

Rabbit Ings – Importation and Storage of Soils for a Temporary Period
Planning Permission Ref. No. 2008/0244 - Schemes to Discharge Conditions

Condition 11 Dust Action Plan

In order to control the potential emission of dust on site the following mitigation measures will be employed by the site operator (Carillion):-

- A) sufficient water bowser capacity will be maintained at all times in order to carry out spraying operations during dry weather conditions to suppress dust rising from internal haul roads and soil mounds prior to the establishment of a grass sward where appropriate;
- B) all earth moving equipment and HGVs will be fitted with exhaust systems that cannot be emitted in a downward direction;
- C) any soil haulage lorries will use the existing site access off Lund Hill Lane then will only utilise hard surfaced areas within the soil storage area. In addition, all laden soil haulage lorries will be sheeted to restrict any potential dust emissions on to the public highway;
- D) soil mounds will be graded and seeded to eliminate the dust arising from wind scour; and
- F) during periods of soils importation on site a road sweeper will be employed periodically to clean the internal hard surface haul roads as necessary with a view to preventing the deposit of mud or debris on the public highway.

The site operator has utilised good site management techniques on a number of major regeneration and earth moving schemes and has proven that dust generated from site operations can be controlled to environmentally acceptable levels. In this respect, site operatives will be suitably trained in terms of the dust mitigation measures to be employed on site.

Condition 12 Surface Water Drainage Works

The majority of the soils storage site is hard surfaced with a gentle fall towards the north east involving part of the former colliery spoil heap and agricultural land. The nearest open watercourse is the Sandy Bridge Dyke which lies in excess of 1.1km to the south of the site with intervening industrial land and then a former sports ground and other vegetated areas to the south. Since it is not proposed to provide any additional hard surfaced areas as part of this scheme, it is considered that the scheme will not adversely affect the risk of flooding on or in the immediate vicinity of the site nor indeed in the Sandy Bridge Dyke. In this context, it is not proposed to provide further surface drainage works as part of this temporary soils storage scheme.

In order to remove the potential for increased siltation and so forth in the on site drainage system of open channels and culverts, it is proposed that at the end of each working day where soils have been imported then stockpiles will be tracked and sealed. Similarly, hardstandings surrounding the stockpiled areas will be kept clear as necessary by sweeping.

It is confirmed surface water drainage improvements will be proposed as part of the wider Rabbit Ings Regeneration Scheme (subject to a separate planning application in due course) including the crushing of the concrete hard standing in the soils storage area and its restoration to a 'greenfield' informal recreation use.

Condition 13 Seeding Details (areas, mix, rate and dates to be implemented)

The proposed seeding mix for the soil stockpile mounds is as follows:-

Amenity Grass Mix
60% perennial Ryegrass
20% Slender Creeping Red Fescue
15% Sheeps Fescue
5% Browntop Bent

The rate of application of this seed mix will be 50 kg/ha.

The outer faces of the topsoil and subsoil mounds, as shown on Drawing No. A039273/S3 Revision E (copy attached), will be progressively formed and graded during the temporary duration of the scheme. The outer faces of these mounds, once graded, will be progressively grass seeded at the first available opportunity between April and September each year in order to develop an early grass sward. The grassed areas of the mounds will be maintained to control weed growth during the period of temporary storage on site.

Condition 14 Secure Boundary Fencing

The proposed soils storage site is securely fenced with palisade fencing (1.8m height) and secure (lockable) access gate barrier along its western boundary on Lund Hill Lane. Palisade fencing (1.8m height) also separates the site from the industrial land to the south. The remainder of the site is not readily accessible by vehicles from the public highway network. In this respect, it is proposed to provide temporary HERAS type fencing (HERAS 151 system or similar, each section being approximately 3.5m in length and 2m in height) along the northern and eastern boundaries of the soil storage site which respectively abut a former inert landfill and colliery spoil heap. Such temporary HERAS type fencing will be removed upon the cessation of the temporary soils storage on site.

Condition 15 On-site Vehicular Areas to be Hard Surfaced and Drained to Prevent Mud and Debris being Deposited on the Public Highway

It is confirmed that HGVs, cars and service vehicles will utilise the existing hard surfaced site areas. In this respect, it is not proposed to undertake further hard surfacing or drainage infrastructure works on site. However, it is proposed to periodically utilise a mechanical road sweeper on site during the periods of importation of soils in order to prevent deposit of mud or debris on the public highway network.

Condition 17 Measures to Prevent Mud/Debris being Deposited on the Public Highway

In order to prevent the deposit of mud or debris on the public highway the site contractor (Carillion) will employ the following mitigation measures:-

- A) any soil haulage lorries will use the existing site access off Lund Hill Lane then will only utilise hard surfaced areas within the soil storage area. In addition, all laden soil haulage lorries will be sheeted to restrict any potential dust emissions on to the public highway;
- B) during periods of soils importation on site a mechanical road sweeper will be employed periodically to clean the internal hard surface haul roads as necessary with a view to preventing the deposit of mud or debris on the public highway.

Condition 18 Areas for Parking of all Employees Vehicles, Storage of Building Materials and Plant

Employees (assume x2), visitors cars and plant will be parked on the existing hard standing within contractor's site compound as shown on Drawing No. A039273/S3 Revision E (copy attached). No building materials, fuels or lubricants for plant will be stored on site.

Condition 19 Condition Survey of Highways – Methodology

It is proposed that the site contractor and/or consultant will undertake a video visual inspection survey along with preparing an annotated drawing with comments and chainage distances in order to detail the surface condition of that part of the highway on B6428 Lund Hill Lane (B6428) from the site access, opposite Monckton Coke and Chemical Works northward to and including the intersection with Church Lane covering 600m in length. The survey will be progressed prior to the commencement of the development and record details of any visually evident deformation and/or deterioration in the road along this length of Lund Hill Lane. The Waste Planning Authority will be provided with at least 7 days advance notice in writing of such a condition survey in order to enable a representative of Barnsley MBC (Highways and/or Planning) to attend.

Within 14 days following the completion of the importation of soil as part of this scheme a further condition survey will be undertaken in accordance with the above methodology. The Waste Planning Authority will be provided with at least 7 days advance notice in writing of such a condition survey in order to enable the a representative of Barnsley MBC (Highways and/or Planning) to attend.

It is not proposed to undertake a highway condition survey south of the site access along Lund Hill Lane on the basis that no HGV movements are proposed along this part of the road due to the height restriction associated with the railway bridge to the north east of Royston.

Condition 20 Details of Means of Access for Works Traffic

Vehicular movements to and from the soils storage site will use the existing site access on the B6428 Lund Hill Lane, opposite Monckton Coke and Chemical, as shown on Drawing No. A039273/S3. The existing access was designed to provide adequate carriageway widths and turning radii to enable HGVs to access the site during former coal mining activities. The existing site access provides a carriageway width of 10m and has a visibility splay of approximately 120m in both directions from a point 2.4m back from the give-way line. Such visibility splays will be maintained such that there are no obstructions to visibility at a height exceeding 1.05m above the nearside channel level to the detriment of highway safety.

Condition 21 Phasing of Works Details

Preliminary site operations will include an early site visit by a suitably qualified ecologist in order to ensure that licence requirements (once issued by Natural England) are addressed in relation to great crested newts. HERAS fencing will be installed some 2m distant from the canopy edge of the trees to be retained on site adjacent to the west boundary of the proposed topsoil stockpile mound. The retained trees are shown on Drawing No. A039273/S3 Rev. E. Any other vegetation from within the proposed operational areas on site, notably the topsoil and subsoil storage areas, internal haul roads, and the site contractors compound, will be removed and where appropriate placed on land outside and to the north of the site to create a dead wood receptor site.

The contractor will then establish the site compound area, as shown on Drawing No. A039273/S3 Rev. E and this will include a secure single storey portable site office with welfare facilities no larger than 3m width and 6m in length to a colour (dark green or similar) to be agreed with the WPA.

In relation to soils to be imported to site, the following procedure will be applied by the contractor:-

- Request for chemical analysis data;
- Review chemical analysis;
- Undertake site source inspection (should chemical composition fall within criteria);
- Commence importation of material (should source inspection be approved).

As the material is imported onto site using the existing site access off Lund Hill Lane (B6248) it will be further tested at a rate of 1 per 500 m³ against the site assessment criteria. Full site records will be kept comprising date and time of delivery, source of materials, location of stockpiles on-site.

It is proposed that the main contractor will regularly visit site during the period of soils importation and a gate supervisor will also be employed during such periods. The gate will be locked at all times when there are no HGV vehicle movements in order to prevent itinerant access.

Working hours on site will be 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturdays. No work will be undertaken on Sundays or Bank Holidays.

The stockpiles will be constructed on the existing made ground to a maximum height of 3m for topsoil and 5m for subsoil, as shown on Drawing No. A039273/S3 Rev.E, with outer batters trimmed to a stable gradient (1:3). The topsoil mound will be established initially at its northern end and will then advance in a southerly direction. The subsoil mound will be commenced toward the eastern part of the site then develop in a westerly direction. The outer batters of the temporary soil mounds will be progressively graded and grass seeded at the first available opportunity between April and September and maintained to control weed growth during the period of temporary storage on site.

Subject to securing planning permission for the Rabbit Ings Regeneration scheme in due course soils from the temporary soil storage area will be progressively utilised for restoration purposes on parts of the former colliery spoil heap, the sports pitches and the drift mine site.

Conditions 22 and 23 Lorry Routing Scheme, Means of Enforcement and Hours

At present the site contractor is not in a position to confirm the source location for the soils to be imported as part of this Advance Soils Scheme. However, it is proposed that soils haulage HGVs will travel from their source location to the principal highway network in the vicinity of the site involving the A628, A638 and Park Spring Road, then along either of the routes shown on Drawing No. A039273/S1 Rev.B, then south bound along the B6248 (Lund Hill Lane) to the existing site access. HGV lorries leaving the site will initially travel northbound on the B6248 (Lund Hill Lane) then along one of the routes shown on the above drawing to the A628, A638 or New Park Springs then onward to the wider highway network to collect further soil resources.

The site operator will provide a lorry route strategy including written instructions and plan (Drawing No. A039273/S1 Rev.B) to all HGV haulage contractors. The written instructions will include a warning note that advises in the event that an HGV soils haulage lorry driver deviates from the approved lorry haulage route then the site operator will issue that driver with a verbal warning in the first instance, and if this situation occurs again then a written warning will be issued and finally if there is a further repeat offence then the driver will be barred from delivering soils to the Advance Soils Storage site. In addition, a lorry route sign will be erected at the site entrance in order to notify HGV drivers of the approved haulage routes on the public highway. This HGV lorry route sign will be installed prior to the importation of soils to site and then maintained for the duration of the scheme.

In the event that the site contractor sources some soil for the Hemsworth bypass scheme (potentially up to 60,000 cu.m. of subsoil) then such HGV movements will be along the Shafton route as shown on the 'Site Location and HGV Lorry Route Plan' (Drawing No A039273/S1 Rev.B).

We note planning condition 23 requires that unless otherwise agreed in writing by the Waste Planning Authority there shall be no movement of vehicles to and from the site between the hours of 0800 hours and 0930 hours and 1600 hours to 1800 hours Monday to Friday. In this respect, the contractor requests some operational flexibility with an allowance for up to 6 HGV movements to and from the site per hour (total 12 movements) within the above restricted periods. It is considered that such a limited number of HGV movements during the above

periods will not be unacceptable in terms of highways safety. Indeed, it is understood that the operator of the Monckton Coke and Chemical Works is not subject to any restriction in terms of the number of HGV movements to and from there site during the normal working day.