



Subject: *PLN26-007 Hill and Lawrence - Development Agreement for a Motocross Track*
To: Planning Advisory Committee, July 21, 2026
Date Prepared: July 14, 2026
Related Motions: PAC26(32) and C26(142)
Prepared by: Debbie Uloth, Community Planner II
Approved by: John Woodford, Director of Planning and Development

Summary

The Municipality has received a development agreement application from Barry Hill and Darren Lawrence requesting approval for a motocross track for property identified as PID 45104403, 1160 Highway 236, South Maitland. The property is zoned Rural Use North (RU-2) Zone.

Initial consideration of the development agreement was given at the May 27, 2026, meeting of Council.

Financial Impact Statement

A financial impact analysis has not been undertaken for this report.

Recommendation

That final consideration and approval be given to the development agreement for a motocross track.

Recommended Motion

Planning Advisory Committee recommends to Council that Council:

- *give final consideration and approval to enter into a development agreement for a motocross track use located on property identified as PID 45104403, 1160 Highway 236, South Maitland; signed within one year of Council's approval.*

Background

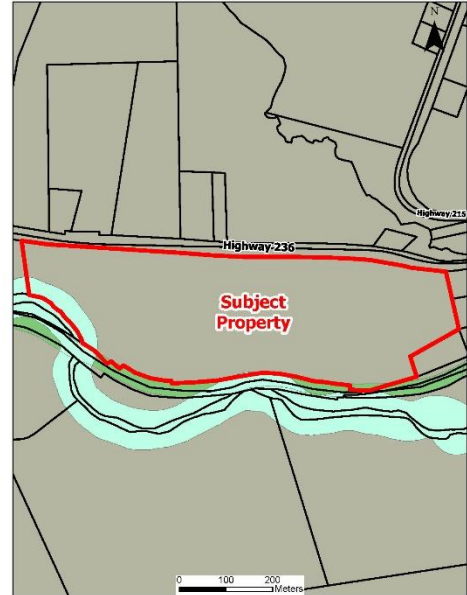
Planning staff received an application from Barry Hill and Darren Lawrence in April 2026. The applicant is requesting to enter into a development agreement with the Municipality to permit a motocross track on lands that are zoned Rural Use North (RU-2) Zone. The RU-2 Zone permits ***“Any potentially obnoxious commercial developments to include vehicle race tracks and amusement parks”***, by development agreement. The property is owned by Carla Hill and Robin Lynds.

Subject Property

The property is identified as PID 45104403, 1160 & 1180 Highway 236, South Maitland. The size of the subject property is approximately 20.23 hectares (50 acres). There is over 900 m of road frontage located along Highway 236.

Zoning for the subject property is Rural Use North (RU-2) Zone, with a small portion of property at the south-west corner zoned Water Course Greenbelt along the Five Mile River. Surrounding lands to the north, east and west are also designated and zoned Rural Use North (RU-2). Lands to the south are zoned Water Course Greenbelt (WG) along the Five Mile River and zoned Open Space (OS) along the former DAR Line that runs the length of the southern boundary of the property, adjacent to the Five Mile River.

There is an existing house and barns on the subject lands, and the property was used for agricultural purposes. Construction of the motocross track has already begun by the applicant. A photo of the track is located in the next section.



Development Proposal

The Municipality has received an application from Barry Hill and Darren Lawrence to permit a motocross track on lands that are zoned Rural Use North (RU-2). The RU-2 Zone permits ***“Any potentially obnoxious commercial developments to include vehicle race tracks and amusement parks”*** uses by development agreement.



In addition to the track, the applicant is also proposing to construct supporting structures, such as a tower, bleachers, parking area, portable washrooms and a temporary canteen. The house located on the subject property is to remain.

At this time, the applicant proposes to use the motocross track for practices, with events taking place in the future. Practice times are anticipated to extend from 10 am to 5 pm and occur a few times a week.

The site plan for the application shows the motocross track, parking area, and supporting structures.



Policy Analysis

The Planning and Development Department has reviewed the proposed application based on the applicable policies contained in the Municipal Planning Strategy. A detailed table of the evaluative criteria from the enabling policies and corresponding comments from staff and reviewing agencies has been attached to this report. Policy AR39 of the MPS permits Council to consider the development agreement application.

To address potential compatibility issues with neighbouring residences and to comply with the criteria applied to the consideration of this application, staff have requested comments from internal departments and external agencies.

Nova Scotia Public Works has indicated that only one of the three driveways shown on the initial site plan is acceptable to NSPW. The "Pit Area" is acceptable but will require an upgrade. *"The existing access locations at Civic 1160 (proposed first aid site) and Civic 1180 (Parking Lot) do not meet current stopping sight distance criteria. Commercial access is obtainable at a location between these two existing driveways."* The applicant has worked with NSPW and a new driveway location has been identified and the site plan has been updated accordingly.

Maitland and District Volunteer Fire Department have no issues with the proposed development.

The RCMP have provided Planning staff with comments on the proposed development. The proposed ingress/egress to the site shall accommodate access for emergency vehicles. NSPW has required a new commercial driveway access to accommodate the motocross use. The new driveway will allow for emergency vehicle access.

The RCMP has requested that the applicant have parking control personnel for motocross events. This requirement has been included in the draft development agreement. Ensuring that there is adequate parking for the motocross events was another concern identified by the RCMP. The applicant will be required to build a parking area that accommodates 90 parking stalls as shown on the site plan. In addition, there is a designated pit area to accommodate trailers.

The RCMP also recommends that, before events are held at the site, the applicant should develop an emergency response plan and complete a site familiarization tour with local RCMP, fire services, and EHS. This recommendation and other comments from the RCMP have been provided to the applicant for their information.

STRATEGIC ALIGNEMENT

One of the Key Strategies from the Strategic Plan is Economic Prosperity, although the proposed motocross track may not change the assessment of the property.

LEGISLATIVE AUTHORITY

The legislative authority and process for entering into a development agreement are set out in the Municipal Government Act, Part VIII.

FINANCIAL CONSIDERATIONS

The subject property is being assessed as residential, resource farmland, and resource forestry. It is not anticipated that the assessment will change as other motocross tracks across Nova Scotia are assessed similarly.

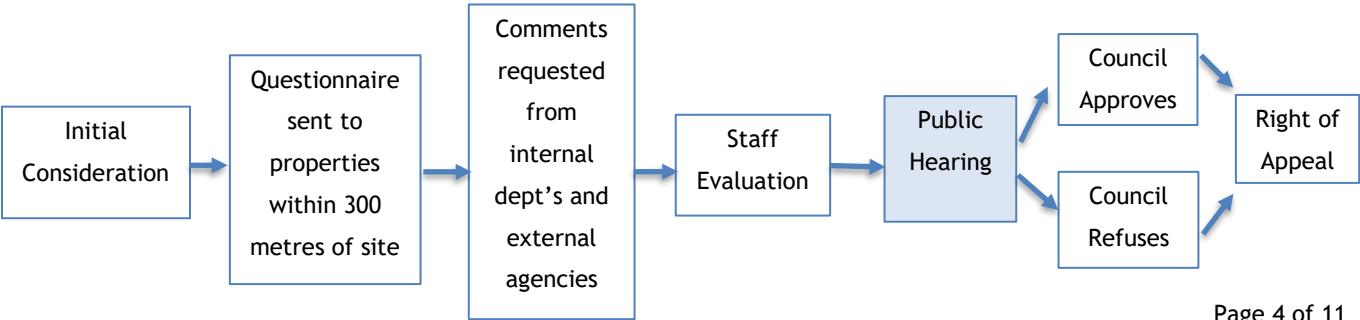
Citizen Engagement

Planning staff have complied with the Citizen Engagement Policies of the Municipal Planning Strategy when processing this application. An advertisement outlining the proposal and indicating that it is under review by staff was placed in the Chronicle Herald.

A letter and questionnaire were mailed to all property owners within 300 m of the subject property, asking for comments on the proposed application. In total, 28 letters were mailed and 7 responses have been received. The questionnaire responses have been attached as Appendix B, for the review of PAC.

In general, most respondents had no concerns with the proposed development. Of the concerns that were mentioned, noise and parking were cited. The development agreement contains hours of operation for the track from 10 am to 7 pm. As for parking, 90 parking stalls will be provided by the applicant, parking personnel will be required for events, and a separate parking area will be provided for trailer storage.

A notice advising the public of the July 29, 2026, hearing will be placed in the July 14th and July 21st editions of the Chronicle Herald for two consecutive weeks prior to the hearing. The notice will also be placed on social media and on the Municipal website. A letter has also been mailed to property owners within 300 m of the subject lands, indicating the date and time of the public hearing.



Alternatives

Planning Advisory Committee may recommend that the application be refused.

Attachments

Appendix A - Site Plan

Appendix B - Questionnaire Responses - Confidential

Appendix C - Policy Analysis

Appendix D - Draft Development Agreement



[Separate Document - Confidential]

Policy	Comments
MPS Policy Criteria AR39. Council shall, within the Rural Use North (RU-2) Designation on lands zoned Rural Use North (RU-2), consider the following uses by development agreement: k) Any potentially obnoxious commercial developments to include vehicle race tracks and amusement parks; and	Policy AR39 of the MPS permits Council to consider development agreements to permit any potentially obnoxious commercial developments, including vehicle race tracks and amusement parks. The applicant has requested that they be permitted to operate a motocross track and accessory structures on lands identified as PID 45104403, 1160 & 1180 Highway 236, South Maitland.
IM28. Council shall consider the following evaluation criteria for any development agreement application:	
a) The impact of the proposed development on existing uses in the area with particular regard to the use and size and of proposed structure(s), buffering and landscaping, hours of operation for the proposed use, and other similar features of the proposed use and structures.	The proposed motocross track will have limited hours of operation from 10 am to 7 pm, as identified in the draft development agreement. The size of the subject property is adequate to locate a motocross track and related accessory structures. There are rural residential uses located in South Maitland that may hear the noise from the track activities.
b) The impact of the proposed development on existing infrastructure with particular regard to Municipal piped water and wastewater systems, fire protection, refuse collection, school capacities, and recreation amenities. Council shall consider comments from the Municipal Engineer and other agencies as applicable.	The proposed development has on-site services. The Maitland and District Volunteer Fire Department have no issues with the proposed development. The RCMP have identified a variety of issues; some of the issues, relating to land use, have been addressed in the DA. The applicant has been provided with a copy of the RCMP concerns.
c) The impact of the proposed development on pedestrian and motor traffic circulation with particular regard to ingress and egress from the site, traffic flows and parking, adequacy of existing and proposed road networks to service the proposed development, adequacy of pedestrian infrastructure including walkways and sidewalks where required. Council shall consider comments from Municipal Engineer(s) and/or the Provincial Transportation Departments as applicable.	Nova Scotia Public Works has indicated that only one of the three driveways shown on the initial site plan is acceptable to NSPW. The "Pit Area" is acceptable but will require an upgrade. <i>"The existing access locations at Civic 1160 (proposed first aid site) and Civic 1180 (Parking Lot) do not meet current stopping sight distance criteria. Commercial access is obtainable at a location between these two existing driveways."</i> The applicant has worked with NSPW, and a new driveway location has been identified, and the site plan has been updated accordingly. There is no pedestrian infrastructure in South Maitland. Highway 236 is a rural road.
d) Council shall consider, where appropriate, the impact of the development on the comfort and design of proposed streets and existing street users. This shall include whether the proposed development is human-scaled, is easily accessible to active transportation users, and if it promotes visual variety and interest for active transportation users.	There are no new roads proposed as part of the development. During race events, there may be an impact related to traffic on Highway 236 accessing the site. The site plan shows parking for 90 parking stalls and another parking area for the pit crews. Driveway locations will require approval from Nova Scotia Public Works.

e)	The suitability and availability of other appropriately zoned sites for the proposed use.	The property is appropriately zoned for the proposed use. The proposed motocross track use is enabled by development agreement.
f)	The submission of a professionally drawn site plan showing the location of all new and existing structures on the lot, parking areas, proposed and existing walkways, areas of tree retention, watercourses or environmentally sensitive areas, buffering, and landscaping and building plans, including signage plans, if applicable, showing the nature and design of the proposed structure.	A professional plan has been submitted with the application. Accessory structures have been shown on the site plan and will have to comply with the minimum setbacks of the Land Use Bylaw. Areas of tree retention and the WG Zone along the Five Mile River are also shown.
g)	Adequacy of the size of the lot to ensure required buffering and screening can be carried out.	The size of the lot is adequate for the proposed use.
h)	Potential for significantly reducing the continuation of agricultural land uses.	The subject property was used for agricultural purposes, and PVSC is currently assessing it as residential, resource farmland, and resource forestry. However, there is no agricultural zoning on the property to prevent the property owner from using the property for other land uses.
i)	The proposed density and urban form, including height, massing, bulk, stepbacks and setbacks, are compatible with (not necessarily the same as) existing development forms.	NA
j)	If the proposal is inappropriate by reason of the financial capability of the Municipality to absorb any costs relating to the development.	It is not expected that the current assessment will change. Other motocross tracks in Nova Scotia are assessed as resource and not commercial.
j)	The adequacy of municipally approved water and wastewater services or if services are not provided, the adequacy of the lot to provide an adequate and safe water supply as determined by a hydrogeological assessment prepared by a hydrogeologist. The requirement for a hydrogeological assessment shall be determined by the Municipality.	The subject property does not rely on Municipal water and wastewater services. A hydrogeological assessment is not a policy requirement for a motocross track land use.
IM29. Terms and conditions of the agreement to ensure consistency with Strategy policies and the employment of sustainable development practices shall include, but are not limited to the following where applicable:		
a)	The use and size of any new structures or any expansions of existing structures.	Proposed structures are accessory to the motocross track use and include a tower, stands, a first aid station, and a canteen. The existing house will remain on the subject property.
b)	The compatibility of the structure in terms of design elements including, but not limited to roof type, exterior cladding material, and	NA

	overall architectural form and elements that are reasonably consistent with the style and character of the community.	
c)	Provisions for adequate buffering and screening to minimize the impacts of the development on adjacent uses, such buffering and screening to be designed with consideration given to the types of impacts that may be felt by adjacent properties (ie. noise, headlights, dust, etc.).	The size of the subject property is 20.23 hecatres. Lands to the north, west, and east are also zoned Rural Use North (RU-2). Lands to the south are zoned Watercourse Greenbelts, which extend along the Five Mile River. A vegetative buffer will be maintained along the southern property line to buffer the river from the proposed motocross track use. Hours of operation of the track will limit noise concerns. Hours of operation shall be 10 am to 7 pm.
d)	Any matter that may be addressed in the Land Use Bylaw, such as yard requirements, outdoor storage, height, bulk and lot coverage, etc.	The accessory structures shall comply with the setback requirements identified in the Land Use Bylaw. Any signs shall comply with the signage requirements of the LUB.
e)	Time limits for the application for a development permit and the initiation and completion of construction.	One year to enter into the development agreement, and once the development agreement has been registered, the property owner will have two years to apply for a development permit. Construction has to be completed three years after the development permit has been issued.
f)	The establishment of hours of operation and maintenance of the proposed use.	The hours of operation shall be from 10 am to 7 pm. This includes practice times and event hours.
g)	The provision of adequate parking and parking lot design to include maximum ease and safety of traffic flow and dust control.	The applicant has shown the construction of a parking area to accommodate a minimum of 90 parking stalls for motocross events. A second parking area is also being proposed for a “pit area” for the storage of trailers. The development agreement also requires the applicant to have parking attendant personnel on site during events to manage parking.
h)	Provisions regarding signage that may be sensitive to the overall visual amenity of the immediate area and safety issues.	Signage shall comply with the LUB signage provisions.
i)	Methods of protection of the land and watercourses and mitigation practices during and after construction of the proposed development.	The Five Mile River is located to the south of the proposed motocross track. A vegetative buffer is to be maintained between the track and the river. In addition, the Watercourse Greenbelt (WG) Zone runs the length of the Five Mile River.
j)	Methods of stormwater management on-site during and after construction and methods nused to control erosion and sedimentation.	A stormwater management plan is not required by the Land Use Bylaw. The applicant will have to comply with Nova Scotia Environment and Climate Change Regulations for erosion and sedimentation control.
k)	Provisions regarding tree removal, devegetation, and tree planting on the site and overall adequacy of landscaping.	The area for the motocross track and supporting structures is mostly clear and was being used as farm fields. Some trees may have to be moved for parking areas. The site plan shows most treed areas to be maintained.

[Separate Document]