



February 26, 2023

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Thank you Sean for the notification regarding: Notice of Statutory Public meeting | Regional Official Plan | Expansion of Port Colborne Quarries Inc. Pit 3.

My intention was to speak as a delegate at this meeting, however the date of March 8, 2023 is in conflict with previously scheduled commitments.

Therefore I will submit the following (and attachment) as correspondence and would appreciate having these attached to the March 08, 2023 meeting agenda.

First, my comments are specific to the expansion of Pit 3 into the lands known as “The New Humberstone Speedway” and that I remain committed to my previous comments and submissions regarding the Speedway lands dated April 06, 2021.

To date, I believe that we (the public) have not seen a **Robust Process Control Plan** from Port Colborne Quarries Inc. A Control Plan that concisely and clearly documents the step by step process / processes that will be used to address the years of contamination at this property. This document must include **Risk Assessment Documentation**. The Risk Assessment will clearly identify all process related risks associated with the remediation / cleanup of all above and below ground contaminants including contingency plans related to those risks.

To date, Port Colborne Quarries has not provided a realistic date (timeline) as to when they would be starting the remediation process of the lands known as The New Humberstone Speedway. The concern here is that inspection and testing results have been completed and we believe that by the time the encroachment / expansion of Pit 3 even comes close to the speedway lands, a very significant amount of time will have taken place. Thus making those results outdated. Overtime it is reasonable to expect that those contaminants identified and some possibly not identified during the studies could or will have already migrated to other areas of the speedway property and adjacent lands.

Therefore as the Pit 3 expansion process proceeds, undetected pockets of contaminants could be disrupted exposing them to the atmosphere. This disruption will also put above and below ground water at risk. Additional testing would, in my opinion, would be required.

I would like to point out that on April 06, 2021, I had objected to the initial PCQ proposal which was to build berms from the material at the speedway site. Eventually, when mining of the site was completed, they would use the material from the berms for sloping the sides of the Pit 3 to create a passive lake which would be into the exposed aquifer as the drawdown of the groundwater table will already extend to the contaminated part of the site. Reinforcing the fact that the Humberstone Speedway Lands be completely remediated well before quarrying encroach upon those lands.

It is important to note that shortly after my objections were heard, Port Colborne Quarries Inc. retained WSP Engineering Consultants to conduct the Phase 1, Phase 2 Environmental Site Assessments.

Posted on the WSP website there is an article entitled “How to Manage Soil from Brownfields Under Ontario Regulation 406/19”. It describes in detail the services and processes that WSP uses.

To quote from the article: “Our experts understand Ontario’s Regulation 406/19, how it can affect the feasibility of your project, as well as the opportunities”.

To further quote from the document under the item: **Learn the History of Your Excess Soil** – referencing sub item **CHECKPOINT** – Do you need to study groundwater flows to see where those impacts might be migrating to / from?”


Question: Why are the recommendations in this article **NOT** recommended for the New Humberstone Speedway lands?

The article was written August 28, 2020 – Authored by Carl Schroeder and Brian Whiffen – WSP.

Finally, regarding the realignment of The Port Colborne Drain (Wignell and Michener). Since the realignment of the drain / drains is required to accommodate Port Colborne Quarries Inc. Pit 3 expansion plans, I feel that it would only be fair that the Quarry bear all costs associated with the realignment and be responsible for continued maintenance . This should not be the responsibility or a shared cost to the adjacent property owners, The City of Port Colborne or to the Regional Municipality of Niagara.

Sincerely,

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