

# No better roads until traffic warrants it: Scholtens

By BRAD REAUME  
The Champion

If you build it, and they come, local government will improve the road access.

That seems to be the position adopted by local municipalities regarding Hendervale Farms' plan for a huge equestrian complex in Burlington on its border with Milton.

"Once there is an actual draw to the facility then you'll see something happen with the roads," said Burlington Councillor Ralph Scholtens. "We can't spend the money until we know the venture will work."

That has at least one area resident concerned about potential hazards when large groups of drivers try to access the complex.

Concerned about the increased traffic and chaos anticipated on event weekends, Kay Kimber said she would like to see a stop light at Highway 5 and Tremaine Road. She said the intersection is difficult even now and will prove very dangerous when large horse trailers try to negotiate turns.

"It's bad enough for a car trying to turn at Highway 5, let alone a horse trailer. This is going to be horrendous," Mrs. Kimber said.

Mr. Scholtens said government wants to be a partner with Hendervale, but it can't put the money up before there is a demonstrated need. If that means living with traffic nightmares and disintegrating streets then so be it, he added.

"If the idea does not come off, then it's a road going nowhere," Mr. Scholtens said. "But if it works then it'll be a road going to the best tourist draw in the area."

Milton's director of public works, John Matthews, said Hendervale Farms is on a boundary road between Burlington and Milton. Milton is on the north side of Number 1 Sideroad, Burlington and Hendervale Farms on the south. The area is bisected by a railway track.

Generally speaking, adjacent municipalities share expenses for upgrading boundary roads.

Mr. Matthews said Burlington city staff are monitoring the site and that Milton officials are tracking their work. There is a load restriction of five tonnes per axle on the road during the spring months to help stop damage to it. Parking has not been a problem yet, he said.

"Neither the City of Burlington nor (Milton) have any money to

upgrade roads, and next year won't be any easier as the town has several previous commitments," Mr. Matthews said. The situation is being studied, he added.

Mr. Scholtens said Hendervale owners are phasing in their facility with a few competitions this year and annual growth which, if plans are fulfilled, will have it competing with Spruce Meadows, Alberta as the country's best equestrian complex by the turn of the century. Government, he said, has to take the same approach.

"I took a tour about a month ago and I came away really, really impressed and excited with the place and the concept," Mr. Scholtens said. "Right here is the heartbeat of Canada. There are something like 10 million people within 90 miles."

Mr. Scholtens said spinoffs to local communities would be tremendous, with hotel rooms full during competitions and busy local businesses. As for making improvements before competition

begins, that places an unfair burden on the taxpayers, according to Mr. Scholtens, who are paying before seeing any rewards. In addition, doing something to the roads before it is necessary would force local government to do the same thing for other potential developments in the area, he added.

Mrs. Kimber said she only found out that the Hendervale development was the explanation for increased heavy truck traffic when she read it the *Oakville Beaver*, sister publication of *The Canadian Champion*.

She acknowledged she wasn't angry with the huge development "just concerned" and worried about accidents and road damage from all the heavy trucks.

"Our area is going to change drastically," Mrs. Kimber said. "It can't help but have a big impact. But there is always two sides to the coin; they've made a big investment and want to see it go."

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