Barnburgh Bridge and Cutting Infill Works

Submission to inform Pre-app ref. 17/00356/PREAPP

8 Sep 17

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1. Access & Route to Site

From Doncaster/ Barnsley via A635 onto B6098 in Goldthorpe then onto Barnburgh Lane and finally onto Green Lane.

2. Phasing

There will be 3 distinct phases to the works:

- **Phase 1** - Filling under the bridge
- **Phase 2** - Filling to the Cutting - West (Goldthorpe / Barnsley side)
- **Phase 3** - Filling to the Cutting - East (Barnburgh / Doncaster side)

3. Anticipated Vehicle Movements and Durations

Phase 1

The works filling under the bridge area will require access including the construction of access ramps down the sides of the Cutting. The expected duration for the bridge infill work is 4 -5 months, this is to allow for construction of the ramps, compaction testing and engineering works with an allowance for inclement weather. During this phase of work, Phase 2 site clearance works should be carried out before the bird nesting season starts.

c.7,000m³ of material is required to carry out this work at 200m³/day or 20 wagons/day for 35 days.

Phase 2

It is anticipated that filling to the Goldthorpe side of the bridge would commence immediately following the completion of Phase 1. The expected duration for this phase would be 6-9 months due to site finishing works including top-soiling, seeding, construction of paths, fencing and tree planting. Again, an allowance has been made for inclement weather and holiday periods.

c.15,000 m³ of material is required to carry out this work at 250m³/day or 25 wagons/day for 60 days.

Phase 3

Filling to the Barnburgh side of the bridge may not commence upon completion of Phase 2 as it may be left to establish prior to Phase 3 site clearance works. This is advised in the Phase 1 Habitat Report, Skyline Ecology (November 2016). The expected duration would be 14-20 months allowing for the same finishing works as Phase 2.

c.48,000 m³ of material is required to carry out this work at 250m³/day or 25 wagons/day for 192 days.

4. Generally

Keeping lorry movements to an acceptable level and limiting any potential noise disturbance will reduce the impact and disruption to local communities. Peak periods of traffic and pedestrian movements can be managed into the general plan as there is potential for the scheduling of lorry movements with only 25 deliveries required each day. Access into and out of to the cut will be achieved by constructing ramps and the creation of a turning area at the lower level. By keeping movements in the lower cut noise from lorries and plant will be kept to a minimum. As the levels rise during filling (last quarter of Phases 2 & 3) a soil bund will be placed on the Green Lane side to mitigate any noise generated. A bulldozer and towed roller will be used to level and compact the material in layers during filling. These items of plant are new and up to current EU regulations on noise and emissions as are our lorry fleet.

Please note

The work will not be constant as extremes in weather will affect the operation. In long periods of dry weather, operations may cease due to possible dust nuisance. Periods of wet weather may also cause work to cease on site. This will also apply at source, where infill material will be affected in the same way. If prolonged periods of wet weather are experienced, material may have to be left to dry out before being transported to site.