

Official plan alteration considered

If town council makes a subtle change in its draft official plan, a group of residents living along the Tenth Line north of Side-road 10 will breathe a lot easier.

Mapping in the new official plan, which is expected to be approved Monday night, has placed the homes in a rural industrial area abutting land now incorporated by the expanded Georgetown Urban Area southwest of Silver Creek, and residents are concerned that this will force property

values down.

While planning consultant Peter Walker said that more detailed mapping carried out for the secondary plan of southwest corner of Georgetown would probably leave the homes out of the rural industrial area, councillors appeared ready to change the mapping in the draft plan instead.

Debate on the official plan continued as The Herald went to press Thursday.



THANKS, GARFIELD!

Acton resident Wayne MacEachern, 11, picked up a brand new ten-speed bike for his coloring efforts in the Zeller's-Campus Craft coloring contest held recently. "Garfield", the Jim Davis feline creation which has an enormous appeal, was the subject of the contest. Wayne received the bike from Zeller's associate manager Ron Edmonds Monday afternoon.

(Herald photo)

Aggregate concerns

Continued from page 1 supported by the producers and the ministry of natural resources aimed at "protecting" land for aggregate extraction in the future, puts a "freeze" on land which could be developed in the meantime.

Landowners wanting to free property for development other than mineral extraction should share the responsibility of proving whether or not the gravel is there, Mr. Brass maintained.

Official plan policies which hinder access to new sources of gravel are "perhaps a little harsh on the industry", Mr. Brass said.

He acknowledged that some aggregate producers in the province have acted irresponsibly while digging for gravel, but others have ensured that the land, once depleted of its resource, is "rehabilitated" for another use.

TIGHT CONTROL

But councillors maintained that it should keep light control over where mineral aggregates are extracted.

Acton Coun. Ross Knoechel argued that local council is more readily accessible to the people than officials in the aggregate industry, the provincial natural resources ministry and even regional government.

"That's why we try to build a few fences," he said.

Planning consultant Peter Walker, whose firm, Walker, Wright, Young Associates Ltd. of Toronto, has been helping the town prepare a new official plan, stressed that councillors should discuss the plan's aggregate policies, although they may change as revisions are made to the region's aggregate regulations.

"Council can and should debate the policies to understand what aggregate means," Mr. Walker said.

Mr. Brass insisted that he wasn't trying to rule out eventually using land in areas protected for mineral extraction for other types of development "as long as we regard aggregate extraction as an interim use".

Council's debate on the new official plan continued as The Herald went to press Thursday afternoon.

Community presses for 'cluster' status

At least some residents in Whaley's Corners, a small collection of houses near the Winston Churchill Boulevard-Steeles Avenue

intersection, feel their community's agricultural designation in the town's draft official plan is too restrictive and will inhibit

commercial and residential growth.

Whaley's Corners straddles the Peel-Halton border and while Brampton city planners have pushed an industrial land designation up to the southeast corner of the intersection, planners in Halton Hills feel safer maintaining the agricultural designation.

Planning consultant Peter Walker this week said changing the community's land use from agricultural to rural cluster, allowing some limited commercial development, might be premature.

He explained that the province's transportation and communications ministry has plans for building an elaborate cloverleaf on Highway 401 controlling traffic to and from Winston Churchill Boulevard.

Fire chief seeks cars

When Bill Cunningham took over the town fire chief's job in August, one of his first duties was to pull the chief's 1977 car off the road, noting its state of disrepair.

He told the town's general committee Monday he would like to find a new car for the department, adding that the fire prevention officer should be

driving a department van while on duty.

One way of cutting costs would be to consider leasing one or both vehicles, Chief Cunningham maintained.

The committee endorsed his proposal to investigate costs by tendering for the vehicles, including both lease and purchase options.

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