

# Linhay Hill Quarry Local Liaison Group

## Notes of Site Visit

**Date and Time:** 30 April 2024@ 10am

**Location:** On site, see opening paragraph

<b>Present:</b>	B Wilson	Glendinning, Managing Director
	Gareth Evans	Evans Associates Ltd
	Cllr Don Distin	Ashburton Town Council,
	Cllr Stuart Rogers	Teignbridge District Council
	Cllr John Notley	Teignbridge District Council
	James Aven	Dartmoor National Park Authority
	Bill Allen	Dartmoor National Park Authority
	Andrew Watson	Dartmoor National Park Authority
	Elizavita Belova	Environment Agency
	Phil Townsend	DCC highways
	Toby Ball	DCC highways
	Joshua Lewis	DCC Flood and Coastal Risk Officer
	Kieran Miller	DCC Graduate
	Ruilin Jiao	DCC Graduate
	Chris Tregidgo	South Dartmoor Community College
	Emily Hanbury	School for Inspiring Talents, Place House
	Steve Hellier	National Highways
	Helen Staddon	Westcountry Rivers Trust
	Graham Burge	Alston Cottage
	Jenny White	Lower Waye
	Dawn Battle	Momalda
	Steve Couch-Finnemore,	Waye Resident
	Philip Vogel	Neighbour
	Mr and Mrs Smith	Neighbours
	Anthea Hoey	Glendinning

### 1. Venue

The arrangement was to meet in the car park at Glentor and combine into as few cars as possible to travel in convoy to the car park near the quarry workshops from where we could walk up to view progress to date with construction of Waye Lane.

Here is a photograph taken at the start of the walk.





## 2. Waye Lane

Barry explained that construction of Waye Lane was now in its final stages. The final wearing course had been laid on the lower section, from chainage 0m to approx. 325m and most of the remainder was ready for the final wearing course to be laid. In addition, the junctions with the highways at either end have both been constructed.

Also, the remaining landscaping features had all been planted over the last winter and were now beginning to break into leaf. The only remaining aspect was seeding of some of the hedgebanks and tree planting areas.

We visited the lower section first. This is where the road construction had been completed. The photos below contrast its state at the previous LLG site visit with the position now.





The photo below shows the junction with Balland Lane, also showing the now widened carriageway and landscaping along Balland Lane.



On the way back, some members of the group commented on the pleasing result of the mix used to make up the final wearing course of the road. Barry explained that the mottled effect was the result of the mix of materials, including aggregate from Glendinning's other quarry at Pigsdon.





The photo below shows the part of Waye Lane at the top of the ramp up from the quarry, chainage approx. 360m, with the short spur which leads up to a new entrance to Place House. This shows new hedgebanks on the LH side of Waye Lane, together with a short section of translocated hedgebank alongside the spur.



It also shows where the diverted route of Ashburton 16 footpath crosses Waye Lane. The final wearing course is yet to be laid, hence the raised ironworks.

We next paused at the Place detention basin. Anthea explained that this was one of a number of water attenuation basins constructed to hold back surface water runoff. The detention basins provide drainage for the road and also help to reduce flooding downstream. Their effectiveness had been shown over the past very wet months.





Gareth described the tree planting around the Place detention basin, pointing out the trees that had been planted over the last winter and over the previous winter. The earlier planting is establishing well, with some trees doubling in height since planting and few replacements required. The areas planted were chosen to link areas of existing vegetation to provide a continuous planted corridor for wildlife.

The photos below show the vegetation and planting around the Brownswell detention basin.





Anthea pointed out the length of relocated hedgebank a short distance further along Waye Lane. This hedgebank had been set back a few meters from its previous position alongside the farm track which provided the route for this part of Waye Lane to make sure that the new road could accommodate larger vehicles, such as dustbin lorries and artic vehicles delivering and collecting from Fine Turf. This particular length of hedgebank had been relocated to its previous position from elsewhere about 30 years ago. Some reinforcement planting has been done to fill gaps resulting from the relocation operation.



Further along, Gareth described the different woodland planting method that had been agreed with the Dartmoor National Park Authority ecologist that was being trialled either side of Waye Pond. This involved planting the woodland edge area, but not the woodland area itself. Instead, this area will be seeded with specially selected and treated tree seeds, which will germinate alongside natural regeneration from the adjacent woodland area.







Gareth then described the different types of tree guards that have been used for the hedgebank and tree planting areas: These are a combination of rabbit spirals, plastic coated gauze and tubes. He had investigated several types of guards using non plastic materials, but none had been satisfactory, not lasting long enough and one even using a glue that was attractive to slugs!



All guards used here are made from recycled plastic. The spiral guards are biodegradable. The other guards will be collected in a few years' time and reused elsewhere or recycled.



Gareth also pointed out the specimen trees that have been planted at intervals along the new hedgerows. An example is shown in the photo below.



Anthea pointed out Waye Pond and the elevated outlet control.





The Group then returned to their cars in the quarry, retracing their steps back along Waye Lane.

### **3. Outline of the proposed Project Programme**

The next steps in the Project Programme for Stage 0 are as follows:-

- The final surface of Waye Lane will be laid along the whole length on completion of all three sections. The intention is that the road will be opened in Summer 2024.
- Alston Farm Access – final completion by mid-2024.
- SWW water main diversion – now planned for summer 2024.
- Improvements to Caton Cross – Constructed late 2023.
- Closure of Alston Cross to follow opening of Waye Lane.

### **2. Date and format/venue of next meeting**

Waye Lane will be open to traffic when the next Local Liaison Group meeting takes place, due in autumn 2024. The date and actual venue/format for the next meeting will be decided nearer the time.

Many thanks to all who attended. We hope you found it interesting and useful.