

# THE HALTON COMPASS

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## Quarry haul routes plagued Campbellville in the past

BY DON REDMOND

When St. Mary's identified the roads of Campbellville as a likely hauling route for gravel trucks coming out of their proposed quarry, it likely sparked a sense of déjà vu for longtime area residents.

Back in the mid-1970s, Campbellville residents faced a similar battle against the quarry application of the long-since-vacated Springbank Quarry on Twiss Road, just south of Highway 401.

In fact, the area residents fought the truck traffic so vocally and ardently against the possibility of gravel trucks on Campbellville and Campbell Road, as well as Main Street, that eventually the entire matter landed at the Ontario Municipal Board.

In the end, the OMB found in favour of the residents and forced the Ministry of Transportation to create a new access road to the 401.

That road - Reid Sideroad - still stands today and was recently revamped to allow for easier and safer access onto the 401 from traffic using Main Street.

Milton Councillor Jan Mowbray said a Campbellville resident, Lisa Whittington, came upon a box of old documents, detailing the fight, when she was helping a neighbour move recently.

In OMB hearing documents dated February 16, 1976, J.A. Hill, identified as the OMB's supervisor of municipal structure, had a number of comments that supported the residents' protest against the truck traffic in Campbellville. From the documents, it becomes apparent that the residents also had the support of local and regional politicians, as well.

"The concerns expressed by the area municipality and the Regional Municipality were directed towards the mode of aggregate transporta-

tion and what effect additional truck traffic would have on the road systems, as well as its impact on the character of the hamlet of Campbellville," read Hill's comments.

Echoing a concern that has come up repeatedly with the St. Mary's application from Milton politicians, particularly Mowbray, Cindy Lunau and Barry Lee, the OMB findings noted that "it was suggested on behalf of the local municipality that the existing road base is not capable of withstanding the loads produced by the potential truck traffic and extensive reconstruction of the road would be required at an estimated cost of \$450,000 or more depending upon the route selected."

Hill used a report from Milton's then-Planning Director, Robert Zsadanyi, that stated the anticipated truck traffic "would totally destroy the character of the hamlet of Campbellville," citing concerns over the safety of area children, as well as the quality of life.

Finally, the OMB document concluded that "it seems clear to the Board that any approval that might be considered for this application should be conditioned upon the prohibition of any significant truck traffic passing through Campbellville."

Mowbray marveled over one aspect of the united community group, fighting the traffic concerns over the Springbank Quarry proposal - that of money.

Documents from the collection show a total of \$4,406 raised by the local community to successfully fight the application's traffic route at the OMB. In fact, when all was said and done, there was \$80 left over which was given equally to the First Campbellville Scouts, Cubs, Girls Guides and Brownies.

"That money was a big thing back then," said Mowbray. "In the

*Continued on page 5*

## Quarry haul routes plagued Campbellville...

*Continued from page 4*

mid-1970s, it probably took a while to raise that."

Times have changed - FORCE, the group fighting the St. Mary's Quarry, has raised in the neighbourhood of \$500,000 for their battle over the past four years. However, the group is looking to stop the application entirely, not simply adjust traffic haul routes, as the Campbellville group was back in 1976.

But the documentation of the OMB case and the fight of the local community more than three decades ago also has Mowbray wondering if any truck restrictions for Campbellville remain on the books with Milton.