

"The people of Carlisle and the surrounding rural residents can stand together to stop this quarry. Be a part of that fight!"

The City of Hamilton would have no easy solution. Without a reliable ground water supply to draw upon, a pipeline from Waterdown, a distance of 8.5 km, might be the most reasonable option³. It is likely that the City would be loath to spend this money without seeking recompense from the quarry owner, who in turn could demand legal proof that the damage to the already beleaguered supply was his responsibility. The likely scenario of wrangling over cause and effect, and arguing over who will pay, plus the intrinsic delays involved in planning and approval of a major engineering project, could take years - years of water restrictions, of tanker trucks, of bottled water and of cisterns! At the end of this time, the users, that is, the residents of Carlisle, could be expected to have to pay the municipal infrastructure costs associated with remediation of the water system.

What about the truck traffic?

The proponent has stated in his application that the expected 1000 truck trips per day will travel north to Highway 401, but he will have difficulty enforcing routes with independent truckers. Because haulers from Toronto will have no loyalties to the neighbourhood, it is highly probable that truck traffic through Carlisle will increase dramatically. Furthermore, the volume of 1000 truck trips per day is likely understated. That number is consistent with the assumption that the trucks are all the maximum semi-trailer size which carry approximately 20 tonnes per load. The volume of truck trips becomes even more worrisome when viewed in conjunction with the province's Growth Management Plan. It outlines proposed developments in the Hamilton Niagara Regions which mean that if the quarry is approved, trucks will be traveling both north and south of the 11th concession. School bus, bicycle, and pedestrian safety are other points of concern. The Milborough Line, Campbellville Road, Centre Road and Carlisle Road are all identified bus routes and are the same routes most likely to be used by haulers. These routes, which have no sidewalks, are also used by children who cycle to and from school, and by adults who cycle, run and walk for exercise.

How do we prevent this nightmare from becoming our reality?

The best way to avoid these problems is to ensure that the proposed Carlisle Quarry never becomes an actual quarry. Friends of Rural Communities and the Environment (FORCE) is a local citizens' group that has already made great strides in the fight against the Carlisle Quarry. FORCE is a legally incorporated, non-profit entity whose sole mandate is to prevent the establishment of this inappropriately sited industrial activity. Success in this struggle can be achieved through vigorous and dedicated community activism, in combination with professional legal and technical expertise. To find out more about how you and your family can help in this fight against the Carlisle Quarry, visit www.StopTheQuarry.ca or call FORCE at (905) 659-5417.

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Together we will succeed!

References

- 1 - *Aggregate and Road Building Magazine*, 2003.
- 2 - *Lowndes Holdings Proposed Dolostone Planning Report*, 2004.
- 3 - *Carlisle Water Supply Master Plan*, Stantec Consulting, 2004.
- 4 - *Final report from the Joint Agency Review Team (JART) studying the Dufferin Quarry expansion application*. Town of Halton Hills/Dufferin Joint Planning Report, 2002.
- 5 - M.D. Van Oort, *Geological Society of America Abstracts*: 35:570, 2003.



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Friends of Rural Communities
and the Environment

Your Water and the Carlisle Quarry

**Because it
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family!**

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