

Proceedings on Adjournment Motion

● (10:20 p.m.)

The plans as worked out between the port authority, the planning departments of the city and the province have won the acceptance and praise of all who have seen them. Because of the excellence of the engineering, the acre cost is low and the whole scheme is economically sound. At present ships cannot use the shallow eastern gap but must detour to the western entrance. The harbour and docking services are inadequate for the immediate future. The sand to be dredged from the west end of the harbour would help create land for the new city and fill the western entrance, thus providing land access to the new city and the recreation islands. The sand dredged from the east end of the inner-harbour, the new eastern ship entrance and the outer-harbour would be used to create the airport.

The eastern headland for the outer-harbour—now almost three miles in length—is being built at a fraction of the cost of standard construction through the utilization of fill and new design. But the Authority has now reached the point where it cannot move ahead efficiently, or much longer at all, until the Department of Transport makes a decision in respect of the dredging for the new harbour entrances, and approves the airport. I ask that the decision be made now so that all of this imaginative and energetic planning is not lost.

On December 19 I spoke opposing the proposed enlargement of the Malton airport on the grounds that it would seriously affect housing and was too expensive, and I suggested that it should be located further away from Toronto or in Lake Ontario which would be convenient, would not require extra highway construction and would not add noise pollution over residential areas. The then minister of transport abandoned the plan for the major enlargement, at great savings to the department and with little loss in total potential.

The need to construct a second major airport was recognized. Since then studies have been going on as to the best location, but the approval of the Toronto harbour airport need not wait until that decision is made. The cost is low and it has sufficient merit to warrant immediate approval.

Originally the Toronto Port Authority proposed an airport on the southwest side of Toronto Island at Gibraltar Point. Understandably there were objections that the flight

[Mr. Chappell.]

pattern was too close to the city and to the air approaches to Malton. Since then the authority has changed its plans and it now proposes that the airport be located on the east side of the new outer-harbour, at the east end of Toronto.

They suggest a runway of 7,500 feet with an approach parallel to the shoreline but over the water so as not to interfere with housing, and a second runway of 2,500 feet for STOL aircraft. From my investigation, this site is far enough away to avoid any interference with air space for Malton.

Toronto, or more properly Ontario, does require a second major airport but if the lake port is developed now the second major port could be delayed a little, perhaps until the development of a rapid transit system would make it feasible to locate it further out as part of an over-all complex and on land not required for urbanization. I suggest it is wrong to delay this project for years of research and study, negotiations with provincial and planning authorities, and hearings under the new Expropriation Act. There are compelling reasons for proceeding with this project now. They are:

(1) It is relatively inexpensive. Four hundred and fifty acres could be assembled from reclaiming sand and the utilization of fill at an estimated cost of \$10 million, but in any event for less than \$25 million. A regular land based airport would cost many times as much.

(2) It would service the Toronto-Ottawa-Montreal passengers who make up about 40 per cent of the Malton traffic. It would be a rapid transit by air pending the development of land transit.

(3) It would relieve the traffic at Malton and thus allow that airport to become a trans-continental and inter-continental airport.

(4) It would relieve severe intensification of flights at Malton which would be as undesirable from a standpoint of living conditions as the original proposed addition of runways.

(5) If we count the economy of time for the public and the efficiency of those travelling the Toronto-Ottawa-Montreal triangle, it would save millions. The travelling time from downtown hotels would be about seven minutes.

(6) By using computers at various locations in the city, all tied in with a master computer, and the existing rapid transit system or airport buses, people could leave their cars at home and check in at various city locations and step from the bus with their baggage directly to the plane. It is too late to