

PROPOSED EXTENSIONS OF EXISTING SAND AND GRAVEL WORKINGS ON TO LAND WEST OF ALDBOROUGH ROAD NORTH (PHASE E) AND WEST OF HAINAULT ROAD (PHASE F)

1 EXISTING SITE

- original working phases (A - C), operated since 1986, have been restored and are now in productive agricultural use
- planning consent granted in 2001 for Phase D operations (including restoration). Permission has been extended twice, most recently in February 2016
- restoration activities ongoing in Phase D
- restoration due to be complete by 31 December 2016. New footpath is physically complete but some issues still need to be resolved with LBR before it can be opened up for public use
- plant site, both site access points onto Hainault Road and associated ancillary operations are being retained to support the proposed extensions to Phases E and F.

2 PROPOSED EXTENSION PHASES E AND F

- planning application area (including haul routes, plant site etc), reduced from approx 65.4 hectares to 62.92 hectares
- proposed mineral extraction area – approx 19.5 hectares – approx 30.1% of application area
- mineral reserve – approx. 1 million tonnes – 40% to on-site ready mix concrete plant. Phase E approx 900,000 tonnes and Phase F approx. 100,000 tonnes.
- average annual extraction rate – 150,000 tonnes – based on plant capacity and market demand
- maximum extraction depth – 10 metres below existing ground levels
- maximum extraction depth including over dig – 12 metres. The London Clay below the sand and gravel would also be extracted ('over dug'), to provide the material required for the construction of the clay seal along the southern boundary of the proposed extraction area around Phase E
- average sand and gravel thickness in Phase E – 4.5 metres

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- average sand and gravel thickness in Phase F – 3.5 metres
- there would be no direct access in to Phase E. Neither Painters Road nor Aldborough Road would be used by quarry traffic apart from local deliveries
- time period to recover minerals – 6 - 7 years. Phase F approx 1 year, Phase E approx 6 years
- site life including restoration – 8 - 9 years (over the entire site)
- footpath No. 93 to be retained on original route
- footpath No 94 to be diverted. Proposed diversion is approximately 250 metres shorter than originally planned
- appropriate standoffs from sensitive receptors have been developed as part of the working scheme. These would allow the proposed operations to take place within recognised environmental criteria as per National Government Guidance
- St Peter's Church and the barn at Aldborough House Farm would be covered by a condition report before any development
- a 100m standoff will be provided to St Peter's Church and the barn at Aldborough House Farm
- best practice control measures, including monitoring and action plans, would continue to be used to control and/or mitigate any potential noise and dust
- hours of operation – 7am - 7pm Monday – Friday.
- There will now be no extraction or restoration operations over weekends
- Saturday hours of working will remain as consented (7am – 1pm) for the plant site to export sand and gravel and ready mixed concrete
- maximum daily HGV movements with sand and gravel and restoration vehicles (based on 200,000 tpa output) are 144 (72 in and 72 out). Of these movements, up to 50 (25 in and 25 out) would be linked to importation of inert restoration materials

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- typical daily HGV movements with total sand and gravel restoration vehicles (based on 150,000 tpa) would be 104 (52 in and 52 out). Out of these movement up to 40 (20 in and 20 out) are linked to importation of inert restoration materials
- the proposal would not change the existing access and egress arrangements of the current operation – these figures are very similar to recent historic operations
- no new access points would be needed. The existing consented access points off Hainault Road would continue in use to export sand and gravel and import inert restoration materials
- there would be no direct access in to Phase E. Neither Painters Road nor Aldborough Road would be used by quarry traffic – apart from local deliveries.

3 PROPOSED RESTORATION

- approx 750,000 cubic metres of inert restoration materials would be imported to progressively deliver the range of restoration landforms in Phases E and F
- typical importation rate 130,000 cubic metres a year
- Creation of approximately:
 - 2.36 hectares of woodland
 - 6.5 hectares of open water and wetland habitats
 - 11.68 hectares of conservation grassland
 - 1.5 kilometres of new species rich hedgerow.
- approx 30 hectares of agricultural land to be progressively reinstated
- improvement of the condition of existing landscape features, including boundary hedgerows
- 5 year aftercare management programme
- overall restoration scheme could potentially deliver:
 - processing plant site – agriculture and nature conservation
 - Phase A (west) – agriculture and nature conservation
 - Phase A (east) – recreation and nature conservation

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- Phase D – minor changes to approved scheme to enhance biodiversity benefits
- Phases E – agriculture and some nature conservation
- Phase F – agriculture only.
- community benefits would include:
 - reducing working hours – so no extraction or restoration over weekends
 - setting up a site liaison group, to include Brett Tarmac, elected representatives and local residents
 - providing approx 2.2 km (1.35 miles) of new permissive rights of way in Phases E and A (E), over and above that already created in Phase D
 - creating a new link from footpath 97 to improve access from Aldborough Hatch to Barkingside Station via the diverted FP94
 - providing more choices of circular walks from the established Aldborough loop and Barkingside 7 routes
 - creating an off-road network of paths and routes from Aldborough Hatch to Fairlop Waters Country Park, through and around Phase D and Phase A (E)
 - developing new parking facilities close to Fairlop Country Park as part of Phase A (E)
 - enhancing biodiversity opportunities by creating new habitats for birds, amphibians, invertebrates and other wildlife
 - liaising with London Borough of Redbridge to identify opportunities for interpretation and education in Phases A and E.