

I, Stephen Cohrs, [REDACTED] County Rd. 21, Cramahe, object to the possibility that the Fidelity Pit located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township, be operated 24 hours a day.

Approval of this application, regardless of the current Township zoning, is a **gateway for Fidelity to locate an Asphalt Plant on-site**. I further object to the placement of any Asphalt Plant at the site.

The ultimate goal is for Fidelity to establish an asphalt plant on this site. This was mentioned as 'Proposed asphalt plant' in PLAN 48-24 and further through supporting notations by Planning and CAO, that the site was already zoned for an asphalt plant.

AN ASPHALT PLANT CAN HAVE A SIGNIFIGANT IMPACT ON AIR QUALITY

The operation of an asphalt plant can have significant detrimental effects on both public health and the environment, with known health risks including:

- **Air Pollution:** Asphalt mixing and blending operations are known to release pollutants into the air, including:
 - **Particulate Matter (PM):** Tiny particles that can enter the lungs and cause or exacerbate respiratory diseases like asthma, bronchitis, and other chronic lung conditions.
 - **Volatile Organic Compounds (VOCs):** Chemicals that can irritate the eyes, nose, and throat, and contribute to long-term health issues such as liver or kidney damage, and cancer.
 - **Polycyclic Aromatic Hydrocarbons (PAHs):** These chemicals are commonly found in asphalt fumes and have been linked to an increased risk of cancer, especially lung cancer. Prolonged exposure to asphalt fumes containing these carcinogens can also lead to increased respiratory problems.
 - **Smells and Noxious Odours:** Smells from bitumen processing for asphalt are heavy and acrid, often resembling sulfur, tar, or burnt rubber. These arise from volatile organic compounds (VOCs) released during heating and can cause irritation or health concerns like headaches and respiratory issues. VOCs can be detectable up to 10 km, depending on the plant's age, fume PPM, and wind strength.

QUESTIONS FOR TOWNSHIP and COUNCIL on AIR QUALITY:

1. Has the Township or Fidelity conducted a comprehensive air quality study to assess potential impacts on residents?
2. Has the Township developed a plan for regular air quality monitoring?
3. Has the Township implemented a strategy to mitigate potential air quality issues?
4. Has the Township secured a commitment from Fidelity to maintain current air quality standards?
5. Has Fidelity guaranteed in writing that it will use a modern asphalt plant—ideally less than five years old—with lower emissions and pollutants?

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AN ASPHALT PLANT OPERATION CAN HAVE A SIGNIFIGANT ECOLOGICAL and ENVIRONMENTAL IMPACT

- **Water Contamination:** Runoff from the site containing chemicals or heavy metals could contaminate nearby water sources.
- **Soil Pollution:** The spraying of diesel fuel on delivery trucks almost inevitably results in excess fuel spraying onto the ground, contaminating soil and posing potential health risks for nearby communities.
- **Chemical Leaching into the Groundwater:** Chemicals from the site could seep into the ground and potentially contaminate the water table, further endangering public health.
- **Fire retardant foam Chemical Leaching into the Groundwater:** Chemicals from a fire event will seep into the ground and contaminate the water table, further endangering public health and reducing property values.

QUESTIONS FOR TOWNSHIP and COUNCIL on the ECOLOGICAL and ENVIRONMENTAL IMPACT:

1. Has the township or Fidelity completed a detailed Environmental study to determine the potential impact to environment and residents?
2. Has the Township considered a plan to take steps to monitor the site for environmental issues?
3. Is the Township fire department qualified to handle a bitumen / oil-based fire event?
4. Does the Township fire department have the equipment to handle a bitumen / oil-based fire event?
5. Has the township sized the environment and economic impact of an ecological disaster, worst case (local, Little Lake, Biddy Creek etc.)?
6. Has the Township requested Fidelity to guarantee the air quality remains high as is currently enjoyed?
7. Has Fidelity proposed or have an Ecological or Environmental Damage Mitigation Strategy?
8. Has the township considered the potential for an environmental disaster should a bitumen tanker go off-road and spill it's load?
9. Has the township considered the potential impact to water sources, both local and Township?

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The ultimate goal appears to be that Fidelity wants to establish an asphalt plant on this site. This was mentioned as 'Proposed asphalt plant' in PLAN 48-24 and further supporting notations by Planning and CAO that the site was already zoned for an asphalt plant.

GENERAL QUESTIONS FOR TOWNSHIP and COUNCIL the PROJECT:

1. There is an existing industrial area in Cramahe. Has the Township considered whether this industry could be located there instead?
2. Has the Township confirmed whether Fidelity, having completed all gravel extraction, is seeking a zoning amendment due to a prospective buyer whose purchase is contingent on approval for 24/7 asphalt manufacturing?
3. Where is the Staff Report outlining the various impacts on Cramahe, including traffic, ecological concerns, water quality, air quality, and tax base considerations?
4. Is the Fidelity Planning Consultant also serving as the Cramahe Township Planning Consultant? If so, does this not present a conflict of interest?
5. There are anecdotal claims that this plant and related construction will provide local employment. However, Fidelity already has rolling stock and an existing workforce. What are the projected employment benefits for the local community?
6. Does the Township have overall environmental liability insurance to cover potential environmental disasters? If not, would taxpayers bear the financial burden in such an event?
7. What insurance coverage is the Township requiring from the plant operator? Additionally, is the Township requiring that it be named as an additional insured party on the operator's policy?
8. Has Fidelity provided a detailed description of its planned activities at this site? What actions is the Township prepared to take if Fidelity fails to comply with regulations (e.g., unauthorized dumping of fill, excavation of wetlands)? Specific activity details should be required, rather than broad corporate assurances

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8. Has Fidelity provided a detailed description of its planned activities at this site? What actions is the Township prepared to take if Fidelity fails to comply with regulations (e.g., unauthorized dumping of fill, excavation of wetlands)? Specific activity details should be required, rather than broad corporate assurances.
9. Has a post-operation remediation plan been provided for the asphalt plant site, including soil contamination removal?
10. Will a contract be prepared requiring Fidelity to ensure environmentally clean operations, minimal noise, and site remediation after plant closure?

██████ Dale Road
Colborne, ON, K0K 1S0

February 4, 2025

RE: OBJECTION TO THE APPLICATION TO INSTALL AND OPERATE AN ASPHALT
PLANT AT 13945 TELEPHONE RD., CRAMAHE TOWNSHIP.

Dear Mayor Martin and Councillors,

We are writing to object to the placement of the Asphalt Plant proposed by Fidelity to be located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township. We further object to the possibility that the Cramahe council might allow the Asphalt Plant to operate 24 hours a day.

This application should be unconditionally refused for the following reasons.

First, Fidelity has recently sold numerous million-dollar homes in this area, whose property values (including assessment values) will plummet, or be erased directly as a result of this development. As home owners, those affected will certainly question Fidelity's good faith and contractual performance, but also as municipal voters and taxpayers, their support for the Township, School Board and County will be seriously impaired, and their confidence in this Mayor and Council, in particular, will be shattered

Second, the proposed asphalt plant site is on a small site (100 acres) located on and adjacent to a protected watershed area, that drains directly into Little Lake: a cherished recreational resource enjoyed by the entire County of Northumberland. The products this Plant processes are toxic to humans and other life, as are those routinely used for cleaning plant equipment. If (as seems inevitable) significant spills and other accident were to occur on-site, the following impacts could result:

- **Contamination of Drinking Water:** A spill or accident would likely affect drinking water for hundreds of homes, farms and vacation properties, posing significant public health risks to thousands of Country residents.
- **Impairment or Destruction of Little Lake Recreational Area:** This area is within the likely affected area. It serves as the only public swimming location, within the area between Lake Ontario and Rice Lake. Contamination from this Plant will likely permanently ruin its accessibility and use by the community. Again, it would also likely impair or destroy the assessed values of numerous lakeshore homes and cottages.
- **Damage to Biddy Creek Wetlands:** A major incident could destroy the wetlands in the Biddy Creek area, severely impacting local ecosystems.
- **Permanent Devaluation of Local Homes:** Many other properties in the surrounding area will suffer immediate permanent devaluation, and a significant spill or other accident will increase that loss exponentially, leading to further immediate and potentially massive

reduction in the local tax base for Cramahe, as well as the School Board and the County, and even neighbouring municipalities such as Brighton as well as potentially catastrophic loss of asset value for homeowners.

Third, the original license # 3066 for the top portion of the property has been abused nu Fidelity, and this is likely to continue. That license was issued on April 13, 1978. A Subsequent license # 624970 was issued for the southern half of the property. The property has now been exhausted of its gravel deposits, and illegal fill has recently been brought on to the site to conceal the over-extraction. Fidelity has not earned the trust of local residents, but rather has consistently abused that trust.

Fourth, this means, among other things, that ALL asphalt ingredients will need to be trucked in. Local roads are not designed to handle the weight and traffic volume, and there are significant hills to navigate. This would likely:

- **Damage Local Roads:** Increased traffic could cause extensive damage to local roads, leading to costly repairs.
- **Place a Tax Burden on Residents:** The costs of maintaining and repairing roads would likely fall on local taxpayers in Cramahe, Brighton and the County.
- **Restrict Homeowners' Access to Roads:** Heavy traffic could impede or restrict access to and use of roads for local homeowners, and expose them to additional hazzards.
- **Increase the Risk of Serious Accidents:** The combination of heavy trucks and challenging terrain would raise the likelihood of accidents, including hazardous spills, over a wide area between the 401 exits at Brighton and Colborne.
- **Environmental Consequences of Bitumen Spills:** Any bitumen spill, not just at the site but all along those access roads, could have a severe environmental impact particularly given that the access roads are close to a protected water zone and to numerous dwellings served only by well water.

Fifth, the operation of the site can also have significant detrimental effects on both public health and the environment, with known health risks including:

- **Air Pollution:** Asphalt mixing and blending operations are known to release pollutants into the air, including:
 - **Particulate Matter (PM):** Tiny particles that can enter the lungs and cause or exacerbate respiratory diseases like asthma, bronchitis, and other chronic lung conditions.
 - **Volatile Organic Compounds (VOCs):** Chemicals that can irritate the eyes, nose, and throat, and contribute to long-term health issues such as liver or kidney damage, and cancer.
 - **Polycyclic Aromatic Hydrocarbons (PAHs):** These chemicals are commonly found in asphalt fumes and have been linked to an increased risk of cancer, especially lung cancer. Prolonged exposure to asphalt fumes containing these carcinogens can also lead to increased respiratory problems.
- **Water Contamination:** Runoff from the site containing chemicals or heavy metals could contaminate nearby water sources.

- **Soil Pollution:** The spraying of diesel fuel on delivery trucks almost inevitably results in excess fuel spraying onto the ground, contaminating soil and posing potential health risks for nearby communities.
- **Chemical Leaching into the Groundwater:** Chemicals from the site could seep into the ground and potentially contaminate the water table, further endangering public health.
- **Noise Pollution:** The operation of machinery, including crushers, mixers, and dryers, will generate high levels of noise, and the plant is planned to run 24/7. Chronic exposure to such noise can lead to hearing loss, increased stress levels, and cardiovascular problems.

These factors are all significant, in themselves, but together they constitute a serious risk that the proposed asphalt plant poses to both public health and the environment.

Like other local residents, we are also concerned that by accepting information uncritically from Fidelity, including relying exclusively on planning and technical advisors paid for by Fidelity, as Mayor and Council you have placed yourselves in a serious conflict of interest situation, and denied themselves in crucial independent information about this proposed development. We urge you to put an end to this travesty, and seek independent expert advice, before this catastrophe is inflicted on your municipal voters and taxpayers.

We join with those who believe that this application should be unconditionally refused, and we are asking that you support the community and reject this request.

Yours sincerely,

The block contains two handwritten signatures in blue ink. The first signature, on the left, is 'M. Philip Tunley' and the second, on the right, is 'Mary Anne Beamish'. Both are written in a cursive, flowing style.

M. Philip Tunley and Mary Anne Beamish

██████ Dale Road,
Colborne, ON, K0K 1S0

From: [Carol Eckert](#)
To: [Clerk](#)
Subject: Asphalt plant
Date: Friday, February 7, 2025 6:51:24 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

My questions are..

Will our well water be affected? Also, air quality depending which way the wind blows. I live on McDonald Rd on Little Lake year round. I have copd and on oxygen. My husband also has copd and my son has acute asthma. In the spring, summer and fall we will be prisoners in our home.

Thank you for your time.

Carol Eckert

From: [John Marchant](#)
To: [Clerk](#)
Subject: Asphalt plant
Date: Monday, February 10, 2025 3:15:55 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External E-Mail

I would like to put forth the following question/concerns for the meeting tomorrow:

What is being done to guarantee negating any impacts from the following potential issues;

1) An asphalt plant's primary environmental impact is the release of air pollutants like particulate matter, volatile organic compounds (VOCs), sulfur dioxide, carbon monoxide, and nitrogen oxides during the asphalt mixing process, which can significantly affect air quality and potentially harm human health in nearby communities if not properly managed with emission controls;.

2) Additional Air pollution:

The main concern is the emission of particulate matter, which can irritate respiratory systems, and VOCs that contribute to smog formation;.

Greenhouse gas emissions:

The energy required to heat the aggregates and asphalt binder during the mixing process generates significant greenhouse gas emissions;.

3) Odor nuisance:

Asphalt plants can emit noticeable odors due to the heating process, which can be unpleasant for nearby residents;

4) Water pollution:

Improper handling of wastewater from the plant can lead to potential water pollution if not properly treated;

5) Noise pollution:

The operation of an asphalt plant can generate noise, particularly from machinery like dryers and mixers.

As a nearby resident and farmer, we are particularly concerned about impacts to ground water and the effects of air pollution on ourselves and our livestock.

John Marchant
[REDACTED]

OBJECTION TO THE APPLICATION TO INSTALL AND OPERATE AN ASPHALT PLANT AT 13945 TELEPHONE RD., CRAMAHE TOWNSHIP.

January 21, 2025

I, Glen Parsneau [REDACTED] County Road 21 Cramahe Twp, do hereby object to the placement of an Asphalt Plant located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township. I further object to the possibility that the Cramahe council allow the Asphalt Plant to operate 24 hours a day.

This application should be unconditionally refused for the following reasons.

The proposed asphalt plant site is on a small site (100 acres) located on and adjacent to a protected watershed area. The products it processes are toxic to humans and other life, as are those routinely used for cleaning plant equipment.

If a significant spill or other accident were to occur on-site, the following impacts could result:

- **Contamination of Drinking Water:** A spill or accident would likely affect drinking water for hundreds of homes, farms and vacation properties, posing significant public health risks.
- **Destruction of Little Lake Recreational Area:** This area is within the likely affected area, and serves as the only public swimming location within miles, and contamination could permanently ruin its accessibility for the community.
- **Damage to Biddy Creek Wetlands:** A major incident could destroy the wetlands in the Biddy Creek area, severely impacting local ecosystems.
- **Permanent Devaluation of Local Homes:** Properties in the surrounding area will suffer immediate permanent devaluation, and a significant spill or other accident will increase that loss exponentially, leading to an immediate and possibly massive reduction in the local tax base for Cramahe, as well as potentially catastrophic loss of asset value for homeowners.

The original license # 3066 for the top portion of the property was issued on April 13, 1978. A Subsequent license # 624970 was issued for the southern half of the property. The property has now been exhausted of its gravel deposits. This means that ALL asphalt ingredients will need to be trucked in. Local roads are not designed to handle the weight and traffic volume, and there are significant hills to navigate. This would likely:

- **Damage Local Roads:** Increased traffic could cause extensive damage to local roads, leading to costly repairs.
- **Place a Tax Burden on Residents:** The costs of maintaining and repairing roads would likely fall on local taxpayers.
- **Restrict Homeowners' Access to Roads:** Heavy traffic could impede or restrict access to roads for local homeowners.

- **Increase the Risk of Serious Accidents:** The combination of heavy trucks and challenging terrain would raise the likelihood of accidents, including hazardous spills, over a wide area between the 401 exits at Brighton and Colborne.
- **Environmental Consequences of Bitumen Spills:** Any bitumen spill could have a severe environmental impact, particularly given that the access roads are close to a protected water zone and to numerous dwellings served only by well water.

The operation of the site can also have significant detrimental effects on both public health and the environment, with known health risks including:

- **Air Pollution:** Asphalt mixing and blending operations are known to release pollutants into the air, including:
 - **Particulate Matter (PM):** Tiny particles that can enter the lungs and cause or exacerbate respiratory diseases like asthma, bronchitis, and other chronic lung conditions.
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- **Water Contamination:** Runoff from the site containing chemicals or heavy metals could contaminate nearby water sources.
- **Soil Pollution:** The spraying of diesel fuel on delivery trucks almost inevitably results in excess fuel spraying onto the ground, contaminating soil and posing potential health risks for nearby communities.
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These factors collectively highlight the serious risks the proposed asphalt plant poses to both public health and the environment. As such, this application should be unconditionally refused and we are asking that you support the community and reject this request.

Regards,

Glen Parsneau [REDACTED] County Road 21, Cramahe Twp

OBJECTION TO THE APPLICATION TO INSTALL AND OPERATE AN ASPHALT PLANT AT 13945 TELEPHONE RD., CRAMAHE TOWNSHIP.

January 21, 2025

I, Margaret Fleming [REDACTED] County Road 21 Cramahe Twp, do hereby object to the placement of an Asphalt Plant located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township. I further object to the possibility that the Cramahe council allow the Asphalt Plant to operate 24 hours a day.

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Regards,

Margaret Fleming [REDACTED] County Road 21, Cramahe Twp

From: [Sandy Zarb](#)
To: [Clerk](#)
Subject: Asphalt Plant on Telephone Road
Date: Monday, February 10, 2025 12:40:23 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

1. Joe and Sandra Zarb - Object to this Asphalt Plant on Telephone.
2. Our concerns are: Noise pollution caused by the many large trucks going back and forth on this residential road. Higher risk to school buses with the many trucks on this road. Poor air quality, High risk hazards to the environment.. The value of our homes would decrease. There would be a risk to all the land for farming, residents and also to the livestock in this community.

It would be in the best interest of the council to decline this project on telephone road.

Thank you

Sandra Zarb



From: [REDACTED]
To: [Clerk](#)
Subject: Asphalt plant
Date: Monday, February 10, 2025 11:39:35 AM

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: External E-Mail

Sent from my iPhone

To whom it may concern,

As a citizen of Cramahé living in close proximity to the Fidelity pit (the proposed site of the asphalt plant) on Telephone rd. I would like it to go on record that I am strongly opposed to the asphalt plant. As well as its 24/7 operations.

An asphalt plant will affect a huge radius around it. Allowing this would be an incredible disservice to the residents of that radius. Including myself and my family.

Sincerely,
Amanda Jackett

From: Barbara Stanners <[REDACTED]>
Sent: Tuesday, February 11, 2025 5:35 PM
To: Clerk
Subject: Gravel Pit/Asphalt Plant

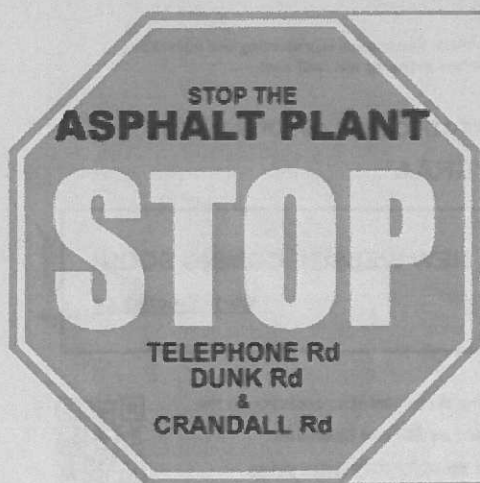
You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

Cramahe Council,

1 - The notice sent out Feb. 3rd, 2025, about the Special Meeting Feb. 18th, 2025, was (intentionally?) misleading; there was no mention of the 'proposed' Asphalt Plant, yet a flyer delivered yesterday about an emergency meeting tonight, and Feb. 18th, clearly indicted the two meetings were about the same topic.

NOTICE: PUBLIC AND SPECIAL COUNCIL MEETINGS



1st MEETING

When: Tuesday February 11, 2025

What Time: 6:00pm

Where: Keeler Centre

Delegation to Council

Re: Asphalt Plant

Requesting 24 Hours/Day
Operations

2nd MEETING

When: Tuesday February 18, 2025

What Time: 5:00pm

Where: Keeler Centre

Council to Vote for Asphalt Plant

LET COUNCIL KNOW WHERE YOU STAND!



Why is Cramahe Council being so dis-ingenuous? It leads one to think Council is working for itself and not for its constituents.

Sincerely,
Barbara Stanners
[REDACTED] Honey Road
Colborne, Ontario
K0K 1S0

I, Joe Zarb at [REDACTED] County road 21, Cramahe, object to the possibility that the Fidelity Pit located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township, be operated 24 hours a day.

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I, Joe Zarb at, [REDACTED] County road 21, Cramahe, object to the possibility that the Fidelity Pit located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township, be operated 24 hours a day.

Approval of this application, regardless of the current Township zoning, is a **gateway for Fidelity to locate an Asphalt Plant on-site**. I further object to the placement of any Asphalt Plant at the site.

The ultimate goal appears to be that Fidelity wants to establish an asphalt plant on this site. This was mentioned as 'Proposed asphalt plant' in PLAN 48-24 and further supporting notations by Planning and CAO that the site was already zoned for an asphalt plant.

GENERAL QUESTIONS FOR TOWNSHIP and COUNCIL the PROJECT:

1. There is an existing industrial area in Cramahe. Has the Township considered whether this industry could be located there instead?
2. Has the Township confirmed whether Fidelity, having completed all gravel extraction, is seeking a zoning amendment due to a prospective buyer whose purchase is contingent on approval for 24/7 asphalt manufacturing?
3. Where is the Staff Report outlining the various impacts on Cramahe, including traffic, ecological concerns, water quality, air quality, and tax base considerations?
4. Is the Fidelity Planning Consultant also serving as the Cramahe Township Planning Consultant? If so, does this not present a conflict of interest?
5. There are anecdotal claims that this plant and related construction will provide local employment. However, Fidelity already has rolling stock and an existing workforce. What are the projected employment benefits for the local community?
6. Does the Township have overall environmental liability insurance to cover potential environmental disasters? If not, would taxpayers bear the financial burden in such an event?
7. What insurance coverage is the Township requiring from the plant operator? Additionally, is the Township requiring that it be named as an additional insured party on the operator's policy?
8. Has Fidelity provided a detailed description of its planned activities at this site? What actions is the Township prepared to take if Fidelity fails to comply with regulations (e.g., unauthorized dumping of fill, excavation of wetlands)? Specific activity details should be required, rather than broad corporate assurances

I, Joe Zarb [REDACTED] County Road 21, Cramahe K0K 1H0 object to the possibility that the Fidelity Pit located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township, be operated 24 hours a day. **Approval of this application**, regardless of the current Township zoning, is a **gateway for Fidelity to locate an Asphalt Plant on-site**. I further object to the placement of any Asphalt Plant at the site.

The ultimate goal is for Fidelity to establish an asphalt plant on this site. This was mentioned as 'Proposed asphalt plant' in PLAN 48-24 and further supporting notations by Planning and CAO that the site was already zoned for an asphalt plant.

AN ASPHALT PLANT WILL HAVE A SIGNIFIGANT IMPACT ON TRUCK TRAFFIC

Significant increase in truck traffic will be a result of placement of an Asphalt Plant at the location. A **minimum of 124 truck trips per Km** of highway paved and a **maximum of 736** truck loads per Km were calculated with the guidance of a Civil Engineer, Chief Estimator.

How? The property has been exhausted of its gravel deposits so: A) all raw materials need to be trucked in; B) those trucks need to return to source; and C) asphalt trucks need to arrive empty; and D) asphalt truck to transport asphalt to site.

To put this into perspective, to pave the 401, 1 lane East and 1 lane West, from **Coburg to Brighton**, **would require 8,676 loads minimum to 34,385 loads maximum travelling down Telephone Road**. This is the sum of A+B+C+D above. See exhibit 1 for details.

Our Local Road (Telephone Road) is of tar and chip construction and is not designed to handle the weight and traffic volume, plus there are significant hills to navigate. By permitting an Asphalt Plant, the ensuing truck traffic would:

- **Damage Local Roads:** Increased heavy truck traffic will cause extensive damage to local roads, leading to costly repairs.
- **Place a Tax Burden on Residents:** The costs of maintaining and repairing roads would likely fall on local taxpayers.
- **Restrict Homeowners' Access to Roads:** Heavy traffic will impede or restrict access to roads for local homeowners.
- **Increase the Risk of Serious Accidents:** The combination of heavy trucks and challenging terrain raises the likelihood of accidents, including hazardous spills, over a wide area between the 401 exits at Brighton and Colborne.
- **Increase Environmental Consequences of Bitumen Spills:** Any bitumen spill could have a severe environmental impact, particularly given that the access roads are close to a protected water zone and to numerous dwellings served only by well water.
- **Increase Noise Pollution:** This is located in a quiet rural area. The operation of dump-trucks, generates high levels of noise from traffic, back-up alarms and slamming tail gates, and the plant is planned to run 24/7. Incessant, loud banging of dump-truck tail-gates is intolerable for

neighboring residents. Chronic exposure to noise is proven to lead to hearing loss, increased stress levels, and cardiovascular problems.

QUESTIONS FOR TOWNSHIP and COUNCIL on TRUCK TRAFFIC:

1. Has the Township conducted a detailed traffic survey to assess the potential traffic load?
2. Has the Township performed a cost-benefit analysis comparing revenue from Fidelity with the cost of resurfacing Telephone Road to ensure taxpayers are not burdened with repairs?
3. Has the Township negotiated a resurfacing agreement with Fidelity to restore the road to an equal or better condition?
4. Has the Township considered the noise impact on local residents due to increased traffic, backup alarms, and tailgate slamming, especially with 50 houses on Crandall Road and 85 on Telephone Road?
5. Has the Township assessed the impact of constant tailgate banging on local horses, which are easily spooked and may bolt, jump, or leap, potentially endangering themselves and their riders?
6. Has the Township considered the hardship residents and visitors will face traveling on a damaged Telephone Road before repairs are completed?
7. Has the Township evaluated the safety risks on Telephone Road and side roads that trucks may use, given reports of excessive truck speeds?
8. Has the Township assessed the potential for an environmental disaster if a bitumen tanker goes off-road and spills its load?
9. Has Fidelity conducted acoustic modeling (e.g., using CadnaA) to predict asphalt plant noise levels, factoring in local terrain, sound power levels, and meteorological conditions?
10. The turn from Telephone Road onto Highway 25 is on a curve and slight hill. Has the Township considered the potential for accidents caused by slow-turning trucks?
11. School buses frequently stop and start on Telephone Road to pick up and drop off students. Has the Township considered the increased danger posed by higher truck traffic volumes?

EXHIBIT 1. TRUCK TRAFFIC CALCULATIONS

Asphalt Volume Calculation

To calculate volume of Asphalt required, an experienced industry source was contacted. The formula he provided was:

$$\text{length(m)} \times \text{width(m)} \times \text{depth(mm)} \times 0.0025^* = \text{total (tonnes)}$$

*The factor 0.0025 is based on an approximate density of 2.5 tonnes per cubic metre. There are variables that can affect the density depending on the asphalt mix to be used but this is a reasonable approximation.

Tonnage of asphalt estimated was calculated per kilometre for Minimum spec and a Maximum road spec.

- 1) Minimum 4M wide by 50mm thick 2) Maximum 4M wide by 200 mm thick

Trips Calculation

Trips were estimated based on.

1) INCOMING Trucks bringing Raw materials 2) OUTGOING EMPTY trucks returning to source 3) INCOMING EMPTY asphalt transport trucks 4) OUTGOING weight in tonnes of asphalt required to pave the road.

Assumptions:

Asphalt composition to estimate mix of trucks to tankers was gravel 93% and bitumen 7%

Since the Pit has no gravel remaining, ALL RAW MATERIALS will need to be trucked in and stored on-site.

Capacity of Dump/Asphalt Truck (3 axles) 25 tonnes

Capacity of Bitumen Tanker 18 tonnes

Summary of Calculation Results:

	MIN ROAD SPEC	MAX ROAD SPEC
RAW MATERIALS REQUIRED PER KM (TONNES)	1000	4000
RAW MATERIALS DELIVERED TO SITE (TRIPS)	42	165
EMPTY TRUCK LEAVE SITE (TRIPS)	42	165
ASPHALT LEAVING SITE (TRIPS)	40	160
TOTAL TRIPS PER KILOMETRE OF HIGHWAY	124	490
TRIPS FOR AN EXAMPLE PROJECT		
Coburg to Grafton 12.4 km	2034	8060
Grafton to Colborne 11 km	1804	7150
Colborne to Brighton 13 km	2132	8450
Brighton to Trenton 16.5 km	2706	10725
TOTAL TRIPS FOR AN EXAMPLE PROJECT COBURG TO BRIGHTON	8676	34385

Minimum Road Spec. is 4M wide by 50mm thick. Maximum is 4M wide by 200 mm thick		

Methodology (MINIMUM ROAD SPEC Shown)

Estimated tonnage based on an MINIMUM average thickness of 50 mm and an average lane width of 4 metres, per Km.

For 1 Km of ONE LANE highway (1000m) :

- 1000m (1 km) x 4m (wide) x 50mm (deep) x 0.0025 = 500 tonnes Hot mix Asphalt required
- FOR BOTH East AND West lanes of 401 project, 1000 tonnes is required

In general terms, you can assume 22 to 25 tonne per load in tri-axle dump trucks and 38 to 42 tonnes per load in trailers. Use 25.

Bitumen tanker typically ranges from 20 to 40 tons per tanker. Use lower end @ 18 TONNES/tanker (road limit of 10/axle)

RAW MATERIALS FULL TRUCKS IN

- all materials will have to be trucked in
 - gravel 93 % = 930 tonnes/25 tonnes/truck = 38 trips
 - bitumen 7% = 70 tonnes/18 tonnes/tanker = 4 trips

RAW MATERIALS EMPTY TRUCKS OUT

- all trucks return to source empty. it is quite unlikely that the dump trucks delivering gravel will be used to truck out Asphalt . The Bitumen tankers deliver only.
- So we must add, the return, empty tanker and dump truck trips to the traffic
 - gravel trucks = 38 trips
 - bitumen tanker = 4 trips

HOT ASPHALT MIX OUT:

- the 401 is widened on both sides 2 X 500 = 1000 tonnes of asphalt is required per Km. for both sides
 - required 1000 tonnes/25 tonnes/load = 40 trips OUT per km of highway

HOT ASPHALT MIX EMPTY TRUCKS IN = HOT ASPHALT MIX OUT = 40

Loads of asphalt, Raw materials and empty trucks per Km = 164 truck/tanker loads for ONE Km of Highway in both directions.

Example :

EXAMPLE PROJECT	MINIMUM RD. SPEC	
Coburg to Grafton 12.4 km	2034	trips
Grafton to Colborne 11 km	1804	trips
Colborne to Brighton 13 km	2132	trips
Brighton to Trenton 16.5 km	2706	trips
Trenton to Belleville 17.6 km	2887	trips

A MINIMUM OF OVER 8,600 TRUCK LOADS OF ASPHALT and raw materials (gravel, bitumen etc.) will travel Telephone Road in order to pave 401 from Coburg to Brighton; and

A MAXIMUM OF OVER 34,385 TRUCK LOADS OF ASPHALT and raw materials (gravel, bitumen etc.) will travel Telephone Road in order to pave 401 from Coburg to Brighton.

From: [Carol Eckert](#)
To: [Clerk](#)
Subject: Asphalt plant
Date: Friday, February 7, 2025 6:51:24 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External E-Mail

My questions are..

Will our well water be affected? Also, air quality depending which way the wind blows. I live on McDonald Rd on Little Lake year round. I have copd and on oxygen. My husband also has copd and my son has acute asthma. In the spring, summer and fall we will be prisoners in our home.

Thank you for your time.

Carol Eckert

From: [REDACTED]
To: [Clerk](#)
Subject: Comments and Concerns Questions for the February the 18th Special Meeting / 24/7 operation
Date: Sunday, February 9, 2025 11:11:34 AM

CAUTION: External E-Mail

Where do you start with this issue .There are so many concerns that go with this ask of 24/7 operations for the people who live ,and play in this area . So here are my concerns

1. The increase in traffic will be devastating to the area for both human and wild life . As you all know we suffer in the area when there is a shut down of the 401 . With amount of truck traffic that this operation will entail it will be unbearable . The pit is exhausted of gravel so the truck traffic will be doubled . Day and night making it impossible to enjoy the area in which we live .
2. The destruction of the roads will be catastrophic . The roads now are already deteriorating at a rapid rate due to heavy truck traffic . The constant back and forth of Gravel and Asphalt trucks will only exacerbate the situation and with limited funds from taxation it will be an on going expense to the taxpayers of this Municipality. Can the municipality afford this kind of expense ?
3. After consulting with a real estate expert of 40 years and they in turn consulting a Real estate Adjuster of 38 years . The decrease that property owners in the area will suffer would be 20 to 50%. and that's if they can sell the property due to the placement of an asphalt plant with a 24/7 operation and the fact that people will not buy a property due to the presence of an Asphalt plant . If council chooses to allow the 24/7 application what compensation will you give the taxpayers of this municipality for their Financial loss?
- 4 What compensation will you give to taxpayers if you choose to allow this 24/7 application to the fact that health issue can and will occur due to Noxious fumes , dust , loss of sleep due to noise , depression due to financial loss .
5. There is a possibility of ground water contamination . As you know people in the area all sit on the Biddy Creek Water Shed a environmentally sensitive area which feeds our wetlands also Little lake that is full of fish and feeds the people on the lake and surrounding area throughout the summer season . What compensation will the Municipality give to the homeowners and property owner if indeed ground water contamination occurs due to non compliance with regulations not being adhered to by Fidelity . Is Council willing to take that chance with Taxpayers health and in some cases mortality .
6. According to the official plan for the Municipality Commercial and Development 4.3.1 , 4.3.2 Objectives Clause D To ensure that new commercial and industrial development is not located where it would jeopardize existing and future residential applications , disrupt recreational or impact sensitive areas . Is Council willing to go against the Official Plan of this Municipality for this corporation and if so why ?
7. The statement that there is nothing that this council can do at the September Council meeting is simply not true . If Council chooses to deny the 24/7 operations that is being asked by Fidelity it will send a clear message to the Ministry Of Natural Resources that the Municipality is not in favor of this Asphalt Plant placement at 13945 Telephone Rd Colborne .

8. I have major concerns to the fact that Fidelity is using MHBC Consulting firm the same Consulting firm that the Municipality Planning Dept has on retainer . I believe this is a gross conflict of interest and should be investigated before any decisions are made .

Jackie Greenen

[REDACTED] Telephone Rd

Colborne On

[REDACTED]

From: [Donald Anderson](#)
To: [Clerk](#)
Subject: asphalt plant
Date: Monday, February 10, 2025 11:27:12 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External E-Mail

We don't need an asphalt plant in our area or at all in Cramahe the extra traffic and damage to the road and danger of spills is not worth the supposed benefit of a few jobs, which is always a lot less than promised and not enough, if any, extra taxes benefit to the community. On top of this to operate 24/7 is out of the question.

Donald G. Anderson, CCIB

From: [REDACTED]
To: [Clerk](#)
Subject: Feb 18 asphalt plant meeting
Date: Monday, February 10, 2025 9:02:25 PM

CAUTION: External E-Mail

Hello,
Please add these to the questions/ comment for the Feb 18/24 meeting.

Could you confirm receipt and ensure a copy is sent

Thank you

Hello

I write to express my deep concern regarding the proposed 24/7 asphalt plant in our community. As a disabled individual, I am particularly alarmed by the anticipated disturbances caused by the high volume of truck traffic at night. I urge the municipality to take immediate and effective action to protect the well-being of individuals with disabilities who will be negatively affected by this development. If no such measures are in place, I demand that the Council reconsider its stance on this proposal, as it will undoubtedly infringe upon the rights and safety of vulnerable citizens.

Furthermore, I question whether the Council fully appreciates the long-term implications of approving this 24/7 operation. Does the Council acknowledge the potential injustice this decision could impose on future generations within our community? The impact of such a decision will be felt for many years to come, and it is incumbent upon this body to weigh the broader societal costs carefully.

In addition, I am deeply concerned about the safety risks posed by the proposed asphalt plant in conjunction with the anticipated closure of the 401 highway. Has the township conducted a thorough and comprehensive study of the traffic impact, particularly regarding the overuse of Telephone Road as an unofficial Emergency Detour Route (EDR)? This should include, but not be limited to, volume studies, collision rates, emergency response times, and an overall risk assessment to ensure the safety of the residents. If such studies have not been carried out, I respectfully request that the Council votes to reject the 24/7 asphalt plant proposal until this vital research is completed.

Additionally, I would appreciate clarification regarding the timeline and process that led to the proposal being brought to Council in September, given that it had not yet been reviewed by the Committee of the Whole. This procedural oversight raises significant questions about the transparency and fairness of the decision-making process, and I respectfully demand an explanation.

Lastly, I seek the Council's position on the potential economic ramifications of this development, particularly in relation to property values, insurance premiums (both medical and home), and the broader financial impact on residents. What measures will the township put in place to mitigate the inevitable financial harm that will arise from the introduction of this 24/7 asphalt plant? If property values decline, insurance premiums rise, or residents are unable to obtain or renew mortgages due to the increased risk associated with this plant, will the township take responsibility for these adverse effects?

In conclusion, the residents of this township deserve a thorough and transparent review of the proposed asphalt plant, with due consideration of the potential long-term consequences. If these crucial factors have not been sufficiently addressed, I strongly urge the Council to vote against the approval of a 24/7 asphalt plant.

Thank you

David Forsyth

Telephone Rd

From: [REDACTED]
To: [Clerk](#)
Subject: Fidelity - Asphalt Plant
Date: Tuesday, February 11, 2025 12:47:00 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

Hello,

I have a couple of questions to submit on the proposed asphalt plant by Fidelity. If these questions have already been submitted, please dis-regard my request.

These are my questions:

1. If the proposed asphalt plant is approved by Council, will Fidelity, at their own expense be required to bring Telephone Road and any other roads that will be utilized for the transport of materials up to standards that can withstand the heavy equipment/dump trucks, etc. back and forth on a daily basis? As you are aware, these roads are not presently built to withstand that type of travel. If this is not the case, then this should be a consideration prior to any approval as the Cramahe Township residents should not have to bear the cost.
2. I don't believe it is necessary for this asphalt plant to run 24 hours a day, 7 days a week. That is excessive. I believe there should be a compromise where, if approved, Fidelity can only operate out of the plant 5 days a week for 10 hours per day. This is only a suggestion. Residents live in Cramahe for the peace and tranquility of country living. Residents deserve to have some peace, quiet and tranquility in the evenings and on weekends without having to listen to heavy trucks and equipment.
3. Was Fidelity required to obtain and provide an environmental impact study, noise, pollution, etc. study? If so, what were the results? I would think there would be some sort of environmental impact made.

While I am not in favour of the asphalt plant, I would feel much better if there was a lot more transparency in providing information to the residents of the Township including copies of the studies/reports. This is not an issue to be taken lightly by Council or by anyone else. I believe that further information and meetings are required before any approval is provided.

Thank you
Marie Outram
[REDACTED] Arthur's Lane
Colborne, Ontario

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CAUTION: External E-Mail

Service Request ID: SR-1577
Go to Service Request: [SR-1577](#)
Department: Administration
Service Request Type: Administration General Inquiry
General Ledger Code:
Work/Activity Code:
Classification:
Responsible: jnewall (Janet Newall)
Priority: Low
Source: Website
Status: Open
Created By: SERVICE_REQUEST_API_USER
Created Date: 2025-01-08 23:13:24 EST
Last Modified By: heather
Address/Location: [REDACTED] Dunk Rd
Area:

Customer:
Customer Name: Adriana Côté & Chad Moore
Customer Address: [REDACTED], Dunk Rd, , ON, Canada
Customer Phone: [REDACTED]

Message Notes:
Note added by SERVICE_REQUEST_API_USER, on 2025-01-08 23:13:24 EST
Moore

[REDACTED]

request-address: [REDACTED], Dunk Rd
terms-agree: yes
ip: 24.156.222.219
user-agent: Mozilla/5.0 (iPhone; CPU iPhone OS 18_1_1 like Mac OS X)
AppleWebKit/605.1.15 (KHTML, like Gecko) Version/18.1.1 Mobile/15E148

Safari/604.1

details:

Hello, we are extremely concerned about the proposed by-law changes to allow Fidelity to not only change its hours of operation to 24hrs, but also to construct an asphalt plant essentially in our backyard. My fiancé and I just purchased our home in May of 2024 and we're very disheartened, concerned, and upset that there have been plans for an asphalt plant to be moved to the current Fidelity gravel pit. The pit backs onto our property and there are not only loud noise level concerns that we have with this proposed plan, but also major detrimental and irreversible water contamination issues that could arise as a result of this plant being constructed. We absolutely do NOT want this asphalt plant plan to go through, and are 100% opposed to it. It would also drastically decrease any property value of our home and the neighbouring homes along Crandal Rd, Lake Rd, and Telephone Rd. Please get back to us and let us know what can be done on our part to prevent this proposed asphalt plant mistake from being initiated. Thank you.
Adriana Coté and Chad Moore

CAUTION: This note originated from a customer form on an external website. Please verify that the sender's name matches the e-mail address in the From: field.

Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a system generated message - please DO NOT reply directly to this email.

From: [Ron Mercier](#)
To: [Clerk](#)
Subject: Fwd: Asphalt plant
Date: Monday, February 10, 2025 12:50:24 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

Sent from my iPhone

Begin forwarded message:

From: Ron Mercier [REDACTED]
Date: February 10, 2025 at 12:48:58 PM EST
To: clerk@chramahe.ca
Subject: Asphalt plant

Question to be asked at the asphalt plant meeting for 24 seven coverage.
Has there or will there be, a noise study completed? To give residence in the area some kind of an idea at the decibel reading of noise coming off the plants and the trucks as well. People should not have to live like this for 24 seven coverage. I encourage all council ers to vote NO !

Ron Mercier
[REDACTED] Haynes Road
Caslteton.
Sent from my iPhone

Woodcrest Road,
Ottawa K1H 6H9

February 9, 2025.

Greetings.

I am the owner of a cottage property located at Little Lake Road. It is my understanding that the council for Cramahe Township is debating a motion to approve an asphalt plant, which will operate 24 hours a day, on Telephone Road. It is my understanding that this plant will be about 1 km from Little Lake, north of 401, and is very close to an environmentally sensitive area near Biddy Creek

I live in Ottawa and rent my cottage during the winter and for weeklong periods in the summer, as well as spending as much time as possible there, myself. Springs of fresh water emerge from the land around my cottage and run downhill into the lake. The lake water is sweet and fresh, my well consistently tests as good water. I keep a sump pump running 24/7 in my basement because of the spring water seeping through the basement walls. About 10 years ago my well went dry, for no reason we could discover, except that someone had dug a pond for his cattle, further up the hill. Because of this knowledge, my personal experience, it is very worrying for me to discover that the municipality is considering an application for an asphalt plant so close to Little Lake.

I can think of a dozen reasons why this is a really bad idea. Little Lake is a very special place - I don't think that folks who have lived in Cramahe Township full time realize quite how special. There are no other spring fed, kettle lakes close to Prince Edward County, an hour outside of the GTA, close to highway 401, in such a historic area. Brighton and Presqu'ile are very special; Colborne has unexplored potential as indicated by the success of The Big Apple as an attraction for city people. Highway 2 is one of the most historic roads in Canada. The whole area is beautiful and unspoiled. Little Lake is a prime location for upscale vacation and retirement homes.

Most of my tenants come back every year. Some of my tenants have purchased properties in the area. I understand the bass fishing is good, and I can attest to the fact that there are a multitude of critters - muskrat, occasionally beavers, Canada geese, migrating birds, raccoons, foxes, who have lived at Little Lake. My grandparents went there for Sunday school picnics in the early 1900's.

My first concern is - what happens to my well water, and what happens to the creatures who have depended on this lake for millennia, when some noxious chemical seeps into the ground over the next few years, filters down the hill, and deposits itself into this exquisite little lake? Because it will. We all know that. We all know that whatever environmental tests are conducted will be re-evaluated in a few years and, oops, we didn't have the science back then, the fish and the birds in the lake now have tumors or three eyes, and tests reveal an elevated risk of some bizarre cancer in the residents who drink the water in the area. Sorry, deal with it.

My second concern is - what happens to the water table itself, when large amounts of water are used in the process of making asphalt? Does the lake level start to sink, once our wells have dried up?

Thirdly – asphalt stinks. The wind blows downhill from the high lands to the north of 401 This will cause all kinds of problems for everyone.

Finally, it is my understanding that the plant will operate 24/7. The amount of traffic on Telephone Road is already alarming, especially when 401 is closed for a not infrequent accident, and Telephone Road is used as an EDR. What a mess.

I appreciate the fact that the highway 401 needs to be widened, and that asphalt needs to be made to widen it – (It would be nice if there was enough left over to repave Little Lake Road, which is now a terrible mess, but that's another story) – but the asphalt plant needs to be located in a less environmentally sensitive situation. I also appreciate that underemployment is an issue in Cramahe Township, and that there are jobs to be had at the new asphalt plant. I suggest that the future potential of this exquisite part of Ontario, including future job growth and the expansion of the tourist industry, as folks seek an escape from an increasingly unliveable GTA, are the long- term goals that Cramahe Council should be considering, not rubber stamping a permit for a smelly, polluting asphalt plant will create many future problems.

I am unable to attend the council meeting on February 18, as I live in Ottawa, but will be there in spirit and will attempt to join by Zoom.

Please consider our concerns carefully, as your decision will impact the future of my community.

Sincerely
Lynn Sherwood

A black rectangular redaction box covering the signature area.

OBJECTIONS

To Proposed Asphalt Plant 13945 Telephone Rd, Colborne, ON Cramahe Township Northumberland County

The Residents of Cramahe Township, in the County of Northumberland in the vicinity affected by the proposed Asphalt plant do hereby object to this proposal that would locate an Asphalt Plant at **13945 Telephone Rd, Colborne, ON**.

OBJECTION January 1, 2025

The Residents of Cramahe Township object to the placement of an Asphalt Plant located on Part Lot 19 Concession 3, 13945 Telephone Rd. Cramahe Township. We further object to the possibility that the council would allow the Asphalt Plant to operate 24 hours a day. To-date no residence has been contacted about the project nor has the Township held an open meeting for residents to voice their concerns or have questions answered.

Forward

LOCATION –

See Map 11

The land that the proposed Asphalt Plant will be located fronts on the south side of Telephone Rd. This is the northern portion of the property. It is bordered to the west by Dunk Rd and on the south by Environmentally controlled wetlands. The eastern boundary of the property is bordered by an operational farm and house situated on about 36.6 acres. The eastern boundary is also bordered by a rural 12-acre lot and residence. The area south of the proposed plant and fronting on Crandall Rd. includes 7 rural lots and homes serviced by private wells.

The Environmentally controlled wetlands are part of Part Lot 19 Concession 3. Severance was allowed from the subject property for the convenience of the owner at the time. The residence that was built on the severed lot has been sold several times.

- *There are properties that are within 90 meters of the subject proposal.*

EXTRACTION

The original license # 3066 for the top portion of the property was licensed on April 13, 1978. A Subsequent license # 624970 was issued for the southern half of the property. This portion of the property was excavated below the water table. Surface water in this section of the property in some cases was 6' deep. *See attached Google Maps*

The property has been exhausted of its gravel deposits over the 46 years of its existence and as we understand a surrender or partial surrender of the gravel extraction license has been made.

TOPOGRAPHY

The land in this proposal is flat and low lying with a southerly slope ending in an area that is parallel to and below the water table. The most southerly border is an Environmental Conservation Zone.

See attached pictures of southerly exposure of Pit
See attached pictures of berm built-up with scrub brush and potential contaminated infill
See attached picture that shows the water flow following a mild rain event in November 2024.
See attached pictures of fill placement, dumping and adjacent properties

RISKS

- **Fire & Explosion have occurred at asphalt mix plants in Canada.**
Cutback and Rapid Curing Asphalt are FLAMMABLE. * Typical or Medium to Slow Curing Asphalt is COMBUSTIBLE. * Use dry chemical, CO2, water spray, or a foaming agent. Some of the major causes of fire at asphalt plants can be: cleaning with diesel fuel; leakage around liquid AC and oil heater lines; and not properly cleaning the area around liquid AC tanks, resulting in ponding of combustible liquids within the diked area.

Bitumen — also known as liquid asphalt, or asphalt cement (AC) — is the heavy residue by-product of oil refining. It is considered a combustible material. However, bitumen contains traces of light hydrocarbons, which are flammable. The very slow breakdown of bitumen also continues to generate low levels of light hydrocarbons. Off-gassing of the light hydrocarbons occurs when asphalt is handled at the elevated temperatures (approximately 150°C or 300°F) used in asphalt plants. This results in flammable environments in the headspace of AC tanks that make it critical to control ignition sources in and around the tanks.

The event of Fire and Explosion is as dangerous as the mitigation method when it comes to neighboring properties. Chemical foam to extinguish asphalt fire is a high-level pollutant to nearby water sources, wells and aqueducts.

There are 14 homes in the immediate area that would be impacted and several hundred more due to contamination of water courses adjacent to the subject property. Currently, there is an Environmental Zoning in place at the south end of the subject property. Given the topography of the subject lands, any accidental fire or explosion would result in the contamination of already protected grounds as well as wells of nearby residence.

Risk to property holders in this area is high, whether from the normal Asphalt Operation itself or from the efforts to douse a flammable hazard should it occur.

Environmental Risk & Health Risk

- **One** of the most important environmental issues of asphalt production is the leaching of contaminants to underlying soil layers and groundwater aquifers.
- **Air** pollutants released by asphalt plants include particulate matter, carbon monoxide, sulfur dioxide, nitrogen dioxide, volatile organic compounds, asphalt (Bitumen) fume and hazardous air pollutants. Particulate matter are inhalable particles found in the air.
- **The dangers** of prolonged exposure to asphalt fumes are more alarming: Chronic Respiratory Illnesses: This includes bronchitis and emphysema, resulting from continuous inhalation of harmful fumes. Cancer Risks: Polycyclic aromatic hydrocarbons (PAHs), emitted from tar bitumens, are linked with some types of cancers. Aug 1, 2023

Human Values & Monetary Values

- **Asphalt Plants and the Housing Market Don't Mix**

Environmental Health Risks and Housing Values:
Evidence from 1,600 Toxic Plant Openings and Closings

Regulatory oversight of toxic emissions from industrial plants and understanding about these emissions' impacts are in their infancy. Applying a research design based on the openings and closings of 1,600 industrial plants to rich data on housing markets and infant health, we find that: toxic air emissions affect air quality only within 1 mile of the plant; plant openings lead to 11 percent declines in housing values within 0.5 mile or a loss of about \$4.25 million for these households; and a plant's operation is associated with a roughly 3 percent increase in the probability of low birthweight within 1 mile.

American Economic Review, 105 (2): 678–709 Currie, Janet, Lucas Davis, Michael Greenstone, and Reed Walker. 2015

Noise Levels

Asphalt plants- noise and loss of quiet enjoyment of surrounding properties

Asphalt mixing plants utilize many different drive systems, all of which contribute to the noise generated by the plant. Whether the system is drum, drag or pugmill, all components create noise. Trucks delivering gravel, bitumen and other necessary ingredients add to the noise levels produced during active production cycles.

Loss of enjoyment of land: The court may award damages for the inconvenience, discomfort, or loss of amenity caused by the interference. Economic losses: If the nuisance has resulted in financial losses, such as loss of value, lost profits or business opportunities, the plaintiffs may be entitled to compensation. Aug 12, 2024

COMMUNITY

This community, across Telephone Rd, Crandall Rd, Lake Rd and more, is an energetic area that includes farms, rural residences and recreational areas such as Little Lake and a very active well-established KOA. This population crosses Township Borders but remains a grouping of similarly spirited rural participants, all of whom believe our lifestyle, health and financial well-being is threatened by this proposal.

HISTORY

Since the early 1970's Cramahe Township struggled to bring in industrial and large commercial businesses to the area despite the development of an Industrial Park. The Township's low-density population was an obstacle to Industry looking for skilled workers even though the Township and the Industrial Park are located strategically between Toronto and Montreal along the 401 corridors.

Requests for severances in rural and small farming areas flourished from the 1970's to today with the result that Cramahe's rural residential new building income added significantly to the financial stability of the township.

Several severances were approved along Crandall Rd., a 3.6 KLM stretch of road, where today more than fifty [50] residential homes are located. Seven residences on Crandall Rd back onto the Environmental Conservation Zone.

One home on Dunk Rd was severed and rezoned Rural Residential for the convenience of an owner of the Pit. No restrictions or minimum footage set back from an extractive zone was applied.

This home has sold several times since its original build. It sits at the south end of the existing site just south of the Environmental Protection zone.

All of these residents are on Private well systems. The 7 residential lots on Crandall Rd and One on Dunk Rd. have wells as shallow as 15 ft, have never run dry during draught conditions. Any changes to the Environmentally sensitive area will be felt immediately by these residents.

Crandall Rd. alone has more homes and available building lots than exist in the settlement area of Edville.

Telephone Rd contributed to this buildup of Rural housing and has added to the community spirit of the area. It is a fair assessment to say that this rural community has supported Cramahe Township through their tax contributions throughout the years. The community extends along Telephone Rd. into Brighton Township where the rural vitality includes local entrepreneurs, small business entities, and homes all adding to the strength of the community. This community has continually upgraded their homes, built new homes and reinvested in their holdings ensuring the prosperity of the Township with their support.

In both the Cramahe Official Plan and the Provincial Planning Statement of 2024 the site in question DOES NOT comply with Land Use Compatibility or the Separation of Incompatible land uses. In this case each zone is a threat to the other.

There are NO mitigating measures that could be put into place after the fact and no pressing need for another Asphalt plant in this location other than commerce. Long term pain for short term gain where the residence around this site pick-up the costs associated with a lack of Planning capability and or culpability.

OBJECTIONS

24 Hour Operation

See attached request to Township

(note* This is the first indication of the planned Asphalt plant)

We the residents of Cramahe Township in the vicinity of the Proposed site do **OBJECT** to the request made for the aggregate pit (13945 Telephone Road, Colborne, ON) to operate a 24/7hour venture and wish to make said objection to Cramahe Township.

We believe that Council approving this request will expose the surrounding residence to:

1. Health Risk due to constant Noise - Loss of quiet enjoyment of personal property
2. Health Risk associated with perfluoro Taine sulfonic acid belonging to a group of chemicals known as PFAS. These chemicals are known as "forever chemicals" that can do damage to environmentally sensitive areas and have been proven to be detrimental to Human health.
3. Health Risk due to overwhelming noxious odour

4. Health Risk due to air pollution and exposure to air particulates
5. Financial Losses devaluation of property in an open market environment
6. Loss of enjoyment of normal use of property
 - a. We the residents of Cramahe do not agree that we should supplement a commercial / industrial enterprise with our tax dollars
 - b. We the residents of Cramahe do not agree that we should be exposed to property devaluation due to one opportunity for one Commercial / industrial operation.
 - c. We the residents of Cramahe do NOT agree that for the benefit of one commercial entity we should be exposed to health risks or give up our quality of life or loss of enjoyment of normal use of property

Roads and Traffic

As a general guide for max allowable asphalt weights on trucks based on typical GVWR and weight ratings: -Single Axle: 7 tons – Short tandem: 9 tons – Long Tandem: 13 tons – Short Tri-Axle: 13 tons – Long Tri Axle: 16 tons – Short Quad Axle: 16 tons – Long Quad Axle: 18 tons.

How far does 1 ton of asphalt go?

Density of asphalt = 2.243 gm/cc, 1 ton = 907 kg and 1 inch = 2.54 cm. 1 ton of asphalt has $907000 / 2.243 \text{ cc} = 404369 \text{ cc} = 24676 \text{ cubic inches}$. Area covered by 1 ton of asphalt = $24676 / 2 = 12338 \text{ square inch} = 85.7 \text{ square feet}$ "www.Quara.com"

The number of Trucks to haul **OUT** the finished product from the proposed site, if only one lane was considered, and the site was 52 klm long the site would require 308,000 Tons of Asphalt.

If all trucks needed to move the Asphalt held 18 Ton, then some 17,000 loads would be required to complete a single lane from Cobourg to Wooler Rd. This number is on the LOW side. If 3 lanes were to be paved and single axle trucks used the numbers jump to over 50,000. The number of trucks using our roadways to haul **IN** gravel, bitumen, fillers and other materials would be approximately the same.

We are aware of studies currently being undertaken to determine the capacity of Dunk Rd and Dean Rd for transport readiness. The Township has advised that our taxes need to be increased due to increased costs for our roadways.

Roads and Traffic

Will the Township allow Township Property to be used to deposit Asphalt on to the 401 by extending both Dunk Rd and Dean Rd. to access the 401 over Township land holdings between Crandall Rd and the 401?

We the residents would object to this use of Township property to enable a business enterprise to participate in a competitive endeavour or increased taxes that would result from these activities. Moreover, the trees on this property shelter the homes on Crandall Rd from the noise of the 401.

Telephone Rd, Crandall Rd. Honey Rd, Little Lake and Lake Rds. Purdy Rd, Hurley Rd, would all be affected by the excess truck traffic this proposal would provoke. It would also include the noxious odours delivery trucks would release by traveling through our country settings.

County Roads such as County Road 25 and Hwy 30 would be impacted along with the bridges over the 401.

Telephone Rd and Little Lake Rd already suffer from heavy detoured vehicles when there is an accident on the 401 or when summer traffic is intense. These are NOT the official detour routes but are the roads taken when these events occur. These events tear up the road infrastructure for this community and at times make it impossible for residents to exit their driveways. During the 401 expansions with lane closures, this situation will become extreme.

MINISTRIES

Our intention is to send this Objection to each of the Ministries and Agencies overseeing these activities along with Townships that could be negatively impacted.

The property on which this proposal has been made, has had several violations in the recent past that needed to be corrected by the MNR, MOE and MOL. When business interests collide

with environmental interests, too often and unfortunately the damage done is borne by the surrounding residents.

The beds of Trucks transporting hot Asphalt are sprayed with diesel fuel to prevent sticking and allow for ease of unloading. The storage of diesel fuel on the property is regulated but the amount absorbed into the ground and into the water table presents a possibility and probability that local wells and water ways would become contaminated.

Rain and weather conditions along with the topography of the land could exacerbate the risk of contamination to the Biddy Creek Environmental Conservation Zone and seep into other more populated recreational areas around “Little Lake” also know as “Biddy Lake”.

The Environmental Conservation Zone on the property is part of a much larger Biddy Creek network.

See Maps attached and google maps of the site and surrounding properties.

- During the production and laying phases of hot-mixing asphalt (HMA), various volatile organic compounds (VOCs) and noxious gases such as H₂S are released into the atmosphere. These emissions are a serious environmental problem, a risk to human health, and expose workers and residents to unfriendly odours.

PubMed- [Bitumen fumes and PAHs in asphalt road paving: Emission characteristics, determinants of exposure and environmental impact.](#)

Germin-Aizac J, Maitre A, Balducci F, Montlevier S, Marques M, Tribouiller J, Demeilliers C, Persoons R. Environ Res. 2023 Jul 1;228:115824. doi: 10.1016/j.envres.2023.115824. Epub 2023 Apr 6. PMID: 37030408

Sophisticated equipment such as scrubbers and filters may be beyond the scope of the project and could impact the surrounding community significantly. Mitigating these risks would not eliminate the noise levels nor would it address the noxious fumes the plant would emit. In most cases the Mitigation process could actually cause environmental damage, health damage and values damage that insurance and guarantees would not cover.

Recycling of reclaimed pavement / asphalt so close to environmental wetlands would deliver Perfluoro Taine Sulphonic acid directly into the water table and spread to surrounding residential wells and farms. Rain and runoff would compound the problem.

Toxicity analysis via PubMed -

National Toxicology Program Laboratory, National Institute of Environmental Health Sciences, Research Triangle Park, North Carolina, USA.

- ²*West Virginia University School of Public Health, Morgantown, West Virginia, USA.*
- ³*Imperial College London, London, United Kingdom.*
- ⁴*Department of Pharmacology and Toxicology, Brody School of Medicine, East Carolina University, Greenville, North Carolina, USA.*
- ⁵*Public Health and Integrated Toxicology Division, Center for Public Health and Environmental Assessment, Office of Research and Development, US Environmental Protection Agency, Research Triangle Park, North Carolina, USA.*
- ⁶*Departments of Civil and Environmental Engineering and Environmental and Occupational Health, University of Pittsburgh, Pittsburgh, Pennsylvania, USA.*
- ⁷*Navy and Marine Corps Public Health Center, Portsmouth, Virginia, USA.*
- ⁸*Center for Environmental & Human Toxicology, University of Florida, Gainesville, Florida, USA*

Fumes from the site would not be restricted to the general vicinity but would be propelled by prevailing winds. Recreational sites like Little Lake and the KOA would be impacted in many ways. Noxious odours impact an area of 2 square miles before the wind blows.

In closing, we believe our objections are well reasoned and support our position that this proposal is an Incompatible land use in this area. We believe the financial stressors on the residences and the impact to Township Roads would be a catalyst to higher taxes and result in an unreasonable subsidy and burden placed on local residences in support of a business venture

The fact that in 1978 a gravel resource was licensed for extraction, in an area that subsequent years and councils approved the expansion of rural residential development, does not support the broadly based re-classification that all extraction pits are equal and should automatically be approved for an active Asphalt Plant.

In this case, the previous and current Councils of Cramahe Township made the decision to support residential growth in this area. It has not supported Industrial Development here nor protected it from encroachment from residential development.

We the residents of Cramahe, object to this reclassification in this instance and have voiced our objections as clearly as possible. We also believe that the immediate risk to the surrounding rural and rural residential homeowners is significant.

We the residents of Cramahe believe that this proposed plant and the request that it operate 24 hours a day will negatively impact our Health, Wellbeing, Financial Future, Property values and the Quiet Enjoyment of our property.

We the undersigned "Cramahe Residents against the Asphalt Plant" Object to the Proposal in its' entirety as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

THE OFFICIAL PLAN OF THE TOWNSHIP OF CRAMAHE

OFFICE CONSOLIDATION
MARCH 2024

5.1.29 Separation of Incompatible Uses

Excerpt Page 42

Council shall generally require that potentially conflicting land uses be adequately separated for the purpose of minimizing or reducing adverse effects of one land use upon another. This separation or buffer area may include open space, berms, walls, fences, vegetation plantings, or another land use different from the two conflicting ones but compatible with both. The buffer area may be of variable size, shape and composition to produce the desired results. Council may consult with the Ministry of the Environment or any other ministry or agency with respect to requirements for buffer areas. Council may have regard to guidelines of the Ministry of the Environment pertaining to *Land Use Compatibility* and *Compatibility Between Industrial Facilities and Sensitive Land Uses*.

Excerpt Page 7

4.3 Commercial and Industrial Development

4.3.1 Goal

To encourage commercial and industrial development in the Township to provide a well-balanced and varied economy that will best serve the needs of the residents of the Township as well as the travelling public.

4.3.2 Objectives

- (a) To maintain and strengthen the residential/farm to commercial/ industrial assessment ratio.
- (b) To promote future commercial/industrial development within proximity to existing designated commercial and industrial development.
- (c) To promote development on the lands traditionally designated for industrial uses for a broader range of industrial and compatible commercial uses so as to promote economic diversity and strength in the Township.

- (d) To ensure that new commercial and industrial development is not located where it would jeopardize existing and future residential applications, disrupt recreational, or impact environmentally sensitive areas.
- (e) To establish adequate separation distances between industrial uses and sensitive land uses.
- (f) To encourage commercial and industrial activities of a home occupation or home industry nature, throughout the Township.

PROVINCIAL PLANNING STATEMENT, 2024

Under the *Planning Act*

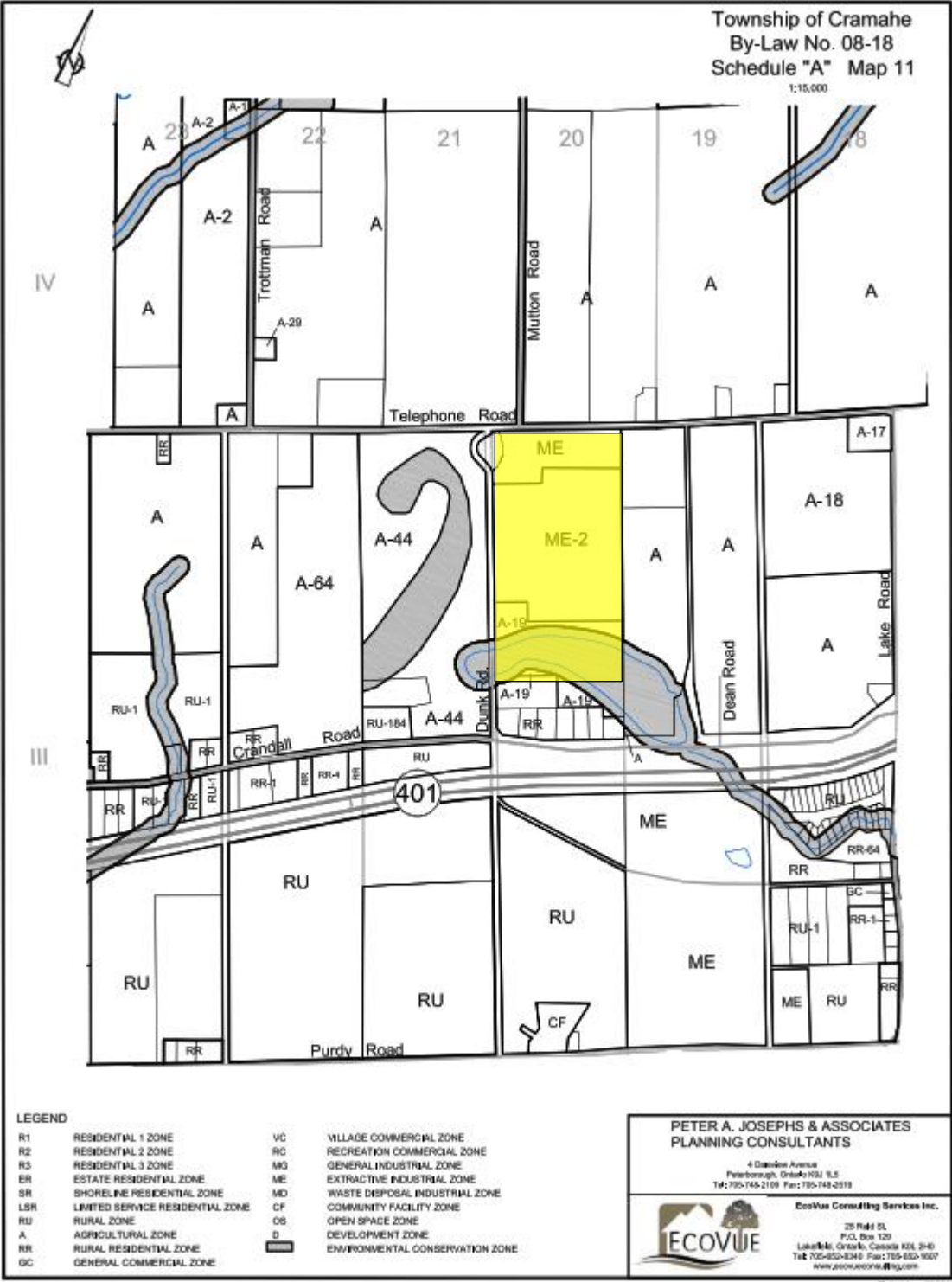
3.5 Land Use Compatibility

1. *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* is only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

We the undersigned Object to the Proposal in its' entirety on lands situated at 13945 Telephone Rd, Colborne, ON.

We the undersigned Object to the added request that the proposed facility be allowed to operate an Asphalt Production Plant 24 hours a day during peak operation times in order to accommodate the sole purpose of serving the needs of the expansion of the 401.

Note* This document is being circulated through-out Cramahe Township. Additional signatures will be submitted to Cramahe Township Council, Brighton Council and all Ministries and agencies who may be involved.





This View shows the Pit's proximity to the 401, and Little Lake.





This view of the Southern Portion of The Pit shows the extent to which dredging was done to siphon off water from over excavated areas to below the water table.



This view of Little Lake demonstrates the density of residential houses around Little Lake serviced by individual wells.





This View shows the Pit's proximity to the 401, and Little Lake.



This picture shows the extensive build up of rubble, trees and brush to fill in the area where excavation of gravel went below the water table. This picture was taken November 22, 2024.



This picture shows the extensive build up of rubble, trees and brush to fill in the area where excavation of gravel went below the water table. This picture was taken November 22, 2024 following a light rain.



This picture shows the extensive build up of rubble, trees and brush to fill in the area where excavation of gravel went below the water table. This picture was taken November 22, 2024 following a light rain. The Arrow indicates Crandall Road. The orange box indicates the Environmental Protected area.



This picture was taken November 22, 2024 following a light rain. The field in the foreground is an adjacent farm as is the green barn on the other side of the property.



This picture was taken December 17, 2024 and shows the area in the pit that is being filled.



This picture was taken December 16, 2024 and shows the dumping of fill into the subject area next to and into the Environmental area.
Dump trucks and Quarry Trucks full of fill from a pit located on Little Lake Rd were brought in, piled and deposited into this area.



This picture was taken December 26, 2024 and shows that the effort to fill in the subject area simply displaced the persistent ground water. It also shows the proximity of two neighboring Farms. The Farm in the foreground has a house located 218.57 metres above sea level and about 66 feet above the middle of the "Pit". **The house built in 2005, would be uninhabitable should the Asphalt plant be located on the subject lands.**

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

Sandy Stacey [Signature] 18/11/2024 [Redacted] Deele Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

Guy Stacey [Signature] 18/11/2024 [Redacted] Deele [Redacted]
Name Signature dd-mm-yyyy Residence email

Ed Smith [Signature] 19/11/2024 [Redacted] DEELE RD [Redacted]
Name Signature dd-mm-yyyy Residence email

SUMMER AGNEW [Signature] 19.11.24 [Redacted] DEELE RD. [Redacted]
Name Signature dd-mm-yyyy Residence email

Ashley Cochrane [Signature] 20/11/2024 [Redacted] Streamside Dr. [Redacted]
Name Signature dd-mm-yyyy Residence email

Marjorie May [Signature] 20/11/2024 [Redacted] King St E [Redacted]
Name Signature dd-mm-yyyy Residence email

Jamie Holne [Signature] 20/11/2024 [Redacted] Barnes Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

Samantha Dexter [Signature] 10/09/1990 [Redacted] Barnes Road [Redacted]
Name Signature dd-mm-yyyy Residence email

George & Rany [Signature] 21/11/24 [Redacted] County Rd 26 [Redacted]
Name Signature dd-mm-yyyy Residence email

Mara Markofski [Signature] 21/11/24 [Redacted] CTY RD 45 [Redacted]
Name Signature dd-mm-yyyy Residence email

Julie Oakley [Signature] 21/11/24 [Redacted] STATION ROAD [Redacted]
Name Signature dd-mm-yyyy Residence email

Russ Pettifer [Signature] 21/11/24 [Redacted] ont st [Redacted]
Name Signature dd-mm-yyyy Residence email

Mary [Signature] 21/11/24 [Redacted] Queen W Brighton [Redacted]
Name Signature dd-mm-yyyy Residence email

Name Signature dd-mm-yyyy Residence email

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Northumberland County

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[illegible]

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Cramahe Township
Northumberland County

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Emily Gueldenstube [Signature] 22-11-2024 [Redacted] Michael Blud [Redacted]
Name Signature dd-mm-yyyy Residence email

Andrew Greena [Signature] 22-11-2024 [Redacted] Michael Blud [Redacted]
Name Signature dd-mm-yyyy Residence email

JEREMY KELLY [Signature] 01/12/24 [Redacted] [Redacted]
Name Signature dd-mm-yyyy Residence email

Sandra Kelly [Signature] 01-12-2024 [Redacted] Telephone Road Colborne [Redacted]
Name Signature dd-mm-yyyy Residence email

ERIC ZUVIC [Signature] 01/12/2024 [Redacted] Telephone Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

Norbert Black Norbert Black 01/12/24 [Redacted] Telephone Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

[Redacted] [Signature] 02/12/2024 [Redacted] Telephone Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

Lily Dametto [Signature] 13/12/24 [Redacted] Trenear Rd. [Redacted]
Name Signature dd-mm-yyyy Residence email

Anthony Dametto [Signature] 13/12/24 [Redacted] Trenear Rd [Redacted]
Name Signature dd-mm-yyyy Residence email

John Vares [Signature] [Redacted] Simpson Rd. [Redacted]
Name Signature dd-mm-yyyy Residence email

Cheryl Vares [Signature] [Redacted] Simpson Rd [Redacted]
Name Signature dd-mm-yyyy Residence email


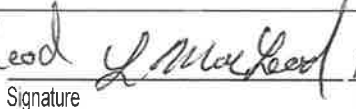

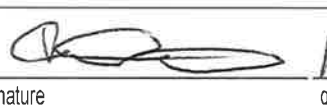

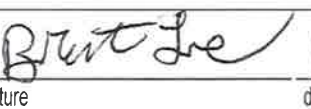
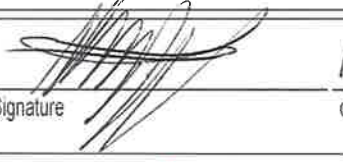






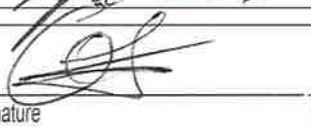

[Redacted] [Signature] 13/12/24 [Redacted] Blyth Park [Redacted]
Name Signature dd-mm-yyyy Residence email

JEANNIE STOCKFORD [Signature] [Redacted] Strawberry Lane [Redacted]
Name Signature dd-mm-yyyy Residence email

Name Signature dd-mm-yyyy Residence email

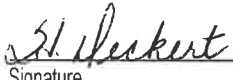


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

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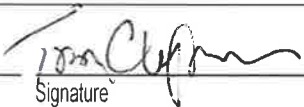


Dean Bury		12/11/24	
Name	Signature	dd-mm-yyyy Residence	email
Lindsay Hatched		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Michael Moore		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
CORY CHAFE		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Mohammed Khodab		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Brent Lee		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
ALEX KOPAC		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Kyle Maisson		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
JULIUS EVANGELISTA		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Roy McFarlane		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
Josh Clarkson		12/14/24	
Name	Signature	dd-mm-yyyy Residence	email
Jamie Sandercock		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email
John Olsen		12/12/24	
Vinson Dries		12/12/24	
Name	Signature	dd-mm-yyyy Residence	
Justin Sijl		12/12/24	
Name	Signature	dd-mm-yyyy Residence	email

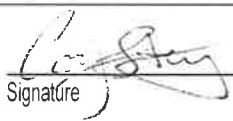


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Northumberland County

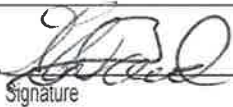


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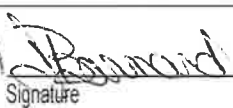


Hazel Deckert  9/11/2024  Crandall Rd. 

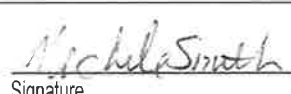
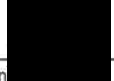

Tanice Chapman  9-11-2024  Crandall Rd 

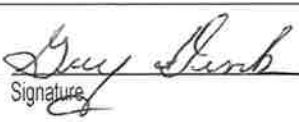

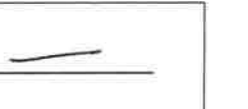
Tom Chapman  9-11-2024  Crandall Rd. 



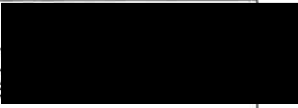
Gudy Steacy  10/11/24  Crandall Rd 

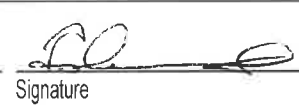


Glen Baird  10/1/24  Crandall Rd 

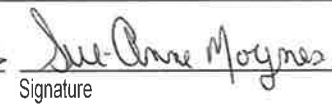


Jeanne Baird  10/11/24  Crandall Rd 

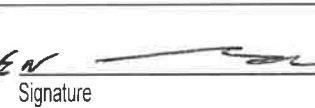

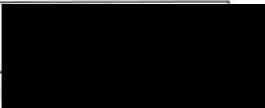
Nicholas Smith  10-11-24  Crandall Rd 

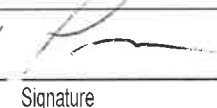


Guy Dunk  10-11-24  Mutton Road 

T Bossence  13/11/24  Crandall Rd 

E. CUNNINGHAM  13/11/24  CRANDALL RD. 

Sue-Anne Moyner  13/11/24  Crandall Rd 

GRANT HARDEN  13/11/24  CRANDALL RD 

PAT M'NEIL  13/11/24  CRANDALL RD. 

Name _____ Signature _____ dd-mm-yyyy _____ Residence _____ email _____




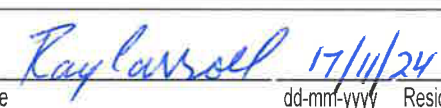
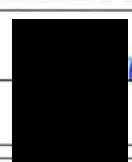



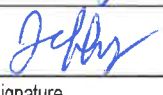




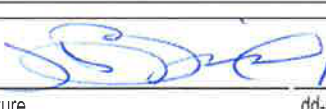
OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

Susan Pet Lacer	[Signature]	15/11/24	[Redacted]	Little Lake Road	[Redacted]
Name	Signature	dd-mm-yyyy	Residence		
ABC Mark	[Signature]	15/11/24	[Redacted]	17707 Wmms	[Redacted]
Name	Signature	dd-mm-yyyy	Residence		
Br. Hrey Meussel	[Signature]	15/11/24	[Redacted]	Little Lake Road	
Name	Signature	dd-mm-yyyy	Residence		email
David CHISHOLM	[Signature]	15/11/24	[Redacted]	Little Lake Rd.	
Name	Signature	dd-mm-yyyy	Residence		email
Anne Marie Procee	[Signature]	15/11/24	[Redacted]	Lake Rd.	
Name	Signature	dd-mm-yyyy	Residence		email
Mark Lukas	[Signature]	16/11/24	[Redacted]	Pine Tree Lane	
Name	Signature	dd-mm-yyyy	Residence		email
Awen Stevenson	[Signature]	16/11/24	[Redacted]	Arthurs Lane	
Name	Signature	dd-mm-yyyy	Residence		email
Reens	[Signature]	16/11/24	[Redacted]	Pine Tree	
Name	Signature	dd-mm-yyyy	Residence		email
Ron Dugan	[Signature]	16/11/24	[Redacted]	Inke Rd	rdougie
Name	Signature	dd-mm-yyyy	Residence		email
Heather McNair	[Signature]	16/11/24	[Redacted]	Lake Rd.	[Redacted]
Name	Signature	dd-mm-yyyy	Residence		
Paul Zeggil	[Signature]	16/11/24	[Redacted]	Little Lake Rd.	
Name	Signature	dd-mm-yyyy	Residence		email
Don Manners	[Signature]	16/11/24	[Redacted]	Little Lake Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Tom CLARK	[Signature]	16/11/24	[Redacted]	NE DRESS RD.	
Name	Signature	dd-mm-yyyy	Residence		email
[Signature]	[Signature]	16/11/24	[Redacted]	Ventura	
Name	Signature	dd-mm-yyyy	Residence		email

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

DAVID NOBLE		13/11/2024	[Redacted]	McDONALD RD
Name	Signature	dd-mm-yyyy	Residence	
Alessandro Comati		13/11/24	[Redacted]	McDonald Rd
Name	Signature	dd-mm-yyyy	Residence	email
Zachary Caddick		17/11/24	[Redacted]	McDonald
Name	Signature	dd-mm-yyyy	Residence	email
RAY CARROLL		17/11/24	[Redacted]	McDonald Rd.
Name	Signature	dd-mm-yyyy	Residence	email
Carlo, Collette		13/11/2024	[Redacted]	McDonald Dr.
Name	Signature	dd-mm-yyyy	Residence	email
Matt Hull		15/11/24	[Redacted]	LITTLE LAKE RD.
Name	Signature	dd-mm-yyyy	Residence	email
Jim Williams		15/11/24	[Redacted]	TRENT Valley
Name	Signature	dd-mm-yyyy	Residence	email
Shelley Colbran		15/11/24	[Redacted]	Little Lake Rd
Name	Signature	dd-mm-yyyy	Residence	email
Jeff Myette		15/11/24	[Redacted]	Little Lake Rd
Name	Signature	dd-mm-yyyy	Residence	email
Nancy Gilette		5/11/24	[Redacted]	Little Lake Rd
Name	Signature	dd-mm-yyyy	Residence	email
Louise Myette		15/11/24	[Redacted]	LITTLE LAKE RD
Name	Signature	dd-mm-yyyy	Residence	email
Sharon Myette		Nov. 24/24	[Redacted]	Little Lake Rd.
Name	Signature	dd-mm-yyyy	Residence	email
Daniel Levesque		15/Nov/2024	[Redacted]	Little Lake Rd
Name	Signature	dd-mm-yyyy	Residence	email
James Boscoe		15/Nov/2024	[Redacted]	Little Lake Rd
Name	Signature	dd-mm-yyyy	Residence	email

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

Pauline Kemp	Pauline Kemp	12/11/24	[REDACTED]	Lennick Rd	[REDACTED]
Name	Signature	dd-mm-yyyy	Residence		
Troy Brown	Troy Brown	11/12/24	[REDACTED]	Lake Rd	
Name	Signature	dd-mm-yyyy	Residence		email
MAUREEN CANFIELD	M. Canfield	11/12/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
M.E. Muir	M.E. Muir	11/12/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
DM Kay	DM Kay	12/11/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Gloria McMay	Gloria McKay	12/11/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
BRIAN BECKETT	[Signature]	12/11/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Michael Eaton	[Signature]	Nov/12/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Jan Vinsol	[Signature]	Nov. 13/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Jamie Taylor	[Signature]	Nov. 13/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Crystal Clarke	Crystal Clarke	Nov/13/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Mto Rudy	Mto Rudy	Nov/13/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Sherri Lochrane	[Signature]	Nov/13/24	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email
Ben J. BRISCOE	[Signature]	Nov. 13/2024	[REDACTED]	McDonald Rd	
Name	Signature	dd-mm-yyyy	Residence		email


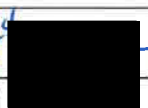

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

1 STEPHEN Young  09/11/2024  Dean Rd Colborne 
Name Signature dd-mm-yyyy Residence email




2 ROB FRASER  09/11/24  LAKE Rd
Name Signature dd-mm-yyyy Residence email


3 Katie Buxton  09/11/24  Telephone Rd 
Name Signature dd-mm-yyyy Residence email

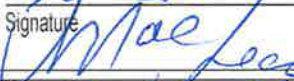


4 Steve Buxton  09/11/24  Telephone Rd 
Name Signature dd-mm-yyyy Residence email

5 DAN Smith  09/11/24  LAKE ROAD 
Name Signature dd-mm-yyyy Residence email

6 Sean Weeks  09/11/24  LAKE RD 
Name Signature dd-mm-yyyy Residence email

7 Cathy Donison  9/11/24  Lake Rd. 
Name Signature dd-mm-yyyy Residence email

8 MARK MACISAAC  19/11/24  LAKE RD 
Name Signature dd-mm-yyyy Residence email

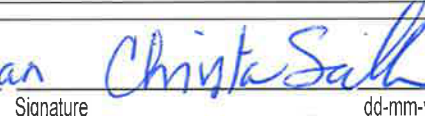


9 Robson  Nov/9/24  LAKE RD 
Name Signature dd-mm-yyyy Residence email




10 Heather Veinotte  Nov 12 2024  Little Lake Rd 
Name Signature dd-mm-yyyy Residence email

11 Ashley Tang  12/11/2024  Dean Rd Colborne 
Name Signature dd-mm-yyyy Residence email

DAVE GRAVELLE  12/11/2024  Little Lake Rd 
Name Signature dd-mm-yyyy Residence email

ARMAN SAILLIAN   Reddick Rd - 
Name Signature dd-mm-yyyy Residence email

Christa Saillian   Reddick Rd. 
Name Signature dd-mm-yyyy Residence email

LEND ECKERTT   REDDICK RD 
Name Signature dd-mm-yyyy Residence email


OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County


We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

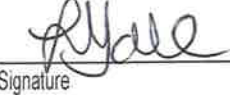
Wanda Dunk	Wanda Dunk	dd-mm-yyyy	Residence	
ERNEST DUNK	Ernest Dunk			11
Linda Moore	Linda Moore			
TREVOR STAPLEY	Trevor Stapley	12/11/2024		
Andrew V.K.	A. Nam Min	24/1/24		
Barbara Dunk	Barbara Dunk	24/1/24		
JERAY DUNK	Jeray Dunk	12/11/24		
April Mackey	April Mackey	20/11/24	Colborne	
Tom Sempke	Tom Sempke	20.11.24		East E. Dr.
DALE CANFIELD	Dale Canfield	20/11/24		Medford
DAN BARTLEY	Dan Bartley	20/11/24		
CAROLYN RAWN	Carolyn Rawn	20/11/24	Colborne	
Brayden Dunk	Brayden Dunk	20/11/24		
WILL THORNTON	Will Thornton	20/11/24		
Jim McEwen	Jim McEwen	20/11/24		
Geoff McEwen	Geoff McEwen	20/11/24		


OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

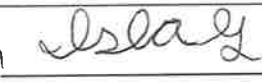
We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.


Rick DEURIES		10/11/2024	TELEPHONE RD	
Name	Signature	dd-mm-yyyy	Residence	COLBORNE


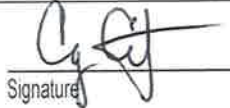
JOSHUA BELL		10/11/24	TELEPHONE RD	
Name	Signature	dd-mm-yyyy	Residence	

Lindsey Gale		10-11-24	Telephone Rd	
Name	Signature	dd-mm-yyyy		


Paul Murdoch		10-11-24	Telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	


151a Green eslay		10/11/24	telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email

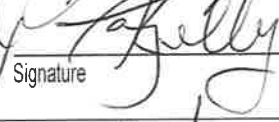
Kyra Green		10/11/24	telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email

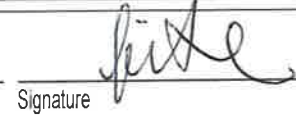
		10/11/24	telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	


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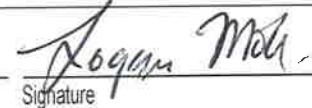
Shirley		10/11/24	telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email


John Kelly		10/11/24	Telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email

Tammy Kelly		10/11/24	Telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email

Faith Beck		10/11/24	Telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	

Denise Orr		10/11/24	Telephone Rd	
Name	Signature	dd-mm-yyyy	Residence	email

LOGAN MOHER		10/11/24	TELEPHONE	
Name	Signature	dd-mm-yyyy		

Laurel Mohr		10/11/24	Telephone	
Name	Signature	dd-mm-yyyy	Residence	

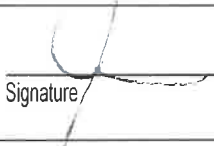
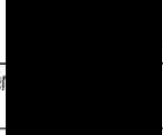
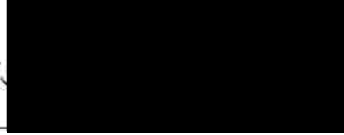
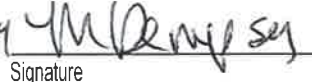
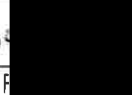


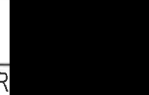
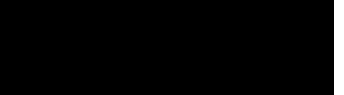
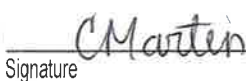




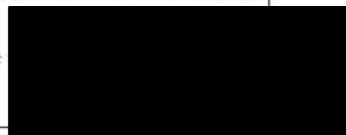


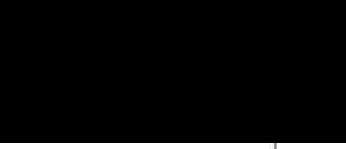


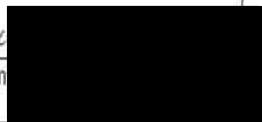



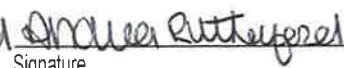



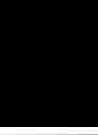

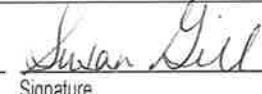
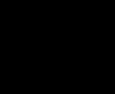



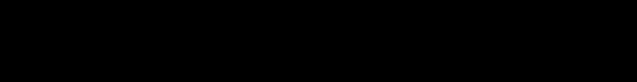
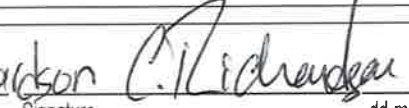

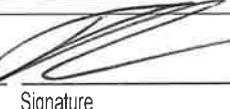

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

Name	Marie Whaley	Signature	Marie Whaley	dd-mm-yyyy	17-11-2024	Residence	Telephone Rd	email	
Name	Robert Whaley	Signature	Robert Whaley	dd-mm-yyyy	17-11-2024	Residence	Telephone Rd	email	
Name	Tara Lock	Signature	P. Lock	dd-mm-yyyy	17-12-2024	Residence	Telephone Rd	email	
Name	Diego Castro	Signature		dd-mm-yyyy		Residence		email	
Name	Betty Buck	Signature		dd-mm-yyyy		Residence	Telephone Rd Brighton	email	
Name	S. Greves	Signature	S. Greves	dd-mm-yyyy		Residence	" "	email	
Name	Roger Cole	Signature	Roger Cole	dd-mm-yyyy		Residence	Telephone Rd	email	
Name	Kendal Hase	Signature	Kendal Hase	dd-mm-yyyy	17/11/24	Residence	Telephone Rd	email	
Name	Brian MacIsaac	Signature	Brian MacIsaac	dd-mm-yyyy	17/11/24	Residence	Telephone Rd	email	
Name	ZERAFIA	Signature	ZERAFIA	dd-mm-yyyy	17/11/24	Residence	TELEPHONE RD	email	
Name	ZERAFIA	Signature	Janice Zerafa	dd-mm-yyyy	17/11/24	Residence	" "	email	
Name	Courtney Marcar	Signature	C. Marcar	dd-mm-yyyy	17/11/24	Residence	Telephone Rd	email	
Name	Bob Marcar	Signature	Bob Marcar	dd-mm-yyyy	17/11/24	Residence	Telephone Rd	email	
Name	Jackie Ann Greenen	Signature	Jackie Ann Greenen	dd-mm-yyyy	17/11/2024	Residence		email	
Name	DAN GREENEN	Signature	Dan Greenen	dd-mm-yyyy	17/11/24	Residence		email	
Name	Joe Hubers	Signature	Joe Hubers	dd-mm-yyyy	17/11/24	Residence	Telephone Rd	email	
Name	Vanessa Hubers	Signature	Vanessa Hubers	dd-mm-yyyy	17/11/2024	Residence	Telephone Rd	email	

OBJECTIONS
To Proposed Asphalt Plant
13945 Telephone Rd, Colborne, ON
Cramahe Township
Northumberland County

We the undersigned Object to the Proposal to operate an Asphalt Plant on the property noted above as well as the request to operate an Asphalt Plant at this location for 24 hours a day.

Joe DEMPSEY		10/09/2021		Telephone	
MARY-ANNE DEMPSEY		10/09/2021		Telephone Rd	
Kyle Martin		11/17/24		Telephone Rd	
Courtney Martin		11/17/24		Telephone Rd.	
Laeanne Bugden		17/11/24		Telephone Rd	
Tyler Bugden		17/11/2024		Telephone Rd	
Noley Ucinat		17/11/2024		Telephone Rd.	
Tori Mercer		17/11/2024		Telephone Rd.	
Andrea Rutherford		17/11/24		Telephone Rd	
John Rutherford		17/11/24		Telephone Rd.	
Sue Gill		17/11/24		Telephone Rd.	
DAVE GILL		17/11/24		Telephone Rd	
Caroline Richardson		17/11/24			
Bob Richardson		17/11/24			

From: [REDACTED]
To: [Clerk](#)
Subject: Proposed asphalt plant at 13945 Telephone Rd Cramahe ON
Date: Monday, February 10, 2025 2:10:02 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External E-Mail

To whom it may concern,
I am the property owner at [REDACTED] Little Lake Rd, Cramahe K0K1H0. I am vehemently opposed to the proposal by Fidelity to add the production of asphalt to the gravel pit at 13945 Telephone Rd.
It is located within the Lower Trent Conservation Area and only a couple of kilometres from Little Lake. The impacts of such an endeavour on the surrounding area include, Foul Odor, Air Pollution (emissions include dust, carbon monoxide, nitrogen oxides, sulfur dioxide and VOC's, volatile organic compounds), increased noise due to continuous mixing and burner noise, truck traffic and machinery, and most importantly WATER POLLUTION and RUNOFF. Oil based materials (bitumen) may contaminate water sources. Storm water runoff could carry pollutants into nearby rivers or GROUNDWATER. The plant is within 2 kilometres of Little Lake!
Another impact would be increased GREENHOUSE GAS EMISSIONS-Asphalt production releases CO2 and methane
HABITAT DISRUPTION, is another concern. The expansion could affect nearby ecosystems especially if vegetation is removed or wetlands are impacted. I don't understand how this expansion is even being considered seeing as it is located WITHIN the Lower Trent Conservation area!!
Please listen to my concerns and those of my neighbours. Please DO NOT ALLOW Fidelity to expand into asphalt production at 13945 Telephone Rd Cramahe
Thankyou,
Pauline Zahalan

Janet Newall

From: calderone maria <foreverlulu8@yahoo.com>
Sent: Tuesday, February 11, 2025 12:40 PM
To: Clerk
Cc: maria calderone
Subject: QUESTIONS FOR TOWNSHIP and COUNCIL RE:Permit change for a 24/7 transport of gravel/asphalt.

You don't often get email from foreverlulu8@yahoo.com. [Learn why this is important](#)

CAUTION: External E-Mail

Maria Calderone 14067 Little Lake Road Cramahe Ontario K0K 1S0 To: clerk@cramahe.ca These are my questions for Cramahe Township and Council sent this day Tuesday February 11th, 2025 @ 12:38pm clerk@cramahe.ca
QUESTIONS FOR TOWNSHIP and COUNCIL on TRUCK TRAFFIC and the permit change for a 24/7 transport of gravel/asphalt.
1. How will the Township accommodate and manage a 24/7 traffic increase on Telephone Rd., and other roads that might be and have been used in the past with 401 traffic accidents and weather closures? 1a. Will the Township be policing, changing and addressing speed limits on Telephone Rd., with a 24/7 traffic i.e. Gravel Dump Trucks and Asphalt Trucks, traveling on said roads; given that these roads are incredibly hilly, school buses transporting children, sight hindrances and lack of visibility, hidden driveways, businesses operating, children riding bikes in the summer, snowmobiles in the winter, residents traveling to Little Lake for recreation all year round, and coyotes and deer crossing on said roads. 2. Has the Township or will the township be conducting a detailed traffic survey to assess the potential traffic loads and damage to roads and plausible danger scenarios to commuting residents? 3. Has the Township considered the noise impact on local residents due to increased traffic, backup alarms, and tailgate slamming, especially with all the houses (50 houses) on Crandall Road and (85) on Telephone Road? 4. Has the Township assessed the impact of constant tailgate banging on the Wildlife, local farm livestock particularly horses- which are easily spooked and may bolt, jump, or leap, potentially endangering themselves and their riders? 5. Has the Township considered the hardship residents and visitors will face traveling on a damaged Telephone Road before repairs are completed, given that repairs on Little Lake Road have yet to have been paved after grating last spring 2024? 6. Has the Township evaluated the safety risks on Telephone Road and all side roads, given that the Dump/Asphalt trucks will be using the narrow hilly roads with our daily commuters, farmers and their combines? 7. Has the Township assessed the potential for an environmental disaster if a bitumen tanker goes off-road and spills its load? 8. Has acoustic modeling been used to predict asphalt plant noise levels, factoring in local terrain, sound power levels, and meteorological conditions? 9. The turn from Telephone Road onto Highway 25 is on a curve and slight hill. Has the Township considered the potential for accidents caused by slow-turning trucks? 10. How much allowance (stated under the Financial Implication heading in the September 24th, 2024 REPORT from PLANNING & DEVELOPMENT) will the Township receive monthly, quarterly, annually from Fidelity and will the township use it to repair said roads and not be the taxpayers? 11. There is an existing industrial area in Cramahe, could the Township consider whether this potential industry and a 24/7 trucking operation would be better suited in the industrial area and not in Northumberland's natural rural community that is celebrated all over the various Media and Southern Ontario? Thankyou for your time and consideration care and compassion for the concerns of the residents of Cramahe Township. Maria Calderone

[Yahoo Mail - Email Simplified](#)

From: [REDACTED]
To: [Clerk](#)
Cc: [REDACTED]
Subject: Questions re proposed 24/7 operation of proposed asphalt plant in Cramahe Twp.
Date: Monday, February 10, 2025 12:04:26 PM

CAUTION: External E-Mail

The potential instalment of a 24/7 asphalt plant on Telephone Road is an egregious affront on the right of Cramahe township residents to continue enjoying clean air, clean water, and safe roads. The proposal to introduce the plant is outrageous when one considers the potential environmental damage that would affect so many homes and wetlands.

To pursue the instalment of a 24/7 asphalt plant is also in direct contravention of the Township's Official Plan which states:

4.3.2 Objectives

(d) To ensure that new commercial and industrial development is not located where it would jeopardize existing and future residential applications, disrupt recreational, or impact environmentally sensitive areas.

We have the following questions regarding the environmental fallout that is inevitable should Council approve Fidelity's request:

1. Have social and economic cost benefit studies been undertaken by an impartial party that outline any short- and long term consequences residents can expect?
2. Will an environmental assessment be undertaken by an independent and unbiased firm at no cost to Cramahe residents?
3. Will the plant be required to purchase insurance that will adequately cover the event of a major spill or fire?
4. With no accessible water mains to deliver adequate volumes of water quickly in the event of potential fires, it begs the question whether or not tanker trucks could be expected to quickly and safely extinguish the flames of a large fire.
5. Will Fidelity provide their own legal assistance and not expect Cramahe taxpayers to pick up the tab as they have occasionally done in the past?
6. Will standard protocols be put in place and followed in the event of a spill to expedite cleanup, eg. procedures to mitigate environmental damage in the event of spillage into ground water etc? We are very concerned that the existing pit has already excavated below the water table at the south end resulting in standing water collecting and draining south into Little lake and the connecting Biddy Creek wetlands.

We would appreciate a response to these questions at the Tuesday February 11th meeting in Colborne.

Sincerely Glen Parsneau & Margaret Fleming

[REDACTED] County Rd. 21, Cramahe Twp.

From: [Ginette Campbell](#)
To: [Clerk](#)
Subject: Re" Special meeting February 18/25
Date: Tuesday, February 11, 2025 3:53:11 PM

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CAUTION: External E-Mail

IMO if Fidelity is the one who has done the road traffic study, should it not be an impartial party to do that? Would that not be a conflict of interest?

Can a road study be done accurately during the winter months? with the gravel pit having been exhausted 5-6 years ago, is there not a lot less traffic during the winter months than warmer months?

As much as Telephone Road is not an EDR route when the 401 has an accident or blockages, we all know that it still gets used, imagine the traffic of dump trucks filled with gravel and asphalt going constantly back and forth trying to meet their contractual needs to meet the local traffic and the re-routing of traffic . Would this not be a recipe for accidents?

So by what I understand that the Township and Fidelity both used the same consulting firm??!! Is this not a conflict of interest? Should the integrity commissioner be made aware of this?. I also understand that staff is recommending council approve this? Is this correct? How could that be when the studies have not been done independently of one another and being in conflict? Could not one of the parties find another firm and should that firm not have mentioned they are representing the other party? How can you come up with different conclusions using the same firm? IMO definitely not looking after the taxpayers best interest.

I believe this would be a Class III Industrial Facility by the definition of the Township.. 'means a place of business for large scale manufacturing or processing, characterized by large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyances and there is high probability of fugitive emission".

I believe Class II this would not fall into this category

There is a KOA located nearby, the noise and the smells of a 24/7 hour asphalt would keep the tenants of the KOA awake at night and more than likely destroy the business by the right to enjoy peace and quiet at night and they would lose their business because tenants would more than likely vacate.

..

Has the Mayor and Council gone to this location to make sure it meets all the distances

required? Especially being surrounded by agricultural properties and delicate wetlands
4.31 states Special Separation Distances-Pits and Quarries and Residential and other
uses...'Notwithstanding the minimum yard provisions of this By-law to the contrary the
following separation distances shall apply

'No pit use or quarry use (no blasting) shall be established or made within 120 m. (393.70 ft)
of any lands zoned for residential, institutional or commercial uses or an existing residential
dwelling located in a Rural (RU) Zone or Agricultural (A) Zone'

4.29 Special Separation Distance- Industrial and Sensitive Land Uses

"notwithstanding the minimum yard provisions of this By-law to the contrary, The following
separation distances shall apply for the industrial and sensitive land uses:

Industrial uses as defined herein shall be separated from sensitive land uses based on the
following minimum setbacks:



(c) Class III Industrial Facility 300 m (984.25 ft.) ... Class II Industrial Facility 70 m (229.66 ft.)

How does the Township benefit from allowing this asphalt plant to be approved? Is it by the
load?

Why not move this in an industrial area away from Agricultural land and homes, wetlands.

I cannot see how this benefits the taxpayers? The constant noise, noxious fumes will travel for
kms with winds and get worse during the summer, the the health issues -headaches and
illnesses it will cause to people and animals, livestock and wildlife will suffer, loss of value of
homes and lands for years and years, pollutions of lands and wetlands, aquafir, stigmatism
that will last for decades long after the plant closes.

A 24/7 asphalt plant would destroy our precious farmlands and countryside. This cannot be
replaced.



2/10/2025

OBJECTION TO PROPOSED 24 HOUR OPERATIONS on LOT 20 CONCESSION 3, CRAMAHE TOWNSHIP



Cramahe Resident Advocate Association
An incorporated Not for Profit Association

February 10, 2025

clerk@cramahe.ca

Re: Fidelity property Group Inc.

Site Plan Amendment

Site Plan Amendment form under the Aggregate Resources Act for a Site Plan Amendment to change the hours of operation for the existing gravel pit legally known as Part Lot 20, Concession 3, township of Cramahe, County of Northumberland and municipally addressed 13945 Telephone Road (herein referred to as the "Subject Lands" The applicant herein is referred to as "Fidelity".

The site plan amendment is to revise the hours of operation (Note B of the ARA site plan) to allow processing, loading, and shipping on a 24-hour basis, when required. There are no changes proposed to the hours of operation for extraction which will continue to occur from 6 am to 6 pm Monday to Friday inclusive and 8 am to 12 noon on Saturdays and may not occur on Sundays and public holidays as defined by the Employment

The proposed purpose of this change to the hours of operation is to allow Fidelity to service critical highway construction projects that occur overnight to reduce impacts to the travelling public (e.g. highway 401 construction)

REBUTTAL AND CLARIFICATION

The Employment Standards act does NOT restrict work from occurring on Sundays or Holidays.

...because road maintenance is considered a form of construction work, they fall under the "construction employee" exemption, which means they may be required to work on Sundays and holidays depending on their specific employment contract and industry practices, often with additional pay for holiday work.

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

PREFACE

The Nature of Business

There are numerous Asphalt plants. These plants sell their products and services to governments, municipalities and individuals.

Much is being made of the proximity to the 401 in the case of this proposed plant. This proximity, it is assumed, would reduce cost which could then be configured into a “BID” that appears to save tax dollars initially.

The impact of this proposal will, in reality, cost the Tax Payers of Cramahe Township significant amounts. In a SWOT analysis, Cramahe residents will not only be exposed to higher taxes for road maintenance, but to market reduced valuations of their primary real estate holdings.

On the other side of this analysis, The “Pit” was a minor investment with major return possibilities should this proposal be approved. Without question Cramahe Township residents are supplementing the Profit Structure of a single business entity.

The question and Response matrix prepared by “MHBC” on behalf of Fidelity and the Township, deliberately understates the scope and future growth of the proposal.

Of course, the “Pit” will **not** require 24-hour operations, there is no gravel left to extract. The Asphalt plant, however, requires 24-hour operational approval to secure a contract with the MTO.

Having already determined that Cost and Profit are the main motivating factors, we must also analyze the inevitable expansion of the Fidelity operation past the 401 Highway project.

The Ministry of Transportation of Ontario (MTO) maintains all roads in Ontario that are part of the provincial highway network. This includes King's Highways, secondary highways, and tertiary roads. The MTO also oversees winter maintenance for these roads.

A 24 hour operational approval would effectively apply to other networks overseen by the MTO as well as Regional and Municipal projects.

Once awarded, a 24-hour operation approval becomes an asset to the corporation and not one that is rescinded at the end of the project. To suggest this is both naive and grievous.

There is, however, a cost hiding in plain site to Cramahe landowners, Little Lake lands and homeowners and to a fragile area known as the ‘Biddy Creek Watershed Conservation’ area.

The hidden cost is described more fully throughout the matrix below.

Governance

In reviewing the current and in force Cramahe Official Plan, several allowable activities on land that is designated as Aggregate Resources is permitted. There are, however, exceptions to activities in the Official Plan when certain condition exist.

Business and individuals looking to invest in this area would believe that these exceptions in the official plan with regard to Environmental Zones, sensitive wetlands, road infrastructure, compatible uses and more, would be able to satisfy themselves that they could rely upon the good governance and responsible stewardship in Cramahe Township to protect their investment interests.

Due diligence before investing in Cramahe Township given this event, is compromised.

Everyone in Canada has the right to the use and enjoyment of property, individually or in association with others, and the right not to be deprived thereof ...

Canadian Bill of Rights

Statement

I/We are opposed to an Asphalt Plant in this specific sensitive area.

I/We are opposed to an Asphalt Plant operating a 24 hour operation when required or otherwise.

The following Matrix outlines My/Our objections to the proposal to extend operational hours for the proposed plant to 24 hours a day when required.

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

<p>Environmental Concerns</p> <p>Large Quantities of water are necessary to knock down airborne particulates and dust settling on cattle, farm animals and crops on farms directly adjacent to the subject lands.</p> <p>This water will seep into the environmentally sensitive area on the south end of the subject property and wells in the adjacent Rural Residential homes.</p> <p>Low lying land in this area are prone to flooding along with runoff in spring and heavy rain events.</p>	<p>The subject property is subject to an Environmental Zoning in the Southern End of the property.</p> <p>The Topography of the subject land slopes significantly southward, is very low lying and has standing water where excavation at one point went below the water table. Properties surrounding the subject lands are subject to flooding. These occurrences repeat more frequently with severe weather conditions as experienced throughout Ontario.</p> <p>The subject property is completely enclosed in the “Biddy Creek Watershed area as described in Schedule A attached.</p> <p>Risks associated with an Asphalt Plant are magnified in a 24-Hour operation. More accidents occur in poor visibility situations and Nighttime operations. It would require lighting to mitigate, to a degree, this peril. Even with a lighting mitigation effort, accidents are more frequent during nighttime operations.</p> <p>The risk of any type of accident in this environmentally significant area would be catastrophic. Liability and cost exposures due to damage would be high.</p>
<p>Properties Affected</p>	<p>The area affected by this proposal encompasses a large settlement area with hundreds of homes in the immediate area to more still in the Biddy Creek catchment area. It not only impacts landowners, tenants, cottages but also business and recreational facilities that have flourished here. The taxes paid by landowners and businesses have supported the Township for years when all other income sources for a rural community did not exist</p>
<p>Noise Pollution, Quality of Life and right of enjoyment Concerns</p>	<p>Extending operations to 24 hours would significantly increase noise disturbances during nighttime hours, affecting residents sleep, health, and well-being. Noxious odors and dangerous emissions would deprive residents from accessing fresh air. Windows would be tightly closed to prevent both fumes and emissions from penetrating their homes.</p>

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

Noise Pollution, Quality of Life and right of enjoyment Concerns con't	<p>Noise from non-stop Truck traffic, diesel generators, heating mechanisms, loading, unloading and vehicle motion alarms used in visibility compromised settings for vehicles moving in reverse would destroy the Quality of Life and the right of enjoyment residents now have.</p> <p>No clear mitigation measures have been provided to address this. I urge the Ministry to reject this amendment unless independent noise studies confirm no adverse effects on local residents.</p>
Light Pollution & Environmental Impact	<p>Overnight operations will introduce artificial lighting that can disrupt local wildlife habitats and interfere with residents' nighttime environment.</p> <p>Expanding operations to 24 hours will lead to increased artificial light pollution, which can disrupt local wildlife, including nocturnal animals and birds. The additional lighting will also affect residents who currently enjoy dark sky conditions. There is no mention of mitigation strategies such as shielded lighting or reduced brightness.</p> <p>I/We strongly recommend rejecting this amendment or requiring a comprehensive light pollution study before approval.</p>
Environmental Degradation & Air Quality	<p>Continuous processing, loading, and shipping may increase airborne dust, emissions, and traffic-related pollution, potentially exceeding acceptable environmental limits.</p> <p>The amendment does not consider the increased impact on air quality from round-the-clock operations. Prolonged dust and emissions from truck traffic and processing activities. These activities will pose a risk to respiratory health, particularly for vulnerable populations such as children and seniors. I/We request an independent environmental assessment to analyze the impact on air quality before any decision is made.</p>

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

<p>Increased Truck Traffic & Road Safety</p> <p><i>The Pit on the subject land has been depleted of its gravel deposits</i></p> <p>Areas of Concern:</p> <p>Noise from trucks Impact on local traffic Vehicles exceeding the 5 tonne per axle load restriction Structural damage due to truck traffic</p>	<p>The roads in Cramahe Township are chronically under maintained and are the main reason for notices from the Township of impending Tax increases</p> <p>The main roads the proposed plant would use are Municipal not Provincial. As the project scales up, the municipal roads would sustain levels of use not contemplated in design, safety or maintenance.</p> <p>Delivery of input materials approximately 400,000 tons, including gravel, would need to be trucked into the site to produce and deliver 400,000 tons of material off site. This would effectively double the quantity of trucks using our municipal roads.</p> <p>Trucks carrying in scrapped asphalt from existing roads and Highways would increase truck traffic yet again.</p> <p>I /We are deeply concerned about the potential increase in truck traffic at all hours of the day/night. The surrounding roads are not adequately prepared to handle an increase in heavy vehicles during overnight hours, posing a safety hazard for local commuters, school buses and farm vehicles. I /we request that a full traffic impact study be conducted before considering approval failing which approval should be withheld.</p>
<p>Lack of Community Consultation</p> <p>“Update” Council has quickly called a meeting for February 11, 2025</p>	<p>There has been little to no public consultation regarding this amendment, despite the significant impact it will have on residents. I /We oppose this change until local community meetings are held, allowing impacted residents to voice concerns and receive assurances regarding noise, air quality, and other environmental impacts.</p> <p>This issue has been in front of Cramahe Council since July of 2024. When pressed, the council has agreed to hold a special meeting on February 18th at 5:00 PM. This time slot did not consider residents who work normal hours and may not be able to attend due to those constraints.</p>
<p>Need for Stronger Compliance & Oversight</p>	<p>Without strict monitoring and enforcement, a for-profit plant has little incentive to adhere to environmental regulations.</p> <p>There is no clear framework for how compliance will be monitored if 24-hour operations are approved. I /We urge the Ministry to reject this amendment unless strict oversight, real-time air and noise monitoring, and enforceable penalties for violations are established.</p>

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

Counterfactual land use introduces adverse selection in the market	<p>Asphalt production In an Environmentally sensitive area, along with approval of for a 24-hour operation is not an “Additive” market value event. It is an adverse market event where decreased values would be anticipated.</p> <p>For those property owners nearest to the subject lands a drop in market value between 30%-50% is anticipated. With the addition of a 24-hour operation the impact is magnified.</p> <p>The Township would be impacted by lowered MPAC valuations and reduced tax income.</p> <p>I/We reject this amendment due to the damage it’s approval would do to the market value of the area. Future Township liabilities and potential damages are an important area for consideration.</p>
Mortgaging, Loans and Equity improvement Loans for Homes and Business	<p>In a meeting held on January 19, 2025, arranged by residents, a Banking representative explained how the affected area could potentially be REDLINED.</p> <p>This practice flags areas where contradicting land uses may impact values. Underwriting for mortgages, loans and equity improvement financing are scrutinized for risk exposure. The result is lower advances or outright rejection. This would result in higher interest rates due to risk and the need to approach lending institutions more willing to underwrite higher risk areas at a premium cost to owners.</p>
Home and Business Insurance	<p>Banking and Loan providers are not the only institutions that would REDLINE an area. Insurance Companies would scrutinize for the same risk to value.</p>
In the Matrix offered by MHBC, on behalf of Fidelity the last entry speaks to income from aggregate sources and applied to Cramahe Road Administration.	<p>The annual fee for aggregate removal is moot. There is <u>no/little</u> aggregate remaining on the site. Moreover, the income to the Township has not fully been explained. The amount of \$232,751 is income from ALL aggregate extracted in Cramahe Township. Further, it is unclear what the full source of this income is, whether from corporate aggregate extraction or other government assistance. Additionally, this amount is insignificant in road maintenance and suggests that the residents and stakeholders in the Township of Cramahe will have to <u>supplement</u> an enterprise in a commercial venture for the purposes of profit.</p>

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

Changing dimensions of wetlands in an environment impacted by Climate Change	<p>Minimum distance setback requirements from environmentally sensitive lands must be reevaluated in this climate of change. Some wetlands increase in size and expand when heavy rains and snow melt impact these areas.</p>
Hazards	<p>Fire & Explosion have occurred at asphalt mix plants in Canada. Cutback and Rapid Curing Asphalt are Flammable. Typical or Medium to Slow Curing Asphalt is Combustible. Chemical foam to extinguish asphalt fire is a high-level “forever” pollutant to nearby water sources, wells and aqueducts.</p> <p>Cramahe Township fire Department does not have the means nor the expertise to handle a fire or explosion scenario. Cramahe would have to call in other Township Fire Fighters with Hazmat Training to control and mitigate this type of disaster.</p> <p>I/We ask that the Ministry reject the amendment to operate 24 hours a day. We are not aware of any plan or schedule in place to protect workers on site or the local residents in the event such a disaster occurs, A plan should include provisions to restore or stop environmental damage.</p>
Return on Investment	<p>A pressing question we all have for our Council is the expected return or advantage the Township will realize from this proposal.</p> <p>It is clear that the stakeholders in Cramahe Township, including Little Lake Residents will become collateral damage in this development. But what does this sacrifice, FROM the people of Cramahe, give to the Township?</p> <p>What monetary impact will the Township enjoy if any?</p> <p>Councilors have stated that without the 24-hour a day operation, this proposal would not be worthwhile. For Whom? For the Applicant or the Township? Is “Worthwhile” a measurement of PROFIT?</p>

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

Notification and Consultation

The Notification to Residents dated January 17, 2025, suggests that a completed “Amendment Form” is enclosed. It further details that the amendment was submitted to the MNR.

This Notification does **Not** include a site plan for the Asphalt Plant.

We are convinced that the proposed Asphalt Plant and its amendment to operate 24 hours a day in this specific location is an incompatible use that does not conform to the Township Official Plan, the Provincial Policy Statement or the Growth Plan For The GREATER GOLDEN HORSESHOE (GGH) 2024.

Existing or new plants, located in areas not as sensitive to Environmental concerns or in built up rural residential areas, may be a more appropriate and less disruptive solution.

I/We believe that our Objections are reasoned, thoughtful and objective. I/We ask that the Ministry withhold Approval of the Asphalt plant in this location and to withhold approval of a 24-hour operation on the subject lands.

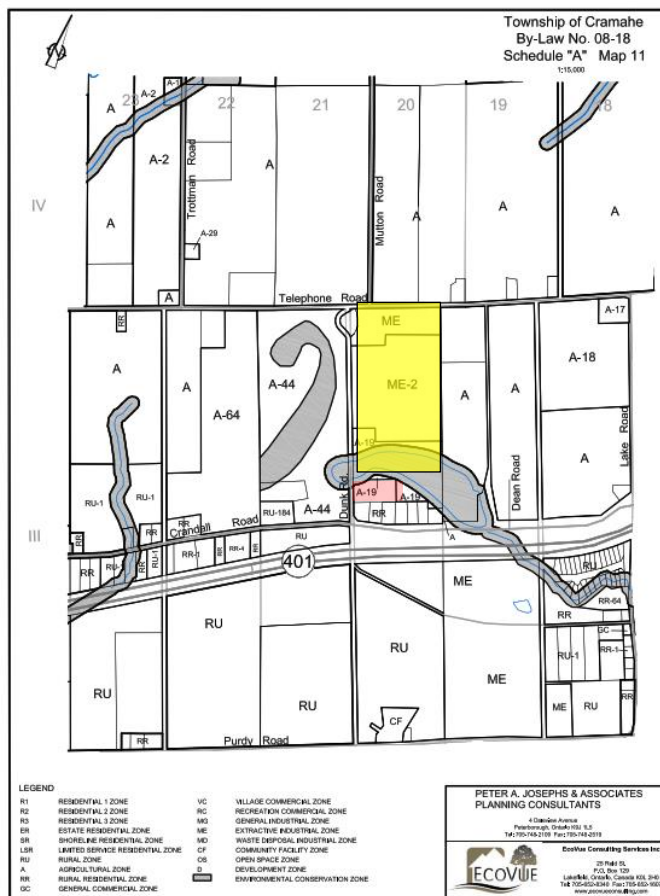
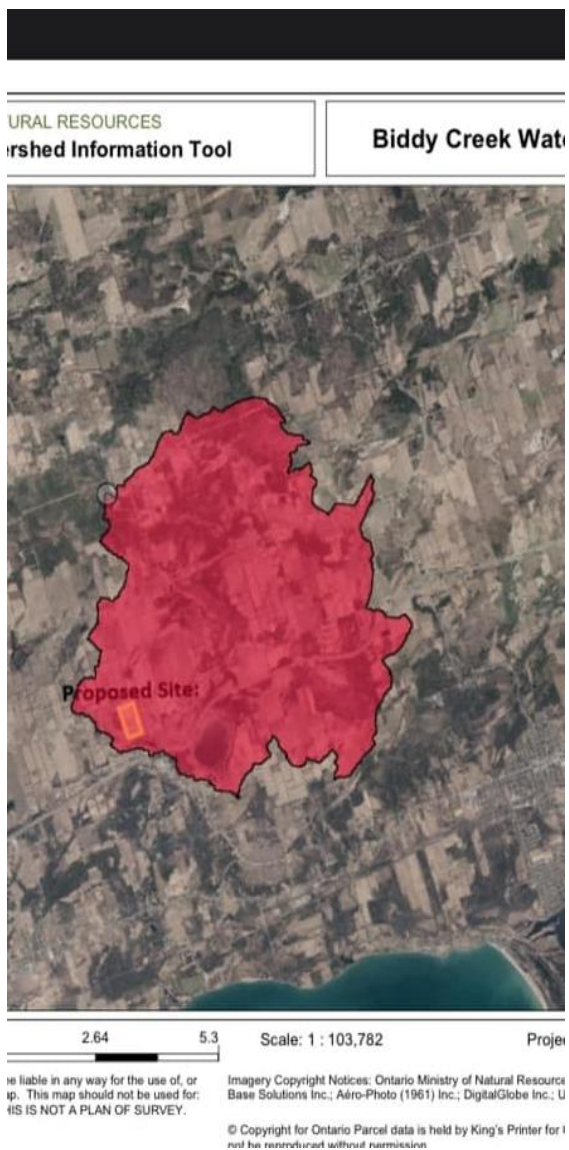
Yours Truly



Chair / Director
Cramahe Resident Advocate Association

OBJECTION TO PROPOSED 24 HOUR OPERATIONS On SUBJECT LANDS

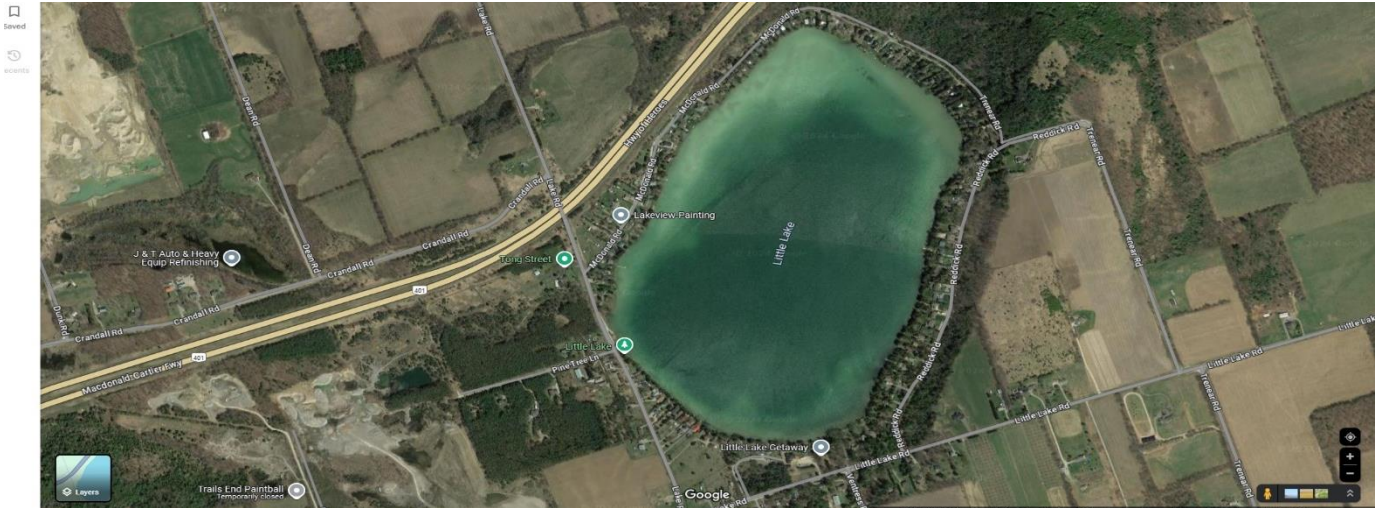
Schedule "A"



This map, still in current use by Cramahe Township, is approximately 48-year-old.

The A-19 Zoning on the map above [Highlighted in Red] is now in the RR zoning

Schedule “A” con’t



This view of the Pit [upper left-hand corner of picture, shows the south most area under the water table. It also highlights the housing density of Little Lake which is less than 2 Km to the east of the Pit. An aqueduct conveys water under the Bridge at Lake Rd and 401 and on into Little Lake.

From: [Sonja Coe](#)
To: [Clerk](#)
Subject: Stop Asphalt Plant
Date: Sunday, February 9, 2025 9:18:09 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

We live on Telephone rd between hwy30and rd25. In a Rural/Residential/Farm/Forestry and Conservation. Community.

Our road and sideroads are pedestrian, equestrian, farm equipment, and non commercial traffic serviced.

Overflow from 401 closures pushes our usage to the brink of its capacity. Volume is at a peak during holiday season and adding to all of this a 24/7 stream of asphalt and gravel truck is unimaginable.

This road and surrounding roads are not designed to accommodate weight and volume without significant breakdown.

What emergent situations at this asphalt plant could occur? Fires. Spillage. Chemical Leeching. This is all detrimental to a sustainable echo system.

What happens to our first responders in any of the above situations?

Do the resources and manpower exist if an emergency occurs?

What is coverage for the rest of our rural area if all resources are in one place?

What happens if multiple emergencies occur? Where are the priorities?

I believe this to be a red flag that this Asphalt Plant is not welcome in this community.

Sincerely

Sonja D. Coe.

[REDACTED] Telephone Rd.

From: [Dawn Anstead](#)
To: [Clerk](#)
Subject: Township of Cramahe Special Council Meeting February 18 2025
Date: Sunday, February 9, 2025 8:55:45 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: External E-Mail

Lee Anstead, Dawn Anstead
[REDACTED] Arthur's Lane, Colborne

1. Why was this particular location chosen for the asphalt plant? Were other, less populated or environmentally sensitive locations considered?
2. Our roads are in terrible shape now and the work done to them is slow. How are our roads even equipped to handle the amount of trucks it will take to operate this plant? And how is the township equipped to maintain our roads with this level of activity?
3. Has there been a study done to assess the potential drop in property values if the plant is built? If so, we (the homeowners and tax payers) are the ones who will suffer and take the biggest hit. We will be stuck living near this facility, because of the huge loss on our home value.
4. Have you considered the asphalt plant significantly lowering the quality of life for residents, such as through noise, odor, and traffic congestion? How is this preventable?
5. Have you considered the long-term costs to the community if health problems arise, property values decline, or local businesses are negatively impacted by the presence of the asphalt plant?
6. How did the project for the asphalt plant get this far without the town council properly notifying residents about its potential impact? Why wasn't there more communication or transparency around this

development?

We moved back to Cramahe 8 years ago to raise our family so we could enjoy the fresh air and the beauty of the countryside. We spend our summers swimming at Little Lake and appreciating all that our small community offers. It's disappointing to see the township and Fidelity, both members of our community, willing to risk our environment for financial gain. It's disappointing and scary to see the area we love threatened in this way.

Our family strongly opposes the construction and use of this facility in our community.

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From: [Kelly Kaliczynski](#)
To: [Clerk](#)
Subject: Urgent Opposition to 24/7 Asphalt Plant – Protect Our Community
Date: Monday, February 10, 2025 4:53:53 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External E-Mail

Good afternoon,

I am writing to express my strong opposition to the proposed 24/7 asphalt plant, located just a minute from my doorstep. This project poses serious and irreversible harm to our community, and I urge the council not to approve it.

What is the real benefit to Cramahe? The risks far outweigh any potential gains:

- Plummeting property values – Who will want to move to a town plagued by industrial pollution?
- Overpowering toxic odors – A deterrent to future growth and quality of life.
- Destruction of farmland and local environment – A loss for generations to come.
- Continuous truck traffic and noise pollution – Disrupting the peace of our small-town evenings.
- Severe health risks – Exposure to air pollutants linked to respiratory issues, heart disease, cancer, and contaminated drinking water.

Why is the council advocating for a large company's profits at the expense of residents? This decision directly threatens the well-being of my five children, my neighbors, and everyone who calls this town home.

I am not someone who often speaks out, but this issue is too critical to ignore. I stand with the advocacy group fighting to STOP this asphalt plant, and I urge the council to reject it outright.

Protect our homes. Protect our families. Protect our future.

Thank you,

Kelly Kaliczynski

[REDACTED] Telephone Road

Kelly Kaliczynski