



AGGREGATES ACT INTRODUCED

On June 14 the long-awaited new pits and quarries legislation received first reading at Queen's Park. The draft legislation is contained in Bill 127, *An Act to revise The Pits and Quarries Control Act, 1971*. Its short title will be *The Aggregates Act, 1979*.

Comments from ministries, municipalities and concerned agencies will be received by the Ministry of Natural Resources (MNR) until September 15, and will be forwarded to a Standing Committee of the Legislature for consideration.

Designed to revise the present *Pits and Quarries Control Act*, Bill 127 contains few surprises and little in the way of specific rules governing extractive operations themselves. What it does do is provide an

expanded administrative and procedural framework for the management of Ontario aggregate resources.

Specific rules and policy implementation will appear as regulations passed pursuant to the Act. They need not be publicized or brought to the attention of the Legislature before being made into law.

The Act claims three purposes: to bring aggregate extraction on Crown land and private land under one piece of legislation; to control and regulate the operation of pits and quarries; to require the rehabilitation of pits and quarries. Initially it will only apply to those areas presently designated under *The Pits and Quarries Control Act*, so undesignated municipalities are still left on their own in trying to control extraction.

Highlights of the new Act include: an altered licence application procedure, a new licence fee structure to provide financial compensation to municipalities, more regulations governing wayside pits, a fund for the rehabilitation of abandoned pits, and certain rehabilitation guarantees.

Licences

Two classes of licences have been created. Class A will be for annual extraction of more than 20,000 metric tonnes while Class B will cover smaller operations of 20,000 tonnes per year or less.

Class A licence applications must include a detailed site plan and a written report dealing with the extent of the aggregate deposit, the operation itself, haulage routes and watertable effects. The site plan must be certified by a professional engineer, an Ontario land surveyor or a landscape architect. Class B applications will only require a less detailed site plan.

The present licence application procedure will undergo some changes. When the MNR receives an application it

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Province will dictate gravel areas — White Paper

The Province has recommended changes to the *Planning Act* which have ominous implications for the municipal control of pits and quarries.

The proposed changes are contained in a White Paper, which is a firm statement of government policy and intent. Local or regional municipalities will receive a great deal more planning power if the changes become law. Yet at the same time the Ministry of Natural Resources (MNR) will be handed the tools to circumvent municipal control over strip mining.

Under the proposed changes to the *Planning Act* the Province, through the Ministry of Housing, will be able to order any municipality to incorporate specific

matters into its Official Plan. Thus the MNR will be given a legal basis by which it can force municipalities to designate and set aside aggregate resource areas.

In mid-June the MNR released its "Proposed Policies: Co-ordinated Program Strategy for the Ministry of Natural Resources in Southern Ontario". The Ministry proposes to meet projected future aggregate demand by "ensuring that municipalities in the preparation of official plans and zoning bylaws designate sufficient areas to meet current market demands and protect sufficient mineral aggregate resources to ensure that material is available to meet probable future demand".

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COLLECTIVE WISDOM

NEW ACT CONCEALS MNR'S IRON FIST

The proposed new Aggregates Act at first reading appears to be full of good intentions — with a little tightening and stronger controls it would make a useful piece of legislation. But municipalities are being asked to comment on it as if it were the one and only government document affecting pits and quarries.

On closer examination it seems that the new act is a smokescreen veiling the government's full intentions. Behind the scenes the Province has quietly assembled a network of policies and legislation aimed at one thing only: elimination of municipal control over pits and quarries.

Already, proposed amendments to the *Trees Act* will no longer let municipalities prohibit operators from cutting woodlots to make way for pits.

The MNR's "Proposed Policies: Co-ordinated Program Strategy for the Ministry of Natural Resources in Southern Ontario" outlines the Ministry's intention to force townships and regions to designate extractive areas in their Official Plans. These areas may be 2 to 20 times larger than the areas presently licenced. The new *Planning Act* will give the Ministry a legal basis to enforce its policies.

Detailed regulations to support the new Act and "guidelines" for municipalities have not reached the final draft stage yet, but promise to re-inforce the MNR's policy of preemptive land use and Provincial control.

FAS objects to the fact that even now the MNR is spending tax-payers' money to bully Durham Region into designating vast acreages of extractive lands. As yet the Ministry can only exert considerable pressure on planning decisions. How much worse will the situation get when the Province can legally force the designation of aggregate areas?

By losing control over a nuisance industry like aggregate extraction within their boundaries, municipalities are inviting disaster. FAS strongly urges councils to consider the MNR's policies and the White Paper on the *Planning Act* when commenting on the new pits and quarries legislation.

FAS believes that the Provincial Government should put all its cards on the table so local councils can really understand the future of municipal control.

The editorial board of the *Gravel Extract* seeks to reflect your collective experience. But it is dependent on municipal and community leaders to keep abreast of developments in every part of Ontario. We look forward to hearing from you.

White Paper . . .

(continued from page 1)

Municipalities will be given the option of passing either "short-term" or "long-term" zoning by-laws. Long-term restrictions would maintain an existing use or pre-zone to a future use. Short-term zoning would specify a temporary use for 3-year renewable periods. Municipal officials are worried that the Province may be able to force a council to pass a short-term by-law allowing extraction, even in areas where residents thought they were protected by long-term zoning.

The revised *Planning Act* may also affect Official Plan and zoning changes to permit extraction, and subsequent Ontario Municipal Board hearings.

All Official Plans and amendments must presently be approved by the Ministry of Housing. The White Paper proposes that in future Ministerial approval will only be necessary where issues in those plans are of "Provincial interest" - in the MNR's view this is the status of aggregate extraction. However, there is no definition of "Provincial interest": it is a subjective matter left to the judgement of the Minister of Housing.

The Ontario Municipal Board's hearing procedures will also be changed concerning planning decisions. On some matters, not of "Provincial interest", the Board will make the final decision. It is unclear, from comparing the White Paper on the *Planning Act* with the new aggregates legislation (see pg. 1), who will make the final decision when an Official Plan amendment, a zoning change and a pit licence application are all considered by the Board at once.

There is a noticeable omission from the White Paper, as it does not address the question of making extraction a "use" of land, as defined by the *Planning Act*. Zoning by-laws legally only apply to "uses" of land, although municipalities often try to apply land-use zoning to pits and quarries. The MNR, the Working Party, and the Foundation for Aggregate Studies have all agreed that declaring extraction to be a "use" would simplify municipal planning, but no action has been taken.

The Ministry of Housing will accept written comments on the White Paper until November 16, 1979. Unless the Ministry receives very substantial disagreement, the new *Planning Act* will closely follow the conclusions of the White Paper. In that case, municipal control over aggregate extraction will effectively disappear.

Aggregates Act . . .

(continued from page 1)

will send a copy to the clerk of the county or region and local municipality in which the proposed site is located. At the same time the applicant must place a public notice in two successive issues of the local newspaper.

Any council or individual may object to the application within 45 days and request an Ontario Municipal Board (OMB) hearing, or the Minister of Natural Resources may request a hearing himself. As at present the OMB will make a recommendation to the Minister, but his decision will be final. No appeal to Cabinet will be allowed. A hearing may also be requested by the applicant if the licence is refused by the Minister.

When a licence is issued the Minister may impose upon it such conditions as he

form the municipality and county or region when a wayside permit is issued, but the new Act confirms that the permit can override any local by-laws. A wayside permit will expire after 18 months or the completion of the project for which it was issued, whichever comes first. There is no provision for renewal: a new application must be submitted. Under the old legislation a wayside permit could be renewed every year.

Abandoned Pits

An important section of the new Act will empower the Minister of Natural Resources to declare an inactive site to be "abandoned" after due investigation. A fund will be created from the ½¢ per tonne portion of the annual licence fees to be used for the study and rehabilitation of these abandoned sites.



sees fit, and must inform the county and local municipality that the licence has been issued. The MNR must inspect the operation each year, and the municipal and county councils are invited to comment every five years.

Annual licence fees will be set by regulation, but Sherry Yundt, Supervisor of the MNR's Industrial Minerals Section, told the *Gravel Extract* that the fee will initially be set at 6¢ per tonne of material extracted during the previous year. This money will be distributed as follows: 4¢ to the local municipality, ½¢ to the county or region, ½¢ to the abandoned pits and quarries fund, and 1¢ to the Province.

Wayside Pits

Some procedural changes will also affect wayside pits. The MNR will have to in-

Crown Land

The administration of aggregate extraction from Crown land will be removed from *The Mining Act* and replaced by a section of Bill 127. In future extraction from Crown land will be subject to the same regulations as extraction from private land in designated areas, except that rehabilitation standards will be less strict.

Rehabilitation

For the first time, "rehabilitation" is defined in the legislation: the restoration of land to its former use or condition, or the change to another use or condition compatible with adjacent use.

The rehabilitation security deposit will be set at 8¢/tonne, according to the MNR. Each operator's deposit will be kept in a

separate account, out of which he will be entitled to be refunded up to twice a year for the money spent on rehabilitation since the last refund. When the Minister of Natural Resources is satisfied that restoration is complete, the operator will receive any balance remaining in his security account.

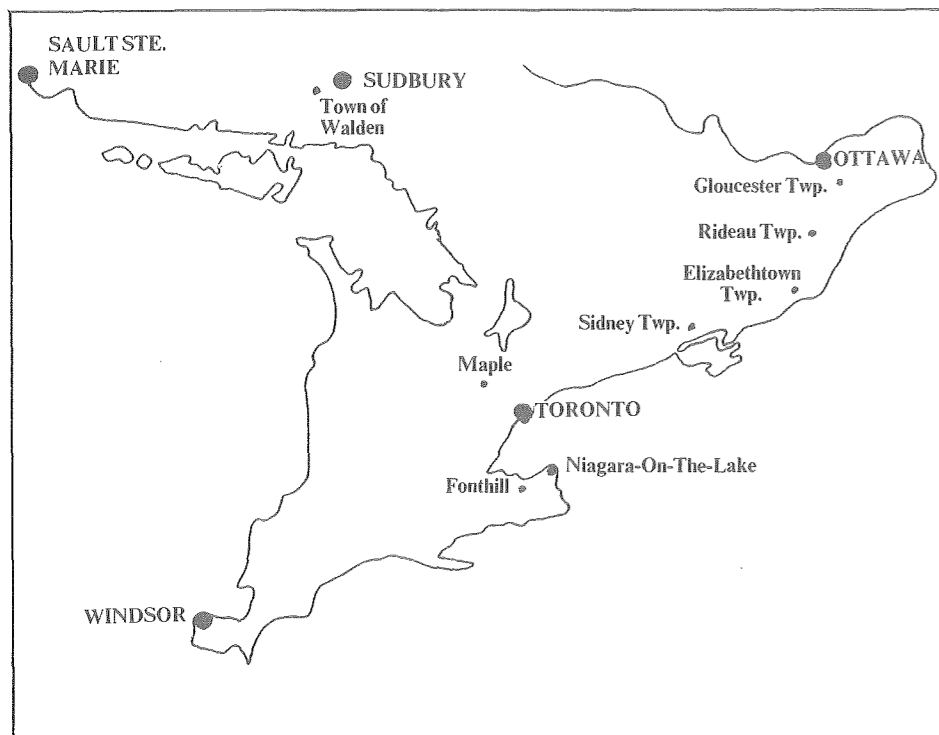
Superficially the new Act represents an improvement over *The Pits and Quarries Control Act* in such areas as rehabilitation and financial compensation to municipalities. The drawbacks may lie in what is left unsaid and what will later appear as regulations.

There is a marked lack of concern for public involvement and the conservation ethic. Several sections indicate increased Provincial involvement in planning matters concerning aggregate. Taken together with

the Ministry's recent policy proposals (Proposed Policies: Co-ordinated Program Strategy for the Ministry of Natural Resources in Southern Ontario, April 1979) and proposed changes to the *Planning Act*, (see pg. 1) all signs point to the removal of municipal control over pits and quarries.

It appears that the Province will have power over the location and control of extractive operations as well as the power to impose pits and quarries on unwilling municipalities. It remains to be seen whether tighter rehabilitation standards and the 4¢/tonne refund will be enough to offset the impact on a municipality of having to submit to MNR policy and provide a "fair share" of Provincial aggregate demand.

MUNICIPAL NEWS ACROSS THIS PROVINCE



Sidney Quarry Goes To Hearing

The application for a quarry to be located less than one-third of a mile from an elementary school at Foxboro will be heard by the Ontario Municipal Board (OMB) at a yet to be announced date.

The Charles H. Demill Construction Company Limited applied for a licence to remove 350,000 tons per year from the site, which straddles the boundary between Sidney and Thurlow Townships. Both townships approved the proposal in March, but subsequent objections received from area residents prompted Sidney Council to reconsider its position and send a letter of concern to the Ministry of Natural Resources (MNR) in April.

The Hastings County School Board joined residents in expressing dissatisfaction with the quarry location. The school building, its water supply and the children themselves might be endangered by blasting, they felt.

Dave Mullett of the Napanee MNR office outlined other objections to the quarry. "Concern was also expressed over the effect of blasting on the Foxboro Marsh, which lies half a mile north of the site. There was some fear that migratory birds might be scared away by the noise.

"Residents were also worried about lowered property values and possible water-table disturbance.

"Regarding well interference, mining will eventually take place below the water-table, so that the quarry will have to be dewatered, or pumped out. The Ministry of the Environment has said that if a licence is granted, they will limit the water-taking permit to 10,000 gallons per day, to minimize effects of pumping."

No further action will be taken by any of the involved parties until the OMB hearing date is announced.

Gloucester Twp.:

OMB SAYS NO POLLUTION DANGER

The Ontario Municipal Board (OMB) has recommended in favour of a quarry expansion, despite residents' fears that it will hasten the spread of arsenic-polluted ground water.

The expansion, which will add 87 acres to the Bertand and Frere Construction Company Limited's quarry on Highway 31, had been approved by the Township late last year. Angry residents went to the OMB in February, and received the Board's recommendation in late April.

The source of arsenic pollution was a slag pile on adjacent property owned by Masterloy Products Limited. Rain water running off the arsenic-laden slag had percolated into the ground water, contaminating several local wells beyond Ministry of the Environment safety limits. The pile had been covered, but since it was also slightly radioactive, it could not be removed before a safe disposal site was found.

Residents feared that when the quarry expansion intercepted the watertable it would tend to increase the natural ground water flow from the pile to the site, thus spreading the contaminant.

At the OMB hearing, groundwater experts were called in by the construction company. The Board accepted their evidence that if polluted water was to collect in the quarry bottom it would be diluted by rainwater and other clean water seeping in. By the time the pooled water is pumped out the arsenic concentration will have been reduced, they claimed, to a non-hazardous level.

The Board also refused objectors' requests that the quarry licence be withheld until the slag pile is removed, or until further studies and tests could be carried out.

Elizabethtown Operators Oppose By-Law

Opposition by local aggregate producers has caused Elizabethtown Township to re-examine its strict new pit and quarry by-law.

Council had already passed the original by-law when operators forced a meeting to voice their opposition. They warned that the extra costs involved in complying with the regulations would be passed on to the consumer, and could possibly force the smaller concerns out of business.

The Township Solicitor and Council members are now looking at the by-law in light of operators' complaints. "A compromise by-law may well be developed" said Deputy-Clerk Howard Earl. The new by-law is stronger in many ways than the *Pits and Quarries Control Act*, which does not cover the township. "Operators said they could have lived with the *Pits and Quarries Act*, if necessary, but felt our regulations were too strict" said Mr. Earl.

Under the new by-law a prospective operator must submit a site plan and hydrogeological report with his application. A \$1,000 deposit to cover the cost of

processing the application must be included, the unused portion being refundable.

Once a site is approved it must be fenced, and be concealed by berms and/or a tree screen. Hours of operation are restricted to 7 a.m. to 8 p.m.

Setbacks must be 100 feet from property boundaries in Rural or Industrial zones. In all other zones, pits must be set back 400 feet; quarries, 700 feet. No blasting will be permitted within 1000 feet of structures housing people or animals.

Rehabilitation standards call for the

Pit Proposed in Fonthill

A major new sand and gravel operation has been proposed for the Fonthill area, in the Town of Pelham.

The Steed and Evans Company Limited proposed as early as last September to open a 125-acre pit close to their present site, which they claim has only three years of reserves left in it. Throughout the winter and spring local officials and residents discussed the plans with company representatives. Even though the company has not yet made formal application for a licence, local ratepayers feel threatened and are organizing in opposition.

The proposed site contains an estimated 10 million tons of sand and gravel, in a ridge set back from the lip of the Niagara Escarpment. It lies within both the Development Control Zone and the Pit and Quarry Restrictive Zone. When an application is finally submitted, the company must receive a Development Permit from the Niagara Escarpment Commission, and special permission from the Province to quarry in the Restrictive Zone.

Opposition to the plan has come from nearby residents and members of the Lookout Point Golf Club, whose golf course adjoins the eastern side of the proposed site. The owner of a campground north of the site also fears the impact on his business.

The opponents fear noise, possible water table interference, and blowing dust, as well as truck traffic and the pit's appearance. Both the region's federal and provincial members of parliament have offered their assistance in fighting the pit when the company finally makes an application.

sides to be sloped and graded and suitable material placed in the pit bottom to allow vegetation to take hold. Mr. Earl pointed out that one of the most contentious rules called for rehabilitation to begin not later than 12 months after excavation ceased. "Many operators felt that under poor market conditions they could deplete stockpiles for a year without having to remove any more materials."

The Township will consider operators' comments over the summer to determine whether or not the regulations should be relaxed.

Walden Backs Residents

Walden Council has allied itself with ratepayers, cottagers and camp owners in opposition to Penage Quartz Limited's proposal to open a quarry on Black Lake Road.

Council favoured continuation of the company's sand and gravel operation, with adequate restrictions, but opposed an application to allow quarrying at the site. At a public meeting on May 31 some 200 citizens turned out to state their opposition to the quarry proposal. Their concerns centred around noise problems and road safety, particularly as the application included an increase from 150,000 to 250,000 tons annual production.

Walden Roads Commissioner Randy Grover described the part of Black Lake Road most vulnerable to heavy truck problems: "A one-mile section near Black Lake serves 12 summer camps. Some of the buildings are only 30 feet from the road, which is unpaved and very winding."

As the company has refused to make any concessions to the residents, Walden Council will recommend to the Region of Sudbury that a quarry licence not be approved. Wayne Thibault of the Ministry of Natural Resources' Sudbury office said that they expect to receive a report and recommendation from the Region later this summer, which will guide the licence decision.

RIDEAU TWP. HOURS OF OPERATION

The Township of Rideau passed an hours-of-operation by-law in mid April to allow local operators to compete more effectively with those in adjacent townships.

The new hours, 7 a.m. to 8 p.m., represent a 3 hour increase, and let pits operate for the same length of time each day as competitors' pits outside the Township. The municipality had been approached by local operators and drafted the by-law in response to their request.

A Township spokesman said that the new by-law was opposed by residents of the First Line Road, who did not want to endure heavy truck traffic for an extra three hours a day. Three small pits already existed on that road, and residents feared that the extended hours would make the area more attractive to large-scale operators.

Despite the objections, the by-law was passed intact by Council.

COPING WITH GRAVEL TRUCKS

In the last issue the *Gravel Extract* related several townships' experiences with per ton gravel royalties. This time the focus is on truck traffic as we examine ways and means of coping with the problem.

The problems caused by gravel trucks are well known: noise, vibration, road damage, traffic and pedestrian safety. The trouble is compounded by sheer volume of traffic, as trucks pass every few minutes for eleven hours a day or longer, nine months of the year.

The usual reaction from suffering residents is to ask their council to prohibit gravel trucks or to designate specific truck routes. A number of municipalities, notably Adjala, Halton Hills, Georgina and Uxbridge, have been asked by residents within the last year to ban gravel trucks from specific roads. It is no coincidence that some of the townships with the worst problems are near Toronto: they lie on the fringes of Ontario's largest aggregate market.

There are several ways by which a municipality may legally place restrictions on gravel truck traffic. One method involves the signing of a route agreement by council and a pit owner who operates his own fleet of trucks, and who thus has some measure of control over the drivers. (Independent truckers are not subject to any company discipline and cannot usually be signed to a route agreement.) The agreements are purely voluntary and cannot be enforced like by-laws.

If a specific route agreement is attached to the conditions of a pit licence, as is sometimes recommended by the Ontario Municipal Board (OMB), then the Ministry of Natural Resources can penalize an offending operator.

Alternately, a municipality may impose vehicle weight restrictions under the *Highway Traffic Act*. This can be done in two ways. Any township roads which are not hard-surface, and not designated as Class A (usually regional or provincial highways) are Class B roads. Any vehicles over 18,000 lbs. axle weight - all gravel trucks - require municipal permission to use these roads. This regulation is very seldom enforced.

A township may also pass a by-law prohibiting vehicles over any specified weight from using particular roads. The

major disadvantage, which makes this a most unattractive option, is that it necessarily prohibits *all* heavy commercial and farm vehicles, not just gravel trucks, on the designated roads.

The *Municipal Act* also allows municipalities to impose controls over traffic. A by-law will be legal and enforceable as passed unless successfully challenged in court. Several councils, such as Town of Halton Hills last year, learned that there is no legal basis by which restrictions can be applied to gravel trucks alone. (See *Gravel Extract* Vol. I, No. 3).

Any legislation which seeks to discriminate against the use of public roads by vehicles hauling a particular load, having a particular starting point or destination, or travelling in a particular direction, will be rejected by the courts and by the Province.

Unfortunately, that is often what municipal restrictions on gravel have to do in order to protect local residents. The matter cannot be viewed simply as striking a balance between reducing nuisance to residents and increasing nuisance to truckers; it becomes submerged in the larger issue of the right to use public roads.

Most gravel truck drivers feel that once they have paid their licence fees they may travel on whatever roads they wish, a position generally supported by the Ministry of Transportation and Communications (MTC). A spokesman from the Municipal Roads Office explained the MTC's position. As the Ministry subsidizes 40-80% of municipal road work, it feels that

townships have an obligation to provide suitable routes for heavy trucks.

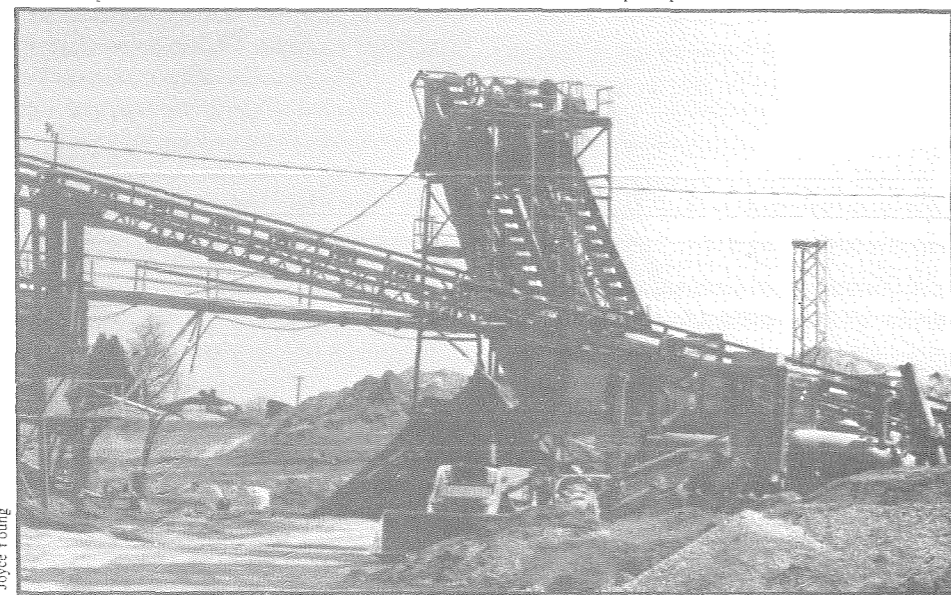
The MTC can be consulted in an advisory role, but will not step in and actually designate routes or prohibit trucks on others. It can, however, veto local traffic regulations designed to apply to Provincial Highways or designated connecting links between them.

Municipalities have tenuous powers and vast difficulty in protecting their residents from gravel trucks. Even when laws are passed, monitoring and enforcement are major stumbling blocks. Few municipalities have the staff, time, and money to do an adequate job of enforcing tough regulations.

Even if gravel trucks cannot be eliminated from certain roads there are still some ways to reduce their impact. Many municipalities have an hours-of-operation by-law which restricts pit operations, and thus truck traffic, to certain specified hours.

Municipalities may also ask the police to pay special attention to speed limits in critical areas, but this will not guarantee continuous surveillance.

Residents and councils plagued by gravel trucks are, theoretically, not completely at the mercy of the industry. In practice, however, they are forced to choose between enacting difficult-to-enforce legislation, or depending once again on voluntary co-operation from drivers and pit operators.



Joyce Young

Unique Reclamation Scheme Benefits Wildlife Reserve

A privately operated wildlife reserve near Chicago, Illinois, will gain an important new study area as a result of a unique extraction-rehabilitation agreement.

The McGraw Wildlife Foundation is a 1350 acre reserve used for conservation education, nature study and ecological research. It has no government support, but relies on donations, memberships, and profits from a game farm. Plagued by chronic financial shortages, the Board of Directors in 1971 sold the mining rights to a large sand and gravel deposit on the property.

A crucial condition of the mining contract, awarded to the Meyer Materials Company, was that the company would pay for initial rehabilitation (everything up to final grading) in the creation of a wildlife study area. The establishment of flora and fauna would be paid for by the McGraw Foundation. Dr. George Burger, General Manager of the Foundation, explained that the scheme was seen as a chance to create some deeper lakes to compliment the many shallow-water study sites already in existence, as well as a chance to acquire some much-needed revenue.

The mining rights were sold on a per ton basis, but "the amount of the royalty is confidential" said Dr. Burger. "We had to take into account how much our share of the rehabilitation would cost, as well as our over-all financial picture."

The rehabilitation plan involves the removal of 13-15 million tons of aggregate from a 179-acre site, two-thirds of which had been farmed. After the scheduled end of extraction in January 1982 the mining company will have one year to complete reclamation, as required by Illinois law. The company has been engaged in progressive rehabilitation which will lead to the creation of five water bodies with several islands and observation posts. At present a 30-acre lake is almost complete, and the company has begun shaping a smaller lake.

Dr. Burger told the *Gravel Extract* that even when the project was first announced, the prospect of an open-pit mine in the midst of a wildlife reserve did not upset local environmentalists. "The rehabilita-

tion plans were what really sold the entire project, along with the relatively short time - 10 years - that the area would actually be mined. Considering our financial needs and the fact that the Wildlife Foundation will wind up enhanced, rather than marred, by the mining, it was seen as an ideal solution."

The circumstances surrounding this particular extractive operation were somewhat unique: the general reclamation plan had been determined before the mining contract was let, and the entire operation was geared to the subsequent rehabilitation. Nevertheless, the sound long-range planning and co-operation between the gravel company and the future user of the rehabilitated site provides a good example for Ontario operators and municipalities alike.



Eric Salmend

Maple Dump Appeal

The controversial proposal to turn mined-out gravel pits in Maple into a landfill site is once again under consideration. As reported in the *Gravel Extract* Vol. 1 No. 2, the original proposal was rejected by the Environmental Assessment Board (EAB) in May, 1978. The Environmental Appeal Board is now hearing an appeal of that decision.

The proposal now before the Appeal Board is a scaled-down version of the plan originally submitted by Crawford Allied Industries Limited and Superior Sand, Gravel and Supplies Limited. The companies are now asking permission to dump garbage into 245, rather than 560, acres of former pits. The original proposal was turned down by the EAB over fears of ground-water contamination.

The appeal hearings will continue intermittently throughout the summer.

Quarry Expansion Approved

On June 15 the Niagara Escarpment Commission (NEC) approved a Development Control Permit for a 74-acre expansion of the Burnstein Brick Company's quarry at Niagara-on-the-Lake.

The permit was recommended by Niagara Region and Town Council, even though the Town received no guarantee that the one attractive aspect of the proposal would ever be included.

With an eye to future tax revenue, Niagara-on-the-Lake Council was originally unwilling to approve the quarry expansion until it received assurance that a brick-making plant would also be built in town.

Councillors felt that the Town would receive no benefit, financial or otherwise, from approval of the quarry alone, as extractive operations can only be taxed on the portion worked during the each year. The brick plant, they felt, would generate enough revenue to offset nuisance from the quarry.

After much discussion between Council and company owner Sam Burnstein, Council had to be satisfied with a very

general agreement. The owner said that when the time came to build a new plant it would almost certainly be constructed within the Town's industrial area. A more specific promise could not be given, as future market conditions would determine if and when the plant would be built.

Some local ratepayers had been opposed to expansion of the quarry since the matter was first raised in 1974. Two of the main concerns were the effect on the watertable and control of runoff from the site.

Town Planner Greg Hynde explained

that the Planning Committee treated the quarry expansion as a completely separate issue from the question of a brick plant. "We recommend a list of conditions to the NEC which we felt would answer residents' concerns. Most of these were attached to the Development Permit, including a truck cleaning station at the quarry exit, dust control measures, a stormwater management program, and a groundwater monitoring system. The objectors indicated that they were satisfied with these conditions".



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