

**From:** [Tony Rusinak](#)

**Sent:** Thursday, March 30, 2023 10:01:48 AM

**To:** [Ministre / Minister \(ECCC\)](#)

**Cc:** [information@iaac-aeic.gc.ca](mailto:information@iaac-aeic.gc.ca)

**Subject:** Application to designate a project under the Impact Assessment Act subsection 9(1)

**Sensitivity:** Normal

**Attachments:**

[Site-Study-for-HP-Partial-Report-Received-April-29-2022.pdf](#); [dnd\\_mla\\_meeting\\_june\\_2021\\_summary.pdf](#); [Stakeholder In-Person Meetings - December 2022 - Karen Robb.pdf](#); [LETTER OF INQUIRY REGARDING LAND-BASED TESTING FACILITY.pdf](#); [Transcriptions - LBTF Public Engagement Session 1 \(3 March 2022\).docx](#); [Advocating for Surfing at Hartlen Point \(March 2023\).docx](#) ;

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**To:** **The Honorable Steven Guilbeault MP**  
**Minister of Environment and Climate Change Canada,**  
[ministre-minister@ec.gc.ca](mailto:ministre-minister@ec.gc.ca),  
**cc:** [information@iaac-aeic.gc.ca](mailto:information@iaac-aeic.gc.ca).

We the undersigned are requesting that you, in your role as the Minister of Environment and Climate Change Canada, Designate the project described below under subsection 9(1) of the Impact Assessment Act.

**The Project to be Designated**

This request relates to the Department of National Defense (DND) "Construction of a Land Based Test Facility at Hartlen Point, Canadian Forces Base (CFB) Halifax, Nova Scotia- Canadian Impact Assessment Registry reference number 81264. Hartlen Point is a 177 hectare headland that forms the eastern entrance to Halifax Harbour. It is located at the end of Shore Road in Eastern Passage, Nova Scotia and functions primarily as a recreation parkland. The land is owned by the federal government, and the project construction site, in its entirety, will be contained within these federal lands. The property is under "custodial care" of DND as defined by the Treasury Board of Canada. It is 8 km from the nearest Military Base, CFB Shearwater, and is not located at CFB Halifax.

**Proponent's Address**

[CFBHalifaxPublicAffairs@forces.go.ca](mailto:CFBHalifaxPublicAffairs@forces.go.ca). This is a general address for the Department of National Defense in Halifax, the only one provided to the public. The Project Manager listed on IAAC 'Public Comment Period Intent to Make a Determination' is no longer with the project and no alternative contact details have been provided.

**Project Status**

DND posted a 'Notice of Determination' on March 2, 2023 stating that their project will not have a significant effect on the environment. We believe Designating the project and providing a fulsome Impact Assessment of the environmental studies already conducted plus the additional documents below, may lead to a different Determination about the project's significant environmental and community impacts.

The project has NOT substantially begun. Site clearance of trees and brush and road improvements have started but other construction, beginning with municipal water service installation work, will not begin until this summer. Trees and brush can be planted to restore the area.

## Project Description

The Land Based Test Facility (LBTF) at Hartlen Point will be a 2 story 11,500 square meter warehouse and office building (not 9,000 square meters as described on the 'Intent to Make a Determination', a 28% increase over what was originally proposed). Construction includes improvements and additions to the access road, creation of sidewalks and a 2000+ square meter parking lot for 120-180 staff/service contractors/trainees/visitors, a large septic system with tank and fields, exterior HVAC for building needs and computer equipment cooling, a back-up generator, fuel storage tanks, radio frequencies towers, roof-top radar equipment, security outbuilding and security perimeter fencing surrounding the entire complex which prevents the passage of wild animals. The project footprint is estimated to be more than 90,000 square meters. This represents 1/3 of the remaining natural habitat on Hartlen Point and is a major habitat loss for Hartlen Point's significantly biodiverse Migratory Bird population as described below.

## Project Activities

At the LBTF, DND will be constructing, testing and integrating combat systems, radar, navigation and communication equipment as well as training all the personnel who will work these systems on the 15 Canadian Surface Combatant frigates to be built at Irving Shipyard in Halifax. The LBTF will run 24/7/365. Radio frequencies testing will occur throughout the 20+ year life span of the project. Lockheed Martin's AN/Spy7 radar has not been tested in Canada before. The first ship is not expected to be completed until 2031 (CBC Feb 13, 2021) so there is sufficient time to evaluate the impact of this project, and should IAAC determine that the project will have a significant environmental and community impact, to find a suitable alternate industrial location. Previously, DND completed its combat system and radar testing, component integration and training at Lockheed Martin's Land Based Testing Facility, 40 Highfield Drive, in Burnside Industrial Park, Dartmouth NS. This included all necessary LBTF work for The Halifax Class Modernization of 12 older frigates from 2010-2017.

## Regulatory Interpretation

We believe it was an error that the project was NOT initially Designated because it included:  
construction of a building more than 1000m<sup>2</sup>  
construction of sidewalks, parking lot, paved areas exceeding 1000m<sup>2</sup>  
construction of fencing that does not allow the passage of wild animals  
placement of permanent fill in a water body and  
construction involving the disturbance of known and suspected subsurface contamination.

## Potential Environmental Adverse Effects of the Project

### Contamination:

There is known contamination of groundwater, surface water and soil at Hartlen Point from DND-related activities since the 1940's (Former Beacon, Emergency Explosives Demolition Area, Artillery Firing Range, above and below ground fuel storage). DND has documented contamination in numerous reports for the last 25 years. These reports and studies were reviewed for DND by SNC Lavalin in 2021.

SNC Lavalin (2021) found on-site contaminants including Arsenic, Iron, Perylene, Benzene and Ethylbenzene. The construction site is a "groundwater discharge area" (Stantec 2023 pgIV) located approximately 100 meters from the shoreline of Cow Bay where there is an active lobster fishery in the immediate near-shore waters. Hartlen Point has surface water contamination from pesticides, fertilizers and herbicides related to golf course maintenance (SNCL 2021). The project will disrupt 3 wetland areas on Hartlen Point. The on-site Wetland compensation plan is to improve conductivity between two wetlands now dissected by an access road (CBCL 2023) which could conceivably increase contaminant distribution. Spread may also occur during construction through fine particle soil dust contaminated with Arsenic.

### Septic Effluent Pollution:

The impact of placing a substantial septic system continuously serving 120-180 people daily has not been assessed. No mention of the septic was made in DND's assessments including the Soil Characterization (SNCL 2021), Wetland, Bat and Bird reports (CBCL 2023). The SNCL (2021) report assumed municipal services would be connected for both water and sewer. The septic location appears to be adjacent to the higher of two wetland areas slated for conductivity improvements, which could also result in increased conductivity of effluent into the surrounding wetlands and ocean habitat. This will be the second septic system on Hartlen Point. The first serves the 18 hole DND golf course that can have upwards of 150 players a day during the May-October golfing season. The combined septic systems' effluent is a pollution concern that needs to be properly evaluated.

### Cumulative Effects on Wildlife and Habitat Loss:

Hartlen Point has over 300 species of birds. It is the most biodiverse bird watching location in Nova Scotia, the tenth most popular in Canada and the only Canadian top 49 location not already protected (E-Bird 2023). CBCL (2023) identified 111 species of birds protected under the Migratory Bird Act, 38 Species of Conservation Concern (SOCC) and 8 Species at Risk of Extinction (SAR), although 3 of the SAR are actually listed in Nova Scotia as Endangered. This level of biodiversity makes any habitat destruction significant. The LBTF itself is also a hazard to birds. It will be occupied and operating lights 24 hours a day, every day, making non-reflective window glazing and bird stickers ineffective relative to the volume of migratory birds in the area and the risk of bird strike deaths for decades to come.

Habitat destruction in this important staging area will have a significant effect on the bird population using Hartlen Point as a source of food and a safe haven during migration. According to the Bats and Birds study conducted by CBCL (2023, paragraph 5.2.3, p40), "The cumulative effects... of past projects in the area have resulted in the loss or fragmentation of available [breeding and foraging] habitat for birds and bats. . In the future, additional projects causing habitat loss in the area could result in additional cumulative effects if the projects cause the adjacent required habitats for migratory birds, bats, and species listed in Table C.2 of Appendix C, to be further diminished, fragmented, or eliminated." DND has not demonstrated good stewardship of the environment at Hartlen Point in the past, and this project would continue that legacy.

There is previous documentation of botanical Species of Conservation Concern (Natural Resources Management Plan Hartlen Point, Maritime Forces Atlantic 2018). DND did not conduct a botanical assessment as recommended in SNC Lavalin's 2021 Report, thus the impact of this project on SOCC plant life remains unknown and of concern.

Impacts of the project on wildlife and marine life are unknown. Stantec's (2023 p38) Environmental Effects Determination referenced Jacques Whitford (JWEL 1999) in their summary of marine wildlife and habitat. This 24 year old study made no reference to the local Eastern Passage lobster fishery. Amphibian and reptilian species were only referenced briefly (Stantec 2023, p42), as were invertebrates and insects. No mention was made of the impact on species health and biodiversity resulting from habitat fragmentation/disruption and elimination of food sources.

### Impact of Erosion Acceleration:

This project will greatly accelerate erosion due to climate change. Stantec (2023) reported (p24) and illustrated (p13) their assertion that the excavation of vegetation, and the construction of the facility at Hartlen Point will increase the erosion rate from 0.1-0.7 meters per year to **one meter per year**. That could mean a ten fold increase in erosion that would not have occurred otherwise. The report estimated it would be only 50 years before the erosion reaches the LBTF and 100 years before the headland will be

completely gone. As this headland washes away, it will take with it the contaminants listed above, further degrading wetland and water habitat in and around Hartlen Point.

#### Impacts of Radio Frequencies Emissions and New Technologies:

There is insufficient research evidence to ascertain the impacts of testing new radar technology (AN/Spy7) and a concentration of multiple types of radio frequencies emissions in immediate proximity to a large migratory bird population. DND acknowledges that little is known about the effects of radio frequencies exposure on birds but it is likely that radiation harms both birds and bird eggs, depending on the proximity, duration and power density. In the Irving Infrastructure Report (2021) DND states they plan to test full frequencies and power capabilities so this LBTF is being situated at the worst possible location on Hartlen Point in terms of potential impacts on the migratory bird population. DND was asked by the community to consider moving the building back onto the golf course to provide a larger buffer zone, reduce natural habitat loss, and increase the distance from radio frequencies exposure to the birds' shoreline and brush habitat but DND refused to consider that mitigation measure.

There was no assessment of impacts in Stantec's 2023 Environmental Effects Determination related to testing the project's "Laser System" referred to in SNC Lavalin's 2021 (p11) report. DND has been firm in statements to the public and media that no weapons will be tested. If this is not true then the project may involve "new technology or a new type of activity not included in the Project List" (IAAC Operational Guide: Designating a Project under the Impact Assessment Act, May19, 2022). Our attempts to secure the complete Irving Infrastructure Report (2021) has been unsuccessful through Access To Information. It is not our intention to acquire sensitive national defense information, but rather, to ensure that any secret activities related to the project have been fully assessed for all associated environmental and community impacts.

#### Impacts on the Local Community of Eastern Passage:

There is potential for economic impacts to lobster fishers holding LFA33 permits in the near-shore waters off Hartlen Point. LFA33 is an active, productive and lucrative fishery worth \$6 million annually. Given the proximity of the LBTF to near-shore fishing grounds, Safety Code 6 will almost certainly require a Maritime Exclusion Zone when radio frequencies equipment is being tested. The community has been asking since March 2022 for an estimate of those coordinates and an approximation of the testing schedule. How can economic impacts on the local fishing community be assessed when this question remains unanswered? (Navigator 2022)

Hartlen Point is important to recreation users. Hikers, bird watchers, kayakers and the thriving surfing community at Hartlen Point and near-by Silver Sands Beach (see attached letter detailing the history of surfing in this community), are also concerned about possible Maritime and Terrestrial Exclusion Zones and the resulting impacts on their health and well-being.

The project's impacts on the community, the full range of community concerns, and the level of opposition to the project has not been assessed. The EED Report (Stantec 2023) was cursory. The Public Comment Period on Jan 5-25, 2021 was not posted nor advertised outside of the IAAC website. There were NO comments and NO participants because the community was completely unaware of this project. Many people in the community only found out about the project when CBC wrote a story in June 2021. The next public engagement opportunity occurred more than a year later, on March 3, 2022 after DND was pressured into conducting an information session by the local municipal Councillor, MLA and MP. The transcripts from that meeting and meeting notes from some of the small group discussions held Dec 14-15, 2022 are attached below. The community is still awaiting release of the transcripts from the second public information session on Jan 31, 2023. Those who attended know community opposition is loud and growing. The Protect Hartlen Point petition has over 19,000 signatures.

In summary, we are of the opinion that the Impact Assessment Agency of Canada and the Minister of Environment and Climate Change were not in possession of all pertinent information necessary to effectively designate this project. We trust the information presented in this Application for Designation and attached as supporting documentation will provide you with a more rounded and in-depth view of this project so that a reassessment of Designation can be made and a more thorough study of the impacts on the environment and community may be carried out.

Please reach out to any or all of us if there are questions or if additional information is required. Our full contact details are below. We look forward to your response.

Sincerely,

Tony Rusinak,

[Redacted contact information for Tony Rusinak]

Angela Granchelli

[Redacted contact information for Angela Granchelli]

Sandra M. Martin

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Karen Robb

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Nikki Gullett

[Redacted contact information for Nikki Gullett]

## Reference Links

1. [Stantec EED final report 2023](#)
2. [CBCL Bat Habitat Assessment and Bird Surveys 2023 # IE036102 211207.00](#)
3. [CBCL Assessment of Wetland Impacts and Wetland Compensation Options 2023 # IE036102 74469KN](#)
4. [SNC-Lavalin Baseline Environmental Testing Program and Soil Characterisation \(2021\)](#)

5. [Stantec Traffic Study \(2023\)](#)
6. [Jacques Whitford Environmental Limited \(JWEL\). 1999](#)
7. [e-Bird hotspots in Nova Scotia](#)

**Documents attached:**

1. Irving Shipyards Infrastructure Report (partial) location study (2021)
2. Summary DND-MLA B. Adams meeting (June 2021)
3. Stakeholder in-person meeting K. Robb (Dec 2022)
4. Letter of inquiry MLA B. Adams
5. Transcript March 2022 public information session
6. Letter of support Hartlen Point surfing community

The following documents are References, cited in SNC Lavalin Dec 28, 2021 Report number IE036102-76648 that refers to the Irving Report completed in 2020, prior to announcing an "Intent to Make a Determination" on the IAAC website:

- Maritime Ground Water Inc. April 1997
- Neil and Gunter NS Ltd March 8, 2002
- Nova Scotia Environment August 2015
- WSP March 2018
- OCL 2020
- Stantec June 2020
- Stantec July 9, 2020
- Unauthored 2020

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### 7.1.3 Options Analysis – Remote LBTS Location

103. Options 3 & 4 for the Layer 5 LBTC require a remote LBTS in a maritime environment with the capability to emit at representative powers and frequencies. An options analysis is needed to assess the potential locations for a LBTS and determine which location offers the maximum benefit to the CSC Project. The following section describes the site options and options analysis.
104. To fully take advantage of a remote LBTS's developmental and operational T&E functions, it is essential to locate the facility in an environment which allows for the unrestricted use of its equipment. A site that is inappropriately located will preclude the facility from using its full capability and will inhibit the facility from providing the most benefit to the CSC Program. A key attribute of the site will be the ability to locate emitting sensors and communications antennas at positions representative the ship's topside design and to operate these emitters at up to full radiated power levels over their expected frequency bands. Without this ability, and others listed below, the facility will not be able to perform its required function for the CSC Program.
105. For a remote LBTS, the location must meet the following requirements:
- a. Flat land plot greater than 10 hectares (~25 acres) with access to municipal electrical, water, and sewer services deemed an advantage;
  - b. Within a 25 km radius of CFB Halifax and Contractor Shipyard facilities;
  - c. Within 2 km proximity to open ocean with unobstructed line of site to the horizon over a minimum 130 degree viewing aspect;
  - d. Located outside of a densely populated urban environment and capable to be licensed for up to full radiate capabilities of the incorporated emitters by Innovation Economic Development and Science Canada (IEDSC);
  - e. Ability to locate sensors and antennas representative to the ship's own configuration and radiate emitting sensors over their full frequency band capabilities;
  - f. A location that, when radiating emitting sensors or operating communications equipment, does not adversely impact navigational or communication capabilities of local infrastructure and/or shipping lane operations within Halifax Harbour;
  - g. Be positioned in relation to the ocean to create a realistic sea environment for assessing the CSC emitters, such as the AN/SPY-1 radar, for detrimental impact due to scintillation effects at the sea/air boundary;
  - h. Ability to erect communication masts at heights up to 25 m;

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- i. Accessibility by means of series 100 highways and well-maintained secondary roadways without low overhead bridges/overpasses that would limit equipment transport options;
  - j. Within 20 km proximity to local support services including cranes, heavy transport, marine vessel services, diving and salvage services, heavy industry such as machinists, welding, and metal fabrication; and
106. Although not a requirement, it will be deemed advantageous for the LBTS to be within 20 km of physical proximity to existing DND infrastructure – this advantage will also be used in the analysis.
107. The five sites listed below and illustrated in Figure 18 have been identified by the RCN, as part of the CSC-SU-016 Data Item Description, as potential locations to situate a LBTS:
- a. Bedford Basin;
  - b. CFB Halifax – Stadacona;
  - c. Ferguson’s Cove;
  - d. Osborne Head, Cow Bay; and
  - e. Hartlen Point, Eastern Passage.
108. These sites will be described and analyzed in in the remainder of Section 7.6.

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**Figure 18 – Remote LBTS Options Map**



**7.1.3.1 Bedford Basin**

- 109. Initial discussions held with IEDSC has eliminated the potential to have the ability to live radiate emitters to the sea/air boundary within the borders of Halifax Harbour. Inside the harbour limits, which is bounded by a yellow line drawn across from Chebucto Head to Hartlen Point (Figure 18), IEDSC will not permit the long-term operation of emitters at representative frequencies or power levels due to potential adverse impact to the populous health and safety or existing communication networks. If the LBTS was to be located within the boundaries of Halifax Harbour/Bedford Basin, this would limit the operational capability of the facility and the ability for the Contractor or RCN partners to perform independent verification and validation on equipment or system software in a representative manner. Availability of suitable land for a LBTS is also limited. Combined, these restrictions preclude a LBTS from being developed by the Bedford Basin.



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### 7.1.3.2 CFB Halifax – Stadacona

- 110. CFB Halifax maintains the same radiation restrictions as the Bedford Basin. If located here, the emitters would not be able to radiate to the sea/air boundary and would not be able to radiate at representative frequencies or power levels. Additionally, CFB Halifax maintains inherent physical footprint limitations and does not offer sufficient land to host a representative CSC topside design.

### 7.1.3.3 Ferguson’s Cove, Nova Scotia

- 111. Ferguson’s Cove is the site of the RCN’s East Coast Acoustic Range facility (Figure 19). Located within a suburban community overlooking the western approaches to the Halifax Harbour, the Ferguson’s Cove site maintains similar radiate restrictions as the Bedford Basin and CFB Halifax. It would not allow all CSC equipment to radiate at representative frequencies and powers. Additionally, operation of this facility would likely interfere with the shipping lanes within the Halifax Harbour and could result in restricted operations due to commercial or recreational vessel traffic. The site does not maintain sufficient clear land to install the CSC emitters and antennas in a representative configuration. The site offers a partial unobstructed line of sight to the horizon ocean views.

Figure 19 – Remote LBTS Option: Acoustic Range Facility, Ferguson's Cove, Nova Scotia



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7.1.3.4 Osborne Head, Cow Bay, Nova Scotia

- 112. Osborne Head is the site of the NESTR(A) range (Figure 20). The site offers 14 hectares of vacant DND property. The site offers series 100 highways and good secondary roadways for the majority of the route to the Contractor Shipyard. Roads from Eastern Passage to Osborne Head are narrow and winding, with low power lines, which may introduce logistical issues when transporting large equipment.
- 113. The Osborne Head site offers direct access to an unobstructed line of sight to the horizon ocean views and borders Grid A of the MARLOAs Range. NESTR(A) holds an inclusive license in support of live radiate trials for the Halifax Class. Working with Industry Canada’s Spectrum Management group, the range coordinates trial efforts to limit any potential adversarial impacts within the local spectrum. Collocating a LBTS facility next to NESTR(A) may result in interferences to test and measurement when operating both sites simultaneously. Electromagnetic Interference interactions would need to be assessed and corrected to allow for independent operation of both ranges at the same time. Collocation would also preclude using NESTR(A) to test a LBTS facility and using a LBTS facility as a baseline for NESTR(A), losing a potential opportunity for both facilities. Operation at this site would not interfere with the shipping lane approaches into Halifax Harbour. There are existing residential homes in close proximity to the site which would be deemed a disadvantage.
- 114. Utilizing the Osborne Head site for a LBTS will require DND to allocate the site land to the CSC Program. As detailed in CSC-SU-011 *Infrastructure Current Conditions and Capability Baseline Report*, major infrastructure updates will be required at the Osborne head site if it is to be used for a LBTS, alongside remedial work to rectify environmental issues such as asbestos and lead.

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Figure 20 – Remote LBTS Option: Osborne Head, Cow Bay, Nova Scotia



### 7.1.3.5 Hartlen Point, Eastern Passage, Nova Scotia

- 115. Hartlen Point is located at the head of the eastern approaches to Halifax Harbour. The vacant site sits adjacent to Hartlen Point DND Golf Course on 33 hectares of DND owned property (Figure 21). The site offers access to series 100 highways and well-maintained secondary roadways between it and the Contractor Shipyard. This site is fully serviced and is located near the new site for Contractor CSC offices in Dartmouth, marine services (RMI Marine and Dominion Diving), Woodside and Burnside Industrial Parks, CFB Halifax Jetty November Alpha, and 12 Wing Shearwater. Hartlen Point lies directly across Cow Bay from the NESTR(A) range facility and borders Grid A of the MARLOAs Range. The site offers an unobstructed line of sight to the horizon ocean views. Operation at this site would not interfere with the shipping lane approaches into Halifax Harbour.

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- 116. Currently, NESTR(A) holds an inclusive license in support of live radiate trials for the Halifax Class. NESTR(A) is collocated directly across Cow Bay from Hartlen Point; therefore, has been identified by IEDSC as site that would have a greater likelihood to be granted a live radiate license. The geography and separation from the suburban residential community should allow a minimum of a 155° field of view over the open ocean environment. Utilizing the Hartlen Point site for a LBTS will require DND to allocate the site land to the CSC Program.

Figure 21 – Remote LBTS Option: Hartlen Point Eastern Passage, Nova Scotia



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117. Enhanced facility interoperability can be organically achieved through careful consideration of the emitter site location and through taking advantage of the existing RCN T&E infrastructure and capability. By locating the emitter site at Hartlen Point, the facility is collocated to NESTR(A), which is the primary Electronic Warfare and Radio Frequency/RCS signature test and evaluation site. This proximity to each other and the MARLOAs Range will allow the emitter site, NESTR(A), and ships under test on range to work in concert (Figure 22). This would allow the RCN to benefit from each site’s individual and unique capabilities and allow for:
- a. The LBTS to act as a reference ship set for NESTR(A), ensuring the calibrated condition of NESTR(A);
  - b. NESTR(A) to assist the LBTS by conducting EW or signature test and trials for CSC. This therefore will reduce duplication of services, Non-Recurring Engineering and/or operational costs associated with LBTS; and
  - c. NESTR(A) to conduct trials in support of EW and signature management with the warship on range, referencing back to the LBTS configuration to independently verify and validate the warship under test results and its own operational state.

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Figure 22 – LBTS Interoperability Model



### 7.1.3.6 Results

- 118. The above sites were evaluated against the site requirements listed earlier in Section 7.6. with results detailed in Table 9. This analysis resulted in Hartlen Point being the location that best satisfies the LBTS requirements.

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**Table 9 – Remote LBTS Options Analysis Matrix**

TLI	-	Bedford Basin	CFB Halifax - Stadacona	Ferguson's Cove	Osborne Head	Hartlen Point
1	Plot of 25 acres or greater	x	x	x	✓	✓
2	Access to municipal services	x	✓	✓	x	x
3	Within 25km of CFB Halifax	✓	✓	✓	✓	✓
4	Unobstructed line of site to horizon	x	x	x	✓	✓
5	Outside of urban environment	x	x	x	✓	✓
6	Capable of achieving required RF licence	x	x	x	✓	✓
7	Does not impact external operations	x	x	x	x	✓
8	Realistic sea/air boundary	x	x	x	✓	✓

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Irving Shipbuilding Inc.

Document #:	CIS-SB-RE-U000-0005
Revision/Status:	02R – Issued for Review
Date:	2021-02-26

TLI	-	Bedford Basin	CFB Halifax - Stadacona	Ferguson's Cove	Osborne Head	Hartlen Point
9	Can erect masts up to 25m	x	x	x	✓	✓
10	Accessible via maintained roads	✓	✓	✓	✓	✓
11	Proximity to DND Infrastructure	✓	✓	x	✓	✓

### 7.1.4 Options Analysis Summary

119. The empirical and quantitative options analysis for the LBTC options found that *Option 4 – Build a new Ship Zero facility at a remote Land Based Test Site* was the best suited option to meet the T&E capability requirements and mitigate the most CSC Program Risk. In the test capability empirical options analysis, Option 4 scored approximately twice as high as the second ranked option (Option 3) due to its ability to test the detect-to-engage sequence in a representative operational environment with latency and timing being the same as a ship at sea. This capability is crucial since the detect-to-engage sequence is the process that underpins the entire Combat System. In the infrastructure cost options analysis, Option 4 was ranked 3<sup>rd</sup> of the three options.
120. For the remote LBTS options analysis, it was found that Hartlen Point, Eastern Passage, is the most appropriate location as it provides the most opportunities to enhance the CSC LBTC. Hartlen Point met all site requirements, with the exception of direct access to municipal services. Three of the remaining location options – Bedford Basin, CFB Halifax, and Ferguson's Cove – were all identified as being infeasible options due to radiation limitations within the Halifax Harbour limits and therefore did not score well in the analysis.
121. Besides Hartlen Point, the only other site option deemed viable is Osborne Head, Cow Bay. Osborne Head ranked lower than Hartlen Point in the analysis due to possible emitter interference with the range facility (NESTR(A)) currently located there. Selecting Osborne Head as the LBTS also did not provide the ability to leverage NESTR(A) and enhance the capability of both the LBTS facility and the range, which Hartlen Point offers.

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- **Has the Design work been finished?**
  - Design work is preliminary.
- **Where will the buildings go?**
  - Site location and size of buildings are unknown.
- **When was public consultation done?**
  - Public Consultation was done online in Jan 2021. The public part of that is posted on a government website - was open for about a month in January 2021 and no comments were received.
  - So there was agreement that public engagement has not happened yet to hear and address people's concerns.
- **Has the project been approved yet?**
  - The project is approved by the Treasury Board, but it is not finalized yet so there is still potential that may not go there but to Osborne Head. But there is approval to release the RFP.
  - The research facility builds a mock up ship and do all the integration testing.
  - A land based facility with the same systems and computers that are a close replication to the ship so that testing and training can be done. Building would be similar to the Shearwater main headquarter.
  - The plan is for 15 Canadian Surface Combatant Destroyers will be built at Irving Shipyard for about 60-77 Billion dollars. These ships are 50% bigger than traditional warships and more advanced.
  - The research facility is built first and then the information gathered is used to help build the new ship.
  - Expect to see a contract awarded some time this year and design work to start in 2022. Some of the construction work could start next year.
- **When is the environmental effects assessment being done or will be finished?**
  - The Environmental Effects Assessment is in progress and will be done in a few months
  - The environmental assessment is being done by DND and is expected to be done in the next few months. Work is done a lot by staff in Ottawa.
- **What will be the environmental impact be?**
  - Need to wait for the report
- **What will the buildings look like?**
  - Need to wait for designs to be done
- **How big will the buildings be?**
  - Wait for designs to be done
- **Where will the buildings go?**
  - Have to wait for a proposal
- **When will this happen?**
  - Potential for some work to start in 2022
- **What will the impact be on traffic and roads?**
  - Will have to look into this



The view from Hartlen Point, a piece of land owned by the Canadian Department of National Defence, looking toward Eastern Passage with downtown Halifax on the horizon. (Brett Ruskin/CBC - image credit)

- **Where will the entrance be in relationship to the golf course?**
  - Not sure but it will be on the water side of the golf course
  - No intention to interrupt the golf course
- **How will this impact people's access to Hartlen's point?**
  - There will need to be security around it so there will be a fence around the facility
- **What will the impact be on surfing?**
  - Not sure how far over it would go
- **Will this impact Rainbow Haven Beach?**
  - This shouldn't have any impact on Rainbow Haven Beach or likely Cow Bay
- **Will this impact MacCormack's beach and fishermen?**
  - There would be continued use of the water ways but no major impact
- **What will be the impact on people moving to the community and on housing stock?**
  - Most of the staff are probably already living here in the area but there will be increased staffing as the project continues
- **Will people be working for 24 hours per day?**
  - Will have to check on this issue
- **What will the noise impact be?**
  - Construction will be a temporary impact
  - The facility is not expected to make significant noise
- **Would there be an increase in busing?**
  - This would be a question for our city councillor
- **Will this impact the golf course?**
  - None
- **Will there be helicopters flying in and out?**
  - No, Helicopters are not expected to land there
- **Is there any part of this property that is provincial land?**
  - Not likely
- **Why couldn't the project go to Osborne Head?**
  - There are other sites that were proposed including right inside CFB Shearwater
  - A big part of this is the radars so you need to be able to do non-ionizing radiation emissions
  - If this was in a populated area, so having a site on the water, allows them to emit over the water, which is safer and allows them to track ships and planes in real time
  - There are homes in Osborne Head
- **What kinds of improvements to the surrounding area could be done to help the community adjust to the changes like a walking trail and / or expanded coastline parking before the golf course?**
  - Good question, he will look into it

## STAKEHOLDER IN-PERSON MEETINGS – DECEMBER 2022

<b>Name(s):</b>	Karen Robb with her sister Debbie Murphy and brother-in-law Earl
<b>Contact information:</b>	████████████████████
<b>Date:</b>	December 14 <sup>th</sup> , 2022
<b>Time:</b>	6:45 pm
<b>Location:</b>	Hartlen Point Golf Club, 2400 Shore Road, Shearwater, Nova Scotia
<b>Background:</b>	<p>All three are locals with generational family connections to Eastern Passage.</p> <p>Their concerns are environmental impact as well as the intended use and safety of facility. Very concerned about weapons testing and emitters.</p>
<b>Summary of meeting*:</b>	<p>Introductions.</p> <p>Karen made a Land acknowledgement and highlighted that Hartlen Point has historical seasonal Mi'kmaq occupation.</p> <p>Stated her/their concerns are mainly environmental concerns; migratory birds; recreational areas; coastal areas disappearing.</p> <p>Expressed that communications from project had improved of late.</p> <p>Big bird watching community, but this group is mostly hikers; cyclists.</p> <p>Metro area being taken for development. Coastal areas are a particular concern. Many people use this area for recreation.</p> <p>Karen said federal government spends so much tracking migratory birds; how can we get rid of a major stop over.</p> <p>Debbie said outdoor space important for mental health – lovely to have areas close to the city to come to.</p> <p>Karen said she assume site selection is subject to an environmental assessment. Required to do it.</p> <p>Lorne Oram explains yes, we are absolutely obligated. Lorne explains process. 23 months. External third party. 3 contracts. Since 2021.</p> <p>Karen references a recent provincial example, Eisner Cove: mitigation ordered and then no oversight.</p> <p>Lorne Oram explains federal government must and will, subject to ECCC.</p> <p>Earl suggests Hartlen Point is a great area to develop for tourism. DND should find another area, further from metro.</p> <p>Captain Turner explains why and how Hartlen Point selected.</p>

Karen said that according to her research, LM is delivering a tested Radar so why is LBTF needed. Sounds like Japanese not doing a LBTF. Captain Turner questioned whether perhaps Japanese may not be using the radar at sea...? If a shore-based platform for them, not the same complexities.

Captain Turner explains why testing is needed and why Hartlen Point.

Questions about impact of radar on waterfront/water users (We're kayakers; will you work around lobster fishers). Captain Turner explained likely impact on waterfront and near waters -- managed access during radar use.

Karen said that it did not make sense to have this facility so close to a pretty big community. 20K people in Eastern passage not too distant future.

Earl asked whether the headland would be cut down/lowered.

Explanation from Karen that Eastern Passage Land use bylaws dictate 61 M from high water mark.

Karen and Debbie said that other DND sites look like a wasteland, that DND does not have a good record of making things attractive. With cruise ships on Dartmouth side. If they want to attract tourists, shouldn't they be enhancing? All we have in Dartmouth is Fisherman's Cove.

Karen questioned safety of radar: Radar is magnitudes more powerful.

Captain Turner explained that tech that manages radar has advanced but radar is the same. And must be compliant to Safety Code 6.

Follow up questions about safety to sea life and birdlife. Captain Turner explained likely impacts and how managed.

Earl asked: Any sonobuoys? Lorne Oram: No. Any sonic higher frequency weapon testing? No.

Captain Campbell: No all about sensors and radars. That are used on the CSC, Radars and computing and other sensors.

Earl: Anti-ballistic? Not going to be an ABM. Not part of that at all. No weapons, no guns.

Debbie: So people/community won't be able to use Hartlen Point? Lorne Oram explained managed access.

Reiteration that DND sites all look terrible, with parking lots, with buildings. Captian Campbell made point that there are positive examples.

Karen said that all look terrible, and suggested that LBTF will cover a big part of the point.

Lorne explained it will actually be a very small part of Hartlen Point.

Karen responded that while that is how it may begin, there may be creep. Lorne explained that no, this is a unique application.

Karen asked when sea level rises, what happens? Lorne responded that water levels are part of planning too.

	<p>Debbie made point that it is a pity that Golf Course couldn't be a more general rec area. Something that is imaginative and fits into the landscape.</p> <p>Karen made point that community does not have a lot of trust in environmental assessment. Cited example of Eisnor Cove Wetlands. Province didn't handle it right.</p> <p>Lorne Oram made point that DND will follow all the regs.</p> <p>Group expressed appreciation for the opportunity to be heard.</p>
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\*This is a high-level summary based on notes taken during meeting. Comments are not verbatim. In some instances, a question or answer has been ascribed to a particular speaker based on memory.



**LETTER OF INQUIRY REGARDING LAND-BASED TESTING FACILITY**

**CONTACT**

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**Kelly Cambridge**

**Defence Intergovernmental Affairs/ ADM (Policy)  
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Dear MP Darrell Samson and Kelly Cambridge

Feb 16<sup>th</sup> 20223

The communities of South Woodside, Shearwater, Eastern Passage and Cow Bay have experienced environmental racism for over a century with the ongoing challenges of multiple oil refineries, asphalt storage and concrete plants in our community and now a possible testing facility. I am writing to you in follow up to a Canadian Surface Combatant (CSC) Land-Based Testing Facility Community Engagement Session at Hartlen Point Golf Club on 31 January 2023. I would like to inquire about four issues.

#1. The public were advised that only 5 site options were evaluated by Irving Shipbuilding Inc. All of these sites were within the mouth of the Halifax Harbour. I would like to know if the Dept of National Defence (DND) considered any municipal, provincial or federal owned lands outside of the Halifax Harbor that would have been away from residential and recreational areas?

- 2021: 5 options of DND owned land were evaluated by Irving Shipbuilding Inc (ISI) for the LBTF.
- 2022: DND refined analysis and selected Hartlen Point for LBTF siting.

#2. The criteria that was used for evaluation of appropriate sites did not include an analysis of the residential or recreational geography of the surrounding area or the impact that the site selected would have on the community, both socially, financially and emotionally. The community is wondering why these extremely important aspects were not considered?

#3. The environmental assessment reports were delayed and will now be presented in March of 2023. Can you advise me what the DND intends to do should these reports suggest that Hartlen Point is not an appropriate site?

#4. The traffic challenges that will come with a new research facility will increase entry and exit traffic into Eastern Passage. I am wondering if there has been any follow-up in your office with my request to have the connector road behind the Shearwater Base runway built to connect Eastern Passage and Baker Dr. Dartmouth.

Respectfully yours,

  
**MLA Barbara Adams**

**CC Paul Schauete, Capt Andy MacKenzie**

Transcript provided in the  
language of delivery

Transcript

### **Public Engagement Session #1**

Date: Thursday, March 3, 2022

Time: 6 pm AST

Location: Hartlen Point Golf Course Clubhouse (2400 Shore Road)

Session topic:

Department of National Defence Construction Project

Land-Based Testing Facility, Hartlen Point (Eastern Passage, Nova Scotia)

Attendance: In-person and online (Microsoft Teams)

*Session overview: On March 3, 2022, The Department of National Defence (DND) hosted a public engagement session with the Eastern Passage community and surrounding areas about the construction of the Canadian Surface Combatant Land-Based Testing Facility (LBTF) at Hartlen Point. DND experts were on-hand to discuss the status of the project and to answer the community's questions.*

### **Presenters:**

Emcee: Lieutenant (Navy) Edith Sullivan

Presenter 1: Captain (Navy) Sean Williams, Base Commander, CFB Halifax

Presenter 2: Mr. Paul Schauerte, Director, Construction Project Delivery at the Department of National Defence.

Special remarks: Mr. Darrell Samson, Member of Parliament representing Sackville—Preston—Chezzetcook, Parliamentary Secretary to the Minister of Veterans Affairs and Associate Minister of National Defence

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[Introductory Remarks]

*Delivered by Lt(N) Edith Sullivan*

· Good evening and welcome to the Department of National Defence public engagement session regarding the construction of the Land-Based Testing Facility at Hartlen Point. Thank you for joining us both in person and online.



Transcript provided in the language of delivery

• *Bonsoir et bienvenue à la séance de participation du public du ministère de la Défense nationale de ce soir concernant la construction de l'installation d'essai terrestre à Hartlen Point. Merci de vous joindre à nous en personne et en ligne.*

· My name is Lieutenant Navy Edith Sullivan and I will be your emcee for tonight's session.

· *Je suis la lieutenant de vaisseau Edith Sullivan et je serai votre maîtresse de cérémonie pour la séance de ce soir.*

· For those tuning in online, please raise your hand to indicate you can hear and see us okay.

· *Pour les participants en ligne, veuillez lever la main pour indiquer que vous pouvez nous entendre et nous voir correctement.*

· Before this evening's session gets started, I'd like to run through a brief set of administrative and procedural items.

· *Avant que la séance de ce soir commence, j'aimerais passer en revue une brève série de points administratifs et procéduraux.*

· First, for the collective health and safety of our group, we kindly ask that all in-person attendees remain masked during the session. Masks may be removed briefly if you need a drink of water.

· *Tout d'abord, pour la santé et la sécurité collectives de notre groupe, nous demandons gentiment que tous les participants en personne gardent leur masque pendant la séance. Les masques peuvent être retirés brièvement si vous avez besoin de boire de l'eau.*

· In the event of an emergency, two facility exits can be found here on the main level of the clubhouse; the first exit is at the front of this room and the second is by the kitchen exiting to the side of the building. Washrooms can be found at the back of the room just down the stairs.

· *En cas d'urgence, deux sorties se trouvent ici au rez-de-chaussée du pavillon. La première sortie se trouve à l'avant de la présente salle et la seconde se trouve près de la cuisine, et permet de sortir sur le côté du bâtiment. Les toilettes se trouvent à l'arrière de la salle, en bas de l'escalier.*

Transcript provided in the language of delivery

- For those tuning in online, we please ask that you have your cameras off and microphones muted unless asking a question.
- *Pour les participants en ligne, nous vous demandons d'éteindre vos caméras et de couper le son des microphones, sauf si vous posez une question.*
- Please note that while my introductory remarks will be provided in both English and French, the bulk of the spoken presentation will be delivered in English.
- *Veillez noter que mes remarques préliminaires seront présentées en anglais et en français, mais que la majeure partie de l'exposé oral sera faite en anglais.*
- That said, both of our speakers tonight are happy to converse with attendees in both official languages. Additionally, tonight's PowerPoint slides and a project fact sheet are available bilingually. These materials are available tonight in hard copy here at the golf course and online via the Trident newspaper website at [tridentnewspaper.com/LBTF](http://tridentnewspaper.com/LBTF).
- *Cela dit, nos deux conférenciers de ce soir seront heureux de converser avec les participants dans les deux langues officielles. Si vous préférez poser des questions en français ou si vous souhaitez obtenir des précisions sur un certain sujet décrit dans l'exposé, veuillez l'indiquer en levant la main. De plus, les diapositives PowerPoint de ce soir et une fiche d'information sur le projet sont offertes en français et en anglais. Ces documents sont disponibles ce soir en version papier ici au terrain de golf et en ligne sur le site Web du journal Trident à [tridentnewspaper.com/LBTF](http://tridentnewspaper.com/LBTF).*
- Please be advised that we will be video and audio recording this session tonight in order to ensure we accurately capture all public discourse and for general record-keeping purposes. This video and audio will not be used publicly in any way.
- *Veillez prendre note qu'il y aura un enregistrement audio et vidéo de la présente séance ce soir afin de s'assurer que nous saisissons avec précision tous les discours publics et à des fins générales de tenue des dossiers. Cet enregistrement ne sera pas utilisé publiquement de quelque manière que ce soit.*

### **[Sequence of Events]**

- I would like now to briefly outline how this evening's session will run.
- *J'aimerais maintenant vous donner un bref aperçu du déroulement de la séance de ce soir.*

Transcript provided in the language of delivery

· Tonight, you will hear presentations from two speakers:

- o Captain Navy Sean Williams, Base Commander, Canadian Forces Base Halifax; and
- o Mr. Paul Schauerte, Director, Construction Project Delivery at the Department of National Defence.

· *Ce soir, vous entendrez les exposés de deux conférenciers :*

*o le capitaine de vaisseau Sean Williams, commandant de la base des Forces canadiennes Halifax;*

*o M. Paul Schauerte (SHOU-ar-TÉ), directeur, Réalisation de projets de construction au ministère de la Défense nationale.*

There will also be brief remarks from Darrell Sampson, Member of Parliament representing Sackville, Preston, Chezzetcook. Mr. Sampson also serves as the primary secretary to the Minister of Veterans Affairs and Associate Minister of National Defence.

#### *FRENCH*

· During their presentations, should you have any questions, please raise your hand (either in-person or virtually) and the speakers will do their best to respond to your questions in real-time.

· Pendant leurs exposés, si vous avez des questions, veuillez lever la main (en personne ou virtuellement) et les conférenciers feront de leur mieux pour répondre à vos questions en temps réel.

· Following the presentations, we will enter into an open Question and Answer period during which any additional questions or comments can be raised.

· *Après les exposés, nous entamerons une période de questions et réponses au cours de laquelle d'autres questions ou des commentaires pourront être soulevés.*

· For those tuning in online, we will be watching for your questions and comments throughout the presentation. Please wait until we verbally acknowledge that you have a question or comment, at which time you will be asked to unmute and pose your question. If you prefer to type your question or comment into the Microsoft Teams chat box, we can also read it off for you.

Transcript provided in the language of delivery

*· Pour les participants en ligne, nous serons à l'écoute de vos questions et commentaires tout au long de l'exposé. Veuillez patienter jusqu'à ce que nous reconnaissons verbalement que vous avez une question ou un commentaire; il vous sera alors demandé de rétablir le son et de poser votre question. Si vous préférez taper votre question ou votre commentaire dans la boîte de discussion de Microsoft Teams, nous pouvons également le lire pour vous.*

· At the conclusion of the Question and Answer period, Capt(N) Williams and Mr. Schauerte (SHOE-are-TAY) will provide brief, closing remarks. At that time, you will be provided details on where you can find information on this project moving forward.

*· À la fin de la période de questions et réponses, le Capv Williams et M. Schauerte (SHOU-ar-TÉ) diront un bref mot de la fin. À ce moment-là, on vous indiquera où vous pourrez trouver de l'information sur l'évolution de ce projet.*

· Without further ado, I would like to welcome Capt(N) Williams to begin his presentation.

*· Sans plus tarder, j'aimerais souhaiter la bienvenue au Capv Williams qui va commencer son exposé. Sir, please go ahead.*

**[Introductory remarks delivered by [Capt(N) Sean Williams]**

00;07;53;05 - 00;08;14;23

Good evening to everyone who's here with us this evening and braved the weather to make it out and to everyone who's joined us online. Thank you very much for taking part and joining us tonight. We're here, of course, to learn about the Canadian Surface Combatant Land-Based Testing Facility that will be built here on a portion of land at Hartlen Point. As Edith mentioned, my name is a Captain Sean Williams, and I'm joined by Mr. Paul Schauerte.

00;08;15;29 - 00;08;26;28

Before we begin, I'd like to first begin by acknowledging that we're conducting today's public engagement session in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq people. We are all Treaty people.

00;08;28;06 - 00;08;51;21

Transcript provided in the language of delivery

As our emcee mentioned we're also very fortunate to have our member of parliament MP Darrell Samson with us. And so before we get into our presentations I'd like to give him the opportunity to say a few words. Mr. Samson.

**[Remarks delivered by Mr. Darrell Samson, Member of Parliament for Sackville – Preston – Chezzetcook]**

Thank you very much. And good evening, everyone. And I first, I'd like to know how many people are online. That would be a nice if you're able to tell us how many people are on now. Approximately 54, 54 and at least 30 or so here. So that's a clear indication that the community is looking for information.

00;09;09;24 - 00;10;01;14

And I want to thank DND for being here with us this evening. And I want to thank, of course, the community for coming out and weathering the storm. I wasn't sure I was going to make it, to be honest. Porter flight was canceled, but I got on Air Canada at midday around 4:00, so I guess I was meant to be here, and I'm very happy to be here. I want to thank DND for accommodating many of the issues as we were getting closer to the meeting, one being that we wanted it in our constituency and not in Dartmouth, Cole Harbour as, you know, was the initial proposal, if you want and you were able to accommodate that, and then, of course, we are looking to have, you know, a hybrid approach, which is a virtual and in person, to accommodate some of the challenges that we have here today.

00;10;02;12 - 00;10;48;22

As I've expressed, of course, on a few occasions, to DND back a year ago, it's been over 14 months since the public comment period ended. And to be honest, many of people in the community still didn't even know that this project was coming about, so then starting questions started coming forward very quickly. I did have conversations with you about a year ago or shortly after that public period was closed and expressed some of the concerns that the community had, one, of course, being the environment, the other wildlife, of course, the Shore Road or the highway that we come in to to Hartlen Point for this major project.

00;10;49;24 - 00;12;00;10

So I know you've had time to reflect on that. And then last month we did again have some conversation about making sure that the community engagement was, this opportunity was being afforded to our community. I did express that I was disappointed, of course, in the timeframe to allow this engagement because this is a very important project for the community. But I do want to thank you for being here this evening.

Transcript provided in the language of delivery

I do also want to thank the public, the individuals, because in this evening, we've been, again, a good commitment about trying to answer to all the questions, so I understand that you're open and free for a couple of hours anyway. And if we can't answer all the questions this evening that we'll answer those questions shortly thereafter. So again, hopefully that we're able to get some answers and I would really enjoy if we could have a little bit of the process from where it started to where we are, because I think there's a lot of steps that were taken that we didn't get that opportunity to be engaged.

00;12;00;19 - 00;12;18;14

And maybe there's reason behind it. Of course, I'm not criticizing that. But it would be nice for the community I think to get a picture of from from A to Z, because this is a really big project and we want to know as much as we can and we want to share our comments this evening.

Merci beaucoup, thank you.

#### **[Presentation from Capt(N) Sean Williams]**

00;12;21;05 - 00;13;46;17

Thank you very much, Mr. Samson. So tonight Paul and I will be providing the details regarding the Land-based testing capability that we intend to build here in Hartlen Point and we'll do our best to answer whatever questions you have and of course provide you the opportunity to give us some feedback. Public engagement and awareness are really important components of the project, so please know that this will be a first of a series of engagements and awareness initiatives as we, as we go through this project.

Before we get into to more of the details of the project, I'd like to explain my own personal link to this and why I'm here to talk to you tonight. So this facility will support the testing delivery of our future fleet of warships. So it's a project that the Navy is tracking very closely from an organizational level is therefore very important. From a more local perspective, I've been fortunate to be the Base Commander here in Halifax for about a year and a half since August of 2020. So our team of about 1400 people, military and civilian members in the area, we provide logistics and administrative and IT support to the Canadian Armed Forces operations abroad and domestically, and also to the much larger team of over 10,000 people who work at CFB Halifax but report different organizational structures. As the Base Command I'm also the custodian of Department of Defence properties across the region, which includes this property here at Hartlen Point.

00;13;46;25 - 00;14;15;12

And those properties are spread from the ammunition depot in Bedford out to the Damage Control Division in Herring Cove and everything in between. So really that expansive geography

Transcript provided in the  
language of delivery

means that we're close neighbors with quite a few different parts of the community and business districts in the region and so a really important facet of what I do is to try to make sure that our organization or our members are good neighbors to the residents and the businesses who reside in the region.

00;14;15;13 - 00;14;33;07

And, you know, as someone who grew up right here in the Halifax area, it's very near and dear to me that we are good neighbors and so that brings us to why we're here tonight and this engagement session. Activities like this allow us the opportunity to connect with you and tell you what we're doing and hopefully to hear from you and get your ideas and concerns.

00;14;34;10 - 00;14;51;18

So what is this project about? So I think to explain what a Land-based test facility or test capability is about, I think I need to provide just a little bit of history of the Navy and what we do. So the Royal Canadian Navy, in various names has been a national institution since it was established as the Naval Service Canada back in 1910.

00;14;52;08 - 00;15;49;20

Since then, we've been active in numerous conflicts in various sizes and strengths in both World Wars, the Korean War, the Cold War and a number of humanitarian peacekeeping missions. And of course, throughout those years our Navy has also persisted in supporting Canada and Canadian interests both at home and abroad, and assisting our allies to contribute to global peace freedom and security. Since the end of the Cold War, our Navy has continued to grow and change in response to Canada and our allies' needs. And so while we continue to develop highly trained crews and sailors, the ships that we operate have become increasingly modern and well equipped. And so those ships and their dedicated personnel have allowed our Navy to demonstrate our leadership and commitment to respond to humanitarian crises, regional instability, and global conflict around the world. Just as a recent example, it was just announced that HMCS *Halifax*, will deploy in the coming weeks to take part in Operation Reassurance in support of NATO activities.

00;15;51;12 - 00;16;33;00

Moving forward, future modernization of our ships is an important way that the Navy will remain prepared for those kinds of challenges that we might be asked to confront.

And so that brings us to the opportunity that we're facing today. There are 12 Halifax-class frigates, which really form the backbone of today's Navy, and are reaching the end of their operational lifespan. At the same time, you know, current threats and evolving threats continue to be faster, stealthier, more maneuverable and shifting from the open ocean into the nearshore environment. So although we've made significant efforts to modernize the Halifax

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class, we're also now looking forward to the next fleet of ships that is going to serve Canadian interests for years to come.

00;16;33;00 - 00;16;58;27

So in order to replace those 12 frigates, as well as the three Iroquois class destroyers that were recently decommissioned, the government is in the process of acquiring 15 new surface combatants, which will be the future warships of the Royal Canadian Navy that forms part of our national shipbuilding strategy. We've got a hot mic in the crowd.

00;17;01;10 - 00;17;33;01

These ships are going to be able to conduct a broad range of tasks which will include delivering decisive combat power at sea, supporting Canadian Armed Forces and Canada's allies ashore, conducting counter-piracy, counterterrorism interdiction and embargo operations for medium intensity operations, and delivering humanitarian aid, search and rescue, law and sovereignty enforcement and regional engagements. So in short, these ships will be Canada's major component to maritime combat power to ensure our Navy can continue to monitor and defend Canadian waters in addition to making significant contributions to global peace and security.

00;17;34;02 - 00;18;21;00

This project is also going to help with the continued revitalization of Canada's shipbuilding industry, will sustain and create thousands of high skilled jobs, and many of those will be here in the Halifax area. And of course, that will also help us enable our ability to support those ships through their life. So construction of those ships will begin in the coming years, and we expect the first ship to be delivered in the early 2030s; of course, those timelines are subject to changes. So then how does that Canadian Surface Combatant project relate to the facility that we're talking about today? So in addition to the design and construction of those ships, there will be a need to recapitalize some of our existing infrastructure in the area and to build some new infrastructure to help build those ships and also to support them through their lifecycle.

00;18;21;18 - 00;19;09;28

And so new and modified infrastructure could include training facilities, testing and training facilities and so on. Due to the complexity and the highly integrated nature of these Canadian Surface Combatants and modern warships in general, the combat systems that are installed on the ship need to be tested ashore before they're installed on the ships. There's no current facility in Canada that can support that type of testing for these ships, and that's why we intend to build a new facility here at Hartlen Point; and that will support the testing and integration activities of all the equipment that will go into the ship before it's installed. And that type of land-based testing greatly reduces the risk in terms of cost and schedule for the program and



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it's considered best practice and is used by many of our allies who have modern and advanced shipbuilding programs.

00;19;10;26 - 00;20;04;02

So in summary, this facility will be fundamental to making sure that we bring these surface combatant ships into service, and then continue to support them through their life. And of course, we will also establish Halifax as a center of excellence for modern shipbuilding activities for years to come. So the success of this project in turn will ensure that the Royal Canadian Navy can continue to monitor and defend Canadian waters, including the Arctic, and make significant contributions to operations internationally.

So before I turn it over to Paul, who's going to provide some more details on the facility itself, I do want to acknowledge some of the questions that we've received leading up to this event, both directly and indirectly which has happened over the last nine months or so. There's been sort of three major themes to the questions that we have received which are future access to the site here at Hartlen Point, environmental impacts and the decision to build the facility here.

00;20;05;08 - 00;20;39;14

Paul will be addressing all those through this presentation. But before I turn it over to him, I do just want to thank all of those people that have provided some feedback, including the hikers, the bird-watching groups, surfers and other community members who have reached out to our team to provide some feedback. We've always strived to be a good neighbor here in the Eastern Passage community, so we've allow residents and visitors to access the land that we have here to enjoy a number of those outdoor activities. And so it's very important to us that we'll do everything we can to keep you apprised of any changes and impacts to that access as we move forward with this project.

00;20;40;20 - 00;21;01;04

I have to say that we're still at the very early stages in this project, and so we really do appreciate your patience and understanding as we work through this and and try to get the details that many of you are probably looking for. But as we go through this and through the coming months, please don't hesitate to continue to reach out to us, to our team, and we'll do our best to provide you the answers that you're looking for.

00;21;01;15 - 00;21;17;27

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Of course, there will certainly be questions that we won't be able to answer, but we'll do what we can to get back to you as quickly as we can get that information that you're looking for. So with that, thank you again for coming and joining us tonight, whether in-person or online. And I'll now turn it over to Paul.

*Paul Schauerte responds:* Thanks, Sean.

### **[Presentation from Paul Schauerte]**

00;21;21;13 - 00;21;47;00

Good evening, folks, and to those online. My name is Paul Schauerte, and I'm the senior director responsible for construction project delivery at DND. I'm overseeing the design and construction of the Land-Based Test Facility, which we're here to discuss with you. So as Captain Williams said, we want to thank you for taking the time to join us this evening. And I do look forward to hearing your feedback, hearing your comments and trying to address your questions as best I can.

00;21;47;16 - 00;22;10;18

But let me tell you a bit about what the project itself will actually...we'll get the slide fipped over. So we just talked about a bit of the land-based test capability, and we say Land-Based Test Facility. They are two different things. Simply put, the land-based testing capability is the equipment that would go inside the facility mimicking what would be in a ship.

00;22;11;00 - 00;22;43;28

The facility itself is what houses the capability, the envelope around it. We certainly have a number of, you know, key requirements when building such a facility. Certainly the biggest one is having that line of sight to see so that we can do the work that needs to be done with it. We certainly looked at a number of locations when trying to decide where based, where best placed to put the facility and ultimately arrived at Hartlen Point, but for a number of reasons, which I will get into on the next slide.

00;22;47;05 - 00;23;20;21

So we looked at a number of factors in where to place the test facility. And the big ones that came up were certainly security, the ability to secure the site and to keep it away from populations; the ability to make utilization of radar and radio frequency transmissions without interruption and without causing undue impact to local population. Um, taking into

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considerations with the environment as well that we need to place it in a location that will not do undue harm to the environment and the ability to maintain operations.

00;23;21;29 - 00;25;18;00

So we have looked at a number of sites; some met some of the qualifications, but only Hartlen Point met all the qualifications that we were seeking in order to have a viable site for the location. So, on slide ten, how we arrived at Hartlen Point: I've discussed the blue box isn't the exact site - that's a representation of where the site could be. We don't know exactly where the site is yet and I will get into the reasons as to why we don't know. We have to take into a number of factors in order to make sure that environmental, just general site access, geographic considerations, etc. will determine exactly where we place it on the point.

But all it is, the box is simply to be a representation of where we would, you know, place, um, in conjunction to everything else because it will not take the entire site. Given Hartlen Point is roughly 15 hectares or even in total size, the LBTF itself will only take a small portion at roughly one hectare in total size. We don't expect it to impact the golf course and the rest of the point will be left untouched, generally speaking, once we set up the necessary fencing and the ancillary elements to go with such a site to protect it. So it won't take the entire area, but it will consume a portion of it and there will be elements about, you know, not quite standoff distances but distances for fencing and then protecting the site in terms of access to beaches and generally water in front of the site as well, which I'll get into.

00;25;19;01 - 00;26;09;09

So in terms of impact on the community, during construction and post construction, what would the community see during construction? Certainly we will see some increased traffic and circulation as the trucks are bringing in. It'll be at different points through a season. We're going to take every measure possible to mitigate any impacts on the community. We are doing traffic studies with the city of Halifax in order to understand the best way to approach this project, understand road access, load considerations, and anything else that we need to bear in mind while we figure out the best way to both construct the site and then the operation of it going forward.

00;26;10;15 - 00;26;42;29

So that brings us to the second point about post-construction. There will be roughly 120 people that would work at this site on an ongoing basis, and in that they would not all would be there on certain days, but they would come in on a daily basis and operate at the site. So those are

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the two considerations, but the goal is to work with the community, to work with the city in order to mitigate as many impacts as we can possibly identify and ensure that we can deliver this safely.

00;26;43;14 - 00;27;52;16

Any damage to the road that would be caused by the project would be covered as a project cost. We would fix the road, but all to say is certainly our goal is to work with the community to mitigate the impacts around that, too.

Post construction, there'd be a number of types of restrictions that wouldn't be there currently today. Obviously, there will be specific fencing put around the site, both to control access to the building and to protect anybody that's using the site around it. There may be limitations on access to the shore area directly in front of the facility, wherever it is placed as well as possible, um, limited access in full or at certain times - still to be determined - of the ocean space right in front of the site as well. The only other point would be that the airspace above the site would be controlled as well, and there is already existing guidance on the CFB Halifax website regarding drone usage at DND facilities, and that would apply in this case.

00;27;53;17 - 00;28;25;19

The building itself, we expect to be approximately 9000 square meters in size, but that would be over three stories so that would limit it to its one hectare footprint. It's going to be a green building in the sense of environmental considerations. The goal is to develop it to the new standard of net zero carbon emissions, but to be net-zero carbon ready. That implies that we have to work with the region in terms of the energy and how it's delivered to the facility.

00;28;27;26 - 00;29;05;14

As Capt(N) Williams had mentioned about the creation of jobs related to the Canadian Surface, Combatant program, specific to the Land-Based Testing Facility, we expect it to sustain roughly 350 jobs for the region during the construction period.

So in terms of the environment on slide 14 currently we're undertaking an environmental effects determination process. Actually, the first step of it was the study or the assessment that was done roughly a year/year and a half ago.

00;29;05;15 - 00;29;55;10

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That was just the first step to introduce the project to the public at large and to see if there's any initial impacts. But by no means, you know, was the be all and all when it comes to environmental assessment and adjusting the project to respond to what we find from the environmental assessment. So it is, I said, already underway, and the goal of that study is to determine if the project would cause any significant adverse environmental effects to the surrounding environment, whether it be flora, fauna, animals, etc. The study itself is done by an independent third party of experts in the industry, and we are bound to address the considerations that come out of it as best we can.

00;29;55;11 - 00;30;38;11

So we can't do undue harm to the environment. So you have to take that into consideration and adjust the project once we know the results. We're also working with the Department of Innovation, Science and Economic Development related to obtaining all necessary permissions and requirements related to the use of radio frequencies and radar and how the thing will actually operate the facility; that is like an environmental study but to ensure that we when we use the facility that it's done in a safe manner and does no harm to the environment or the people that live in the neighboring area.

00;30;38;11 - 00;31;06;06

Go to slide 16 and I can speak quickly to the schedule because I said currently we're in the development period of the study period. Right now the focus is on the environmental studies. Later on, there'll be further geotechnical studies and everything else we need in order to just prepare ourselves for the project. When it says Main Contract Award, that was just for the development period because we're still trying to identify the requirements for the project and understand the site better.

00;31;07;27 - 00;31;30;02

The completion of the environmental work we expect to come later this spring or into summer. 2022. With that, we'll take the information and adjust the development of the project to respond to the findings in the study with the goal of moving towards the design of the facility later in 2022. And that'll take us through to 2023 to complete the design.

00;31;30;20 - 00;31;41;24

At that point construction, would begin on the site in 2023, take roughly two years into 2025 and possibly 2026. So that is the schedule for the LBTF (Land-Based Testing Facility).

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00;31;44;01 - 00;32;28;04

So as I mentioned, the Canadian Impact Assessment Registry that some of you were aware a year and a half ago, that was just the first step. Sessions like tonight are part of that ongoing process of engagement and dialog with the communities. It's certainly our goal to if, if the desire is there to come back and do another one once we have more information about the project, once we've completed the environmental studies, we understand what the development and the requirements will look like. I know some of your questions that you may have I may not be able to answer this evening because we don't have the information yet to respond to them, but the goal is to come back at a point in time where I would have that information to respond to those questions.

00;32;29;00 - 00;32;47;12

So I think I will wrap it up there for now and look to turn it over for some questions from the floor. But that, in an overview, is the scope of the project.

**[End of Paul Schauerte's presentation]**

00;32;47;18 - 00;33;02;08

*Capt(N) Sean Williams:* Thank you, thank you very much, Paul. So as we said, well be moving to questions and answers. So perhaps we'll start with the folks in the room. If there's anyone that has a question here, please just raise your hand or stand up. And we've got a microphone here that we can use if required. I'll just repeat the question for the benefit of the folks that are online.

**[Public question/comment period]**

**[Remarks from David Currie, past president of the Nova Scotia Bird Society]**

00;33;06;02 - 00;33;12;09 *David Currie speaking*

Thank you. Thank you for coming and doing this. I'm David Currie and I'm the past president of the Nova Scotia Bird Society. We, just to give you some context, the members of the Nova Scotia Bird Society, as well as people from all over the world, have used this property for

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birding. And it's been one of these exceptional places that we've ranked it about the 15th in Canada as being the preferred places for birders to come in and experience a really good day of birding.

That being said, we had a tremendous relationship with the Department of National Defence, the golf course management and membership plus a core of Commissionaires and military police. We had been granted access to the area with all full knowledge of our activities that have been here over in the past five decades at least. We were approached by DND to advise on the radar arrays that are up now as to height and guide wire problems with bird collisions.

00;34;20;10 - 00;34;50;18 *David Currie speaking*

So we've, I think been active stewards of the property. We pride in that. We're kind of the unofficial stewards of the space where we've arranged cleanups; pre-COVID, we had 60 people out there one day cleaning up the property. We do that and have been doing that several years in a row. The species of birds here, it put it in a context that we have less than 500 birds ever seen in the province of Nova Scotia; 300 of them here.

00;34;51;09 - 00;35;25;28 *David Currie speaking*

It's a significant place for birders to come see and we of course are concerned about access, but we're also concerned about the hundreds of thousands of birds that come here spring and fall, that use it as a stopping point, a breeding area both in those two seasons especially, and worry about the encroachment of any structures that are here that are going to cause problems and maybe Paul to you, to the construction part of this, and getting to my question after context:

00;35;27;21 - 00;35;56;14 *David Currie speaking*

We have a three-storey building that's going up of unknown construction at this point because you're still designing. I have a feeling I know where it's going based on mistakes that I've seen, but nevertheless, there are some concerns with fog-prone areas such as Hartlen Point with light pollution, with parking lots and buildings - that type of thing at night, especially with fog; birds are at the wrong end of that, you have hundreds of thousands migrating over the top.

00;35;57;02 - 00;36;27;17 *David Currie speaking*

They are going to get drawn into the parking lot lights or the building lights; as well as three stories. That is the optimum height for bird collisions in windows. There are building code construction is being used in jurisdictions in Ontario especially that provide an anti-collision

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window treatment or the type of window dressing that's used; that building code I can provide you any time.

00;36;27;17 - 00;37;11;18 *David Currie speaking*

Speaker 5

And it's something that if there is a lot of glass in that building, it would be something that we need to at least look at. Um, it's, it's a significant area. A lot of people would be very disappointed if we couldn't have some access. If the building is going where I think it may go, what we call Back Cove, the Cove it will overlook and it's probably one of the most significant habitats of birds in the area and to not have access to. I don't know if there'll be a fence there but you are indicating that maybe we won't be able to get in there for a couple of; but we would really be interested to see what you have to say about some of those items that we're most concerned about.

**[DND response to Mr. Currie]**

00;37;12;04 - 00;38;19;16 *Paul Schauerte speaking*

No, and I'd be happy to. Thank you very much. A lot to cover there. So we'll try and take it apart piece by piece. So certainly it starts with the environmental study. So in terms of the migratory landing areas and the paths they take, we have to be aware of that so we don't build directly where, you know, they take up space or that kind of interaction. So we have to be aware of that. I certainly agree with you on, you know, the studies will also look at, you know, just as you said, the types of materials, looking at height considerations and to try and find that balance between the operational requirements that the Navy has but to do it in a way that can respect the environment around it and address those concerns related to the environment around. So it is our hope that, you know, and we are happy to take any information that you can provide to assist to that in order to ensure that we can arrive at a solution that works not only for all parties but for the uh, the animals and the birds in the area as well.

00;38;20;12 - 00;38;55;29 *Paul Schauerte speaking*

In terms of site access, not knowing exactly where we're putting it yet, that's to be determined. It's certainly our goal to minimize our footprint as best we can if we can; if we have to take out a trail because of where the siting is, we can certainly look at providing, you know, creating a new trail that would move around the site but still allow the movement through the area.



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So that is by engagement, such as siting reports so we can hear what the concerns are and look at how we can adapt the project to address them as best we can.

00;39;01;23 - 00;40;08;16 *Unknown speaker - community member*

Just follow up on what you were saying there. I myself have seen a piping plover and sandpipers down there; the piping plover is an endangered species. And according to the Endangered Species Act, you are not allowed to destroy, disturb or interfere or attempt to disturb, destroy or interfere with a specific dwelling or area occupied by one or more individual population, that goes on. So to me, you can't build down there. Like you can't. And then there's also a Coastal Protection Act that's coming up that's going to say 80 to 100 meters, you're not allowed to develop one.

So when I look at this, it looks like these things are not being followed. And yes, we are considering our environment, but are we really because there is a ton of coastal erosion down there. And in 30 years when these ships are around, I don't know what's going to be down there, but like I said, I've seen a lot of endangered birds down there.

And listening to you, it sounds like this might be a lot worse than I thought it could have been for the birds. And it's kind of scary.

00;40;08;22 - 00;41;02;14 *Paul Schauerte Speaking*

Thank you for that. And you are correct. The Endangered Species Act is an act we have to follow and we can't ignore it. So if it does say you can't build here because there is an endangered wildlife species or a protected vegetation, like anybody else, we are bound by the law in Canada. So that is a consideration.

And the same with shore erosion or impacts to the shoreline. We have to take that into consideration as well. So that is that that is why it takes us a number of years often to do a development process, because this is where we're learning about the site, what we can and cannot do and how to proceed with the projects; that we respect the laws and the considerations as well such as that. Thank you.

**[Remarks from community member Pamela Yates]**

00;41;08;19 - 00;41;36;00 *Pamela Yates (community member) speaking*

Yes, well, I'm Pamela Yates. I'm a community member in Eastern Passage. Thank you for taking the time to come and talk to us; thank you for coming and taking the time to talk to us about this. I had come here in the spirit of the advertisement for the previous engagement in January

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2021 stating that impact from community members would be considered part of the environmental assessment.

00;41;36;00 - 00;41;58;29 *Pamela Yates speaking*

So I haven't heard any differently, so I am representing myself as a member of the community in the spirit of the community environment. I'm also would like to hear a little bit more about what transpired between June and September of 2021, and particularly both of your comments, where you've both stated this evening that this facility will be built.

00;41;59;27 - 00;42;24;24 *Pamela Yates speaking*

And that to me is new information. I was under the assumption we were doing an assessment to determine the appropriateness of this facility for the community. What I'd like to about the community is that we are a suburb of the downtown core of Halifax/Dartmouth, near the mouth of Halifax Harbour. We a growing community of 10,000 people, in addition to the birds already mentioned and the animals, there's foraging space and everything.

00;42;24;24 - 00;42;47;02 *Pamela Yates speaking*

We just can't consider, you know, there's a nest on a cliff, so we have to make sure we don't go over that nest. We need to talk about the area that the animals, in addition to the birds, need to forage. But the humans are here as well. We are a working fishing community. Fisherman's Cove is a tourist village area that has just built a brand new dock, which incidentally you can see the downtown core of Halifax from.

00;42;47;22 - 00;43;07;21 *Pamela Yates speaking*

This is what this community is. Any day on Shore Road you see cyclists, you see runners, you see people out with their dogs and out with their children. There are two routes into this community. Shore Road is a narrow, eroding road along the shoreline that's entirely residential on both sides, filled with those families, those cyclists, those people out there walking their dogs and so forth.

00;43;08;00 - 00;43;31;18 *Pamela Yates speaking*

And it is my understanding that that road is on the erosion road list; like it could not handle, in all likelihood, much more than it can handle. It certainly couldn't handle the build of the

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magnitude of 9000 square meters. Caldwell Road on the other side, it's residential on one side of it. And on the other side, we have a fire hall, an elementary school, a high school and a nursing home.

00;43;32;18 - 00;44;01;09 *Pamela Yates speaking*

I am so perplexed as to why this community would be the community chosen for this as a suburb of a province and a city that is growing mightily and as a tourism area. First of all, so I'd like to know how that was chosen, because it was my understanding from the MLA's notes in June of 2021, June 17th that the project manager had advised that there were still other options on the table and those include the Osborne Head and Shearwater as well.

00;44;01;24 - 00;44;24;20 *Pamela Yates speaking*

Fast forward two months later, the RFP is awarded to build the facility here at Hartlen Point. That's a very short timeframe and I did work for the federal government for an extended period of time and I know how almost impossible that is for the decision making that happen. So how is this community chosen? How were the human residents of this community considered in addition to the animal and the bird residents as well?

00;44;24;20 - 00;44;46;13 *Pamela Yates speaking*

And how did we come to building this facility in this very community? And when were those decisions made? And finally, were other areas more remote than this further along the Eastern Shore, further along somewhere else considered, or was it limited to those three that is our current information that we have? Thank you.

**[DND response to Ms. Yates]**

00;44;52;11 - 00;45;30;19 *Paul Schauerte speaking*

No, thank you, Ms. Yates, for that.

Certainly there were five locations considered to determine the best place for it: Bedford Basin, Ferguson's Cove, Osborne Head, specifically at CFB Halifax Stadacona, and of course, Hartlen Point. We did have a third-party consultant come in to examine each of the sites in order to determine which one was the best site and could meet the criteria that were established by the Royal Canadian Navy for operational purposes.

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00;45;32;23 - 00;46;03;10 *Paul Schauerte speaking*

The considerations had to be, you know, its proximity to CFB Halifax, coastline access, as I said, for the operations of the facility, the ability to conduct radio transmissions and radar work. Um, and at the end of the day, when we looked at all the sites, it was Hartlen Point that met the Royal Canadian Navy's requirements and met the security requirements and provided enough space.

00;46;03;18 - 00;46;37;25 *Paul Schauerte speaking*

We know that space is limited in many of DND's properties in this region, and this was the site that met all the requirements. Also the part that it was, you know, directly on the coastline and could allow for the use of the facilities inside. So while the point, you know, while it's not said exactly where on Hartlen Point it fits in for the reasons I've noted earlier, it'll be adjusted to respond to the environmental considerations in the area.

00;46;38;08 - 00;47;13;21 *Paul Schauerte speaking*

It is the only site that we have determined that meets all of the requirements required in order to operate the facility, which is why it was chosen. So beyond that, the initial contract to do the work is a multi-phased contract, the one currently is just for development. It's a \$400,000 contract to do the development work. There are checkpoints built into it before it would proceed to design or then onwards to construction.

00;47;14;12 - 00;47;42;21 *Paul Schauerte speaking*

So we have to meet all the requirements in order to move to the next phase of the project. And in this case, it's addressing all the environmental concerns and ensuring that we are in line with all applicable laws and regulations and that we can proceed. It will take into consideration all the traffic considerations, and if we need to support roads or make improvements to them before or after, that will be taken into consideration.

00;47;43;07 - 00;48;18;27 *Paul Schauerte speaking*

It'll be our goal to mitigate impact in terms of how the local population uses the road to ensure we don't have conflict with that to try and work around it. Um, but our goal here is to try and mitigate as much as we can the impacts to the community, both during the construction phase and during the operations.

**[Community query (name unknown)]**

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00;48;19;08 - 00;48;56;29 *Unidentified speaker (community member)*

I have a question as well related to what Pamela said. Um, the process that you are supposed to follow is based on getting community input; in fact on the website it said there was no community input but we're using this. So how can that step be, be skipped and be justified because you put it on a website, a military website after Christmas in the middle of a pandemic, no one knew about it. I spoke to the Port of Halifax, they still didn't know about it. I spoke to the Mi'kmaq Friendship Centre - they didn't know about it. No, nobody knew about it. So how can you justify saying that you went through all the steps, but the reality is you did this without anyone's knowledge?

**[DND response]**

00;49;03;11 - 00;49;30;09 *Paul Schauerte Speaking*

The first step in the process is to post the Canadian Impact Assessment Registry – that is an ISED (Innovation, Science and Economic Development) department website.

And every project that the Government of Canada does, regardless of the department, has to post there initially. That's just the first step in a process to engage with with local stakeholders on a project.

00;49;33;29 - 00;50;23;27 *Paul Schauerte Speaking*

It's a continual process. Tonight is one of those sessions; we endeavor to do another session further in the development process and once we get to understanding, you know, what the design of the facility will look like. So and there are opportunities both active tonight and to engage via email or to provide comments to the departments throughout the process for us to give consideration to. But as I noted, in my earlier comments, the site had been selected for specific operational requirements based on what was set out by the Royal Canadian Navy. We are simply here to enable their requirements. I don't select the requirements for the operational consideration. I'm here to enable the Navy by designing and constructing the facility they require where they require.

00;50;23;27 - 00;50;41;17 *Unidentified speaker (community member)*

And so the fact that no one knew about it is not a valid reason to consider when it was stated on the website that community input would be taken into consideration when determining the site? That means nothing?

00;50;43;24 - 00;50;46;22 *Capt(N) Sean Williams speaking*

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Sorry, are you referring to the environmental effects determination?

00;50;47;12 - 00;51;11;24 *Unidentified speaker (community member)*

No, I'm referring to the initial in January, January 2021 where the community the input was supposed to be asked for. And then two weeks later someone said, thank you for that. We didn't receive anything from the community Thank you very much. And that was part of the initial process. No one knew about it. And still so many people don't know about it.

00;51;13;07 - 00;51;19;07 *Paul Schauerte speaking*

That was the CIAR (Canadian Impact Assessment Registry) in 2021. It was open for a month for public consultation.

00;51;20;24 - 00;51;27;08 *Unidentified speaker (community member)*

And there was no there was - It should have been obvious when there were no comments that no one knew about it.

00;51;27;08 - 00;51;35;22 *Paul Schauerte speaking*

Again, it's a requirement we had to adhere to that, I said, asks of all the projects; it was never meant to be our sole point of engagement with the community.

**[Community query (Tony Rusinak)]**

00;51;39;12 - 00;52;21;14 *Tony Rusinak speaking*

I'm Tony Rusinak, a local resident. We walked here tonight.

And as we were walking, chatting with some of the neighbors shoveling their driveways, they live right there. You can see, if you look out the window, you can see their dining rooms. They didn't know about this. They did not know about this session tonight. You said that space is limited for DND. There's limited options. Space is also limited for Haligonians. We're growing to

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500,000 people by 2025. The city's only expanding . I'm out there pretty much every day walking along within the high tide line which is crown land.

00;52;21;17 - 00;52;23;27 *Tony Rusinak speaking*

You said That this is this location was chosen because it was isolated for security reasons. It was isolated for RFs, for radio frequencies, it was isolated. It was a good place.

00;52;35;17 - 00;53;01;21 *Tony Rusinak speaking*

I'm out there every day. I see dozens of people out there every day. I'm surfing and hiking and walking. I see people sailing on their kayaks.

It's only getting more popular. This area's only growing. I am. And I am furious that we have not been consulted more. But I'm really grateful for tonight. And I respect this has been a great presentation. I'm learning a lot.

00;53;02;02 - 00;53;30;20 *Tony Rusinak speaking*

And I see there's dialog going both ways. So excuse my worry about this project because there's still not a lot of questions answered. One particular point on that slide was along the shoreline, access will be limited. Right now that's crown land; will I be stopped from walking along that shoreline? And will it be for health reasons?

**[DND response]**

00;53;30;20 - 00;54;05;02 *Capt(N) Williams speaking*

Right. So so it's very difficult for us at this stage to say exactly what, where limitations will be placed. But the overriding concerns here are for the security and for more importantly, for the safety of personnel. So once we get through the design and can really establish what sort of stand-off zones are required, we'll be able to determine exactly where we might need to limit access, but that would be done strictly for the for the safety of personnel so that we would make sure we're not putting any personnel into any kind of harm.

00;54;05;19 - 00;54;10;00 *Tony Rusniak speaking*

And can you tell me, is that health related that access would be limited along the shoreline?

00;54;10;02 - 00;55;01;25 *Capt(N) Williams speaking*

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So it could potentially be related to RF transmission – so yes. So health-related. Yeah, of course. So radio frequency transmission, which is you know, it's a type of energy transmission the same as what's in a cell phone tower, in a microwave, and certainly many natural causes, you know, is generally quite safe, but there are certain limitations that need to be respected.

And so we've got very robust procedures and protocols to establish what sort of transmission levels are safe and what kind of access would have to be limited. So there's a process that we'll follow to determine exactly what those are. And then we can determine exactly where we might need to eliminate the access. That would be the same as, you know, a cell phone tower that might have an area immediately around it that may have limitations.

00;55;01;25 - 00;55;06;00 *Tony Rusinak speaking*

But approximately how much of the shoreline would be compromised?

00;55;06;02 - 00;55;18;15 *Capt(N) Williams speaking*

I'm sorry, I really can't tell you that right now, but certainly we appreciate the concern that's been raised here and we'll ensure that that's taken into consideration and shared.

*Tony Rusinak speaking*

Thank you very much.

00;55;19;19 - 00;55;37;23 *Joseph Abando (Microsoft Teams facilitator)*

Folks. May I just interject? Could when you're asking a question, could you please stand up and remove your mask and speak clearly? That will allow people online to hear you. And also, please introduce who you are when you ask your questions. They're requesting that information. Thank you.

00;55;39;06 - 00;55;42;06 *Capt(N) Williams speaking*

So I'll just go to them; the one behind there.

**[Community query (Courtney Parlee)]**



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00;55;43;06 - 00;56;38;22 *Courtney Parlee speaking*

Hi there. My name is Courtney Parlee and I just recently moved to the community here; we all walked together. We all live on the same street. I have a young family. My neighbor has a young family. There are several young families in the area. I hope that my child would have the opportunity to be able to walk to the school that was previously mentioned by Pamela. One of the big concerns that I have and that I've spoken with neighbors about is the, how busy the roadway is going to be and whether - currently there's no sidewalk. There's no sidewalk from the end of Caldwell Road all the way up until this space already. That is very dangerous. My three-year-old child is very responsible, but it can get a little bit scary. Firstly, it's narrow; secondly, there's no sidewalk that exists. So how is my child going to be able to walk to begin with from the area that we're in up to that school?

00;56;38;28 - 00;57;00;27 *Courtney Parlee speaking*

And then with an already existing situation bothers me a little bit. But to know that there would be increased traffic bothers me even more. And that's on both sides of the road. I don't want just one side of the road because now that means you have kids going back and forth across the street there. That is currently my biggest issue and concern that is existing.

**[DND response]**

00;57;05;07 - 00;57;32;26 *Paul Schauerte speaking*

Thank you for sharing your concern. And that is the point of the traffic study that we're conducting with the Halifax Regional Municipality is to understand these concerns, these constraints that we would have and how can we mitigate them. And we will work to address any of the concerns that are coming out of the study. And we will take the concerns we hear tonight back to work with the regional municipality to see how we can address them.

00;57;33;18 - 00;58;14;24 *Paul Schauerte speaking*

And our goal is to ensure that we do not create any new pressures or undue impacts on community members, whether it be kids going to school. If a road is too narrow or has load, you know, constrictions, how do we address those and correctly. So we need to take that all into consideration. I unfortunately don't have the answers on how we'll address that tonight.

But I do know that we are taking those considerations and those concerns and looking at how we can address them so that there will not be negative impacts such as what you are describing as a possibility when we move to execute on the project.

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00;58;15;08 - 00;58;21;17 *Courtney Parlee speaking*

I have a follow up question is will we have access to that study that is being conducted by the third party on that traffic?

00;58;22;02 - 00;58;44;00 *Paul Schauerte speaking*

Our goal will be certainly once we have the information drawn from, you know, studies like the environmental study, the traffic study is to return back and provide the results of these studies to local stakeholders so they understand what we have found and how we are addressing what we found within the studies.

**[Community query (Bonnie – last name unknown)]**

00;58;44;26 - 00;59;37;23 *Bonnie (last name unknown) speaking*

Hi everyone, my name is Bonnie. I've been part of this community for over ten years. And Angela Jones, everyone, hi, I've heard amazing questions tonight. But there's also, you know, a lot of concerns in regards to the economy. I have a 7 and 9-year-old – they're forbidden to play in my front yard already because a lot of people come here for various reasons. [comment illegible] - it's a wonderful place. I have so many questions. But one thing and I don't know if there's a fisherman here. Are you guys going to have a wharf?

You're going to restrict, you know, the access to the shore? Is that because you guys are going to be doing, there's going to be buildings, there's going to be anything in the water? Because my spouse is a fisherman. We go along to the point to collect periwinkles at the end of August and September – are we still going to be able to do that? Are we going to be able to go get cranberries? There's so many things that come into play here.

00;59;38;01 - 01;00;29;25 *Bonnie (last name unknown) speaking*

And honestly, I feel just like everyone has said, there's such a lack of information. Yes it's a pandemic. Yes you posted it to a website. What about our local community MLA? What about Becky Kent? Why can't she tell us; why isn't it in our newsletter? Why can't we get access to this post-it where people can see it and be aware of it? Because there's so many other things that come into play that haven't even been considered.

Like for myself, my son and my daughter...are going to be...fishing people. And they're going to be out here putting out their lobster traps. Is this facility, are you guys going to cordon off an area in the water that we won't able to go get our livelihood? It's in 2030, but that's tomorrow for them and their children. So there's so many things. Can you guys help us make this more

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open so that everyone can be on board and that people aren't frustrated and aren't afraid for their children?

01;00;30;07 - 01;00;47;19 *Bonnie (last name unknown) speaking*

Because you live in Halifax and I don't know where you live, but my kids aren't allowed this road. It is so busy and the erosion is huge. Up here at the point – that cement pad? You used to be able to walk five feet towards it. Now we don't even go on it because it's so dangerous. There's so many things that come into play.

01;00;47;24 - 01;01;20;09 *Bonnie (last name unknown) speaking*

What are you guys going to do to make it more transparent for everyone to be on board, to be able to support you guys to be like, okay, they've taken into the birds, the birds into consideration. They've taken into consideration that we clean up the shore, that there are surfers that are people who go down there with their children; we swim all year up into September.

What if there's a spill in the water? How are you guys going to protect us? Because the water moves. You can do whatever it is you can do over here, but the water moves. So how can you guys address this? And what are you going to do going forward?

**[DND response]**

01;01;21;01 - 01;01;50;22 *Capt(N) Williams speaking*

Sure. So there's a few things in there that I'll do my best to address that - so we don't, we don't know exactly what the facility will look like, but I'm not aware of any plans to have any kind of wharf or anything that would go into the water. The limitations that might exist - and I stress it might, they might - they also might not - were with respect to radiofrequency transmission. As I said, and once we've done up those studies, we'll know what those impacts would really be. I want to talk about, you know, where we go from here and how we share information.

01;01;50;22 - 01;02;28;04 *Capt(N) Williams speaking*

You mentioned your local councilor and local MLA. We have established contact with them. You know, probably a little bit later in the process. We could have done that sooner, but we are now engaged with them and we're sharing information with them as best we can. Like I said, there's limited information available, but as soon as we have things we can, we have been

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providing that to them and we'll continue to do so as we start to get more relevant information that they can share with you. So I'd strongly encourage you, as I said earlier, please feel free to contact our office, but please also reach out to your MLA and your city councilor. And they have a channel to us and can pass that feedback as well and represent your concerns which is quite important to me.

01;02;28;12 - 01;02;40;23 *Bonnie (last name unknown) speaking*

If I may well be able to have the name and a number of someone that we can call you like. Hi, this is a question that's been you know, a concern. Where do we get an answer? Can we get that for you guys tonight?

01;02;54;06 *Capt(N) Williams speaking*

Yeah, I think I'll make sure that if I'm not sure that it's in the handout we have. We can certainly provide it, if we have mailboxes first in my office things, but like I said.

01;02;54;06 - 01;03;01;02 *Bonnie (last name unknown) speaking*

Yeah because its general things, just public. And it's 7210560 Public Affairs.

01;03;01;02 - 01;03;09;22 *Capt(N) Williams speaking*

Right and so that is in fact the best way to reach us because those email addresses are monitored and they're not subject to people leaving and coming and going.

01;03;10;06 - 01;03;21;29 *Bonnie (last name unknown) speaking*

And so when we have a main contact person, instead of it just being like random people answering these emails and things getting lost. Who's the person that's going to be able to say, okay, there's a problem. Let's go see Joe or let's go see.

01;03;22;17 - 01;03;35;14 *Capt(N) Williams speaking*

Yes so certainly me in my office, you can reach us any time and we won't necessarily have the answers, but we'll connect with the people that do to do our best to both collect your feedback, but also to provide more information where we can.

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01;03;35;19 - 01;03;49;24 *Capt(N) Williams speaking*

And like I said, I really want to stress you, please leverage your local representatives so they have access to you just as well and can help get your concerns raised and get them to the right visibility. So we've got a couple of – sorry we'll go over here first please.

**[Community query (Murray Gordon)]**

01;03;54;23 - 01;05;08;09 *Murray Gordon speaking*

Murray Gordon, a community member. I'm wondering if I can get the information on who the Independent Party was who gave you information on this site choice and now I'll tell you why I say that, I look at Osborne head. Okay, where three families live and that's it, okay, and access there is - we can talk through the security point of view - very easy to block off. It has the same line of sight as this place does, so I'm curious to see what your independent party who picked this site, how you eliminated the other sites; so I don't know if that's possible yet, but I'd like to see that if I could. It just doesn't make sense to me to be going through a community like this. I live on Shore Road too, and I share the same concerns as everybody else here does because you have 500 members going to this golf course in the summertime, this is a busy spot that along with tourism that goes through the area. And I mean, the traffic study will help for sure. But you've also got a road here that will not handle that kind of heavy traffic, and I share the same concerns with the children here.

01;05;08;28 - 01;05;38;02 - *Murray Gordon speaking*

You know, this is a growing family community and then to install a facility like that in the middle of this. We've had this problem before when we had asphalt plant down here that we didn't even know was going in there. Okay, there's no consultation done on that. So all we're looking for is to; if the facility fits here and it can accommodate everybody's concerns, we're for it for sure.

01;05;38;02 - 01;06;00;07 - *Murray Gordon speaking*

Definitely not against it. But boy, I can sure think of other sites based on what you told me, what the four concerns were, that are better than this spot. Yeah and once again, I share with everyone else too, thank you so much for coming and speaking tonight, you know this is a lot of the information that we've been looking for.

**[DND response]**

01;06;00;15 - 01;06;12;29 *Paul Schauerte speaking*

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Thank you for that. And well, I don't have the information at hand this evening to provide you on that. We can certainly get your information and work with Capt(N) Williams and his office to provide what we can on that, okay?

01;06;12;29 - 01;06;14;13 *Murray Gordon speaking?*

Perfect, thank you. Thank you so much.

01;06;15;23 - 01;06;20;11 *Murray Gordon speaking*

Yeah. I should be able that whole study though shouldn't I?

01;06;20;11 - 01;06;26;26 *Paul Schauerte speaking*

I just need to confirm, sometimes there are intellectual property rights and everything else that we have to take into consideration, so I just cannot say for certain so I wouldn't right now.

01;06;26;26 - 01;06;33;20 *Capt(N) Williams speaking*

Right, and so that's a great point.

01;06;33;20 - 01;06;48;23 *Capt(N) Williams speaking*

I mean, any government information is accessible through the access information, but also also as Paul indicated, sometimes there are intellectual property restrictions or other security restrictions, that might not be able to share it with you. I'd like to take one more question here, and I know we have a bunch of online to get to.

**[Community query (Name unknown – maybe Lindsay Rochon)]**

01;06;48;23 - 01;07;30;12 *Unknown speaking (maybe Lindsay Rochon)*

My question is if it proves to with the traffic study or with the birds and whatnot that the facility just isn't going to work for this area due to those things. It was stated that this is the only facility that breached, so would the whole project fall off the table or is there a Plan B, or planning; Is there any thoughts of those types of things?

**[DND response]**

01;07;30;17 - 01;08;04;18 *Capt(N) Williams speaking*

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So I would say if there was something that precluded us from building here, we would have to go back to the drawing board and reassess both sites that were already considered and investigated, whether there was another possibility that wasn't originally considered. I don't believe that there is a scenario where we wouldn't proceed with putting the facility somewhere. This facility is critical to you know, advancing the larger ship building program, which is critical to our needs. Thanks very much. We will be looking at the question online?

01;08;05;10 - 01;08;16;27 - *Joe Abando (online moderator)*

I have Barbara Adams, I'm just going to unmute her. Go ahead Barbara.

**[Community query (Barbara Adams – MLA for Eastern Passage)]**

01;08;17;01 - 01;09;00;09 - *Barbara Adams speaking*

Can you hear me?

(Loud and clear- Joe Abando)

Alright thanks, I'm Barbara Adams, the MLA at Eastern Passage. Thank you for hosting this meeting tonight, I just have one question. When I had been given an orientation a number of months ago, there was the environmental assessment that was to be done. I couldn't hear everything that everybody was saying, so this might have been answered. But my understanding is that the environmental report or assessment was going to be done sometime last September or October and did somebody - I'm just wondering if you could comment on whether that was finished and what the outcome of it was?

**[DND response]**

01;09;02;14 - 01;09;23;11 - *Paul Schauerte speaking*

I'm happy to respond to that ma'am, and thank you for your question. While we had some original timelines and even tonight, we had a hope to do this session back in the fall, but COVID has restricted us in a number of ways and caused a number of delays. So with respect to the environmental effects determination, study, it is still ongoing.

01;09;24;01 - 01;09;37;19 - *Paul Schauerte speaking*

So it's not completed yet, we expect it to be completed later into the spring. And then we are going to take the information from that and see how we use it to address the project. So we are still awaiting the results from the study.

01;09;40;00 - 01;09;42;25 - *Barbara Adams speaking*

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Can I ask, do you have any idea whether they will be ready?

01;09;45;13 - 01;09;52;11 - *Paul Schauerte speaking*

Best I have, I believe, is into early spring, April possibly? I think so. We're about a month or two months away from having a final product.

01;09;54;06 - 01;09;57;11 - *Barbara Adams speaking*

And will that report, once it's finished, be shared with the public?

01;09;58;18 - 01;10;10;21 - *Paul Schauerte speaking*

As I've noted with the other reports, once we have a look at the report and understand what is shareable and what is not, we certainly endeavor to make the results known to the public, if that is desirable, which obviously it is.

01;10;10;21 - 01;10;49;05 - *Barbara Adams speaking*

Alright and thanks and I just want to clarify something, a lot of people were asking who they should be calling if they have questions. Frankly people were calling our office, we would direct them to their Member of Parliament, which in this case, of course, is Darrell Sampson. So I just wanted to declare that if they call my office, I'm not going to be able to give them any answers. I would have to try and call you guys to ask you for the answers. So, it would probably be easier if everybody just called their local MP in terms of getting those questions answered. That's all I have.

01;10;49;16 - 01;11;13;08 - *Capt(N) Williams speaking*

Thank you very much for clarifying, and apologies for the confusion. Is there another question online?

**[Community query (Shelby Lendrum)]**

01;11;13;08 - 01;11;14;12 - *Joe Abando speaking*

Yes, I have a question from Shelby Lendrum. Go ahead Shelby... Shelby?

01;11;19;02 - 01;11;20;00 - *Shelby Lendrum speaking*



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Yeah just getting unmuted, can you hear me okay?

01;11;20;17 - 01;11;21;21 – *Joe Abando (online moderator) speaking*

Yes, we hear you loud and clear.

01;11;25;02 - 01;12;20;03 - *Shelby Lendrum speaking*

Right. So I wear a few hats in the Passage. One, I co-chair the Surf Association Nova Scotia, and we're good friends with the birders of Nova Scotia and Hiking Nova Scotia and so obviously we have vested interest in ensuring coastal access and coastal security. We have a lot of land erosion at the very headland of Hartlen Point. and as someone that does regularly walk that perimeter. Even this year, I've noticed I had to be careful at certain points because the ground below is actually gone. So if we go with the fact that this project is moving forward, I wonder if DND is considering having a representative of stakeholders — as part of a working group — to help mitigate these kinds of concerns.

01;12;20;07 - 01;13;31;26 - *Shelby Lendrum speaking*

So things like creating a sustainable permitter or walkway, you know, investing in preventing coastal erosion, alternative working hours that wouldn't affect the ability for our community to access the water and the coastline. You know, nighttime working, things like that so that's one thing I'm hoping is on your radar. I also live on Shore Road. I luckily and unluckily live on a part of Shore Road that is regularly eroding with every storm. I don't see how Shore Road can sustain any major, any more major traffic, especially construction and rain without major infrastructure being done. And, I do agree with the earlier woman, sidewalks on both sides, especially on the side that have homes, really should be an absolute must if you're going to add any more traffic to that road. And that's where I'm going to switch to my local station captain. But I am happy to be in a place where you have to step up and you have strong offshore winds that result in regular debris, power outages, fires, brush fires. Is DND considering all of that in this plan? Have they considered consulting closely with HRFE (Halifax Regional Fire & Emergency) on water access? You know, a three-story building, that's a problem. You know, one of the biggest buildings we have here and there are actually limitations to what HRFE can do right now in terms of mitigating hazards. You know, you can build a three-story building, but if it's longer than 300 feet and we only have access from one end? We can't help you.

01;14;29;17 - 01;15;24;29 - *Shelby Lendrum speaking*

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You know, I also need to let it go more than 200 feet in. Things like that, access the building, water. I'm worried vehicle accidents are rising with the more people that are moving in the area, which is exciting, but you have 350 workers on these roads. I'm not sure that this community can support that from safety perspective, especially without sidewalks, crosswalks, you know, stronger roads, more resources for the fire department. I'm really hoping that if project moves forward that the mindful opportunities for stakeholders, like myself, who really want to make sure that their access after birding, hiking, the safety of our community and other residents, you know, and we all know what it's like when golf season hits, you know, suddenly the roads were short roads because of this highway.

01;15;25;06 - 01;17;47;18 - *Shelby Lendrum speaking*

I can't imagine what it's going to be like with construction at the other end of it, you know, and you know there's an element of what that woman said about the community also being a species here, and in some ways, we definitely will feel that way and feel the stress of high traffic, you know, congestion, bottlenecking; at Caldwell Road you have fire station, all of our schools, and our seniors complex. You bottleneck that are, you know, I'm not really sure how we can service our community safely. Access is already limited during storm traffic, road construction, which we all know we need anyway. So, I'm just really hoping that all of these things are being taken seriously and that should this project go forward, you know, mindful opportunities for serious stakeholders are considered so that we can help, you know, develop beautiful coastal access walkways, we can consult on structural integrity of the shoreline, of the species and you know, just the general safety of our community, you know. That's a lot of strain on the resources of this small village. I also should mention I'm a commercial fisher and though I do watch our local fishers doing their herring rounds. I also know that we need the sharks to keep the seals down. I know the fishers keep the seals down. It sounds a little bit like the work that's going to be done off that point is also going to affect the undersea life, let alone loads of us surfing on top of it, and the birds flying around, or that need it for migratory reasons and mating purposes — so I do wonder if really people have taken a holistic approach at this, and I do understand that you know, this is important to DND and I'm very proud to I live in a military community, not that I am military.

So you know, I just really hope that if this goes forward there's an opportunity for us to have mindful, productive conversations that allow us to mitigate all of these things so that the very best outcome for our community and our environment is seen. Thanks so much, and I really appreciate you guys doing this. This is really great.

**[DND response]**

01;17;49;15 - 01;19;15;22 - *Capt(N) Williams speaking*

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Thanks very much. An awful lot there, I'll try to touch on a few things. I think the bottom line though is that we're absolutely trying to create that opportunity for meaningful engagement, you know, starting with tonight and moving forward. And we do want to hear these things and we'll certainly take all of this into consideration. And as I've said earlier, you know, as we as we have a better understanding of what everything looks like, then we can start to talk about what access might look like in the future. And we look forward to the opportunity to work with the different groups that have engaged us with how we might be able to work together. Of course, some of the other things that we've talked about are not things that are solely within DND's mandate, but you know, we really look forward to working with the city to try and do everything we can to use this as an opportunity to best mitigate the impacts but also to capitalize on what we're talking about here. And I really do believe that this is an opportunity, for Eastern Passage that will bring business, you know, to the area, will contribute positively if we properly capitalize on that opportunity. So we look forward to working with the city, with our other partners to try and make the best of this opportunity.

01;19;07;25 - 01;20;02;21 - *Paul Schauerte speaking*

I would just add a couple of points to that. From what I heard, you noted that we had said this could create 350 jobs related to the project. That's not all at once, all 350 don't come in to work the same day here. They're all different trades that work on the site at different times so it's not — it's spread out is what I would say to that. And again, the traffic concerns that we have heard from multiple folks tonight are very valid and we are listening, and we're waiting to see what comes back from the traffic study on how we can address them. And, you know, if we have to make road improvements in order to facilitate the project that's what we look at. So we're not saying that certain things are off the table, but we're going to look at every consideration in order to ensure that we can deliver this project safely. And, you know, taking in the considerations that we've heard this evening.

01;20;06;00- 01;20;12;04 – *Joe Abando (online moderator) speaking*

Sir, Councilor Becky Kent would like to ask you a question. Go ahead Becky

**[Community query ((Becky Kent – Halifax Regional Municipality Councillor for District 3 – Eastern Passage, Dartmouth, Woodside ))]**

01;20;13;10 - 01;21;53;03 - *Councilor Becky Kent speaking*

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Thank you very much. Captain Williams and Paul, I'm going to just say Paul because I can't remember your last name. I want to thank you both for taking the time, and your team, for taking the time to come out. I want to start off as well, Captain Williams, by thanking you for your service and acknowledging that we only need to look on our TVs, thankfully we only have to look at our TVs to see what's happening in other parts of the world to know why these types of ships need to be built. And God willing, you have a safe and productive trip and your team has a safe and productive trip when they depart for , you know, other water's. Not quite sure where you're all headed to, but I suspect it has something in relation to that. I want to reiterate to those who are listening and taking the time to thank everyone for coming as well to this meeting. We did, we have counselor, MLA Adams and I both have had contacts with folks in relation to this. Captain Williams has been proactive in keeping us up to date and engaging. I should say though, Captain Williams, I literally have already sent you an email asking you if Barb and I could have a full on dialog with you with questions and answers, because I really think we are as well as Darrell Samson's office and his staff, we are good conduits to the community. We do have our ears, ears and eyes often on the pulse of and connectivity to the community.

01;21;53;05 - 01;22;48;10 - Councilor Becky Kent speaking

I encourage you as well, those who are listening, to always reach out to, Darrell Sampson as well. Your first point of contact, because his staff would be the first line of contact with knowledge and insight. I'm talking from about from my elected official perspective. Having said that, I more so than Barb, would be able to answer questions related to municipal infrastructure because that is the area that I work with and a lot of questions have been posed, and are continuing to be posed around concerns around traffic; the impact on Shore Road, it's already a difficult road as several had spoken to. The importance here I think that I want to iterate is support for that continued dialog, that continued connectivity to the people that live in this community.

01;22;48;27 - 01;23;38;21 - Councilor Becky Kent speaking

Shelby had mentioned a working group potentially, and some efforts that we could work with you, in partnership with you, should this project go forward, to create an environment that allows an even better experience for those who might use some of those areas like the Boardwalk idea. These are real concerns that people are raising, and I think that they're all valid. We look forward to seeing your environmental assessment come out, because I know that we are a coastal community. Nova Scotia is a key coastal province and all of those elements, like you know, our seal habitat, our bird habitats, our beach access. All of those things are important to us, so that's why we live in this kind of community.

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01;23;39;02 - 01;24;32;27 - Councilor Becky Kent speaking

And I know that's not lost on you, but I really like the idea of some form of a working group of which we could all work together to partner, to not only have the military, you know, our public safety supported in a facility like this, but the community that is the host to it has a net benefit as well. I was really pleased to hear you speak about, and I don't know if — I think it was you Paul that said it — but don't know if you had, if you're okay to say it but the notion of you contributing to maybe some road upgrades; that excites me because it's because been its (and I can't tell what you're laughing about) but the municipal budget is often the thing that prevents or restricts the improvements in those situations. So I'll be all over that should we be, and that'll be part of our next conversation; I took a note to that one.

01;24;33;26 - 01;25;24;07 - Councilor Becky Kent speaking

But these are real concerns, and I know that you'll have a traffic impact study and I look forward to seeing that. I suspect that I would be one of those people that should get a copy of that, and that would be shared by me. And for those listening, I know MLA Adams and I both have put out as much information as we had to the public through our Facebook pages. I had an online newsletter that you can sign up for. If you haven't already I encourage you to do that. I try to put the information in the Beacon as does Barb, and that information is good for you as well, Captain Williams. So you know, we do have a number of ways to communicate to the public. But for tonight, I do have a specific question, and I'm going to raise a few so you can answer some.

01;25;24;10 - 01;26;15;01 - Councilor Becky Kent speaking

You should, I suspect Paul you would have some ability to speak to the volume of trucks and associated traffic to the project itself, because it's one thing for us — to have the impact of these new, a new number of vehicles when the facility is finished, should it go forward? But the truck traffic is often much more concerning and problematic during construction phase because it can often be very, very high volume, and it's hard on the roads. It's scary to see cars and trucks going by, often speeding. And heads up I'm the kind of counselor that if they're speeding, I'm going to come talk to you Paul, because you're the guy who's going to be managing this project, or whoever it is should it not be you, to say “you got to get those folks to slow down. “

01;26;17;05 - 01;27;25;25 - Councilor Becky Kent speaking

It's hard on the community, it's scary, and it's risky. Most importantly, it's unsafe. So if you could comment on that, another piece that I'd like to have your comment on is one of your

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points in your slides was the shoreline access in front of the facility. When you look at that plot that you had, the box that you had showing where it is, what would you consider to be in front? Define in front because there is coastline access to the very tip of that parcel of land, and there's coastline access exiting the harbor towards devil's island. So if you could comment on that. I'll leave it there with the exception of — oh what happens as well, should this facility go forward? You have a certain number of ships that you would be creating the interiors for. What do you anticipate would happen after those ships are complete?

01;27;27;09 - 01;28;39;59 - Councilor Becky Kent speaking

So my last thing, a note to leave it on is of all the concerns that were raised before this meeting, beyond just the dissatisfaction with public engagement which is important, we can talk more about that in a meeting, is public access to the lands that, although it has been DND property and it's been I think by your grace that people have not been removed or disallowed from using it because you would have the authority to do that. But nobody's done that and that's been wonderful. So there's an inherent sense that they should still be able to use that, that's super important to the public and the traffic. So I'll leave it there, and if you can answer some of those questions, I look forward to hearing more about it. If this doesn't go, I'm happy to contribute to helping to support the information that gets out in public. More importantly, it does go forward we need to work together and I, I believe that's the right way forward on everyone's behalf. Thanks for listening.

**[DND response]**

01;28;41;10 - 01;30;18;12 - *Paul Schauerte speaking*

Thank you. I'll take the first run of the truck question and then the other ones. In terms of the volume of trucks, I obviously don't have the exact answers this evening in terms of the number of trucks. That will come in due course with understanding once we know what the scope of the project is, and that's why we're trying to identify the requirements of the project and how it will, you know, what are the materials and how will it be designed and constructed to understand that before we can determine you know, in order of magnitude on what kind of, you know, the number of trucks we are going to require. But like I said, the traffic study and the development process for a project is all meant to understand the scope of that issue, and how do we mitigate its impacts on the surrounding community as best we can. So that work is ongoing and once we have further details, as we have said before, very much happy to be sharing that. And yes, in terms of speed and everything else I mean, they are on government contracts. So working with the companies that are hired by Defense Construction Canada, who's our contracting arm, to ensure that, you know, all local laws are geared to including traffic speeds and that we have addressed any concerns in terms of you know, the time of day

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of movement of materials, load key restrictions at certain times of the year, all being taken into consideration as we move forward on the project. Want to talk about shorelines?

01;30;18;12 - 01;31;33;09- *Capt(N) Williams speaking*

Sure. I'll try to address the rest. Maybe I can just start out — I look forward to the opportunity to meet with you, Ms. Adams, as soon as we have the opportunity. I'll talk about access. You know, just sort of reiterating what I've already said, but, you know, we have certainly been happy to allow access to the property as much as has been possible in the past, and so you know I appreciate the comments that have been made tonight. You know, I express my appreciation for that and I hope that we can carry that forward. As I've said before, as you know, the paramount concerns here are the safety and security of people. And so we really need to figure out exactly what limitations we would have to put in place. But I look forward to the opportunity to work with different groups and members of the community; once we have a better sense of what that looks like and to determine how we might be able to take advantage and provide meaningful access in a way that's safe for everybody. In terms of that, there was a question about what 'out front' means. Again, we can't quite answer that tonight. But my suspicion is, is rather than sort of facing Devil's Island, we're talking more about into the open ocean. That would be sort of the direction that we're looking at, and so when we say out front it would be in that direction. The last thing, I'll just talk to; you asked a question about completed ships capability.

01;31;34;24 - 01;32;37;15 - *Capt(N) Williams speaking*

Yeah, exactly. I'll speak in very broad terms here, in terms of how a facility like this could be used for the design and build process. There's a lot of unknowns. So these things are not yet identified, so I'm speculating a little bit. I'll try to speak in general terms about how it might go, but essentially the way a facility like this is used is to be the actual equipment that is installed in a ship — and I'm talking about things like sensors, computers, that kind of thing — are installed in the building in as close of a representation of how it would be installed on the ship as possible. The idea is to be able to test the integration of all those different components in a controlled environment rather than doing it at sea, which is far more complex to do with the kind of troubleshooting integration work. So that can be done in a number of ways. Sometimes the equipment that would be installed would actually be then moved into the first ship and then that could be repeated. It could actually be one set that stays there for the length of the ship building project or maybe some variation in between.

01;32;42;25 - 01;33;08;22 - *Capt(N) Williams speaking*

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But it also could remain there for the life it could be used to do in-service support work down the road for troubleshooting issues with the ship once they're in service. So all I have to say is a lot of unknowns, but generally speaking, the physical equipment would be installed in the building and it could be there for a number of years or even longer before it gets done. So once the construction strategy is developed we'll have a better sense of exactly how that will look.

**[Community query (Todd King)]**

01;33;12;23 - 01;33;41;15— *Joe Abando (online moderator) speaking on behalf of Todd King*

Sir, Mr. Todd King? is just commenting that he's late joining the meeting, but he just wants to point out that the highlighted location does have a popular surf spot known as Hartlen Point, directly to the south southeast. It sounds like the access to that wave would be limited or eliminated. Please keep SANS [the Surf Association of Nova Scotia] in the loop and surfers in mind.

**[DND response]**

01;33;41;17 - 01;34;05;21 - *Capt(N) Williams speaking*

Yeah. Thanks very much and thanks for joining us. We have talked about that a little bit but I'll just reiterate that we certainly recognize this, we certainly recognize the desire to have continued access. And whatever we're able to do, we will consider just keeping the security and safety of people in mind. So I appreciate the opportunity to, you know, to engage with the different groups in that area. The Surf Association, this is one of those groups that we look forward to working with as we go forward.

01;34;08;13 - 01;34;16;26 – *Joe Abando (online moderator) speaking*

Just a couple quick questions, someone's asking, is Irving involved?

**[DND response]**

01;34;16;26 - 01;34;25;21 - *Capt(N) Williams speaking*

Yes. So Irving is not the contractor...Paul referred to, but Irving is the prime contractor for the Canadian Surface Combattant project. And so they certainly have involvement in what's being done.

01;34;25;28 - 01;34;38;11 - *Joe Abando speaking*



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Another quick question, sir. Someone is asking, I'm sorry I don't have the name in front of me, will there be infrastructure on the water, like a dock?

01;34;36;16 - 01;34;42;29 - *Capt(N) Williams speaking*

So a little bit early to tell but I don't I don't expect there to be.

01;34;40;09 - 01;34;44;16 - *Joe Abando speaking*

And I have one last question with their hand up, Mr. Tom. Birchall.

01;34;45;07 - 01;34;45;16 - *Capt(N) Williams speaking*

Hi Tom.

**[Community query (Tom Birchall)]**

01;34;46;29 - 01;36;55;21 – *Tom Birchall speaking*

Good evening, ladies and gentlemen. My name is Birchall, and I wear a number of hats depending on where the hat of the the president of the local condominium corporation representing about ultimately 160 different units, about three to four hundred people off Shore Road. Thank you Becky, Barb, Darrell, Sean. Great to see you guys here. Thank you very much Sean, and thank you for your service. And equally as importantly, I think this is a great opportunity for us, certainly within the past, to see a huge economic boom to the area once this thing is fully developed, put together. And unlike some people, I would like to see it develop and I'd like to see it developed in an appropriate manner that meets all the goals, objectives and concerns of the citizens and residents of the area. I do have two questions and one offer, the questions first. The first question is directed to Paul, and that is Paul — everybody is talking about traffic and parking or traffic studies and everything else. And we all know that we're looking at the Shore Road and Caldwell Road both of those things go through these so-called prickly corners. And so that would become a natural choke point as it is. Is any consideration being given to discussing whether HRM (Halifax Regional Municipality) a separate brand new roadway that would go up through Hines Roads and up across the top end of Caldwell in behind the Birch Hill development in and around the whole place, down to the point, which will then give the access as well as the development area. Just a thought you might want to consider. Perhaps you could respond to that in a second. The second part of my question is also directed to Paul. Could you please talk to me a little bit about the Indigenous involvement and their concerns and whether they have been brought into the consulting process? And third is I'm offering I'm offering to Sean, I'm sure you and I both know that I can

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talk forever, but I certainly want to interact with an honest broker, hopefully to bring Becky [councillor] Darrell [MP], Barb [MLA], you [Base Commander] and I together and I have the facility here where we can do it. I can certainly bring in a local subway, A&W, or pizzas to consider for lunch or supper.

**[DND response]**

01;36;55;21 - 01;36;59;12 – *Capt(N) Williams speaking*

Thanks very much, Tom. Appreciate the offer. I'll let Paul go first.

01;36;59;14 - 01;39;08;12 - *Paul Schauerte speaking*

Thank you. Thank you so much for your questions. First question, in terms of looking at a different route or development of new road in order to facilitate the creation of a different route I mean, it's certainly come up in discussion. And that's what the purpose of the study is for the traffic study is to look at that. And if it does show that, you know, it's going to give some recommendations and one of them may be that, but we have to take in all the factors into consideration and all mitigation factors in order to determine the best approach possible. So that has to be become you know, the costs associated to the Crown would be considerable doing a new road then, and that would be one option versus mitigation factors to Shore Road to address safety concerns and going that road. So the idea of the study is to look at all these options and try and identify the best course of action. So I couldn't say this evening whether that would be a viable option or not, but we certainly try and look at all the options available to us in order to find the safest and most efficient way to address traffic concerns and undertake this project. With respect to your second question related to Indigenous involvement, it's a bit of a joint response between Captain Williams and I. Certainly we have a commitment to bring Indigenous procurement and Indigenous involvement into our projects across the country. So we try and work with local communities through the efforts of Captain Williams and other Base Commanders across the country who are the focal points of consultation with local Indigenous communities to try and identify ways that they can get involved so that one; that they're aware of the projects so they can prepare to take opportunity of them and to discuss, you know, what their needs are, where their strengths are, so that we can find ways to involve them in our projects. So we certainly do look to involve and communicate with Indigenous communities and find ways to get them involved in the project for the benefit of their communities.

01;39;10;13 -01;39;55;12 – *Capt(N) Williams speaking*

I'll just build on that last part. You know, we have initiated discussions with a number of local Indigenous leaders; still a fairly new conversation, but we've started that dialog to try and get their feedback as well. I apologize and don't have a list of exactly who we are talking to in front

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of me. But actually someone mentioned the Mi'kmaq Friendship Center earlier and they are represented in that group. So like I said, that's a fairly new conversation, but it's taking place. No, I think Tom's question was have they raised concerns. They haven't raised anything specific yet, but they're very interested in talking to us and we're sort of spreading that group a little bit and trying to connect with more and more representatives that can provide us with that. So that's an ongoing discussion.

01;39;56;29 - 01;40;16;11 – *Tom Birchall speaking*

Sorry, Sean, one last part if I may, with respect to putting together the stakeholders, I neglected to mention Shelby's name. I think she's somebody else who should be involved in that group because of the number of tentacles she has and her involvement in the community itself. So I can certainly put that together for you if you'd like, I got all of the names and numbers and contact information now.

01;40;16;15 -01;40;26;07 – *Capt(N) Williams speaking*

Yeah. Thanks very much, Tom. We'll certainly be in touch. So maybe we'll take one more question. I think we're about out of time and we'll let people get on.

### **[Community query (Neil McKinnon)]**

01;40;33;11 -01;41;41;04 – *Neal McKinnon speaking*

My name's Neal McKinnon. I've been living in the community right next door for 20 years. I think there's a lot of great points that have been brought up from the Nova Scotia Bird Society and all the various groups. I am quite surprised at why you guys didn't select Osborne Head as opposed to Hartlen Point. I do agree with the sentiment of the lady in the back who mentioned you know, this environmental assessment, this previous location. It was decided January 31 at close. It was right in the middle of peak COVID. I didn't see, I live right next door and I didn't see any signs of anything. And it's been brought up. So, you know, a lot of the local politicians, they don't even have any information when we queried them on it. It does sound like you guys are pretty fixated on this location. I don't understand that. I kind of feel like Osborne would have been a more suitable location.

01;41;41;14 - 01;43;10;25 - *Neal McKinnon speaking*

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But if you do select this location and this does happen, the infrastructure, the roadway. So if you go from the base of Caldwell Road and I know people will say you even have to go further up from that. But the base of Caldwell Road down to Hartlen Point, that roadway's a lot thinner than the rest of the roadways in Eastern Passage. If you don't drive down that road like anybody that the local subdivision does every day, you don't realize how thin it is. The fire main runs on the right-hand side of the road coming towards the golf course. It's exposed, the erosion there, if you walk along there, you'll see four or five-foot lengths of pipe exposed. That's probably, you know, the facility's future water supply as well. So at the very least, you're looking at like a lot of armoured rock(?). You're widening the roadway, you're putting sidewalks in. I don't see how this timeline allows for any of that to happen. And then the construction, you know, so it would have been nice if you guys gave a heads up to the local politicians and they could have probably preemptively planned for that infrastructure to already be in place. Because if you want to start construction in 2023, I mean, I just don't see how that roadway is going to support the amount of people that you have, you know 120 people. Is it 24/7?

01;43;11;08 - 01;44;44;14 - *Neal McKinnon speaking*

I'd kind of like to know is it a 24/7 or you know, is there three shifts? I'll leave it with that, like the infrastructure, the roadway is my primary concern. There is one more point. Sorry. There's a crook in the road here when you come onto the golf course on the DND's side of the property and there is just like no visual way to see a pedestrian or bicyclist. It's just a weird angle. You have to like go and see it for yourself. But it's a total blind spot. I've always hated it. This viewpoint right here is probably the best in the Eastern Passage that you will get. So, I really hope that it ends up in this blue area. Another thing, this blue area has a lot of trees. I'd like to see a replacement of all those trees that do get dug up in that area. We get so much wind damage. I've had to not put it in insurance plans. I've had to use my own pocket money because I want the local wind damage and stuff like that. And, you know, it raises everybody's rates and there's so much damage every year and all those storms up there. If you take trees from there, please put them somewhere so that, you know, talk to a forestry expert or something like that. But it's so wind-blown back there it's not even funny; we shouldn't have cut down all these trees, like Devil's Island should be treed as far as I'm concerned. But I'll leave it at that. But the roadway definitely has to happen.

**[DND response]**

01;44;44;14 - 01;46;06;23 - *Paul Schauerte speaking*

Thank you for all your comments and concerns. And again, certainly, like we wouldn't put a truck down a road unless it was safe to do so. So the timeline; it is what it is currently. But if we have to take into consideration work in order to make a road safe for it to be used, that has to be taken into consideration. We can't cut corners, we can't, you know, take shortcuts. We have

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to do this correctly. And so that'll all be taken into consideration. And yes, if we have to bring trees down, we can look at, you know, putting trees in elsewhere. And these are all considerations we take in. And that's why we work with the community, just like I said earlier. But if we had to take a trail then we would look at replacing a trail elsewhere where we save. All these things we want to take into consideration so that that we do it right and that we're as good to the environment as it was before we came in, if not better with the work that we do. So thank you for your concerns. We've heard them and we're certainly going to take them into consideration.

**[Community query (Angela Riley)]**

01;46;06;25 - 01;46;41;13 – *Angela Riley speaking*

Angela, hi. From the climate and environmental assessment. Is it going to continue on to when the birds are actually here so that we can identify which ones are here? Because if you do it during the winter, you're not going to see birds. And I know that a lot of places like to do that. So I'm really hoping that maybe we should look at doing environmental assessment for an entire year, which is going to delay you guys, but then it's actually going to give you a fuller picture and you could probably get a lot of input from the birding society of what endangered and what extirpated species are down there.

**[DND response]**

01;46;42;04 - 01;47;05;07 – *Paul Schauerte speaking*

No, no, that's a fair point. And we'll have to take a look at that and we'll see what comes of the study, if we note limitations that it hasn't been able to adequately speak to those elements due to a related season, that we'll have to take a look at that and give consideration to it. Obviously, there's no construction, you know, for a good 'nother year. So we have time to look at these and what we would find, bring it into consideration.

**[Community query (David Currie)]**

01;47;08;23- 01;47;41;06

I'm sorry Paul, just to just to kind of further on that point you did say the study [environmental assessment] would be done by April and birds aren't back until May. So how do we get information on an environmental study to include birds. So I guess to your point there's one question I want to follow up with you on it, because it just somehow doesn't make any sense whatsoever to have an environmental study completed by April 2022.

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01;47;41;08 - 01;47;58;04 – *Paul Schauerte speaking*

So again and I'll just reiterate that we will look at that. I don't have the results from study. I don't know how they're documenting it, where they're drawing their information from. That's why we rely on the industry experts to look at it. We'll see what comes of it and if we note the limitations, we will have to address them.

01;47;58;14 - 01;48;09;05 – *Angela Riley speaking*

So can you put forward to make sure that happens, though, like we're telling you, it's a problem and that industry experts sometimes don't do the best thing for the environment. They do the best thing for this.

01;48;09;12 - 01;48;20;00 – *Paul Schauerte speaking*

So and so I'm saying if we know the limitations and if we can draw a suitable conclusion that responds to the concerns that you've raised tonight, then we have to look at how best to address them.

01;48;21;02 - 01;48;24;09 – *Angela Riley speaking*

So by that, the environmental assessment needs to go on for longer than April?

01;48;24;10 - 01;48;41;17 – *Paul Schauerte speaking*

We would look at the best approach to address the concerns. So I couldn't say what type of activity it would be to address them yet. It would be premature for me to say, but to look at all the options or say, how are we work to address this.

**[Community query (Unknown speaker)]**

01;48;41;17 - 01;48;51;08

I'm sorry, this has been a wonderful session, but can I please ask that you guys share your information more than just Becky Kent [councilor] and more than the other [politicians?] because they do not share information, they don't. Send it through Canada Post. Put it in our mailboxes. Because they aren't doing their job. So they're not doing their job over here. The people aren't don't do it. And you can ask a lot of people in this community. There's been a lot

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of issues with those people and they shouldn't be in these positions. And I don't want to rely on them for information because I know it's [unknown]. I know it's not going to be the full story, and I can't count on that.

**[DND response]**

01;49;16;05 -01;49;26;28 – *Capt(N) Williams speaking*

So we'll talk a little bit as we close off here about where we're going to provide some of this information and how you can access it. So you can have access to all that we're able to share.

01;49;26;29 - 01;49;32;19 – *Unknown speaking*

An easy way to navigate that very situation. As you now have an email list for everybody in this room and many more.

01;49;32;25 - 01;49;43;18 – *Capt(N) Williams speaking*

Yep, exactly. And so that's why we asked you when you came everything, if you wanted to be provided with additional information, but we'll also talk about some of the websites where they'll be posted — I'm sorry was there another question?

**[Community query (Joyce, last name unknown)]**

01;49;43;28 - 01;51;18;07 - Joyce speaking

Hi, my name's Joyce. I'm just listening to everybody talk anyway. All right, I'm sorry we're so used to wearing them now, right? It's like a piece of clothing. Yes, I understand. I understand. So I'm listening to, you know, a lot of people in the rooms have different concerns. What's important, yours is birds, yours is coastal and birds. Yours is the road, yours is the children. And Bonnie asked for a number that we could go to. But these studies are going on now, and we should have an email address at most to the people who are doing the environmental study, to the people who are doing the traffic study. So they have a place that they can actually go to right now and I'm sure you going to pass on the information, but they might forget about something and remember it later. And if we want that open vessel of communication and we need to create it at all those different points. So, you know, the surfers was another one too. We need to be able to, so their voice gets to where it needs to go. And if it's just an email, it's

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just an email but I don't to think having a one point of contact is the way to do it. I think you need to be public and we need to know. And so it's a way to create that open communication with everybody is providing those opportunities, so everyone's voice gets to go where it needs to go instead of one spot because it might get missed going to one spot and everybody's important. Thank you.

**[DND response]**

01;51;19;05 - 01;51;32;04 *Capt(N) Williams speaking*

Thank you very much. So I think we've got to come to the end of our time here. So I think we'll wrap it up unless there's any pressing questions.

**[Community query (speaker unknown)]**

01;51;32;08 - 01;53;08;17

Sorry, I feel like shouting to say this but surfing access is my primary concern. The current site [of the proposed facility] has a major impact on the surfing spot here. I should have started with, I appreciate you coming here today as well as all the community members and representatives as well. And I also really like that you're saying that you'll work towards creating alternate paths just as a request that you can consult with the members of SANS regarding trail placements, perhaps birders as well, just because oh yeah. Ensuring a limited impedance on access is always a positive. And as you're creating actual roadways on site to better access the excellent building they're going to build there.

And the positive investment for the community if surfers and birders can make use of those roads to better access. Just general concerns about Geotech in the area; it's really a wetland in most of that area. There's silt soil, so have a borehole studies obviously. But just from hiking the area you can see significant erosion along the shoreline.

01;53;09;05 - 01;53;45;20

As others mentioned, something you see from year to year. As DND is an organization that makes extensive use of hard engineering just if you are going to stone the shoreline, just consider some more soft engineering principles, especially with the impacts directly on the the water there as well as the surrounding surf sites and towards Cow Bay as well.

01;53;47;14 - 01;54;13;22



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And uh, yeah, and as we all know, once the design is complete it is incredibly cost prohibitive to make changes. So thank you so much for taking the time to listen to us now. And just one last question. First part question. Are there any health risks for current users of the site with the antennas there.

**[DND response]**

01;54;14;09 - 001;55;20;10 *Capt(N) Williams speaking*

Thanks very much. I think we've covered most of that. So I'll just reiterate by saying we're committed to continuing to work with you to sort We're committed to continuing to work with all the different stakeholders to see what we can do to provide access in terms of our limitations based on the infrastructure that's currently here. Not that would impact people that are surfing in the water if that's your question. Certainly know there are there are kind of fenced off areas around the actual antennas here. So obviously those would be areas to be avoided. But there are not any health risks that I'm aware of there today.

**[Conclusion]**

01;55;03;15 - *Capt(N) Williams speaking*

But we have more questions on those. Okay. That's great. I think that's good use of the time we have. So, um, we'll wrap it up here and then see, we'll provide a little bit of information or closing comments. But, um, I was just going to ask simply because you want to go first of all.

01;55;22;05 - 01;55;46;24 *Paul Schauerte speaking*

Um, just simply to say thank you, thank you for bringing your concerns to us tonight. Certainly many if not all, were heartfelt and were listening and this won't be the end of our dialog with you tonight. So again, just to say thank you and we will endeavor to address your concerns as best we can moving forward. So thank you for coming tonight.

*Unknown speaker:* is there another engagement scheduled?

01;55;49;18 - 01;56;21;02 *Paul Schauerte speaking*

Sorry, not scheduled. We need to understand when we're going to have the information necessary to come back to you. So until we have that. But we are, I mean, we have a frame of mind of late fall or into winter again. It'll take that long for us to get the information necessary to make it a meaningful discussion so we just don't have to go through the same set of

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questions, but that we can come with much more meaningful information and to show some progress in how we're going to address some of the concerns have been raised here tonight.

01;56;21;02 - 01;57;28;16 *Capt(N) Williams speaking*

So I'll just echo Paul's sentiments. Really appreciate everybody taking the time to come out here to join us online. We appreciate your tough questions. You know, we hear the frustration also here, the passion for, you know, for this area, for the community. And we really do we really do want to do everything we can to be neighbors, to make this a you know, to take advantage of this opportunity for the betterment of this community.

You know, there are a couple things that we will do to provide some information; we've talked about some of those and we'll be communicating through them. You know, some of those things are websites that we're creating locally. Um, a website through the Trident newspaper, which is the local Base paper that will provide some updates to you. There's also going to - I encourage you to go to the Government of Canada website to look at the Canadian Surface Combatant that will be where you find some of the more official information and of course there's email addresses provided on the handout here.

The CFB Halifax Public Affairs line and that's, that's like, uh, monitored by real human beings. Some of them were here tonight. And so we do take all those things and generally secure in Halifax. We don't necessarily have the answers, but we can direct to the right people to provide some information.

01;57;28;24 - 01;57;57;20

I'd also like to just provide one other thank you, there's a number of people around the room and you can see mostly in uniform and Joe as well that helped us put this together tonight and have done all the hard work to make this happen. So I really appreciate them. And of course, to the Hartlen Point golf club - the manager Mark's in the back - for graciously allowing us to use this facility so that we can come to you. To be here on site in the community really means a lot for us to be able to come here. So thank you to all of you that helped make this happen.

01;57;57;25 - 01;59;19;08 *Mr. Darrell Samson, Member of Parliament for Sackville – Preston – Chezzetcook speaking*

If I could just as well thank everybody for their participation in this. So many great questions that came forward tonight that we don't have the answers that you were clear in answering those that you could and many of them we can't because it's a 2-3-4-year process.

So that's the main reason why we need to have more conversations and we should try to schedule in advance whenever we can to be able to meet the needs of the people to express

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their concerns because as we get more information: environment to study traffic study, that will create more need for our conversation. So I would ask that we do the best.

I know I spoke to the Minister. She has given me her word as well that we'll do all we can. And I want to thank you both for the job you've done. It's never easy to face a community that has a lot of very important questions and you don't have all the answers because we're still a ways from that.

And again, I want to you know, we're facing very difficult challenges in the world today. And thanks to our servicemen and women that are here this evening and thank you for their service because it's so important. I always said I might be tough, but. I could never be one of you. You're special people to do this.

01;59;19;14 – 02;01;026 - *Lt(N) Sullivan (emcee) speaking*

This concludes the end of tonight's public engagement session.

We would like to sincerely thank all who participated tonight, both in person and online, for their interest in this project.

Information regarding future public engagement sessions and general updates on the Land-Based Testing Facility project will be added to the Trident Newspaper website at [tridentnewspaper.com/LBTF](http://tridentnewspaper.com/LBTF) as they become available. This information will also be made available on the Government of Canada's Canadian Surface Combatant website under the Infrastructure tab.

For those of you who have indicated your desire to be on our email distribution list, we will ensure you receive updates through that channel as well.

Thank you again, and enjoy the rest of your evening.

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## Advocating for Surfing at Hartlen Point, Nova Scotia

March 28<sup>th</sup>, 2023

Over the past few decades, surfing has grown from fringe to mainstream in Canada. Along with Vancouver Island, Nova Scotia is one of two major surf areas in our country. The sport attracts thousands, is featured prominently in provincial travel promotions, and now fields a Canadian Olympic Surf Team. Most surfing in Nova Scotia takes place around Halifax. The nearest breaks to the city's core are in the Hartlen Point - Cow Bay Area.

Hartlen Point area has a number of surf breaks from intermediate to advanced skill levels. Hartlen Point also attracts kite-boarders, stand-up paddle boarders, kayakers, and costal hikers.

With the construction of the LBTF Facility at Hartlen Point, the Department of National Defense has stated the access to the surf breaks will be restricted; the recreation areas on the shoreline and nearshore waters shut down due to safety and security; and the ecological integrity of the headland essentially destroyed.

Given the above, the many who value Hartlen Point for these activities and its natural value, are extremely upset. This is the only area left in Halifax Harbour East and the Community of Eastern Passage that can offer such activities and such natural spectacle.

Since DND's development has been made public, 100s of surfers have voiced their opposition to this chosen location. *The Lawrencetown Surf Association; The Dalhousie University Surfriders; Patagonia Outdoor Gear; the Protect Hartlen Point Petition* and many other groups have clearly stated that the loss of Hartlen Point for ocean-based & shoreline activities will be the tragic loss of an irreplaceable and invaluable natural area.

With Halifax being the second fastest growing major city in Canada; Eastern Passage planned to be one of the fastest growing communities in Halifax; and surfing/oceansports some of the fastest growing recreational activities, the loss of this location, amongst many other reasons, will be devastating for decades to come.

DND has clearly stated other less-destructive areas for the Warship Testing facilities have been on the table. At this critical time, a location move for the facility must be considered.

Tony Rusinak,

Eastern Passage resident and surfer.

Photos:

Photo #1: Early morning surf on high-quality waves at Hartlen Point (Rusinak, 2023)

Photo #2: Kite-boarding at Hartlen Point during Hurricane Fiona (Rusinak, 2022)

Photo #3: Dozens of surfer cars line the road at Hartlen Point on a nice day. (Currie, 2022)

Photo #4: Calm-water day brings out the Stand-up Paddle Boarders to Hartlen Point. (Rusinak, 2022)

Photo #5: "The Estuary Left" surf break – increasing popular place to surf at Hartlen Point (Morine, 2022)

