

The Arley Consulting Company (TACCL) has been commissioned by The Ouseburn Triangle Limited (TOTL) to prepare an environmental permit application for a deposit-for-recovery operation at The Ouseburn Triangle, Darnall, Sheffield.

The Ouseburn Triangle site is located approximately 2 kilometres to the east of Sheffield city centre in the suburb of Darnall. The site is accessed off Kettlebridge Road close to the junction with Ouseburn Road, and the National Grid Reference for the centre of the site is SK 38120 87980. The site is within a built-up area surrounded by residential, industrial, commercial and recreational areas.

The most significant former use of the site was as part of the railway network with two cuttings running across the land. The area also has a history of coal mining.

Outline planning permission was granted by Sheffield City Council (SCC) in December 2017 for the construction of 100 homes on the site requiring the infilling of the railway cutting adjacent to the eastern site boundary. It is proposed that the infilling will be carried out as a deposit-for-recovery activity using suitable inert construction, demolition and excavation waste.

The EA accepted that the proposed activity was ‘recovery’ following the submission of a Waste Recovery Plan in December 2017. There have been no changes to the scheme proposed in the plan with the exception of reducing the range of waste types to be recovered.

The estimated volume of waste required for the proposed scheme is 73,321 m³. The site will be developed and operated in accordance with the requirements of the Waste Framework Directive, the Environmental Permitting Regulations 2010 and associated regulations and guidance.

The completed site will become part of a residential development scheme. The material placement will be carried out to a geotechnical suitable for subsequent construction works.

The environmental risks associated with the proposed activity have been considered and those assessed as ‘medium risk’ and above require mitigation measures. The predominant hazards have been identified as noise and vibration, dust, mud on the road, surface water run-off and accidents, including the importation of non-conforming wastes.

Risks from noise, dust, mud on the road and accidents were determined as ‘medium’. All other risks were determined to be low or very low. Mitigation measures are proposed to be implemented through the EMS via procedural controls. All mitigated risks were determined to be low or very low.

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The very low risk nature of the proposed waste types will not give rise to the discharge of hazardous substances or non-hazardous pollutants; therefore no further hydrogeological risk screening is required.