



The Halton Compass

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St. Mary's has its hands full at meeting

BY STUART SERVICE

Consultants from the Flamborough Quarry learned from the fumbles of its first information session in June. They identified themselves with nametags on November 29 and answered questions beside legible placards at the Carlisle Golf and Country Club.

Another change from the June edition was having a presentation followed by a question-answer period. The company bidding for the quarry lands, St Marys Cement, hoped the dialogue would narrow down one preferred haul route for more than 1,100 daily truck trips, coming and going from the proposed property at 11th Concession Road East and Milborough Townline.

Carlisle resident Byron Beeler said the quarry's proponent, St Marys Cement, was pulling an "assumptive close" by asking more than 300 residents in attendance for written feedback on each of the five truck routes.

"If people fill this form out, (St Marys) can take this and show it to a government body and say 'look, they like this, they like that,'" Beeler said. "Wonderful. It's stacked in your favour and against

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the community."

While there were five potential truck routes described by Tyrone Gan of iTrans - hired by St Marys to decide on the route - the alternates use either Hwy. 6 west of the quarry to get to Highways 401 and 403, or cut through Campbellville to the east to get to Hwy. 401 from Guelph Line, or have a combination of the two.

Some applauded after the 52-minute presentation by Gan, prompting Graham Flint, chair of FORCE (Friend of the Rural Community and Environment), to shout "What are you clapping for?"

The floodgates then opened, with Flamborough Councillor Margaret McCarthy thanking the crowd "for the way they conducted themselves for that lengthy presentation of how their community would be turned upside-down from a proposal of this magnitude," she said. "Do you seriously expect us to sit here and give you more suggestions on how we think you could mitigate those kinds of impacts?"

Following McCarthy, Milton Councillor Jan Mowbray questioned the accuracy of the traffic volume data provided, noting those numbers use 2004 data for Guelph Line. Mowbray explained how two weeks earlier she joined a group of residents to conduct their own traffic study, tallying the amount of triple axle trucks driving on Guelph Line between 7 a.m. and 4 p.m.

The group counted 222 trucks, with "22 coming off Campbell Ave., and it's a no-truck route," Mowbray said.

Mowbray's study echoed the concerns of a handful of the residents who were sceptical of whether a haul route would be followed by St Marys truck drivers.

"As far as these penalties you're talking about, I think it should be a zero tolerance," said Campbellville resident John Moks, adding that his street became shortcut for speeding truck drivers during nearby CP Rail construction. "You do it once - you're gone."

St Mary vice president John Moroz said that with a license plate number, the company can track down the driver to give either a warning or a suspension.

"We do have a significant amount of control because we can affect directly his (the truck driver's) ability to earn a living," Moroz said. "Our ability is to cut off that paycheque to them and we can do that by suspending them from a specific location or all of our locations."

While Flint told the Compass he was glad residents had the opportunity to speak, the presentation by St Marys is "finally obeying" original criteria set out by the Combined Aggregate Review Team (CART) Terms of Reference. CART's ToR was developed by staff from the cities of Hamilton and Burlington, the Town of Milton, the Region of Halton Region and the Niagara Escarpment Commission.

"They will twist our opposition into an engagement of it," Flint said of the presentation. "What will be published is that 300 people came out, 'look at how involved we were, we engaged in choosing the transportation route'"

When it was Flint's turn to speak, he told the crowd that St Marys still has "huge obstacles" in its way to get final approvals for the quarry.

"Don't be fooled by the story and the show that's being put on today," he said. "Huge regulatory and scientific and technical issues must be resolved before this thing ever sees the light of the day."

Flint said that Moroz has not made good on commitments for information made in previous conversations.

"You committed that you would tell me about this event before it happened. You didn't do so," Flint said. "You committed to share technical information your consultants had created so that we, as the community's representative, could respond to it. You didn't do so... when are you going to start living up to your word and dealing with the community's representative fairly and appropriately?"

Moroz said finalized data would be passed along to FORCE, such as traffic studies and the permit-to-take-water (PTTW), which still has revisions to be made.

"John (Moroz), if you send stuff to the MOE (Ministry of the Environment) for them to approve your permit, that's a submission to government agency. That's the type of information this community deserves to see so that we can legitimately participate in the process."

Moroz told the Compass that the PTTW, which proposes to re-circulate 12.7 million litres of water over a 20-day span, would prove to the community that the quarry will not affect the "quality or quantity" of surrounding groundwater wells.

"The purpose is to get the information to be able to demonstrate both technically and to the community we will not have an impact on the surrounding water," he said, adding the test would simulate the quarry being there. "If there's a significant response at the other sites (from the pump tests), we shut down."

However, Flint described his trouble obtaining reports by St Mary's hydro geologists over the past year.

"Some of them I actually have gotten access to," he told the Compass, adding that he obtained the documents through relationships with CART and the MOE. "MOE was quite furious with the application that St Marys wouldn't give it to us and they (MOE) produced a CD and gave it to us. Two days later, St Marys produced a CD."

"I, to this day, believe the only reason they did that was because they were embarrassed by the MOE."



McCarthy