

**The Corporation of the City of Kawartha Lakes**  
**Committee of Adjustment Report – Bradley and Isobel Campkin**  
Report Number COA2021-076

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**Public Meeting**

**Meeting Date:** October 21, 2021  
**Time:** 1:00 pm  
**Location:** Council Chambers, City Hall, 26 Francis Street, Lindsay

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**Ward: 3 – Geographic Township of Fenelon**

**Subject:** The purpose and effect is to request relief from the following provisions in order to permit the construction of an attached garage and partial addition to an existing two-storey dwelling and a front entrance canopy:

**Parking Requirement**

1. Section 3.14.1.2 to reduce the parking requirements in a residential zone from two (2) spaces to one (1) space,

**Front Entrance Canopy**

2. Section 13.2.1.3(a) to reduce the minimum front yard from 7.5 metres to 0.05 metres,

**Partial Second Storey Addition and Attached Garage**

3. Section 13.2.1.3(b)(i) to reduce the minimum interior side yard setback from 1.3 metres to 0.3 metres,
4. Section 13.2.1.3(e) to reduce the minimum water setback from 15 metres to 10.4 metres; and
5. Section 13.2.1.4 to increase the maximum lot coverage from 30% to 47%

The variance is requested at 25 Manor Road, geographic Township of Fenelon (File D20-2021-038).

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**Author:** Kent Stainton, Planner II

**Signature:**



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**Recommendations:**

**Resolved That** Report COA2021-076 Campkin, be received;

**That** reliefs 3 & 5 sought for the garage addition in minor variance application D20-2021-038 be **DENIED** as the application is not minor in nature, desirable and appropriate for the use of the land, or in keeping with the general intent and purpose of the zoning by-law.

**That** 0.36 metres for relief 3 and 44.3% for relief 5 and requested reliefs 1, 2 & 4 of minor variance application D20-2021-038 be **GRANTED**, as the application meets the tests set out in Section 45(1) of the Planning Act.

**Conditions:**

- 1) **That** the building construction related to this approval shall proceed without the triangular storage area in accordance with the sketch (site plan) in Appendix C submitted as part of Report COA2021-076, which shall be attached to and form part of the Committee's Decision; and
- 2) **That** the building construction related to the minor variances shall be completed within a period of twenty-four (24) months after the date of the Notice of Decision, failing which this application shall be deemed to be refused. This condition will be considered fulfilled upon completion of the first Building Inspection.

**This approval pertains to the application as described in report COA2021-076. Fulfillment of all conditions is required for the Minor Variances to be considered final and binding.**

**Background:** The application was originally submitted in late October of 2020 with no formal pre-screening of the proposal taking place.

Upon an initial review of the application, the proposed reduced yard setbacks required a lot drainage and grading plan (following a cursory review by Development Engineering staff) to demonstrate the safe conveyance of run-off without impacting adjacent properties. The applicant provided the requisite documentation to the satisfaction of Engineering staff.

Through further review, it was determined that the existing holding tanks are partially located within the Municipal Road Allowance. The applicant was advised to contact Reality Services, who determined the situation was to be heard by the City's Land Management Team (LMT) to review the location of the tanks. The LMT subsequently granted a License Agreement for the septic tank encroachment on March 8, 2021.

On March 16, 2021, the Risk Management Official for the Kawartha-Haliburton Source Protection Area provided a Section 59 Restricted Land Use Notice, as the property is located within the Southview Estates Municipal Water Supply System in order to support the application.

On August 18, 2021, Planning staff identified later in the analysis that only one (1) parking space can be legally obtained on the lot based on the requirements of the Township

of Fenelon Zoning By-law. It was recommended that the application be deferred in order to re-circulate and evaluate the relief from the one (1) parking space in accordance with the requirements of the Township of Fenelon Zoning By-law 12-95. The deferral would also allow an objection to the application from an abutting property owner as well as the alternative reliefs recommended by Planning staff to be further considered by the applicant prior to a decision being rendered.

The applicant subsequently modified the proposal by including the relief for the additional parking space and removing the reference to expand the driveway.

The application was last amended September 27, 2021.

Proposal:	To replace an existing carport with an attached garage and extend the roofline for a partial 2 <sup>nd</sup> storey addition for storage. A front entrance canopy is also proposed.	
Owners:	Bradley and Isobel Campkin	
Applicant:	Glenn Wilcox (Wilcox Architects Inc.)	
Legal Description:	Part Lakeview Park, Plan 152, Part Lot 9, Concession 8, geographic Township of Fenelon, City of Kawartha Lakes	
Official Plan:	Waterfront within the City of Kawartha Lakes Official Plan (2012)	
Zone:	Rural Residential Type Three (RR3) Zone within the Township of Fenelon Zoning By-law 12-95	
Site Size:	378.12 square metres (4,070 square feet)	
Site Servicing:	Private individual well and private individual holding tanks	
Existing Uses:	Shoreline Residential	
Adjacent Uses:	North, South:	Shoreline Residential
	East:	Sturgeon Lake
	West:	Residential, Betty's Bay

**Rationale:**

**1) Are the variances minor in nature?**

- a. For reliefs 1, 2 & 4, Yes
- b. For the extent of relief applied for in reliefs 3 & 5, No

**And**

**2) Is the proposal desirable and appropriate for the use of the land?**

- a. For reliefs 1, 2 & 4, Yes
- b. For the extent of relief applied for in reliefs 3 & 5, No

The subject property is situated upon a peninsula on the western shores of Sturgeon Lake. The lots along the portion of the peninsula closest to the main land are modest in size. The neighbourhood has no municipal water or wastewater services. The lots along the east side of the road are smaller and shallow, generally around the 300-400 square metre range. The lots within this section of the neighbourhood are primarily composed of single storey dwellings with several 1.5 and 2 storey dwellings. The current configuration is a side-split with a second-storey on the south side of the dwelling. The built-form is nearly identical to neighbouring 29 Manor Road to the south, only 29 Manor Road has a garage immediately below the second-storey. The subject lands have a carport attached to the north side of the dwelling.

Amenity space is at a premium on the subject lands with a rear yard patio, hot tub and minimal manicured lawn transitioning to a rip-rap shoreline. Due to the size of the property, it is acknowledged that outdoor storage space is required for various items (maintenance equipment, chairs etc.). The proposed design of the attached garage and storage area takes a stepped approach through gradually increasing to the newly proposed roofline. The new roofline will facilitate an expansion of attic storage.

The location of the road allowance in relation to the location of the existing carport on the property restricts the number of parking spaces entirely contained on the property to one parking space. With no improvements or widenings to the driveway proposed through the application, the garage will house one parking space with the driveway accommodating a partial parking space. Many of the properties along Manor Road are deficient in terms of a second parking space based on the residential zone category. Accommodating an additional parking space acknowledges the existing location of the driveway, which is partially within the municipal road allowance. There are no proposed modifications to the driveway as a result of this application. Any alterations to the driveway would require permissions through Realty Services.

Many of the properties in the neighbourhood attempt to maximize the lot area by having storage sheds against the dwelling within the interior side yards. Access along the southern interior side yard of the subject lot is impeded by a rod-iron fence and propane tanks as well as a storage shed on abutting 29 Manor Road, which makes using the southern side yard for access/egress difficult. Access to the rear yard is relegated to the northern interior side yard. On the northern side, the existing carport is already encroaching onto the neighbouring lot to the north that also has a storage bin against the southern

wall. Staff acknowledge the proposed garage will slightly improve the interior side yard setback to 0.3 metres; however, there is opportunity to further improve the spatial separation between the proposed garage and the interior side lot line.

When considering the test of the relief being 'minor in nature', impacts on adjacent landowners must be considered. While the difference between 0.36 metres and 0.30 metres appears numerically negligible, an evaluation of the configuration of development as proposed in comparison to the development without the triangular storage area is required. The 0.30 metre setback is proposed to run parallel to the side lot line for over two thirds of the length of the garage. In comparison, the 0.36 metre setback only applies to the northeast corner of the garage. The landowner to the north is most affected by the proposal and has objected to the proposed triangular storage area running parallel to the northern lot line. In order to perform maintenance on the majority of the northern wall of the garage, Staff question whether sufficient room exists (i.e. can a ladder be safely erected?) without trespassing onto the neighbouring lot to perform maintenance on the side of the proposed garage. Should a fence be erected, the functionality of the remaining yard area along the shared property line is also questioned. Staff understands two garage doors are proposed on opposite ends of the garage to allow for some mobility between the front and rear yards; however, a design without the triangular storage section would also enable access to the majority of the north wall of the garage, lessening the requisite interior side yard relief to 0.36 metres and decreasing the lot coverage relief at approximately 44.3%.

The proposed front entrance canopy provides little in terms of functionality and appears primarily ornamental as a roof projection; however, the canopy does assist in breaking up the face of the existing 2<sup>nd</sup> storey wall.

Due to the above analysis, the variances pertaining to reliefs 1, 2 & 4 along with the staff recommendation for reliefs 3 & 5 are minor in nature and desirable and appropriate for the use of the land.

**3) Do the variances maintain the intent and purpose of the Zoning By-law?**

**a. For reliefs 1, 2 & 4, Yes**

**b. For the extent of relief applied for in reliefs 3 & 5, No**

The subject property is zoned Rural Residential Type Three (RR3) Zone within the Township of Fenelon Zoning By-law 12-95.

The intent of a Zoning By-law is to regulate the use of land to avoid land use conflicts, facilitate the wise and orderly use/development of land and ensure compatibility with surrounding properties while establishing and maintaining neighbourhood character. Construction opportunities should be utilized to achieve the greatest compliance with the Zoning By-law as is possible.

The location of the road allowance in relation to the location of the existing carport on the property restricts the number of parking spaces entirely contained on the property to one parking space. The water setback further confines the ability of the garage to be shifted to the east and unlike other

properties along Manor Road, the property does not possess a backlot for additional parking. The lot has functioned with an additional vehicle intermittently occupying a partial space to the west of the carport since the lot was developed.

The Zoning By-law has established minimum setbacks from interior side lot lines in order to maintain accessibility for the purposes of maintenance as well as maintaining adequate lot drainage that will not impact adjacent properties. The applicant has prepared a lot drainage and grading plan that has been reviewed twice by the Development Engineering Division that found the proposed development will adequately maintain and convey runoff without negatively impacting the adjacent neighbourhood. However, through enclosing the existing carport, the rear yard is rendered inaccessible with respect to larger machinery gaining access for the purposes of construction and repair to features such as the well, foundation and shoreline. As mentioned in Rationale 1 & 2, the width for accessibility on the south side is also minimal due to the location of the neighbouring propane tanks and storage shed. Staff can appreciate the design efforts to allow for access in the form of a 1.83 metre (6 feet) overhead door leading from the garage to the rear yard; however, the height only allows for personal manoeuvrability between the front yard and water yard. Again, through eliminating the storage space, accessibility to the vast majority of the northern garage wall is enabled and relief from the proposed northeast corner of the garage at 0.36 metres is more congruent with the intent of the Zoning By-law.

The intent behind the lot coverage provision is to maintain adequate landscaped open space for accessibility, amenity space, servicing (i.e. sewage system and well) and storm water infiltration. The current property is non-compliant at approximately 45.8%. Through constructing the garage and associated storage area, the total lot coverage amounts to approximately 46.2%. Close to half of the lot would be developed. While the proposal addresses storm water infiltration through the lot drainage and grading plan, accessibility as well as providing for lands for servicing expansion or relocation is further diminished. The staff recommendation of approximately 44.3 % removes the proposed storage area and represents an overall reduction in lot coverage while still providing for an attached garage.

Water yard setbacks between development and the shoreline are to provide a sufficient buffer of landscaped open space between the water and built form to improve water quality and habitat as well as avoid loss to property or life due to natural hazards. With the existing footprint of the carport setback at approximately 10.4 metres and no encroachment towards the shoreline proposed, staff are of the opinion that the proposed reduced water yard setback is not exacerbated through the development. The manicured lawn, albeit a small buffer, provides some level of infiltration between Sturgeon Lake and the extent of the development. Kawartha Conservation comments remain outstanding at the writing of this report.

With respect to the front entrance canopy, the projection will be maintained within the subject lands and will appear imperceptible when viewed from Manor

Road. The Front Yard by definition is wholly within private property; the grass and walkway 'in front of' the dwelling are within the municipal ROW, leaving a minimal front yard by definition, notwithstanding its appearance from the travelled portion of the road. The canopy will be contained within the front yard.

Therefore, the variances sought for reliefs 1, 2 & 4 along with the staff recommendation for reliefs 3 & 5 meet the general intent and purposes of the zoning by-law.

**4) Do the variances maintain the intent and purpose of the Official Plan?**

**Yes**

The subject property is designated Waterfront in the City of Kawartha Lakes Official Plan (2012). Low density residential uses, along with accessory uses are anticipated within this designation.

The intent of the Official Plan, particularly policy 3.11, is that development should be located 30 metres from the shoreline where possible. When it is not possible, development shall be located no less than 15 metres from the shoreline to provide a sufficient buffer of landscaped open space between the water and built form to improve water quality and habitat, and avoids subjecting development and individuals to natural hazards. The minimal amount of Manicured lawn between the dwelling and the shoreline when combined with the rip-rap shoreline offers no opportunity to establish a greater vegetation buffer.

The intent of the Official Plan is to direct development away from the shoreline. When there is insufficient area to accommodate the 30-metre setback, expansion may be considered when: a) there is no alternative to the expansion, b) the expansion is directed away from the high water mark; and, c) the impact of the expansion is minimized to the maximum extent possible. While there is no additional encroachment towards the 7.76 metre distance from the shoreline and a vertical expansion is the only pragmatic option on the property, the potential massing implications from the shoreline as well as Manor Road must be considered.

Section 20.5.1 of the Official Plan pertains to the ability of a building to maintain a low profile and blend in with the natural surroundings. As previously mentioned in Rationale Criteria 1 & 2, the particular stretch of Manor Road houses some of the only examples of existing two-storey built form. From the shoreline, the roof skylights assist in breaking up the shingled roof and do not extend higher than the existing 2<sup>nd</sup> storey roofline. When viewed from the street, the façade in the form of the full-height stone wall treatment and the proposed dormer above the garage aid greatly toward blending-in the addition with the surroundings without dominating the horizon. Considering the need for storage, the roofline design does a serviceable job of maintaining a low profile and limiting encroachment into the skyline.

The proposed front entrance canopy provides a visual aid when viewed from the road by further blending in the existing 2<sup>nd</sup> storey with the horizon.

In consideration of the above, the variances for both the canopy and garage with partial second-storey addition meet the general intent and purpose of the Official Plan.

**Other Alternatives Considered:**

The applicant was informed of challenges staff would have in supporting the application due to lot size and the impacts of encroachment on the front and interior side lot lines. Initial conversations involved eliminating the front entranceway canopy altogether prior to analysis as well as removing the triangular storage component on the north side of the garage and reconfiguring the garage. The applicant also considered raising and widening the driveway. The applicant has abandoned this idea through the application process.

**Servicing Comments:**

The property is serviced by a private individual well (on the water side of the lot) and private individual holding tanks, partially located within the Municipal Road Allowance.

**Consultations:**

Notice of this application was circulated in accordance with the requirements of the Planning Act. Comments have been received from:

**Agency Comments:**

Building and Septic Division – Plans Examiner (August 6, 2021): No objections; however, the proximity of the proposal will require compensating construction to comply with the requirements of spatial separation under the Ontario Building Code (OBC).

Building and Septic Division – Supervisor, Part 8 Sewage Systems (June 23, 2021): A site visit was conducted to review the position of the Class 5 Holding Tank. Currently, the Class 5 Holding Tanks are positioned within the Municipal boundary. However, the tanks are protected and accessible for maintenance. Due to the location of the drilled well serving the property and the proximity of the lake, there is limited ability to relocate the tanks on this property.

It is understood the owners have obtained an encroachment agreement (License Agreement) for the placement of the Holding Tanks. Should a contract not be provided, the owner will need to submit an Application for a Sewage System Permit to the Building and Septic Division to replace the Class 5 Holding Tanks within their property boundaries.

Development Engineering Division (October 8, 2021; August 8, 2021 – 1<sup>st</sup> circulation): From an engineering perspective, there are no objections to the proposed Minor Variance. As per Engineering comments earlier this year, we would be in favour of maintaining a distance of separation/buffer between the subject property and the adjacent property to the north; however, they are



demonstrating the drainage is being contained on the property and not negatively impacting the adjacent property.

**Public Comments:** Public comments in support of the reliefs requested through the application were submitted by the following:

Sheila & Allan Croome of 14 Manor Road, dated October 6, 2021;

Sharon Worsley of 21 Manor Road, dated October 6 & 7, 2021;

Ken & Gail House of 73 Manor Road, dated October 7, 2021;

Joan Crossley of 28 Manor Road, dated October 10, 2021.

The associated documentation can be found in Appendix G of the report.

Public comments objecting to the reliefs requested through the application were submitted by the following:

Jack Sharp (on behalf of Jim Butler) – 23 Manor Road (August 19, 2021): Mr. Sharp provided a letter of opposition expressing concerns with the proposed side yard relief. See Appendix F of the report for the associated documentation. Mr. Sharp did agree to the proposed alternative recommendations put forth by Planning Staff as they pertain directly to the side yard relief requested.

#### **Attachments:**



Appendices A-F of COA2021-076.pdf    Appendices F-G for COA2021-076.pdf

Appendix A – Location Map  
Appendix B – Aerial Photo  
Appendix C – Applicant's Sketch (Site Plan)  
Appendix D – Lot Drainage and Grading Plan  
Appendix E – Elevations and Floor Plans  
Appendix F – Department and Agency Comments  
Appendix G – Public Comments

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**Phone:** 705-324-9411 extension 1367  
**E-Mail:** [kstainton@kawarthalakes.ca](mailto:kstainton@kawarthalakes.ca)  
**Department Head:** Richard Holy, Acting Director of Development Services  
**Department File:** D20-2021-038



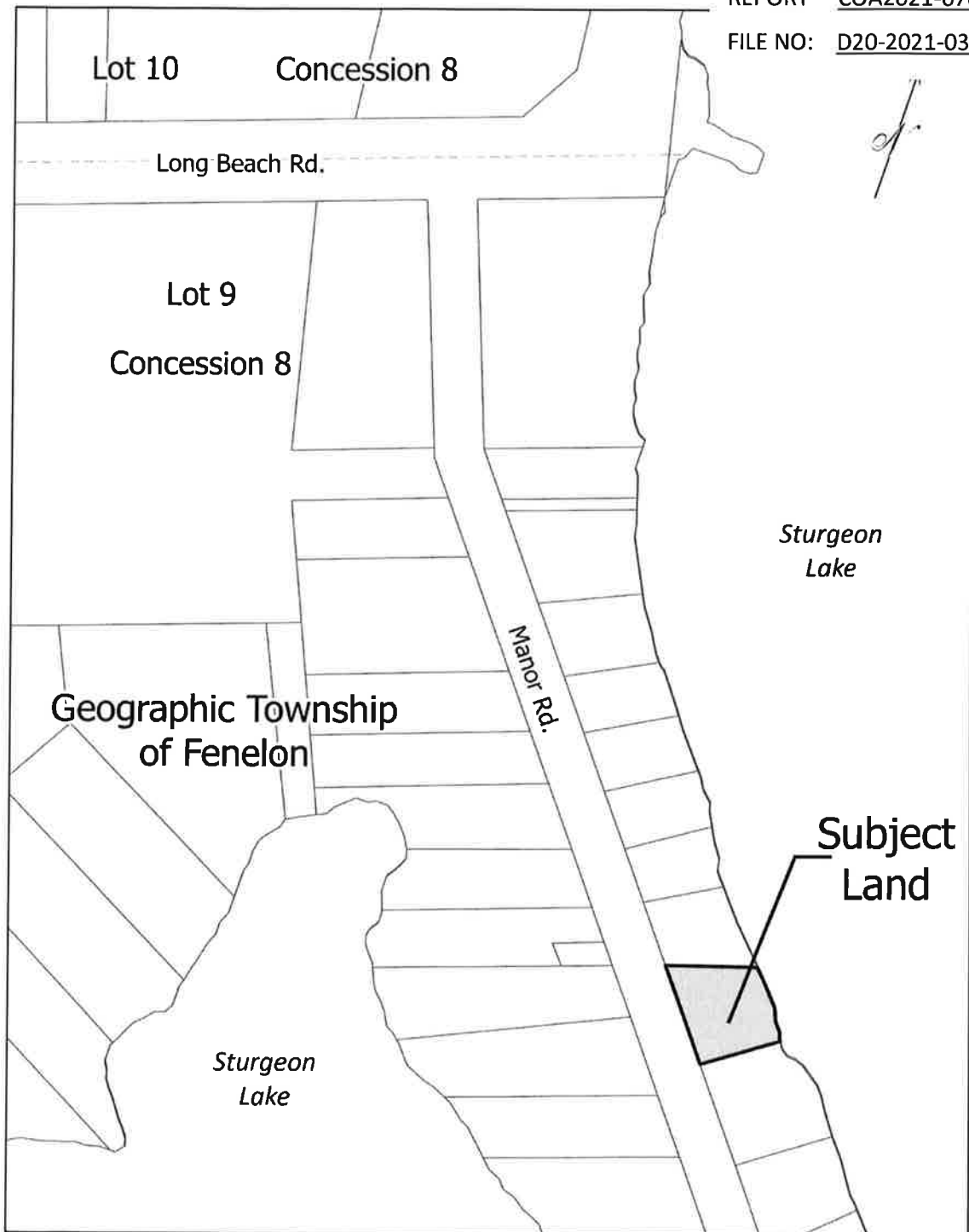
# D20-2021-038

APPENDIX " A "

to

REPORT COA2021-076

FILE NO: D20-2021-038



## 25 Manor Road, Township of Fenelon



### Legend

- Property Roll Number
- Lots and Concessions
- Road Centreline (2016 Needs)

### Notes

Notes

APPENDIX " B "

to

REPORT COA2021-076

FILE NO: D20-2021-038

0.06 Kilometers

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

© City Of Kawartha Lakes

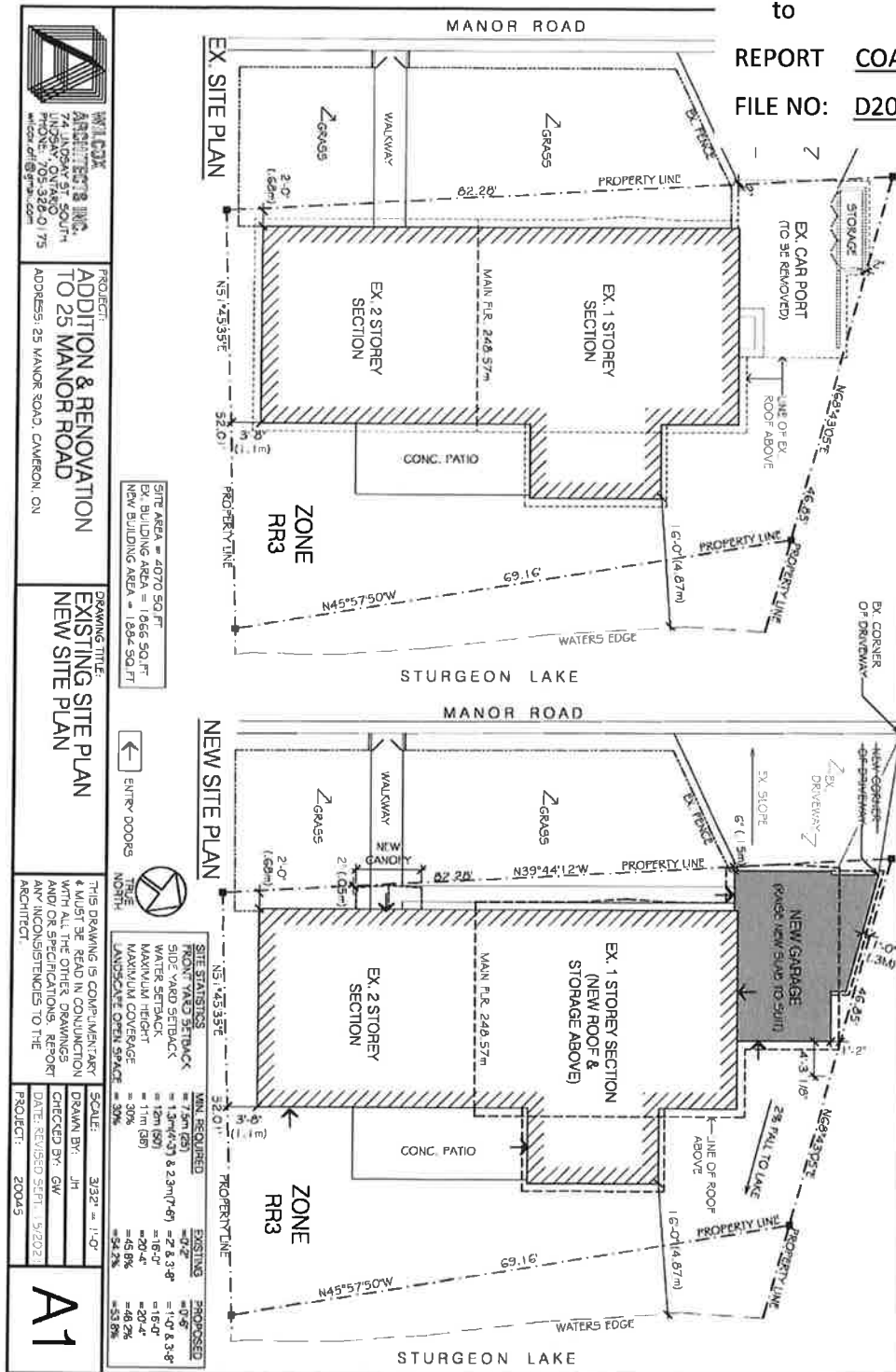


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# APPENDIX " C "

to  
REPORT COA2021-076  
FILE NO: D20-2021-038

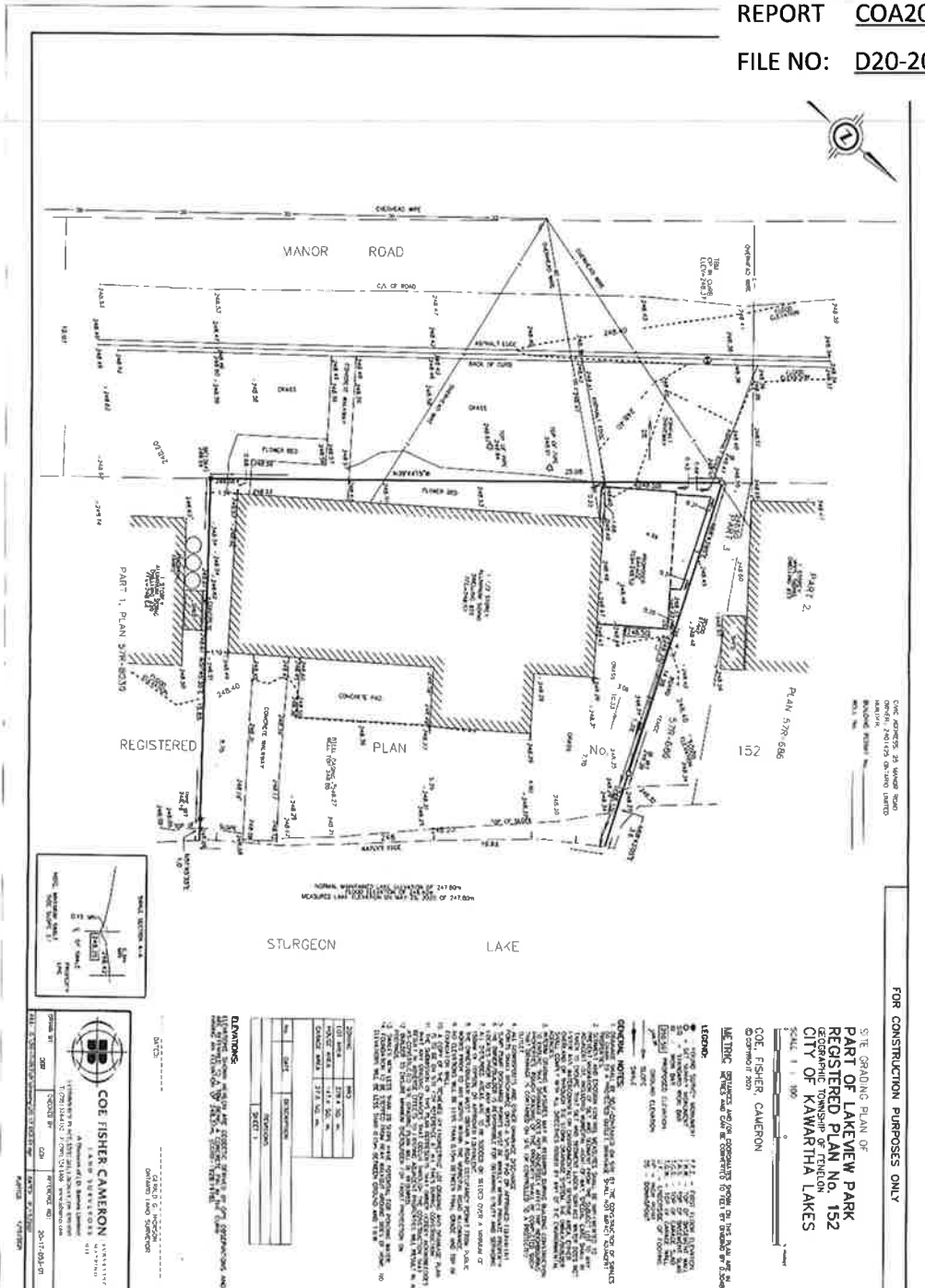


# APPENDIX " D "

to

REPORT COA2021-076

FILE NO: D20-2021-038

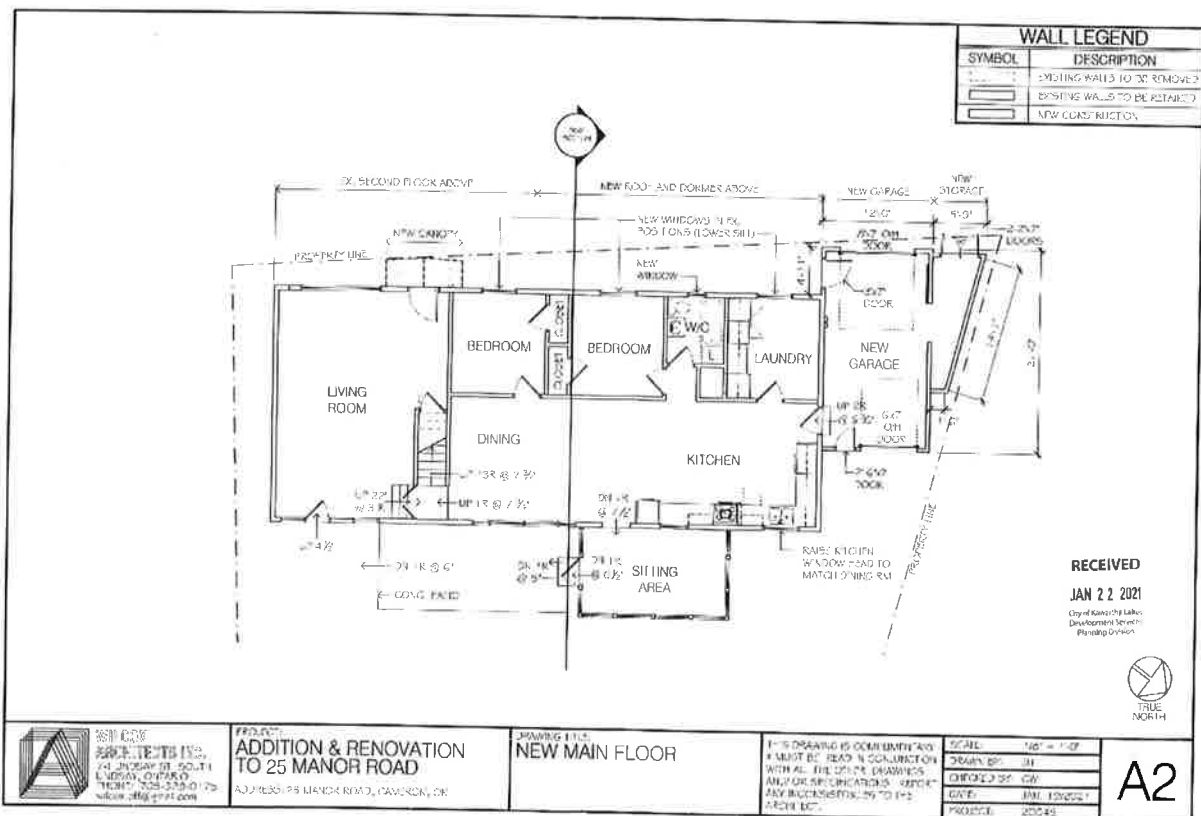


# APPENDIX " E "

to

REPORT **COA2021-076**

FILE NO: **D20-2021-038**







## Kent Stainton

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**From:** Charlotte Crockford  
**Sent:** Friday, October 8, 2021 1:33 PM  
**To:** Kent Stainton  
**Subject:** FW: 20211008 D20-2021-038 - Engineering review

APPENDIX " E " to  
REPORT COA2021-076  
FILE NO. D20-2021-038

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Fyi

**Charlotte Crockford**  
Administrative Assistant  
Planning Department, City of Kawartha Lakes  
705-324-9411 ext. 1231 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)



Please note: The Development Services offices at 180 Kent St W, Lindsay remain closed to public access, however, all services continue to be provided and staff are available by telephone or email during regular business hours.

For COVID-19 information including service levels and how to access services, please call 705-324-9411 extension 4000 or visit [www.kawarthalakes.ca/covid19](http://www.kawarthalakes.ca/covid19)

**From:** Kim Rhodes <krhodes@kawarthalakes.ca>  
**Sent:** Friday, October 8, 2021 10:40 AM  
**To:** Mark LaHay <MLaHay@kawarthalakes.ca>  
**Cc:** Charlotte Crockford <ccrockford@kawarthalakes.ca>; Christina Sisson <csisson@kawarthalakes.ca>; Kirk Timms <ktimms@kawarthalakes.ca>  
**Subject:** 20211008 D20-2021-038 - Engineering review

**Please see the message below from Christina Sisson:**

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Good morning Mark – further to our engineering review of the following:

Minor Variance – D20-2021-038  
25 Manor Road  
Part of Lakeview Park, Plan 152, Part Lot 9, Concession 8  
Geographic Township of Fenelon

It is the understanding by Engineering that the purpose and effect is to request relief from the following zone provisions in order to construct an addition to an existing two-storey dwelling by constructing a garage and constructing a canopy for the front entrance:

**Parking Requirement**

1. Section 3.14.1.2 to reduce the parking requirements in a residential zone from two (2) spaces to one (1) space,

**Entranceway Canopy**

2. Section 13.2.1.3 a) to reduce the minimum front yard setback from 7.5 metres to 0.05 metres,

**Attached Garage**

3. Section 13.2.1.3 b)(ii) to reduce the minimum interior side yard setback for one from 1.3 metres to 0.3 metres,

4. Section 13.2.1.3 c) to reduce the minimum water setback from 15 metres to 10.4 metres; and

5. Section 13.2.1.3 d) to increase the maximum lot coverage from 30% to 47%.

*From an engineering perspective, we have no objection to the proposed Minor Variance. As per Engineering comments earlier this year, we would be in favour of maintaining a distance of separation/buffer between the subject property and the adjacent property to the north; however, they are demonstrating the drainage is being contained on the property and not negatively impacting the adjacent property.*

Please do not hesitate to contact our office if you have any questions.

Thanks,

**Christina**

**Christina Sisson, P.Eng.**

Manager, Development Engineering

Lean Six Sigma Black Belt

Engineering & Corporate Assets, City of Kawartha Lakes

705-324-9411 ext. 1152 (office) 705-878-3186 (mobile) [www.kawarthalakes.ca](http://www.kawarthalakes.ca)



**Our office is closed to the public. Please note all courier packages and mail must be directed to City Hall, 26 Francis Street, Box 9000, Lindsay, ON, K9V 5R8.**

## Kent Stainton

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**From:** Derryk Wolven  
**Sent:** Friday, August 6, 2021 2:04 PM  
**To:** Charlotte Crockford  
**Cc:** Cheryl Bryant; Susanne Murchison  
**Subject:** RE: Notice of Public Hearing for Minor Variance D20-2021-038, 25 Manor Road, Fenelon

Building division has no objection to the above noted application. We do, however, advise that proximity of the proposal will require compensating construction to comply with the requirements of spatial separation under the OBC.

Derryk Wolven  
Plans Examiner  
City of Kawartha Lakes  
705-324-9411 ext 1273  
[www.kawarthalakes.ca](http://www.kawarthalakes.ca)



**From:** Charlotte Crockford <[ccrockford@kawarthalakes.ca](mailto:ccrockford@kawarthalakes.ca)>  
**Sent:** Thursday, August 5, 2021 12:01 PM  
**To:** 'Erin McGregor' <[emcgregor@kawarthaconservation.com](mailto:emcgregor@kawarthaconservation.com)>; Christina Sisson <[csisson@kawarthalakes.ca](mailto:csisson@kawarthalakes.ca)>; 'alanna.boulton@canada.ca' <[alanna.boulton@canada.ca](mailto:alanna.boulton@canada.ca)>; Doug Elmslie <[delmslie@kawarthalakes.ca](mailto:delmslie@kawarthalakes.ca)>; Susanne Murchison <[smurchison@kawarthalakes.ca](mailto:smurchison@kawarthalakes.ca)>; Derryk Wolven <[dwolven@kawarthalakes.ca](mailto:dwolven@kawarthalakes.ca)>; Anne Elmhirst <[aelmhirst@kawarthalakes.ca](mailto:aelmhirst@kawarthalakes.ca)>; Christine Oliver <[coliver@kawarthalakes.ca](mailto:coliver@kawarthalakes.ca)>  
**Cc:** Kim Rhodes <[krhodes@kawarthalakes.ca](mailto:krhodes@kawarthalakes.ca)>  
**Subject:** Notice of Public Hearing for Minor Variance D20-2021-038, 25 Manor Road, Fenelon

Good morning

Please find attached the Notice of Public Hearing for Minor Variance for the August 19, 2021 Committee of Adjustment meeting.

Comments required by August 11<sup>th</sup>.

Many thanks

**Charlotte Crockford**  
Administrative Assistant  
Planning Department, City of Kawartha Lakes  
705-324-9411 ext. 1231 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)



## Kent Stainton

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**From:** Anne Elmhirst  
**Sent:** Wednesday, June 23, 2021 9:50 AM  
**To:** Kent Stainton  
**Subject:** D20-2021-038 - 25 Manor Rd

Hello Kent,

I have received and reviewed the application for minor variance for 25 Manor Road to request relief from the interior yard, front yard and water yard setback requirements for the construction of a garage and roof adjustment.

I have completed a site visit to review the position of the Class 5 Holding Tank. Currently, the Class 5 Holding Tanks are positioned within the Municipal boundary. However, the tanks are protected and accessible for maintenance. Due to the location of the drilled well serving the property and the proximity of the lake, there is limited ability to relocate the tanks on this property.

It has been relayed to the owners that they need to contact Realty Services to obtain an encroachment agreement for the placement of the Holding Tanks. Should a contract not be provided, the owner will need to submit an Application for a Sewage System Permit to the Building and Septic Division to replace the Class 5 Holding Tanks within their property boundaries.

Should you have further questions, please do not hesitate to contact me.

Best Regards,

**Anne Elmhirst C.P.H.I.(C), B.A.Sc., B.Sc.**

Supervisor – Part 8 Sewage Systems

Development Services - Building and Septic Division, City of Kawartha Lakes

705-324-9411 ext. 1882 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)



Please note: The Building Division offices at 180 Kent St W, Lindsay remain closed to public access, however, all services continue to be provided and staff are available by telephone or email during regular business hours.



## Kent Stainton

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**From:** Kent Stainton  
**Sent:** Tuesday, October 12, 2021 8:29 AM  
**To:** Charlotte Crockford  
**Subject:** FW: Brad & Isobel Campkin

APPENDIX " 6 "  
to

REPORT COA 2021-076

FILE NO. D20-2021-038

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please file.

-----Original Message-----

**From:** joan c <joancrossley@i-zoom.net>  
**Sent:** Sunday, October 10, 2021 1:54 PM  
**To:** Kent Stainton <kstainton@kawarthalakes.ca>  
**Subject:** RE: Brad & Isobel Campkin

We are in favor of the improvements to their property. It will be an improvement to the street.

Mr. & Mrs. L Crossley

28 Manor Rd.





## Kent Stainton

---

**From:** Kent Stainton  
**Sent:** Friday, October 8, 2021 8:43 AM  
**To:** Charlotte Crockford  
**Subject:** FW: Email in support of Isobel and Brad Campkin

FYI. Please file

**Kent Stainton**  
Planner II  
Development Services, City of Kawartha Lakes  
705-324-9411 ext. 1367 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)



City of Kawartha Lakes  
Development Services Department, Planning Division  
180 Kent Street West  
Lindsay, ON K9V 2Y6  
705-324-4027 (F)

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**From:** Ken House <kenhouse99@gmail.com>  
**Sent:** Friday, October 8, 2021 7:01 AM  
**To:** Kent Stainton <kstainton@kawarthalakes.ca>  
**Subject:** Email in support of Isobel and Brad Campkin

Hello Kent,

I am typing this email in support of Brad and Isobel Campkin's request for a minor variance on their property at 25 Manor Rd., Cameron. My wife and I currently reside at 73 Manor Rd. and have gotten to know Brad and Isobel over the past three years. In our opinion, Brad and Isobel are great people and an asset to our tiny community.

We have been provided a detailed list of what they hope to do to their home. We would like you to know that we are in favour of the changes they are going to make and believe it will add value to an already growing home proud community.

We believe that the city of Kawartha Lakes should do whatever it can to keep people like the Campkins in our community. The Campkins wanting to make this their "forever" home should also tell you they love it here too!

Please do not hesitate to call myself or my wife at 705-427-2273 if you have any questions or concerns. You can also reply to this email.

Thank you for taking the time.

Kind regards,

Ken and Gail House

## Kent Stainton

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**From:** Kent Stainton  
**Sent:** Friday, October 8, 2021 8:41 AM  
**To:** Charlotte Crockford  
**Subject:** FW: Minor Variance 25 Manor Rd, Cameron

Charlotte,

Please add to the file.

Best,  
Kent

Kent Stainton  
Planner II  
Development Services, City of Kawartha Lakes  
705-324-9411 ext. 1367 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)

City of Kawartha Lakes  
Development Services Department, Planning Division  
180 Kent Street West  
Lindsay, ON K9V 2Y6  
705-324-4027 (F)

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-----Original Message-----

From: Sheila <[sheilacroome@gmail.com](mailto:sheilacroome@gmail.com)>  
Sent: Thursday, October 7, 2021 10:12 PM  
To: Kent Stainton <[kstainton@kawarthalakes.ca](mailto:kstainton@kawarthalakes.ca)>  
Subject: Minor Variance 25 Manor Rd, Cameron

Dear Mr. Stainton,

I thought I should let you know that Mr Brad Campkin forwarded me a copy of the latest proposal this evening. We have reviewed it and are, once again, totally in support of the proposed renovations and construction.

Thank you.

Sheila Croome  
14 Manor Rd  
Cameron, ON

Sent from my iPhone

## **Kent Stainton**

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**From:** sharonworsley@hotmail.ca  
**Sent:** Wednesday, October 6, 2021 3:14 PM  
**To:** Kent Stainton  
**Subject:** project and Renovation to 25 Manor Rd

I would like to say that I am in favour of the renovations that my neighbour Brad and Isabel Campkin are planning for their home 25 Manor Rd. This Minor variance they require should be passed to improve the appearance of our street. Thank you Sharon Worsley 21 Manor Rd Cameron K0M1G0



## Kent Stainton

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**From:** Jack Sharp <jacksharp26@hotmail.com>  
**Sent:** Wednesday, August 18, 2021 8:55 PM  
**To:** Kent Stainton  
**Cc:** Jim Butler  
**Subject:** Re: Concerns to Minor Variance D20-2021-038 ( 25 Manor Road )

Kent

I am responding to the referenced Minor Variance as requested by a friend, Jim Butler who is the owner of the adjacent property to the north at 23 Manor Road. This response for Jim mirrors my own opinion and I am a CKWL resident in the same Long Beach waterfront community. I have lived on Lakeview Park Road for 32 years.

Does that count as two votes?

Our main objection is to the requested side yard relief from 4ft to 1ft to allow for an attached garage including a triangular storage space. The roof overhang would be over the lot line for the total length of the garage.

I have read your report and concur that a far better approach would be the attached garage without the storage space. The north wall of the garage would then be parallel to the north wall of the dwelling and the side yard relief would still be required but only for the north-east corner of the garage.

The above change would make the application acceptable to us. but obviously without that change we are totally opposed.

I would like to also point out that the existing carport that would be removed to build the garage is the exact same footprint as the proposed garage (including a triangular storage area). It encroaches over the lot line for its total length. How did that happen? Was it ever approved? Just asking.

This would appear to be a prime opportunity to achieve one of your stated goals of using renovation/construction projects to improve things and become more compliant with building by-laws at the same time.

Let's not waste it.

Thaks for your assistance.

Jack & Jim

