

Quarry haul route plan delayed until fall

CART asks for more time to review documentation

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Published on Jun 27, 2008

The results of interim evaluations on five haul route alternatives to carry up to 1,000 trucks a day from the proposed St. Marys Flamborough quarry were presented Monday at a public information meeting in the Carlisle Arena.

While the aggregate company had planned to recommend a preferred route at the meeting, it delayed its recommendation because members the Hamilton-Halton Combined Aggregate Review Team (CART) wanted more time to review documentation. Jennifer Tuck, policy and planning manager for St. Marys aggregate division, said that since the meeting had already been advertised, the company decided to share information with the public and gather additional input before holding another meeting in the fall.

A preliminary preferred alternative has been identified but public input from this week's meeting, as well as in the fall, could change the findings of the study. The preferred route would see trucks proceed north from the 11th Concession Road East site along Milborough Line, the boundary between Flamborough and Milton. From there, the route would proceed east on Campbellville Road, north on Twiss Road and east on Reid Side Road to Hwy. 401, just west of the Guelph Line.

The route, if adopted, would keep trucks off Flamborough roads, including the 11th Concession and Centre Road, sending the bulk of the traffic through Milton.

A presentation at Monday's meeting stressed that no recommendations for a preferred haul route are being made at this time and that "all options are on the table."

But Graham Flint, chair of Friends of Rural Communities and the Environment (FORCE), charged that St. Marys tried to rush the process by making its recommendation public this week. "They've got a preference but no recommendation," he said, adding that CART didn't receive information about studies supporting the company's preference until a week before Monday's meeting.

About 120 people attending a St. Marys presentation Monday night heard from consultant Tyrone Gan that any local roads identified as a haul route would require widening.

Milton resident Tom Weinstein put Gan on the hotseat, asking if property would have to be expropriated because existing road allowances aren't wide enough to accommodate quarry trucks.

According to Flint, who attended the presentation, Weinstein's questions caused a rumble of discontent through the crowd and prompted a Hamilton official to remark that the city has no plans to expropriate any land in support of the quarry project.

During the presentation portion of the meeting, John Moroz, general manager and vice-president of St. Marys CBM Aggregates, took the opportunity to allay residents' concerns about contamination on the quarry site.

He assured the crowd that the cleanup of non-hazardous waste, including a large quantity of shingles, has been ongoing since early May and is nearing completion.

He added that, to date, lab analysis of soil on the site shows nothing unusual.

Moroz also reported that an application by the company for a permit to take water (PTTW) is being reviewed by the Ministry of the Environment (MOE).

The permit is being requested so the company can test a groundwater recirculation system that it says will mitigate the quarry's impacts on local groundwater.



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