

# Line already studied - Hydro lawyer



## CANADA CORD FOR JULIE

Julie Saunders of the 6th Georgetown East Guide Company received the Canada Cord Monday at a special ceremony in George Kennedy School. The red and white cord is the highest honour a Girl Guide can earn and symbolizes the high degree of skill and many hours of dedication she has given to Guiding. (Herald photo)

## Georgetown work grading problems

Potential site grading problems that have been created by Halton region's plans to reconstruct a section of Mountainview Road north of Georgetown will be resolved to the owner's satisfaction, if regional council adopts a recommendation handed down last week by the public works committee.

In response to concerns expressed last Wednesday by Herbert Arnold on behalf of 250310 Ontario Ltd., situated at 171 Mountainview Road, the committee directed the public works staff to prepare site drawings that will resolve anticipated grading problems.

Reconstruction work is scheduled to begin this spring on the section of Mountainview Road between John Street and River Road, aimed at eliminating the long-standing visibility problem at the Mountainview-River intersection. A steep downgrade to the north of the intersection has been a factor in several vehicle accidents in the past.

**RAISE GRADE**  
The region's proposal to raise the grade along Mountainview has necessitated the purchase and expropriation of several parcels of private property, some of which have driveways onto Mountainview that must also be raised.

Mr. Arnold explained that his client is among the property owners whose driveways will be seriously affected by the reconstruction project and asked that special attention be paid to the situation. His client is prepared to pay the cost of moving the driveway to the opposite side of his residence, Mr. Arnold said.

Project engineer Bruce Kitchin told the committee that the region's proposal requires the driveway to be moved further south, up the grade of the hill and toward the intersection. (Retaining walls will have to be installed at some locations, he said.)

In accordance with the committee's resolution, the safety of the situation will be among the considerations involved in the region's efforts to accommodate Mr. Arnold's client.

## Milton school wins approval

The Halton board of education received notification last week that the Ministry of Education has approved the board's proposal to build a secondary school facility on the property of E.C. Drury School for the Deaf in Milton.

The Halton board proposes to build a secondary school facility on the E.C. Drury site, and the students will share some of the existing facilities with the students from the school for the deaf.

The ministry also approved agreement which have been reached between the board and the ministry of government services on staffing and organization of the two schools. The two schools will operate their programs independently, with sharing of some existing and new facilities. Joint committees will make recommendations to school administrations before and after the new school opens, regarding common interests with respect to school operating procedures.

Refusing to acknowledge that the route chosen for Ontario Hydro's Bruce to Milton transmission corridor has already been the subject of "at least two independent studies," opponents of the project continue to offer no qualified, relevant evidence to support their allegations, choosing instead to attack government policies that cannot be changed, Hydro lawyer John Parkinson said last week.

Summarizing Hydro's case during the final day of an Ontario Municipal Board (OMB) hearing at Gordon Alcott Memorial Arena Thursday, Mr. Parkinson contended that the corridor opponents - Halton region, Halton Hills and the interested Citizens Group (ICG) - offered the board no evidence that would justify their demand for further study of the corridor's proposed route along Halton Hills' Fifth Concession.

**APPLICANT'S LAWYER**  
As lawyer for the applicant, Mr. Parkinson was first to summarize his case and later the last to speak in response to summations by the lawyers opposing him. He contended that since his colleague's witnesses had provided the hearing with no evidence pertaining specifically to the corridor route through Halton Hills, the only "qualified, relevant" witness placed before the OMB was his own, Hydro planner John Bousfield.

government firmly established that the Bruce to Milton corridor would cross Halton Hills through the Fifth Concession. He argued that it is outside the OMB's jurisdiction to hear evidence that questions those policies, which were prepared, he said, in conjunction with recommendations submitted by the 1973 Solandt Royal Commission.

The Hydro lawyer told the OMB that the Solandt Commission, appointed to review environmental aspects of Hydro's Nanticoke to Pickering corridor, also considered proposals for the Bruce to Milton line and thus constituted the best independent study of the latter's route that anyone could hope for.

Mr. Parkinson advised the OMB in no uncertain terms to approve Hydro's application, however, pointing out that the corridor opponents had brought forward no professional planners with adequate reports that could contradict Hydro's studies. There was, he said, no evidence to justify any diversion in the corridor route.

According to Mr. Parkinson,

Halton Hills deputy planning director Brian Kroft testified that his contention that there should be further study of the route was based not on the usual planning standards but on "politics."

The Hydro lawyer quoted from a report submitted to regional council by its planning staff, which recommended that if the region's November request to Queen's Park for an independent study of the corridor was denied, Halton should abandon its opposition to the project. That, Mr. Parkinson said, was "probably the best piece of planning evidence we've had here."

**SHARPLY CRITICAL**  
Mr. Parkinson was sharply critical of evidence given by Dr. Frederick Gilbert of the University of Guelph, who questioned Hydro's route selection and corridor construction practices from an environmental standpoint. Dr. Gilbert's suggestion that the corridor should "jog around" environmentally sensitive areas, despite the added cost of having to use angle

towers, he said, should have been raised at the expropriation hearings held in 1977 and 1978, "where it might have been considered." The ministry of environment, he added, "is not worried."

Similarly, Mr. Parkinson said, testimony given by the ICG's John Minns concerning the questionable need for power which Hydro claims is trapped in Bruce until the corridor can be built is not based on any professional expertise.

Mr. Minns' suggestion that Hydro's recent efforts to release

some of that power by building a temporary line to Belwood could become the solution to the whole problem and negate the need for the Bruce to Milton corridor is ludicrous, Mr. Parkinson said. The Belwood connection, he said, was never intended to become permanent and never will, due to line security problems.

**SAFETY EXPERT**  
Contrary to evidence submitted by ICG co-chairman Walter Scott, a farm safety expert, Mr. Parkinson contended that Hydro's corridors "exceed Can-

adian safety standards" and have existed throughout the province for many years without serious problems. The electrical discharge described in Mr. Scott's testimony as a serious hazard to many farm activities, he said, is indeed "annoying" but poses no danger.

Mr. Parkinson conceded that Hydro documents have allowed for the construction of additional Hydro lines along the Bruce to Milton corridor at some future time, but noted there is no evidence indicating that such lines will definitely be built.

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