

We believe that there is no safe way for pedestrians, cyclists, school buses, emergency or farming vehicles to share the road with 20 tonne transport trucks passing by at the rate of two per minute.

Where exactly is the proposed quarry and how large would it be?

If approved, the quarry would be located on the northeast corner of the 11th Concession and Milborough Line intersection. Initially it would be developed on 380 acres of land with a future expansion onto an additional 154 acres at some time in the future. This proposed quarry is not the kind of sand and gravel extraction operation that can be seen in many rural communities. It would qualify as an open pit industrial mine with potentially daily blasting of the rock face. Stone would be extracted far below the existing water table, ultimately to the depth of 40 metres or 130 feet. Over the next twenty-five to thirty years the proponent plans to extract 3,000,000 tonnes of aggregate each year from the site. In terms of its production, the proposed Carlisle Quarry would be immense - the eighth largest quarry in Canada.

How much truck traffic could there be?

The Lowndes Holdings Corp. Planning Report estimates that there would be a maximum of 570 two way, or 1140 one way truck movements at the proposed quarry gate on peak days. This estimate represents about 100 trucks per hour or nearly two per minute which is in stark contrast to the existing 3 trucks per hour on the Milborough Line. An increase of this magnitude would be a dramatic change for our rural communities. Imagine seeing the taillights and dust from one semi-trailer ahead of you, and then glancing in the rear view mirror to behold the engine grill of a 20 tonne truck traveling behind you. That's what one truck every 30 seconds could be like. And that's not what we bargained for when we decided to farm here, to conduct our businesses here, and to raise our families here.

What are the safety implications for residents who use these roads?

The current traffic on the Milborough Line and Campbellville Road is modest only 3 trucks per hour. For three seasons, the roads are traveled by slow moving farm vehicles which transport workers, equipment, fertilizers, seeds, and harvested crops. These roads are also heavily used by equestrians, walkers, joggers, and cyclists of all ages. These rural routes are the links between and amongst our communities for agricultural, social, commercial, economic and recreational purposes. Furthermore, they are bus routes for the area's public and separate schools, the closest of these schools being located at the intersection of Centre Road and the 10th Concession, just one block away from the proposed quarry site. A rolling caravan of trucks, with drivers intent on maximizing loads per day, is not compatible with this rural and school bus usage.

Another worry that has not yet been identified by the proponent is the impedance of emergency vehicles. Halton Emergency Services facility on the Reid Side Road is the departure point for fire, police, ambulance and paramedic services. As emergency vehicles rush from the station they will encounter significant truck traffic in all directions. These delays will only be further compounded by transit over the level rail crossings in Campbellville where there are approximately 40 trains per day, some up to 7,000 feet long. A ten minute wait at these points would translate into backups of aggregate haul trucks creating truck caravans greater than 20 vehicles long. We believe that there is no safe way for pedestrians, cyclists, school buses, emergency or farming vehicles to share the road with 20 tonne transport trucks passing by at the rate of two per minute.

One accident will be too many.

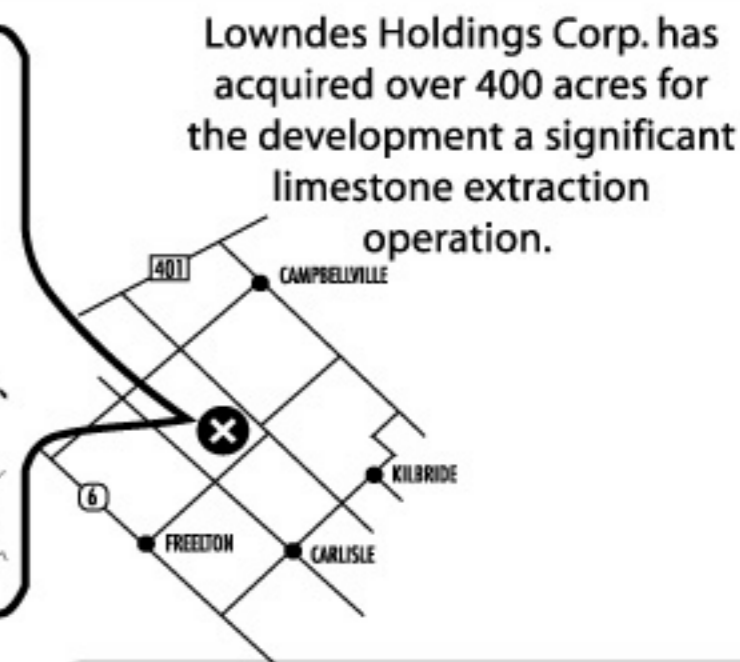
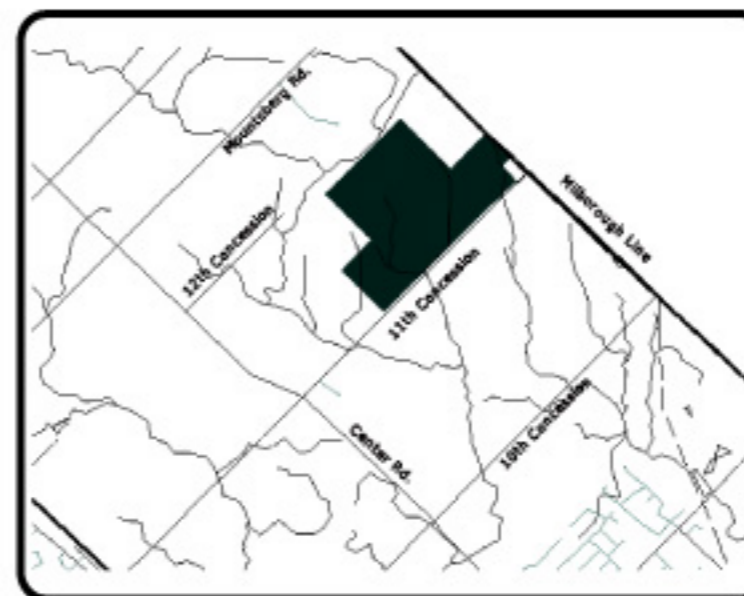
What would the noise effects be from this volume of traffic?

It's hard for most of us who enjoy the quiet of rural communities to imagine the noise of 1140 thundering trucks per day past our homes. Experience from the existing Milton quarry suggests that the trucks begin to "line up" at the quarry gate beginning at 3 a.m. lining the roads, blocking intersections and driveways, and idling until they move forward. This means that empty clanging trucks might begin driving through Campbellville from 2:45 a.m. onward. The proponent's report confirms that residences up to 500 metres (about 1625 feet) from the road centre lines may experience the influence of haul route noise in excess of Ministry of the Environment guidelines for our existing "quiet" conditions. Since few homes are set that distance from roads, the noise impact will be substantial for many residents. Add to these sounds the additional effects of deceleration before stop signs and curves, and the subsequent acceleration, and the noise impact becomes even greater.

Residents who have enjoyed awakening to the sounds of birds during the spring and summer months will be denied that pleasure for the next 30 years if Lowndes Holdings Corp. is successful.

Who would pay for road improvements?

The current roads are not built to carry this proposed load and volume of traffic. The proponent's study is silent on who will bear the costs of bringing the roads to a standard that could accommodate high volume truck traffic, but it is a reasonable expectation that many, if not all, of these infrastructure improvements will translate into an additional tax burden for citizens.



The Bottom-line?

Some one thousand thundering truck trips per day, at the rate of one every 30 seconds, will bring little economic benefit to the community, and will only do potential harm - to the condition of our roads; to area residents using the roads for work, school, and play; to the adjacent woodland and wetland features and the species that inhabit them; to human, wildlife, livestock, and plant health; and to our municipal tax base.

What can I do to ensure the safety of our back county roads?

The best way to ensure your family's safety on the roads surrounding Campbellville, Kilbride, Mountsberg and Carlisle is to oppose the proposed Carlisle Quarry with FORCE. 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.

Join the hundreds of people from Campbellville, Kilbride, Mountsberg, Carlisle and the surrounding rural areas that have banded together to stop this quarry. Be a part of that fight!

