

JAMESON ROAD LANDFILL SITE

Variation Application: Tipping Bay – Non-Technical Summary

The application is for the proposed installation of a dedicated concrete tipping bay at the site to allow for tipping and reloading of suitable wastes when access to the operational area for road-going, waste-carrier vehicles becomes difficult – either due to wet weather conditions or technical limitations of the vehicles themselves.

At present, during periods of wet weather, site haul roads to and across the operational area can become difficult for large single-drive vehicles to traverse and can be a regular source of damage to vehicles despite regular maintenance of site roads. Many newer waste carrier vehicles that will enter the site also do not have the capacity/ability to access the operational area without great difficulty, assistance of site machinery and risk of damage. As much of the existing site has reached completion and is fully restored (including Phase 1, which must be crossed to access the operational areas of Phase 2), use of these areas for vehicle access must also be kept to a minimum, meaning options for accessing the remaining operational areas of the site become limited, especially with regard to road-going vehicles. As such, this application proposes the construction and commissioning of a dedicated concrete tipping bay with sealed drainage and containment, to allow for safe and controlled deposit of suitable waste loads before reloading onto site vehicles for transportation to, and emplacement at, the working face.

As described in the operational procedures provided with this application that form part of the approved Environmental Management System for the site (*REF: Jameson Road Landfill Phase 2 EMS, Section 4.8 Waste Deposit & Emplacement Procedures*), in order to prevent and/or minimise any potential for odour or litter nuisance from the use of the tipping bay, only wastes that are deemed suitable after the waste assessment and characterisation process (i.e. wastes with a low potential risk for odour and/or litter nuisance) shall be accepted for unloading within the tipping bay. It is also proposed that all wastes deposited within the bay shall be immediately reloaded onto site vehicles and transported to the tipping area for emplacement. No wastes shall be stored in the bay overnight, with all wastes to be cleared and deposited at the tipping face by the end of each working day and, in the event of suitably windy conditions, tipping within the bay will be ceased. The tipping bay is designed with a gradient in order to create a sump area to allow for controlled collection and removal of surface water for deposit within the site leachate treatment facility as and when required. The tipping bay will be surrounded on all sides by a dedicated netting system so as to prevent and/or minimise the potential for litter migration away from the area during loading and unloading activities. A screening bund will also be positioned along the Northern aspect of the area to provide a wind shield and visual screen for the tipping operation. The access to and from the tipping bay for waste carrier vehicles is, for the most part, via a tarmac road. Any vehicles tipping in the bay will, therefore, have limited contact with site haul roads that can, in poor weather conditions, become muddy. This provides the additional benefit of reducing the potential for mud and debris from site haul roads to be deposited from these vehicles when leaving the site. A survey plan showing the location of the proposed tipping bay and design of the tipping bay are provided as additional documents.