

Archived: April 8, 2021 4:48:57P M

From: <Email address removed>

Sent: April 7, 2021 6:52:52P M

To: [Ministre/ Minister \(EC\)](#); [Scot Davidson - MP York/Simcoe](#)

Subject: Follow-up: Bradford Bypass and Need for Environmental Assessment

Sensitivity: Normal

Attachments:

[Ecojustice Letter re Bradford Bypass Request for Federal EA Feb. 03, 2021.pdf](#); [Bradford Bypass-AKA Holland Marsh Highway-RLSCF actsheet-Feb. 2021.pdf](#); [Top Highway 41 3a and Bradford Bypass Drafting-EnvDef Jan 3, 2021.pdf](#)

Previous e-mail had incorrect addresses for Minister EC, Jonathan Wilkinson and for MP, Scot Davidson due to spelling errors that have been corrected for this e-mail re-send of my comments on the Bradford Bypass

----- Forwarded Message -----

From: Frank Shaw <Email address removed>

To: Jonathan Wilkinson - Minister MECC <jonathanwilkinson@canada.ca>; Minister Mulroney - MTO <minister.mto@ontario.ca>; Scott Davidson - MP York/Simcoe <scott.davidson@parl.gc.ca>; Christine Elliott - MPP <christine.elliottco@pc.ola.org>; Caroline Mulroney - MPP <caroline.mulroneyco@pc.ola.org>; Jonathan Wilkinson - MP <jonathan.wilkinson@parl.gc.ca>

Sent: Wednesday, April 7, 2021, 6:03:39 p.m. EDT

Subject: Bradford Bypass and Need for Environmental Assessment

Bradford Bypass and Need for Environmental Assessment

The Honourable Jonathan Wilkinson,
Minister of the Environment and Climate Change,
House of Commons Ottawa, Ontario K1A 0A6

Dear Minister Wilkinson,

The Bradford Bypass Highway is a proposed 16.2 kilometre, four-lane controlled access highway located in Simcoe County and York Region in Ontario in the northern Greater Toronto Area, and adjacent to the south-westerly zone of Lake Simcoe. It requires a new 100 metre wide right of way. The project would cross the lake bed of the ancient Lake Algonquin, in an east-west direction across part of what is now the Holland River Marsh area, one of the most productive specialty crop agricultural areas in the country and one of the largest wetlands in the region. The project will lead to the removal of approximately 39 hectares of wildlife habitat and large areas of one of Ontario's most important wetlands and farmlands. This impact is great concern to me as an Ontario citizen.

A previous controversial environmental assessment study under the Ontario Environmental Assessment Act was completed 23 years ago. It concluded that the project would cause adverse effects to fish habitat including severe stormwater and groundwater impacts. The environmental assessment did not evaluate the impacts on species at risk, migratory birds or climate change. This study has not been updated. Recently, the Bradford Bypass Highway proposal has resurfaced with great concern over the negative impact on the destruction of farmlands, significant forests, natural areas & wetlands of the Holland River watershed and healthy rural landscapes.

Previously, when the 1997 EA was approved, there was a further provincial EA process and a federal EA process that was required. As a result, the 1997 EA fails to assess the impacts of the project on areas of federal jurisdiction or to propose adequate mitigation measures. Due to the passage of time including the enactment of the federal Species at Risk Act and Canada's engagement in further international agreements on climate change, the provincial EA is inadequate and needs to be updated to ensure that there are adequate protections for fish habitat, species at risk and migratory birds. And the project needs to be re-assessed in light of Canada's climate change commitments. If the project went ahead in the early 2000s it would have been under federal EA requirements.

I endorse and support the discussion and recommendations in the attached letter of Feb. 03, 2021 from Ecojustice to you on behalf of over 20 highly respected environmental not-for-profit groups and charities who object to this Bradford Bypass, as currently proposed, without more up to date environmental assessment. The serious concerns for environmental health and resilience are also reflected in two attached fact sheets from Environmental Defence and Rescue Lake Simcoe Coalition, two Ecojustice clients, referenced in the Feb. 03, 2021 letter.

In summary and as stated in the attached documentation, the provincial decision process for the proposed Bradford Bypass highway is woefully inadequate to assess negative impacts or ensure they are mitigated.

I request that you designate this project pursuant to section 9(1) of the Impact Assessment Act.

Respectfully submitted,

Frank G. Shaw, UE, B.Sc., P.Ag (ret.)

<Personal information removed>

Ontario Citizen, Farmer, Greenbelt Resident & Taxpayer