

Dr. Patrick McTaggart-Cowan

Former Resident Against Airport

A former resident of Thornhill and influential figure in Canadian science circles has lent his support to those fighting the selection of the Markham-Pickering area for a new Toronto International Airport and new town.

Cowan, 60, recently publicly stated that the need for the airport and the location chosen aren't supported by the evidence so far made public by the federal and provincial governments.

McTaggart-Cowan since 1968 has been executive

director of the Science Council of Canada, the top federal government advisory body on science. From 1964 to 1968 he was president of Simon Fraser University in British Columbia and he directed the Canada Meteorological Service from 1959 to 1964 during a 25 year career

there. He is known for leading the clean-up project in 1970 after the huge oil spill from the tanker Arrow on the Nova Scotia Coast.

He says he is publicly protesting against going ahead with the \$300 million, 18,000 acre airport here because government planners have failed to produce the necessary impact studies which should precede such a major undertaking.

The airport as proposed will have a major noise effect and effectively prohibit residential development

in northeastern areas recently annexed to Richmond Hill. It will have similar noise effects on large areas of our neighboring York Region towns of Whitchurch-Stouffville and Markham where a fairly large area of land is being purchased and expropriated by government.

Dr. McTaggart-Cowan listed four concerns which should be covered by impact studies before any decision is taken to proceed with the international airport. He said these are the biological, economic, social and cultural

impacts. "Airports have been part of my life for 25 years. We should be able to say in advance that we know the airport is going to change a rural settlement and offer residents a recipe for how their community can avoid the fate of the village of Malton when the first Toronto airport was built.

"We have the skills to do a much better job than has been done. We owe it to the people affected to do the best possible job we can and to make all the information


public," he said. In complaining that the decision making system failed in the case of the new Toronto airport proposal, he is lending his weight to those who oppose the project from among the 800 Pickering Township residents and sympathizers.

Criticisms like his have been levelled against such huge undertakings as the Mackenzie Valley northland highway, the James Bay hydroelectric power development and petroleum exploration off the east coast. A

Richmond Hill resident scientist has been similarly outspoken in his criticism of plan proposing a petroleum pipeline to the Arctic.

"I was hoping that the Pickering Airport was the one time we would do environmental impact studies properly and do them right out in the public eye," says Dr. McTaggart-Cowan. He said some Pickering-Markham environmental reports contain nonsense and other aspects of the airport's impact appear to have been totally ignored.

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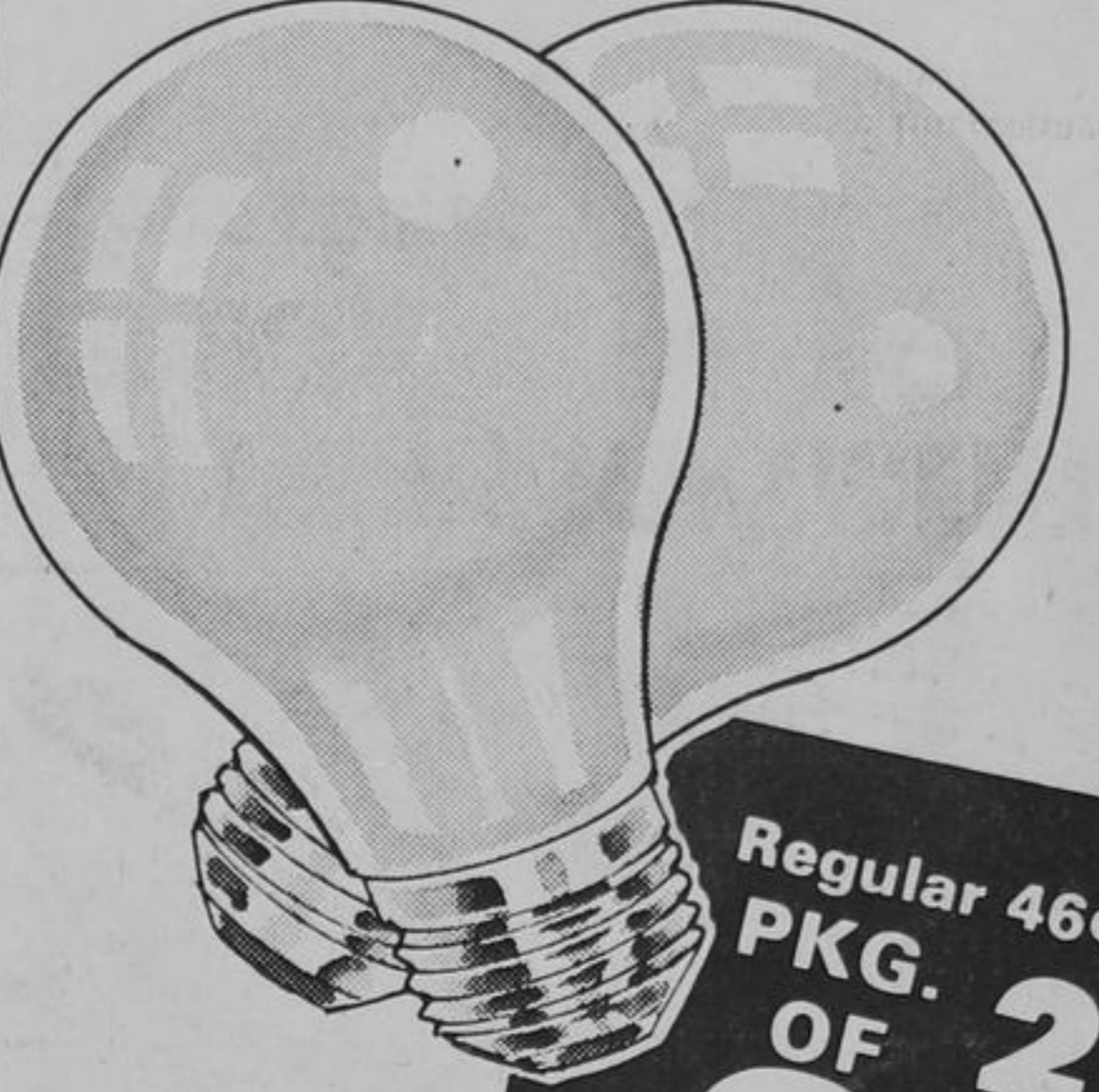
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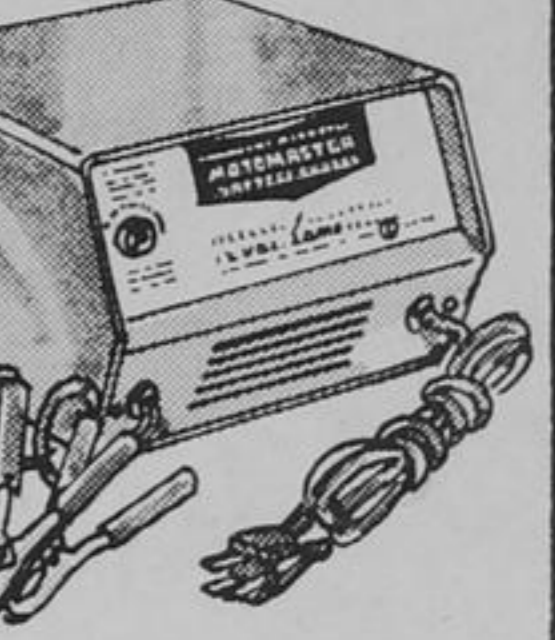
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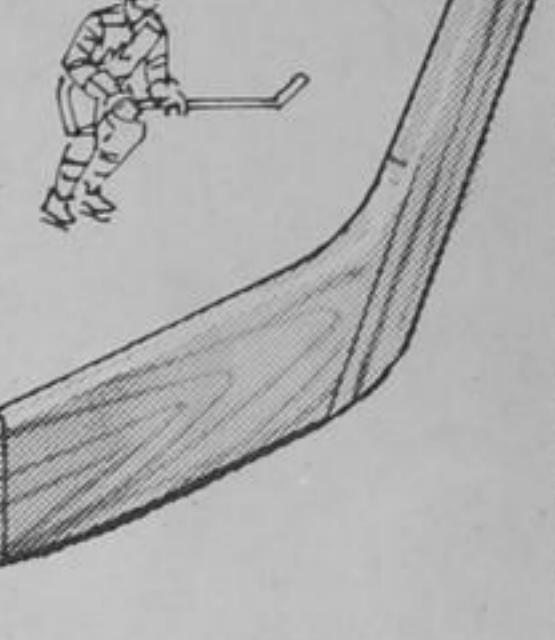
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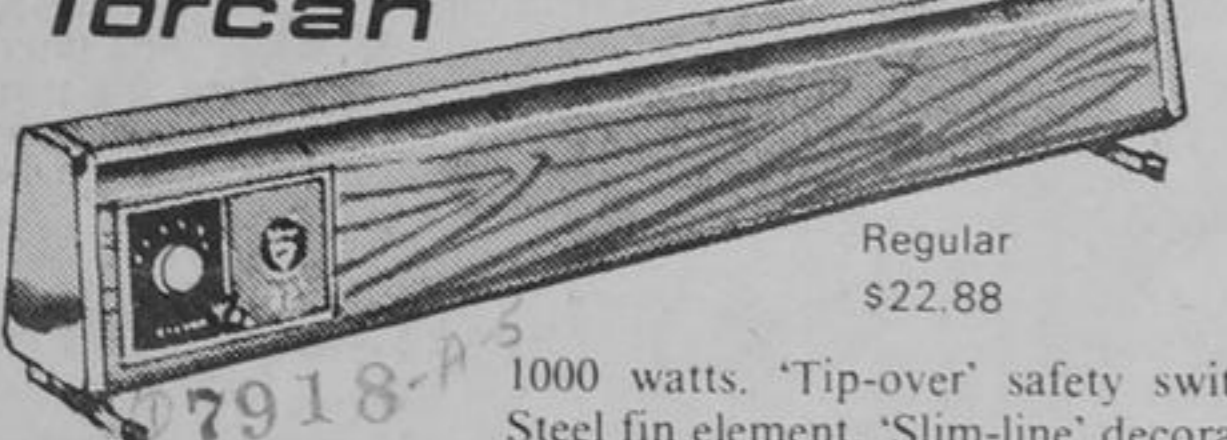
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