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**From:** Bruce Forrest <[REDACTED]>  
**Sent:** Friday, May 24, 2024 1:47 PM  
**To:** Campbell, Dwayne <[campbelld@northumberland.ca](mailto:campbelld@northumberland.ca)>  
**Cc:** [mayor@porthope.ca](mailto:mayor@porthope.ca)  
**Subject:** Growth and Management May 23 presentation

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Dwayne Campbell  
Acting Director of Planning and Development  
Northumberland County

May 24, 2024

Comments re: Growth Management Amendment to the Official Plan presentation  
May 23

Let me first state that I am not opposed to the need for “affordable” housing development. I am in favour. The question becomes how do we do this with the least disruption to the existing population, the environment, food sustainability (farm community) and traffic disruption leading to future congestion.

It was stated that development had to go west of the town and below the 401 highway. This statement by the presenter, regarding this option, was based on interviews he had done in 2001 while working on then plans for Port Hope. I respectfully reject the 23 year old interviews as the municipality has changed dramatically since then. There are many more residents. More have become commuters, the environment has become more of an issue, food sources and costs are increasingly coming under scrutiny and traffic is becoming more of an issue. I came away from the meeting with the feeling that the presentation was more for

information only. The willingness to rethink any suggestions was addressed with “put it in writing” as all that was being mentioned couldn’t be remembered. There was only a slight hint of another look. Approximate time lines were given for planning and development but locally it has been noted that the clearing of wind rows on the fields on the east side of Baulch Road have already been completed.

The proposed site is prime agricultural land. It annually produces corn, wheat and soy beans. These are all necessary and are the base products for our non-imported food production industry. The farm that works that land is located on Marsh Rd. It also uses Marsh Rd. to access fields further away as witnessed by the current traffic of farm machinery and transport that occurs from March until November each year. Marsh Rd. will probably have to be rebuilt with new infrastructure, curbs and surfacing. This will no doubt lead closures.

In regards to the environment. There are CONSTANT breezes blowing from the west along the Marsh Rd. corridor. When the “Verandas” development went in, there were days when the dust was blowing across Toronto Rd. Local residents lost the use of the backyards on many a summer’s day over a two year period. No abatement programs were ever initiated. In addition, what are the plans for Little’s Creek and the surrounding woodland?

May I suggest that the current proposed development take a look at traffic patterns. As mentioned, the current pattern on Marsh Rd. consists of agricultural, residential, cycling, hiking and commuting vehicular traffic using Deer Park and Highway 2.

The use of lands on the north side of the 401 is no longer the issue it might have been in 2001. The commuting distance to downtown and shopping services of Port Hope are no greater via Toronto Rd., Cranberry Road / Victoria St. or Ontario St. Access to the 401 interchanges from the north are shorter than the access from the proposed development site.. Access to the proposed Employment Area on the east side of Highway 28 north of the 401 is also much shorter. Port Hope is becoming more and more a commuting municipality. Do we want to create more congestion on Marsh Rd. and Lakeshore Rd.?

There is land just north of the 401 between Toronto Rd. and east to Cranberry Rd and perhaps a little further, and north to Dale Rd. This was the site of a now demolished motel and some gravel pits. This site will draw some local complaints, as will any site chosen, but it will be less disruptive to fewer residence and less destructive of agricultural land than the current proposal.

It was stated that there was time before final approvals by council and we have until the fall Of 2024. In essence that is not much time if a re think were to occur and much of the land studies had to be redone to meet the deadlines. It is easier to just go ahead but this is a decision needing 21<sup>st</sup> century thinking that encompasses the least impact on the current residence and the environment. There are many communities that border both sides of the 401 today, why not Port Hope?

Respectfully submitted,

Bruce Forrest

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