

DOMM TRANSPORT

PLANNING JUSTIFICATION BRIEF

ZONING BY-LAW AMENDMENT

101594 CONCESSION 6,
MUNICIPALITY OF WEST GREY

SEPTEMBER 2026

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- A- Draft Plan and Concept Plans
- B- Proposed By-law and Schedule

1. INTRODUCTION

On behalf of our client, Domm Transport, Cobide Engineering Inc. is pleased to submit this Planning Brief in support of the Zoning By-law Amendment application for the property located at 101594 Concession 6, Municipality of West Grey, and addressed legally as West Part Lot 15, as in RP 16R7009 Part 2, Concession 5, geographic Township of Normanby, Municipality of West Grey (hereinafter called the subject lands).

Domm Transport, the proponent of the business and applications, is an established agricultural trucking company that has operated in West Grey for 27 years. The company specializes in transporting feed, grain, and other agricultural products.

This Planning Brief serves analyze the land use planning merits of the applications and determine the appropriateness of the proposed uses. The request will be analyzed within the context of the surrounding community and the relevant planning documents, including the Provincial Planning Statement, the Grey County Official Plan and the Municipality of West Grey's Comprehensive Zoning By-law.

This Brief has been organized in an issue-based format, speaking to the planning policies within the context of the relevant issues identified in pre-consultation rather than a document-based format where each individual policy is addressed in each planning document. The numerical policy references will be provided in brackets succeeding the policy. Should the approval authority require more information, please contact the author below.

Appended to this report are the following:

Appendix A: Concept Plan

Appendix B: Draft By-law and Schedule

1.1 PURPOSE AND SCOPE

The content of this Planning Brief includes:

- A description of the site, its existing physical conditions and its setting within the surrounding area; and
- A description of the Development Concept; and
- An overview of the other supporting reports and studies; and,
- An outline of and rationale for the subject application; and

- An overview of the relevant planning policy and regulations that affect the proposed planning application, including Provincial, County, and Municipal policy and regulations; and
- An assessment of the proposed planning application in respect to the relevant policy and regulatory framework, and a planning opinion and justification for the applications.

2. SITE CONTEXT

2.1 SITE DESCRIPTION

The subject lands are located west of Grey Road 3 and south of the Settlement Area of Ayton. The subject lands are currently farmed and are surrounded by farmland and natural features.



Figure 1: Aerial Photograph

2.2 SURROUNDING LAND USES

The subject lands are surrounded by agricultural uses. Domm Transport operates at their current location across the road at 101601 Concession 6, West Grey.

3. THE DEVELOPMENT CONCEPT

3.1 THE PROPOSED DEVELOPMENT

It is proposed the current business is recognized and permitted through the zoning, as well as facilitate construction of a 10,000 sq. ft. maintenance and storage facility for the business's fleet of trucks, trailers and business operations.

The development concept intends to support the efficient operation and continued viability of Domm Transport, rather than facilitate significant business expansion.

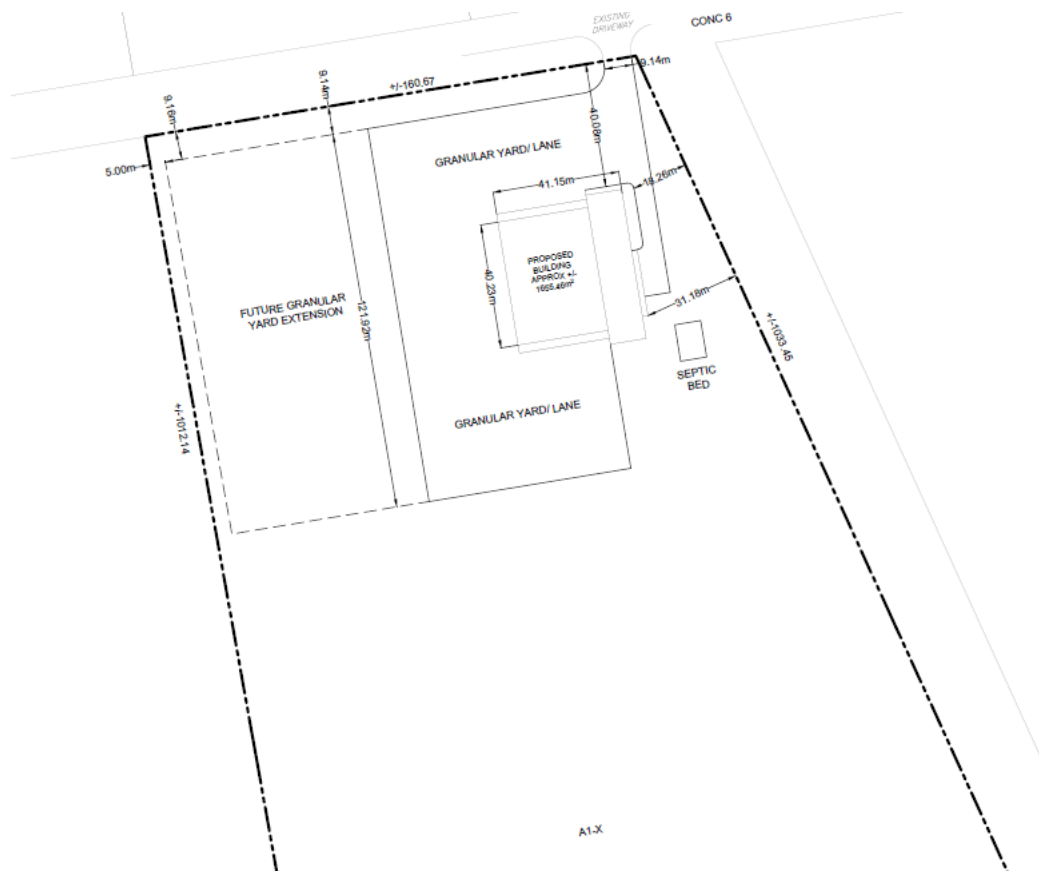


Figure 2: Site Plan

4. RATIONALE FOR APPLICATIONS

4.1 CURRENT PLANNING DESIGNATIONS AND ZONES

The subject lands are designated Agriculture and Hazard in the Grey County Official Plan.

The lands are zoned Agriculture (A1) Zone and Natural Environment (NE).

4.2 REQUIRED APPLICATIONS

The Zoning By-law Amendment proposes to rezone the subject lands from Agriculture Zone (A1) and Natural Environment (NE) to Agriculture Zone Special (A1-x) and Natural Environment (NE).

The balance of the property will continue to be used for agricultural purposes.

5. PLANNING POLICY REVIEW

5.1 THE PROVINCIAL PLANNING STATEMENT

The subject lands are considered a prime agricultural area. The Provincial Planning Statement (PPS) requires an agricultural system approach (4.3.1.1) and restricts uses in prime agricultural areas to agricultural uses, agricultural-related uses and on-farm diversified uses (4.3.2.1). Planning authorities are encouraged to support local food, facilitate near-urban and urban agriculture, and foster a robust agri-food network (4.3.6.1).

Agricultural system is defined as a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components: a) An agricultural land base comprised of prime agricultural areas, including specialty crop areas. It may also include rural lands that help to create a continuous productive land base for agriculture; and b) An agri-food network which includes agricultural operations, infrastructure, services, and assets important to the viability of the agri-food sector.

Agriculture-related uses are defined as farm related commercial and farm-related industrial uses that are directly related to farm operations in the area, support

agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

5.1.1 GUIDELINES ON PERMITTED USES IN ONTARIO'S PRIME AGRICULTURAL AREAS

The Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas are a provincially written complementary document to help planners and proponents interpret the policies in the Provincial Planning Statement.

In Section 2.2, the guidelines direct that all the following criteria must be met to qualify as an agriculture-related use:

1. Farm-related commercial and farm-related industrial use.	The use can be characterized as farm-related industrial given that it involves the operation, maintenance, servicing, and storage of transportation equipment used specifically to support agricultural activities. While the use has an industrial component, its purpose and functions are directly tied to the movement of agricultural goods and supporting the industrial components of other established agricultural system businesses.
2. Shall be compatible with, and shall not hinder, surrounding agricultural operations.	The business currently operates across the road and has coexisted with adjacent agricultural uses for decades without constraining normal farm practices of its neighbours. The new facility across the road is not expected to create additional land use conflicts.
3. Directly related to farm operations in the area	Domm Transport provides a service that is directly associated with and required by agricultural operations in the area. The policies direct that agriculture-related uses must be directly related to farms in the area, primarily providing products or services that are associated

	with, required by, or enhance agricultural operations in the area. Domm Transport provides transportation services directly to primary agricultural operations, including transporting farm products to processing facilities and transporting products from agriculture-related businesses back to farms. These services directly support the day-to-day functioning of local farms and facilitate the movement of agricultural products through the broader local agri-food network.
4. Supports Agriculture	Transportation is an essential component of the agricultural system, connecting primary agricultural operations with the agriculture-related businesses and facilities that support them. The entire agricultural industry depends on the efficient movement of inputs, products, and materials between farms, feed mills, grain elevators, processing facilities, and other agricultural operations. Feed mills and grain elevators, for example, rely heavily on transportation to receive agricultural commodities and distribute finished products, while farms require transportation services to receive inputs like feed and fertilizer and move agricultural products to market. Although transportation may be ancillary to the primary agricultural or agriculture-related use, it is nevertheless critical to the functioning of the broader agricultural system.
5. Provides direct products and/or services to farm operations as a primary activity.	The nature of Domm Transport's operations is directly supportive and functionally connected to agriculture and

	the agriculture system. The business does not provide general-purpose trucking services; rather, its transportation activities are specifically focused on facilitating the movement of agricultural inputs and products between the various components of the agricultural system. Domm Transport therefore provides services that supports primary and secondary agricultural production.
6. Benefits from being in close proximity to farm operations	Domm Transport has an established presence within the local agricultural community and serves a defined agricultural service area. The proposed relocation across the road will allow the business to remain within this established area and maintain its existing relationships with the agricultural operations it serves

5.1.2 CONCLUSIONS

Transportation is an essential component of the agricultural system, connecting primary agricultural operations with the agriculture-related businesses and facilities that support them. Agricultural production depends on the efficient movement of inputs, products, and materials between farms, feed mills, grain elevators, processing facilities, and other agricultural operations. Feed mills, dairy processing facilities and grain elevators, for example, rely heavily on transportation to receive agricultural commodities and distribute finished products. Conversely, farms require transportation services to receive inputs and move agricultural products to market. Although transportation may be ancillary to the primary agricultural or agriculture-related use, it is nevertheless critical to the functioning of the broader agricultural system.

Domm Transport provides this essential link within the agricultural supply chain. The business operates as an independent transportation contractor, specializing in the movement of agricultural materials between agricultural operations and agriculture-related facilities, or vice versa. Its operations include transporting feed from nearby

feed mills to farms, moving agricultural crops from farms to grain elevators, and transporting feed-related materials required for agricultural production.

The nature of Domm Transport's operations is therefore directly supportive and functionally connected to agriculture and the agriculture system. The business does not provide general-purpose trucking services; rather, its transportation activities are specifically focused on facilitating the movement of agricultural inputs and products between the various components of the agricultural system. Consistent with the definition of the agricultural system, Domm Transport can be considered an agriculture-related service that supports agricultural production and a robust agricultural system.

Accordingly, Domm Transport can be characterized as an agriculture-related use, as its principal function is to provide direct services to farm and farm-related operations as it's primary activity.

Domm Transport has an established presence within the local agricultural community and serves a defined agricultural service area. The proposed relocation across the road will allow the business to remain within this established area and maintain its existing relationships with the agricultural operations it serves. The relocation is necessary to facilitate a new, larger maintenance and storage facility that can better accommodate the operational requirements of the existing business. As such, the proposal represents a logical continuation and improvement of an established agriculture-related use, rather than the introduction of a new use into the area.

5.2 THE GREY COUNTY OFFICIAL PLAN

5.2.1 INTRODUCTION

The Grey County Official Plan was adopted by Grey County Council October 25, 2018 and was approved by the Province June 6, 2018.

The subject lands are designated Agriculture and Hazard.

5.2.2 AGRICULTURAL AREA POLICIES

Section 5.2.1.1 permits agricultural-related uses, subject to Table 7. Section 5.2.1.8 states that Table 7 shall not be considered an exhaustive list, where other uses can meet Provincial, County, and municipal criteria for agricultural, agricultural-related uses, or on-farm diversified uses. The County will rely on guidance from the

Province's Permitted Uses in Prime Agricultural Areas Guideline or any successor document, for guidance in this regard.

It is noted that policy 5.2.2.5. d exempts agriculture-relates uses from MDS I.

5.2.3 DISCUSSION

An agricultural transportation facility is not specifically identified as a permitted use in Table 7 of the Official Plan. However, as demonstrated in Section 6.1.1 of this report, the proposed use is consistent with the *Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas*, to be considered an agricultural-related use that directly supports and services agricultural operations in the area. The use is therefore appropriately characterized as an agricultural-related use rather than On-Farm Diversified Use or a non-agricultural use within the broader Agricultural policies.

Therefore, an agricultural transportation facility is within the range of agricultural-related uses contemplated by and permitted by the Plan. The proposed use will support the ongoing operation and productivity of agricultural activities in the surrounding area and will not result in the conversion of the lands to a non-agricultural use. On this basis, the proposed agricultural transportation facility is considered a permitted use and is consistent with the Official Plan.

5.2.4 HAZARD LANDS

The application proposes no change to the existing Hazard designation on the property.

5.2.5 CONCLUSIONS

The proposal represents the facilitation and continued operation of Domm Transport. The proposal is consistent with the Official Plan's permitted uses in the Agriculture designation and advances the economic development policies contained in Section 3.2.1 and 3.2.5. Notably, policy 3.2.1.5 which encourages the enhancement of the economic base of the Countryside through local policies that provide for suitable and compatible commercial and industrial activity. Further, policy 3.2.5.2 which permits businesses that serve agriculture to be allowed where they are needed in close proximity to farms.

5.3 THE MUNICIPALITY OF WEST GREY COMPREHENSIVE ZONING BY-LAW

The Corporation of the Municipality of West Grey number 37-2006, as amended, being a by-law to regulate the use of lands and the character, location and use of buildings and structures in the Municipality of West Grey was approved in 2006.

5.3.1 CURRENT ZONING

The property is zoned Agriculture Zone (A1) and Natural Environment (NE).



Figure 3: Zoning Map

5.3.2 PROPOSED ZONING

It is proposed the subject lands are zoned Agriculture Zone Special (A1-x) to permit the proposed use. The Natural Environment (NE) zone is not proposed to change as a result of this application.

A Draft Zoning By-law Amendment and Schedule are attached in Appendix B.

Table 2: Agriculture Zone (A1)

Provision	Required	Provided
Permitted Uses	Transport Establishment	Need to permit

Minimum Lot Area	40 ha	+/- 30 ha*
Minimum Lot Frontage	122 m	160 m
Minimum Front Yard	20 m	40 m
Minimum Interior Side Yard	6 m	18 m
Minimum Rear Yard	7.5 m	> 7.5 m

*denotes existing. Section 8.3 applies.

5.3.3 REQUESTED AMENDMENTS

The Zoning By-law Amendment would add “transport establishment” as a permitted use on the subject lands to facilitate the proposed development. As previously discussed in this report, this can be considered a permitted use in the Official Plan, and the proposed update to the Zoning Bylaw would properly implement the development concept.

6. CONCLUSIONS & PLANNING OPINION

It is my professional opinion that this application represents good land use planning for the following reasons:

1. The proposed zoning recognizes and supports the continued operation of an established agricultural transportation business that has served the West Grey agricultural community for 27 years.
2. Domm Transport provides specialized transportation services for feed, grain, agricultural inputs and farm products, creating a direct and functional connection to farm operations and the broader agri-food network.
3. The proposed use satisfies the Provincial Planning Statement criteria and provincial guidelines for an agriculture-related use in a prime agricultural area.
4. The application is consistent with the Grey County Official Plan because it supports agriculture, strengthens the rural economic base and locates an agriculture-serving business in close proximity to the farms it serves.

5. The proposal is compatible with surrounding agricultural uses, will not hinder normal farm practices, retains the balance of the property for agriculture and leaves the Natural Environment zoning unchanged.
6. The proposed Rural Commercial zoning and new maintenance and storage facility represent a logical continuation and improvement of the existing operation rather than a significant expansion or introduction of an unrelated use; accordingly.

Thank you for your consideration of the applications, please contact the undersigned with any questions pertaining to the contents of this report.

Sincerely,
Cobide Engineering Inc.



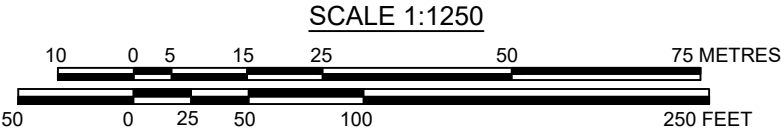
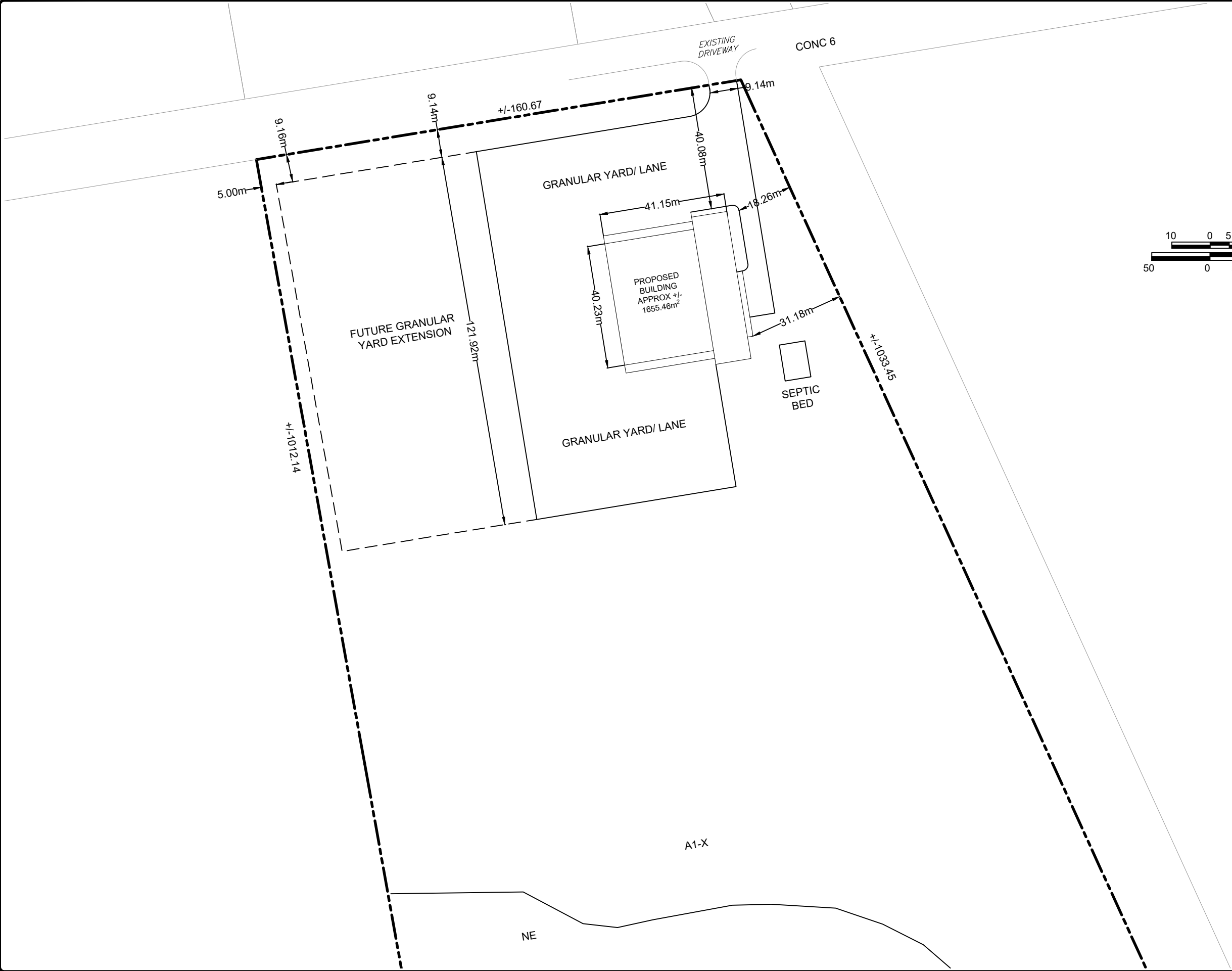
Dana Kieffer, M.Sc. (Planning), MCIP, RPP
Senior Development Planner,
Cobide Engineering Inc.

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Appendix A

CONCEPT PLAN

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0	SEP 23/26	FIRST SUBMISSION	SK	TLB
No.	DATE	DESCRIPTION	BY	APPD
REVISION / ISSUE				
Title:				
101594 CONCESSION 6 MUNICIPALITY OF WEST GREY SITE PLAN				
Client:				
DOMM TRANSPORT				
 COBIDE ENGINEERING INC 517 10th St, Hanover, ON N4N 1R4 Telephone: (519) 506-5959 www.cobideeng.com				
Design:	SK	Scale:	1:1250	
Drawn:	SK	Approved:	Design Engineer	
Checked:	TLB			
Date:	SEPT 2026			
DRAWING No.		06406		

Appendix B

DRAFT ZONING BYLAW AMENDMENT AND SCHEDULE



**The Corporation of the Municipality of West Grey
Bylaw No. 2026-0XX**

A bylaw to amend Zoning Bylaw No. 37-2006 in accordance with _____

WHEREAS pursuant to the provisions of Section 34 and 36(1) of the *Planning Act, R.S.O. 1990*, as amended, bylaws may be amended by Councils of Municipalities; and

WHEREAS the Council of the Corporation of the Municipality of West Grey deems it expedient and in the public interest to amend bylaw No. 37-2006, as amended, being the Municipality of West Grey Comprehensive Zoning Bylaw; and

NOW THEREFORE be it resolved that the council of the Corporation of the Municipality of West Grey hereby enacts as follows:

1. That Bylaw No. 37-2006 is hereby amended by changing the zone symbol on P West Part Lot 15, as in RP 16R7009 Part 2, Concession 5, geographic Township of Normandy, Municipality of West Grey, County of Grey from Agriculture Zone (A1) and Natural Environment (NE) and Agriculture Zone Special (A1-x) and Natural Environment (NE).

2. That Schedule 'A' and all other notations thereon are hereby declared to form part of this bylaw.

3. That Section 35.1 of Bylaw No. 37-2006 is hereby further amended by adding the following paragraphs:

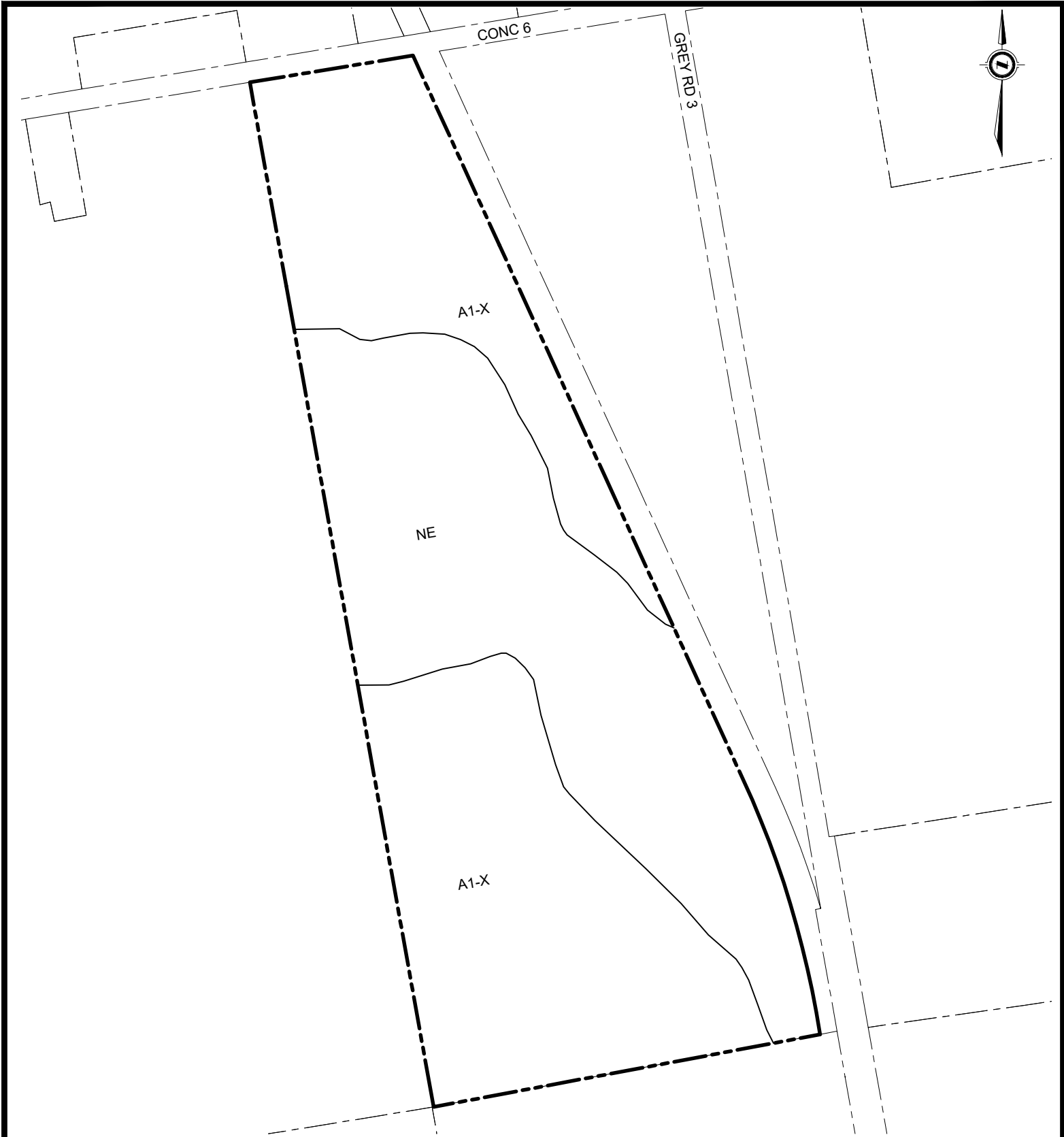
In addition to the uses permitted through subsection 8.1, the subject lands shall also be permitted the use 'transport facility'. All other provisions of the by-law will continue to apply.

4. This By-law takes effect from the date of passage by Council and comes into force and effect pursuant to the provisions of the Planning Act, R.S.O. 1990, as amended.

Read a first, second and third time and finally passed this _____, 2026.

Mayor Kevin Eccles

Jamie M. Eckenswiller, Clerk



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SCHEDULE A
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