

# Peer reviews not favourable to St Mary's haul route study

BY DON REDMOND

Three separate peer review companies have handed Hamilton their assessment of the proposed St Mary's quarry haul routes and the verdict was: 'not enough information.'

"Obviously, when we read these, city staff have some pretty major concerns," said Flamborough Councillor Margaret McCarthy, who's leading the battle against the proposed quarry on the Campbellville-Flamborough border.

"We're getting back peer reviews that in one case had 14 pages of concerns," she marvelled, "and this is just their haul routes."

She noted that if the proposed haul routes were causing this much concern, "what about the even bigger issues, such as water quality?"

The Ministry of the Environment itself has asked that the Ministry of Natural Resources turn down the application until the company supplies them with more definitive water recirculation results.

McCarthy told the Compass that among the peer reviews, the prevailing concerns were over the "lack of completeness" in the information being supplied by the aggregate company.

To that end, Michelle Sergi, a senior planner in Hamilton's Planning and Economic Development department, sent St. Marys a tersely-worded letter on July 7, asking the company to provide all of the city's peer review team more information on their proposed haul routes from the site at 10th Concession East and Milborough Townline.

Based on peer reviews prepared for CART and city staff's review, it is noted that additional information is required to ensure that all the requirements of the Haul Route Study's Terms of Reference are met."

She went to say there was a "lack of clarity" in the St Mary's haul route study, as well as "question surrounding the

methodology employed in (their haul route) study."

Her letter goes on to question "information gaps" in the study, data that is out-of-date because the study was conducted so long ago and problems with "policy analysis and interpretation" by St Marys.

She concluded that the city agreed with the finding from the three separate companies - IBI Group, Dougan & Associates and Valcoustics - and then added that the proposed haul route through Campbellville would need an Official Plan Amendment from the Town of Milton.

Given that Milton (as well as Halton) has already passed a motion, asking the Province to turn down the application, it is

unlikely they would adjust the Official Plan to help out the quarry applicant.

"Anyone can apply for anything," said Milton Councillor Cindy Lunau, "but given the concerns and missing information, I suspect this would be fought every inch of the way. You owe it to the process to review the documentation but without the documentation, no."

"I'm not the least bit surprised by the findings of these peer review companies," noted McCarthy. "We've know all along with St Marys had been less-than-extensive in their studies. Staff has been expressed the exact same concerns (as the peer review companies) for a long time now."

## Taxpayers are not protected in GM bailout, says MPP

Halton MPP Ted Chudleigh said that the McGuinty Liberals bailout of General Motors does not offer the protection of taxpayer's money necessary to secure his support.

"Purchasing a stake in a failed automaker is not a good deal for Ontario taxpayers," said Chudleigh. "This deal has no detailed terms to protect taxpayers and most of the money will go to support GM pensions."

Chudleigh, opposition critic to the Ministry of Economic Development and Trade, said that the deal opens the door for GM to convert the \$3.5 billion in taxpayers' money into a pension bailout. According to Chudleigh, the Premier refused to bail out the Pension Guarantee Fund which gets contributions from 1500 companies, but he did provide GM with the opportunity to use the government contribution to shore up its pension obligations.

"About 70 per cent of Ontarians do not have any pension,

and yet the Premier has committed their tax dollars, to propping up the pensions of well-paid autoworkers," said Chudleigh. "Federal Minister Tony Clement said federal bailout dollars will not be used for pensions, so that only leaves Ontario's contribution to be used in that manner."

Chudleigh said that he was on record as being opposed to the bailout unless several conditions were met, including protection of taxpayer dollars, a viable business plan for the future, and the guarantee that no government money would be used to prop up pensions.

"With an ownership stake, taxpayers are now potentially on the hook for future losses. This is not much more than a sacrifice of hard earned tax dollars being burnt on the altar of political consideration," said Chudleigh. "How will the government deal with other automakers, and manufacturers who come forward looking for assistance now that they've set this precedent?"



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