging rural amenities and assets;*
- b) promoting regeneration, including the redevelopment of brownfield sites;*
- c) accommodating an appropriate range and mix of housing in rural settlement areas;*
- d) using rural infrastructure and public service facilities efficiently;*
- e) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
- f) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
- g) conserving biodiversity and considering the ecological benefits provided by nature; and*

*2. In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.*

*3. When directing development in rural settlement areas in accordance with policy 2.3, planning authorities shall give consideration to locally appropriate rural characteristics, the scale of development and the provision of appropriate service levels.*

The subject development adheres to section 2.5 of the Provincial Planning Statement since the property is located outside of a settlement area. Despite being in a rural area, the property is in a prime location for the proposed use due to the convenient access to Highway 401 and Guelph Line. The proposal offers

an opportunity to revitalize an otherwise underutilized parcel taking advantage of the existing local and provincial road infrastructure allowing for the efficient movement of goods by truck stimulating and stabilizing the economy. The proposal offers an appropriate scale of development that is consistent with the rural character of the area, having minimal impact on surrounding rural services.

#### 2.8.1 Supporting a Modern Economy

- 1. Planning authorities shall promote economic development and competitiveness by:*
  - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
  - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
  - c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
  - d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
  - e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

- 2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*

The proposal is consistent with Section 2.8.1 of the Provincial Planning Statement as it allows for the provision of employment potential that contributes to the long-term economic needs of not only the Town but also surrounding regions. The temporary uses proposed represents an efficient land use pattern of an underutilized parcel of land while maintaining an appropriate buffer to the surrounding natural heritage features. The currently vacant land will see new opportunities for employment through the temporary use for a three-year period, until a future site plan for redeveloping the site for a mix of uses is established. Temporary parking for trucks and trailers is appropriate as it will foster economic development on the site instead of leaving it unoccupied.

#### 3.3 Transportation and Infrastructure Corridors

- 1. Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*
- 2. Major goods movement facilities and corridors shall be protected for the long term.*

*3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

*New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*

*4. The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*

*5. The co-location of linear infrastructure should be promoted, where appropriate.*

The Provincial Planning Statement outlines the importance of the movement of goods for the economic well being of the local, regional and provincial economy. The proposed use takes advantage of its close proximity to the 401 Provincial Highway and provides a convenient parking area for heavy and large transport trucks. The proposed temporary use supports and is consistent with promoting the economic development within the Town, Region and Province, while the temporary nature will preserve the long-term availability of the land for future economic and environmental uses. The temporary use allows a use and development that is compatible with the local area and can be sustained by rural services while not adversely affecting the surrounding uses.

The proposal is consistent with the policies of the Provincial Policy Statement as the temporary parking of vehicles does not present any negative impacts on the existing private servicing conditions, or road network, allows for the efficient movement of goods supporting the economic stability and development of the area. The proposed use represents an efficient use of land and provides a needed service while preserving the long-term availability of the land for redevelopment for uses consistent with municipal policies thereby is consistent with the policies of the Provincial Planning Statement.

#### **4.4 Region of Halton Official Plan (2024)**

The Regional Plan, office consolidation May 16, 2024, is the Region of Halton's Official Plan that provides policy direction and objectives that manage growth and land use compatibility throughout the Region. Due to provincial legislation changes in Bill 23, *More Homes Built Faster Act*, and Bill 85, *Cutting Red Tape to Build More Homes Act*, the Regional Plan is no longer deemed an Official Plan for the Region of Halton.

Nevertheless, the Plan outlines a long-term framework of objectives to give direction on physical development in Halton to meet existing and future needs of residents and businesses. The subject site is designated "Agricultural Area" and "Greenbelt Natural Heritage System" as shown in **Figure 3 – Regional Structure**. A number of existing policies within the Regional Official Plan pertain to this development.

**99. *The objectives of the Agricultural System are:***

1. *To recognize agriculture as the primary activity and land use in the Agricultural System.*
2. *To preserve Prime Agricultural Areas, as shown on Map 1E, and prime agricultural lands.*
3. *To maintain as much as possible lands for existing and future farm use.*
4. *To protect farms from incompatible activities and land uses which would limit agricultural productivity or efficiency.*
  - 4.1. *To promote normal farm practices and to protect the right to farm.*
5. *To reduce the fragmentation of lands suitable for agriculture and provide for their consolidation.*
6. *To promote the rental for farming of lands not so used.*
7. *To promote a diverse, innovative and economically strong agricultural industry in Halton by tailoring its products and marketing to meet local and regional needs and demands.*
8. *To promote agriculture-related tourism and direct sales of farm produce and accessory products to visitors and local communities and businesses.*
9. *To preserve the farm community as an important part of Halton's rural fabric.*
10. *To promote environmentally sensitive and sustainable farm practice.*
11. *To retain or increase tree cover for harvest, soil erosion protection, and buffering from adjoining non-farm land uses.*
12. *To encourage a strong farm support service industry in Halton.*
13. *To encourage the participation of the agricultural industry and community in dealing with concerns of an agricultural nature.*
16. *To recognize existing rural uses and allow their continuation in a manner sensitive to the ecological balance and the farming community.*
17. *To provide for the designation of new Mineral Resource Extraction Areas which can be accommodated in accordance with goals, objectives and policies of, and by amendment to, this Plan and, where applicable, the Niagara Escarpment Plan and the Greenbelt Plan.*
18. *To maintain scenic values of lands in the vicinity of the Escarpment.*
19. *To provide a buffer for the more ecologically sensitive areas of the Escarpment.*

The subject lands are located outside of an urban settlement and do not permit any uses that support intensive growth. The proposed temporary use of a parking recognizes the existing rural uses and allows for their continuation by permitting a currently underutilized commercial property to continue to be used as a commercial site. The use provides a temporary location for parking of transport trucks to encourage the efficient movement of goods within the Region and will not be removing agricultural lands from the Region's inventory. The settlement area of Campbellville and Highway 401 are located directly south of the site and support the existing highway commercial uses along Guelph Line locally. Several properties along Guelph Line north of Highway 401 are used for highway commercial, tourism, recreation, and industrial purposes. The existing agricultural properties are protected through the Greenbelt Natural Heritage System designation of the lands. Non-agricultural uses that are less intensive are appropriate given the ideal location of the subject lands for commercial transportation purposes.

Highway 401 is conveniently located next to the subject site to provide a beneficial advantage for the proposed temporary use. The Highway spans across Halton Region, into the Greater Toronto Area and other regions in southern Ontario where trucks and trailers travel every day. The proposed temporary use, of a motor vehicle, provides a location for transport trucks and trailer parking on a site next to the highway. Agricultural uses will not be affected by the application as the site is currently zoned for commercial uses and the proposed temporary use is an added use to the commercial zone. The Natural Heritage System will continue to be protected on the site as development will not extend onto these lands. The application for a temporary use will not change the Agricultural System of the Halton Official Plan but only permits an additional use to the uses currently permitted on the site while protecting the Nature Heritage System located within it. It is our planning opinion an amendment to the Regional Official Plan is not required.

**Map 1**  
**Regional Structure**

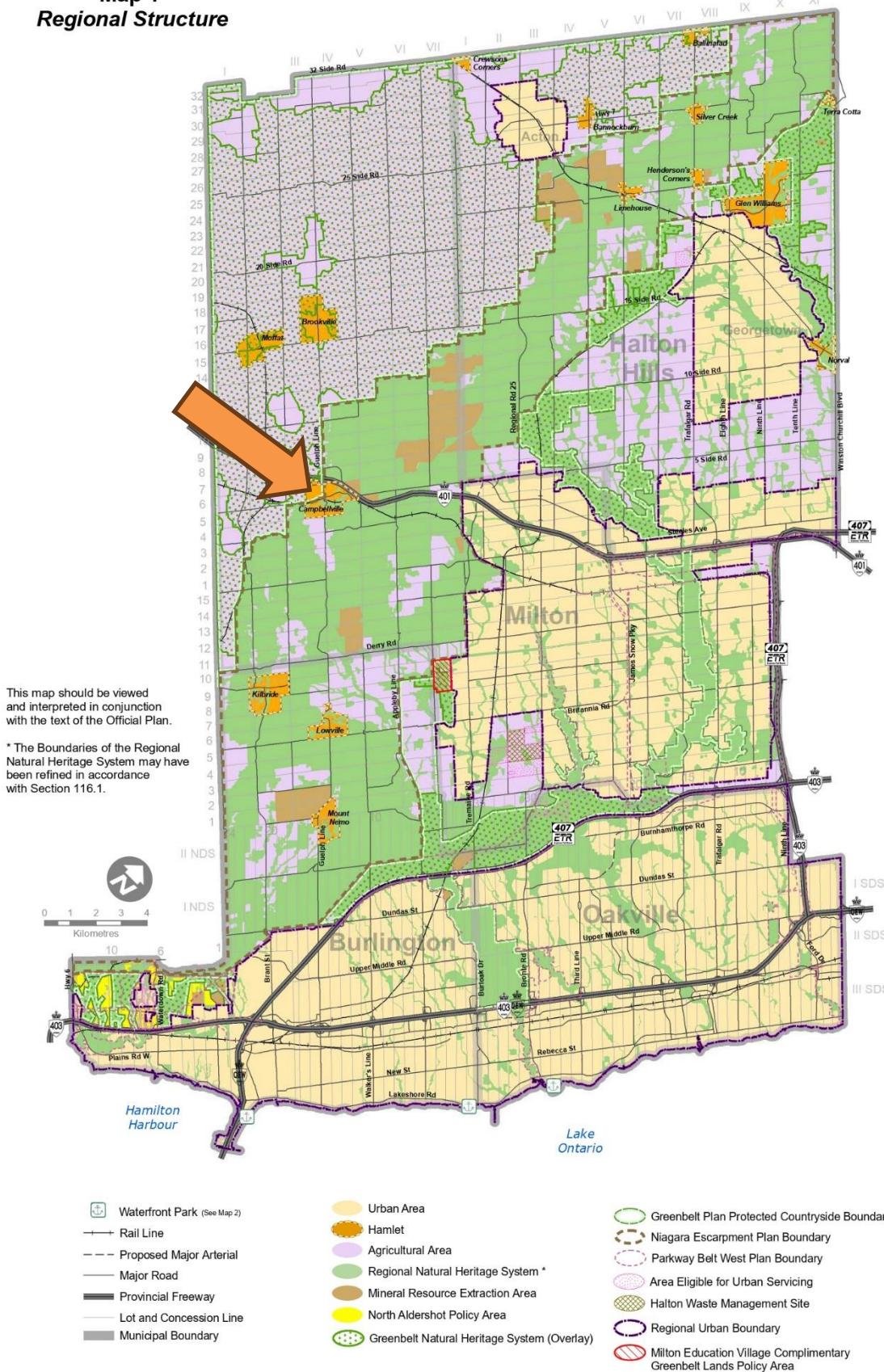


Figure 3: Regional Structure, Region of Halton

#### **4.5 Town of Milton Official Plan**

The Town of Milton Official Plan was adopted by Milton Town Council on August 26, 1996, with the most recent office consolidation in December 2024. The purpose of the Official Plan is to set out goals, objectives and policies guiding how lands should be used and where development should occur leading to the future.

The Milton Official Plan designates the subject lands as “Agricultural Area” on Schedule A Rural Land Use Plan (**Figure 4**) and is identified as located outside of Prime Agricultural Area. It is also designated as “Special Policy Area 3” along with the surrounding properties. An Amendment to this plan is not required to allow the proposed temporary use as an additional use. The Official Plan policies applicable to the proposal are outlined below.

##### 4.4 Agricultural System

*4.4.3.1 Subject to the policies of this Plan, the Town of Milton shall recognize and protect lands within the Agricultural System, as shown on Schedule “O” of this Plan, as an important natural resource to the economic viability of agriculture and to this end: a) Direct non-farm uses to the Urban Area and Hamlets, unless specifically permitted by policies of this Plan. b) Promote the maintenance or establishment of woodlands and treescapes on farms.*

*4.4.3.2 Subject to the policies of this Plan, the Town of Milton shall recognize, encourage and protect agriculture as an important industry in Milton and as the primary long-term activity and land use throughout the Agricultural System, as shown on Schedule “O” of this Plan, and to this end:*

- a) *Support and develop plans and programs that promote and sustain agriculture.*
- b) *Monitor, investigate and periodically report on its conditions, problems, trends and means to maintain its competitiveness*

According to the Milton Official Plan, the property is primarily located in an Agricultural Area that is not considered a Prime Agricultural Area of the Greenbelt. Although the subject site is located in an Agricultural Area, the current uses in the immediate area and surrounding properties are commercial and recreational uses not agricultural uses. The Natural Heritage System within the site will continue to be protected with the implementation of this application. The lands outside Campbellville are rural and the temporary parking use is appropriate for the site as it will maintain the current commercial intent by permitting an additional commercial use. The previous use of the site as an Inn, which has operated on the site for more than fifty years, did not contain any agricultural or rural elements of significance. The Inn existed without negatively impacting its adjacent natural features and the proposed temporary land use, once implemented, will similarly cause little to no impact on the natural environment.

##### Specific Policy Area 3

*4.11.3.3 The area identified as Specific Policy Area No. 3 on Schedule “I” of this Plan, being Part of Lot 7, north of Highway 401, Lots 8 and 9, Concession III, formerly Township of Nassagaweya, shall be used for a horse racetrack and accessory uses including temporary accommodation for jockeys, trainers, stable*

*hands and caretakers in trailers and mobile homes. However, such facilities will not be allowed to expand to the point where the amenities of adjacent land uses are affected. As well, Specific Policy Area No. 3 shall be used for a range of highway commercial uses which serve the travelling public such as licenced motor vehicle service stations, overnight accommodation such as hotel or motel and recreational vehicle and tent camping and restaurants and related entertainment uses, and certain other retail uses of a specific nature which relate to the horse racetrack or the travelling public. In addition to the foregoing uses, the lands legally described as Part of Lots 8 and 9, Concession 3 (Nassagaweya), known municipally as 9430 Guelph Line may also be used for an 18-hole golf course and associated ancillary uses such as a driving range, practice tee and related club house*

Specific Policy Area 3 spans across the properties at the northwest corner of Highway 401 and Guelph Line that are specifically used for highway commercial, recreation, and overnight accommodations. An amendment would be made to these policies to permit the temporary use described as a Motor Vehicle Parking. The proposed use is similar in nature with the Specific Policy Area as large trucks and Recreational Vehicles typically park on the subject lands during its past use of a motel. Parking at this location is ideal due to its proximity to Highway 401 and vehicles of this nature were previously permitted to park on site on a daily basis. The lot size has been designed to provide a large enough parking area to accommodate parking of large vehicles without encroaching onto Natural Heritage System limits.

#### Temporary Use By-Laws

*5.5.3.6 Temporary use bylaws shall only be passed if they conform to the Regional Plan (1995). Town Council, before passing a by-law to permit a temporary use, shall be satisfied that those of the following requirements, among others, which are relevant to the specific application are, or will be, fulfilled in order to safeguard the wider interests of the general public:*

- a) That the proposal fulfils reasonable planning standards;*
- b) That the proposed use will be compatible with adjacent uses;*
- c) That the size of the parcel of land or building to be used is appropriate for that proposed use; and,*
- d) That services such as water, sewage disposal and roads, are sufficient.*

*5.5.3.7 Council may pass subsequent by-laws to a temporary use by-law granting extensions of up to three years; however, once the subsequent by-law has lapsed, the use permitted by the by-law must cease and if the use continues it will be viewed as an illegal use in regard to the implementing Zoning By-law.*

The proposed motor vehicle parking is a suitable option as a temporary use for the site as it is intended to operate for a minimum three year period to allow the owner time to prepare for submission of a future re-development application. An interim period of three years is an appropriate amount of time for the proposed uses given the coordination with adjacent landowners on a future proposal and to generate revenue for a future project.

A temporary land use classified as outdoor parking for motor vehicles is compatible with the lot size and conditions of the property. Additionally, the proposal will not have an adverse effect on adjacent land uses as the land will only be used as a parking area for trucks and trailers accessing Highway 401. Water and wastewater servicing is not proposed as part of the temporary use as buildings and vehicle service are not proposed.

### Trucking

*2.6.3.25 The movement of goods by truck is an essential element of the transportation system.*

*The Town shall work with local businesses to ensure the provision of truck routes which meet their needs, while having regard for the need to protect residential neighbourhoods from truck noise, pollution and hazards.*

The inclusion of a motor vehicle parking as an additional commercial use allows for the temporary parking transport trucks and trailers provide a stimulus to the economy, transportation industry not only in the Town of Milton but also across the Greater Toronto Area. The site provides convenient access to the Highway 401 ramps a known route for transporting goods and services to municipalities across Southern Ontario. The locations of the Highway 401 ramps provide quick access onto and off the highway to the subject site via a turning lane.

The site has experienced a high quantity of vehicle use in the past, as the Mohawk Inn was used for recreation, a restaurant, and a conference center. The business was able to thrive for over 50 years due to its convenient location off the highway and recreation uses within the vicinity and the site will continue to attract people to the area through a future re-development proposal once the temporary use expires.

Following the fulsome review of the aforementioned policies, the proposed development conforms to the intent of the Official Plan. Overall, the proposal provides an opportunity for economic growth that will provide jobs and operate on a temporary basis before the site develops.

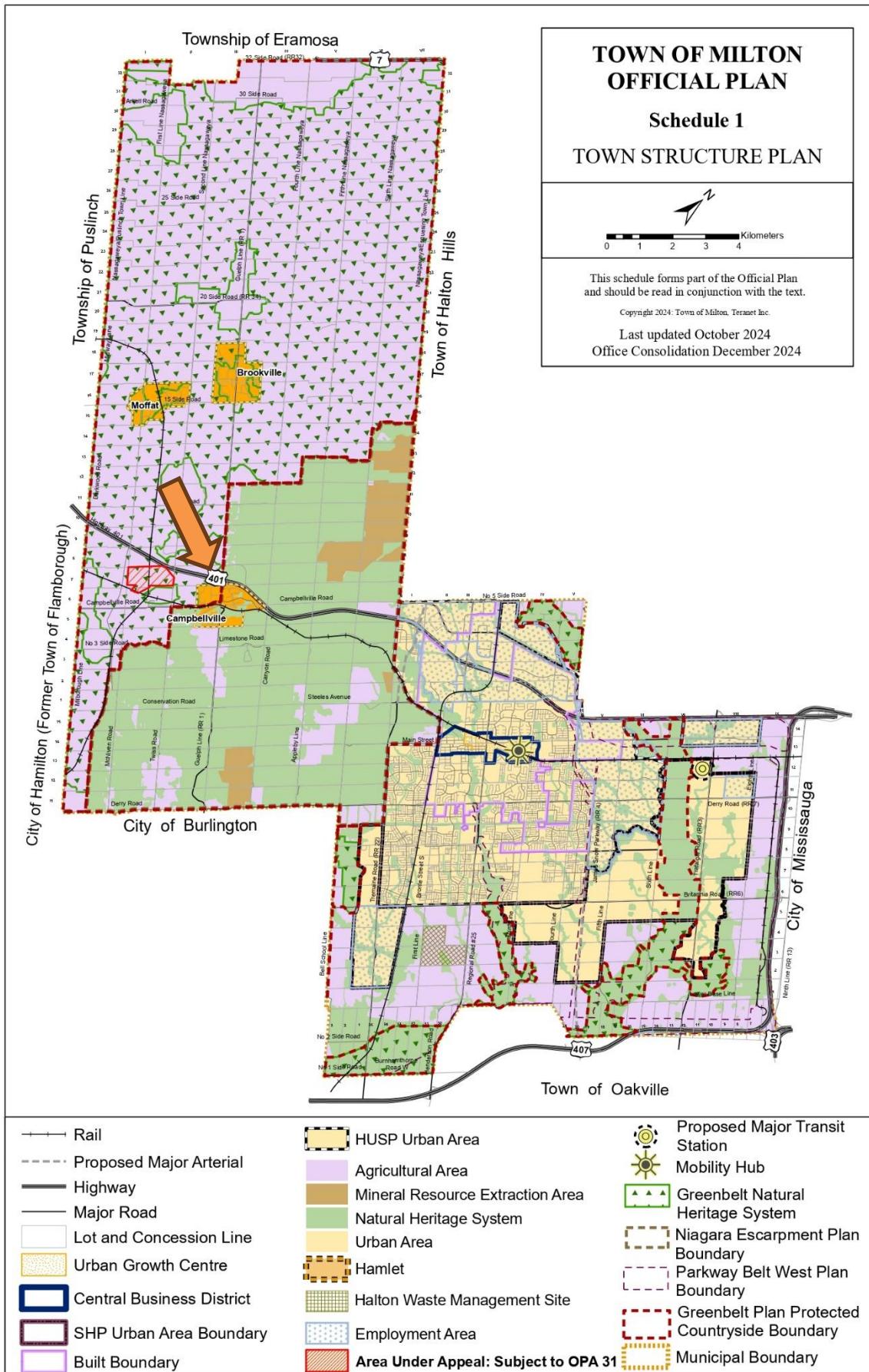


Figure 4: Schedule A Land Use Designations

## **5.0 PLANNING APPLICATIONS**

### **5.1 Temporary Use By-Law**

To accommodate the temporary use proposed, an amendment to add an additional permitted use of Motor Vehicle Parking and define the use while providing special site provisions is required. This will allow the land to be used for the proposed use for a temporary period of three (3) years.

**1.0** Section 13.3.1.XX of Comprehensive Zoning By-law 144-2003 is amended as follows:

**1.1** Additional Permitted Use:

Motor Vehicle Parking

**1.2** Special Definition:

Motor Vehicle Parking means an area of land with or without building or structure used for the temporary outdoor parking of motor vehicles

**1.3** Special Site Provisions:

Notwithstanding the requirements of Section 7.1 Tables 7B and 7D

- a) The required parking spaces may have a gravel or grassed surfaced treatment with a minimum of ----- spaces have a gravel surface
- b) The driveway access may be gravel surface treatment with the exception of the first 30 metres adjacent to Guelph Line which shall be an asphalt surface treatment, and the driveway access shall have a minimum width of 6 metres and maximum width of 7.5 metres; and
- c) Parking shall be provided on the basis of 1 space per vehicle

## **6.0 CONCLUSION**

The proposal represents an appropriate temporary use development providing a viable development option for an underutilized commercial site.

The proposal is consistent with policies of the Provincial Planning Statement (2024) as the temporary use proposed (Motor Vehicle parking) does not represent any negative impacts on the existing private servicing conditions nor the road network and protects the existing Natural Heritage feature within the site. The temporary use proposed is compatible with the rural landscape and can sustain rural service levels by taking advantage of the available infrastructure without the need to expand services.

The proposal is within the 'Agricultural Area' of the Halton Region Official Plan and conforms to related policies with respect to recognizing existing rural uses and allowing for their continuation within the farming community, the efficient use of resources and protecting the natural heritage features.

The proposal is consistent with the Milton Official Plan as it meets the general intent of the Plan regarding and policies respecting temporary uses. It meets the policies of the Regional Official Plan,

provides a compatible use within its rural setting, the design of the parking area is of an appropriate size for the proposed use and services such as water sewage disposal and road are sufficient.

In conclusion, the proposed temporary use corresponds with the intent of the policies and object of the Provincial Planning Statement, Region of Halton Official Plan and Town of Milton Official Plan. Each of the policies encourages the efficient utilization of land uses through the recognition and continuation of existing uses in a manner that is sensitive to the surrounding community. It is our planning opinion that the approval of the Temporary By-law represent good planning and can be supported from a land use planning perspective.