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HFW/jrw/JP/PUS/69

An Application for a Bespoke EA Permit: EAWML 405998

The Use of Waste for the Reclamation, Restoration or Improvement of Land

JP Land Restoration Services Ltd

Warmfield Fishing Grounds Development

Warmfield Lane - Kirkthorpe - WF1 5TH – SE 370 210

Environmental Setting and Site Design Report

BACKGROUND

- (1) Messrs Pick Up Skips owns a section of disused railway cutting that traverses Warmfield Lane, Kirkthorpe.

The cutting is steep-sided and poses environmental and physical risks: -

- A risk of someone falling into the cutting
- A pollution risk from fly-tipping.
- Basal ponded water that water that can occasionally exhibit a surface film of oil. It has developed a coarse wildlife eco-system but does not support fish.

The company wishes to redevelop the site to create two Sports Fishing Lakes within the stretch of cutting.

- (2) A subsidiary of Pick Up Skips ... **JP Land Restoration Services Ltd**... is applying to the Environment Agency for a Bespoke Land Recovery Permit to authorise /regulate the land improvement operation.

JPLRS is based at Pickup Yard, New Brunswick Street, Wakefield, WF1 5QR. The premises holds an EA Permit for the Transfer of Non-Hazardous Waste.

- (3) Pick Up Skips / JP has retained the original consultants:
- Ramsden Architects / Den Architecture of Leeds (Mr Alan Powell)
 - Simply Ecology of Lancaster (Mr Jason Reynolds)
 - Altofts Tree Services (Ms Katherine Stephenson)
 - Black Rock (Mr Hywel Wilcox)

to continue providing assistance in securing all necessary statutory authorisation and infrastructure requirements for the development. The Application Package includes documents produced by all parties.

The Legal Status of the Site

- (4) Wakefield MC has granted planning consent (Ref: 13/03500/FUL) to re-profile the stretch by infill to create two fishing lakes. [*The consent was granted to the site's previous owner, Mr Gary Asprey.*]
- (5) Pickup Skips initially intended to apply for an *Environment Agency Standard Rules Permit SR 2010 No. 10* to cover the land improvement operation. The EA subsequently refused to accept applications for Standard Rules Permits SR 2010 No. 10 and SR 2015 No. 39.

The reason for rejection was the presence of a "protected habitat" within 50m of the site. The protected habitat was/is the railway cutting itself, designated as a (Deciduous Woodland) Protected Habitat by the Natural England organisation.

Pick Up / Black Rock subsequently provided Natural England with full details of the land restoration project.

In response, Natural England has given written confirmation that it has no objection (*'no remit'*) to the proposed development.

- (6) The EA requires JP Land Restoration Services Ltd ("JP") to apply for a ***Bespoke EA Permit for the Use of Waste for the Reclamation, Restoration or Improvement of Land.***

JP has engaged in pre-application consultation with the Environment Agency, which has visited the site and reviewed the revised Waste Recovery Plan. **The exercise has been ratified by the EA to meet the EU classification of R10: Land treatment resulting in benefit to agriculture or ecological improvement**

The Site Setting

- (7) The development site comprises a section of a dismantled railway cutting. The railway line was removed many years ago, though land immediately to the south is within the development programme for the new HS2 rail line.
- (8) The infill zone of the former railway cutting runs broadly north and south through land devoted to agricultural fields. The infill line is traversed (overhead) by the east-west line of the Kirkthorpe Lane public highway.

In distance from the infill line, the nearest occupied properties are approximately:

- West 180m: A small housing estate and playing field
- East 200m: A single farmhouse
- North 600m: The entrance to the Welbeck Landfill Site (municipal waste and composting activities) on the far bank of the River Calder.
- South 350m: A single farmhouse.

An active railway line runs broadly east-west ~550m to the north and the River Calder runs ~550m to the northwest.

New Development: The Proposed Line of the HS2 Railway

- (9) Pick Up Ltd has recently purchased the field abutting the cutting (Southern Fishing Pond) on the opposite side of Kirkthorpe Lane.

The field retains a historic mound of historical virgin soil and stone that was excavated to create the cutting. The mound has prevented the field from being utilised as prime arable land, in the same manner as its neighbouring field.

The approximate dimensions of the mound are 125m x 3m (averaged) x 33m = ~12,000m³/ circa 12,000m³.



(10) Pick Up has recently been contacted by the High Speed Two Ltd (HS2), the governmental organisation responsible for delivering the new North-South High Speed Trainline.

The HS2 line is to travel through Warmfield and the Pick Up mound is in a central construction zone (PDF Plan attached). Pick Up is likely to submit a planning application to remove the mound, process it and import it into the fishing pond infill programme.

It has been intimated that HS2 would certainly not object to the removal of the mound, which it would have to shift anyway.

(11) Whilst the construction of the rail line may take a few years, there is a dual current advantage for Pick Up / JP in removing the mound.

- Processing the rock, clay and soil in the mound would generate a guaranteed infill feedstock in the form of fill soil and crushed aggregate. This would result in a saving on the "budgeted" quantities of fill soil and aggregate detailed in the Waste Recovery Plan.

- The scalping of the mound would generate a necessary construction centre for the HS2 programme and subsequently regenerate an area of viable agricultural land. It could also be developed as part of the programmed medium term development of camping / glamping facilities. During the HS2 construction phase, it would be rented to HS2. In any event, it would increase the monetary value of the land.

This operation would be of overall benefit to HS2, Pick Up and the local amenity. Presumably, the Environment Agency would also endorse it.

- (12) The costings / savings of moving the mound cannot be directly included in the Waste Recovery Plan because, as yet, the project has not been submitted for planning application. However, HS2 will not object and the Local Authority is already keen to see the fishing pond development installed as an enhancement of the local eco-system.

SITE PLANS

- (13) The original site plan is split into two ... 2618-200 and 2618-201 ... to provide a large-sized paper copy of the infill zone for each fishing pond. Full-sized A0 copies were provided in the hard copy file supplied to the EA Permitting Office in Sheffield.

Each plan has now been amended to:

- Include the site boundary marked in green ... the infill zone is shaded green. The boundary was previously marked in red to comply with the requirements of the Wakefield MC Planning Unit.
- Identify the gas-monitoring positions ... 4 wells in a line set north and south of each of the Fishing Ponds and Wildlife Pond.

- (14) An additional plan ... 2618-204 ... has been prepared showing the setting of the development site. The infill zone of the former railway cutting runs broadly north and south through land devoted to agricultural fields. The infill line is traversed (overhead) by the east-west line of the Kirkthorpe Lane public highway.

- (15) This document is supported by plans (Ref: Pick Up HS2 Construction Zone Annotated) and (Pick Up Skips - JP Confirmation of Land Ownership Plan) that confirm ownership and projected future use of the site on the southern side of Kirkthorpe Lane.

- (16) Electronic copies of the drawings and plans identified in Sections 12 to 14 are herewith provided and paper copies will follow in the post.
- (17) The Application Package includes GeoInsight and EnviroInsight Reports obtained from Groundsure Ltd. The combined reports include plans and maps in the form of:
- the site history
 - the local environmental profile
 - the local geological profile
 - floodplain zones
 - neighbouring activities with potential for environmental impact
 - former landfill sites in the vicinity
 - geological profile

THE GEOLOGICAL PROFILE OF THE DEVELOPMENT SITE

- (18) The Groundsure Database has been searched and no data was found that indicates the subsurface within 1000m of the premises to be liable to effects from:
- Non-Coal Mining
 - Natural Cavities.
 - Brine Extraction
 - Gypsum Extraction
 - Tin Mining
 - Clay Mining

There is a history of coal mining in the area and the site may be underlain by deep shafts (GeoInsight p14). However, the railbed supported moving trains carrying hundreds of tonnes of coal and machinery for over fifty years without any apparent subsidence. The railbed is 10m below the surrounding natural landform and the nearest properties are around 200m away, so subsidence would have, at worst a minimal effect on local properties.

- (19) The overall risk of subsidence impacting upon ground stability at the site is summarised as: -
- | | |
|-------------------------------------|------------|
| Shrink-Swell Clay | Very Low |
| Landslides | Low |
| Ground Dissolution of Soluble Rocks | Negligible |
| Compressible Deposits | Very Low |
| Collapsible Deposits | Very Low |
| Running Sand | Very Low |

SITE STABILITY

- (20) The details of the preceding sections indicate that there is thus no geological or historical indication that the land needs strengthening to support the weight of the infill and pondwater.

LEAKAGE THROUGH ROCK-FAULTS

- (21) The Groundsure GeoInsight Report (p11) considers that subterranean faults could lead to permeability of rainfall / leachate to any underlying aquifer.

However, the Groundsure EnviroInsight Report (pp 25-28) records that:

- There is no sensitive underlying aquifer in superficial geology.
 - There are no groundwater or potable water abstraction permits within 2000m of the site.
 - There are no surfacewater abstraction permits within 900m of the site ... the nearest take water directly from the River Calder.
- (22) The boundary of the nearest viable aquifer is some 230m to the northwest and would be more at risk from the Welbeck LFS that sits directly above it.

RADON

- (23) The site is in a Radon Affected Area. Between 5 and 10% of properties are above the Action Level. Basic radon protective measures are necessary (GeoInsight Report p13).

However, no permanent structures are to be built and there will be an air-gap between any portacabin and its base.

FLOOD PROFILE ISSUES

- (24) An Environment Agency Flood Map incorporates the infill zone (solely) as a Flood Zone 2 ...i.e. *0.1% – 1% chance of flooding from rivers in any year* ... (map included with "Groundsure Info" in an Application Package file).

However, the cutting is set:

- ~10m deep and never ponds to greater than 1.5m depth, solely along the proposed infill stretch.
- Around the same height above the River Calder. If the Calder flooded 10m, it would take out most of Castleford.

North and south of the infill zone, the cutting drains to the River Calder via the historic and active railtrack drainage system.

- (25) Along the line of infill within the cutting, the original railbase was stripped immediately on closure of the line ... thought to be in the 1980's. The infrastructure of steel rails, wooden sleepers, stone aggregate and ash was removed for reprocessing and/or re-use.

The exposed stripped surface is assumed to have been duly clad with imported soil, which buried access to the track drainage system ... hence the traditional ponding to fluctuating depth up to 1.5m.

A track drainage access point has been re-exposed and historical drainage arrangements will be maintained as infill commences.



- (26) The Groundsure EnviroInsight Report (p37) states that the general area has potential for groundwater flooding. For the reasons outlined in the previous paragraph, such activity has never been experienced and would not have implications for the site if it did.

The site has never been noted to be impacted by local and regional groundwater flow regimes. There are no "springs" emanating from the sidewalls of the cutting.

LOCAL EFFLUENT DISCHARGE CONSENTS

- (27) The Groundsure EnviroInsight Report (p11) records six Licensed Discharges into the River Calder, including from the former Kirkthorpe Sewage Works and the former Wakefield Power Station. All the permits/licences have been cancelled.
- (28) The Groundsure Report indicates that the site resides within 1000m of a Nitrate Sensitive Area. However, the proposed development does not involve any infill of materials that would be expected to exacerbate the sensitivity of relatively distant underlying groundwater systems.

In practice, the partial infill of the site could improve the status quo by the absorption and N-abstraction of agricultural run-off water that currently passes straight to the railbed drainage system.

THE LOCAL ENVIRONMENT, AMENITY AND ECOSYSTEM

- (29) The Groundsure EnviroInsight Report indicates that there are none of the following within 500m of the development site:
- Records of Sites of Special Scientific Interest (SSSI)
 - Records of National Nature Reserves (NNR)
 - Records of Special Areas of Conservation (SAC)
 - Records of Special Protection Areas (SPA)
 - Records of Ramsar sites
 - Records of Ancient Woodlands
 - Records of Local Nature Reserves (LNR)
 - Records of World Heritage Sites
 - Records of Environmentally Sensitive Areas
 - Records of Areas of Outstanding Natural Beauty (AONB)
 - Records of National Parks
- (30) Natural England has designated the railway cutting as a (Deciduous Woodland) Protected Habitat. Black Rock has provided Natural England with full details of the land restoration project.

In response, Natural England has given written confirmation that it has no objection (*no remit*) to the proposed development, which has incorporated an extensive tree-conservation programme.

- (31) **It can thus be assumed that no sensitive cultural or ecological sites would be affected by the proposed development.**

ENVIRONMENTAL BENEFIT OF THE PROJECT

- (32) The development programme incorporates the construction of 2 x Sports Fishing Ponds that will also re-establish an overgrown public footpath. The core operation will significantly enhance the local ecosystem.
- (33) The initial infill phase in the cutting will create a Wildlife Pond. This pre-requisite of the Wakefield MC Planning Consent is intended to partially maintain the existing eco-system until a full upgrade is developed.

An initial 2m layer must be laid in a stretch to the north of the lake-construction zone to form a Wildlife Pond that marries in with the final construction profile, whilst acting as a barrier between the pond base and the residual rail bed.

- (34) Associated with the construction of a Wildlife Pond, JP will implement the maintenance / promotion of Herpetaria habitats and the retention of a wetland zone.

A preferential planting scheme will replace felled trees with more valuable species and the overall number of trees and shrubs will increase.

The majority of the felled trees are being / have been shredded for biomass fuel and the creation of Herpetaria habitations.

- (35) Access work on the Wildlife Pond construction base has commenced, utilising displaced soil from the access-road construction programme and imported natural and processed aggregates (U1 Exemption).

Subsequent infill /construction will be conducted in accordance with:

- A Bespoke Environmental Permit
- Additional soils meeting Site Specific Remediation Criteria and Highways Agency standards as fill soils or construction aggregates.
- Soils meeting SSRC Control limits and classed as *bona fide* construction products following assessment by a CL:AIRE-registered consultant.

- Soils will be laid in ~500mm - 1m deep layers that will be progressively inset with vertical drainage columns filled with free-draining rubble to allow surplus surface water to drain into the original trackbed drainage system.
- The layering of soils and the resultant cross-section profiles are confirmed on drawings 2618-200 and 2618-201



- (36) A number of trees have been discretely removed; these are the scrub self-seeded sycamore, willow, ash and elder saplings in or at the edge of the residual railbed. Their removal is necessary to facilitate the construction of the Wildlife Pond and Fishing Lakes.

Over 500 trees and shrubs of desirable species will be planted in their stead. This is confirmed in reports prepared by Altofts Tree Services and Simply Ecology; both are included in the Permit Application package.

- (37) Some trees have been necessarily felled by Northern Powergrid. The foliage was intruding into airspace under and alongside the overhead power cables that cross the site.

The majority of the felled saplings has been / will be sent as a biomass fuel for a power station. The remainder are being used to construct temporary over-winter herpetology habitats.

Photos of these operations are included in a specimen Photoplate included in the Permit Application package

- (38) The Bespoke Permit Application package includes copies of correspondence relating to this issue. Contributors include:
- Simply Ecology Report
 - Altofts Tree Planting Schedule
 - Wakefield MDC Planning Certificate
 - EA Flood Map
 - Photoplate of the recumbent site
- (39) The Wildlife Pond will be constructed upon a 2m deep infill and capping layer. It is to be located in the northern section of the site and surrounded by grassland with log piles (hibernacula and egg laying heaps). The 600m squared pond will be approximately 53m long and will be varying widths for a more natural look. It will be capable of being drained to produce a wetlands biosystem.
- The narrower end will be shallow and with a lower gradient allowing for greater suitability for pond plants, as well as providing good accessibility and habitat for amphibians and reptiles.
- Macrophyte translocation will take place from the existing ponds, excluding dominant reeds to prevent undesirable increased rates of succession. Thereafter, a 2.5m high bund will be placed between the fishing ponds and the wildlife pond preventing water-connectivity between the ponds. The wildlife pond will have a four rail timber fence.
- (40) The Fishing Ponds will be constructed upon a 2m deep infill and capping layer. The flanks of the ponds will incorporate fishing-stations and a partial reinstatement of a historic footpath that would be accessible by the public.
- (41) The Fishing Ponds will be shaped and set below additional trees that will give shade for optimised fish retention. Fish will be returned to the ponds after being caught.

The programmed (imported) fish stocks are detailed in Appendix R5 of the Waste Recovery Plan. The matrix is replicated in the following table.

Fishing experts have advised the following stocking specification for each lake:

Fish	Cost (£)	Adult size (inches)	Number of fish	Cost (£)	Adult Fish (total inches)
Perch	1.70	12	700	1190	8,400
Rudd	1.80	15	500	900	7,500
Roach	1.70	15	350	595	5,250
Bream	1.80	23	250	450	5,750
Common Carp	2	35	700	1400	24,500
Mirror Carp	2	35	700	1400	24,500
Crucian Carp	3	15	700	2100	10,500
Gudgeon	2.50	6	200	500	1,200

PROTECTION AGAINST SURFACEWATER & GROUNDWATER CONTAMINATION

- (42) All ponds will be set on will be constructed upon a 2m deep infill and capping layer. The capping layer will be expected (by way of prior analysis and/or Site Investigation Report evidence) to comply with the Black Rock Soil Contamination Template that comprises Appendix 1 of the Operating Statement & Risk Assessment document. Compliance with template figures is expected to prevent a ready release of leachable components.
- (43) The original railbase was stripped immediately on closure of the line ... thought to be in the 1980's. The infrastructure of steel rails, wooden sleepers, stone aggregate and ash was removed for reprocessing and/or re-use.

The exposed stripped surface is assumed to have been duly clad with imported soil, which buried access to the track drainage system ... hence the traditional ponding to fluctuating depth up to 1.5m.

The imported material (probably delivered for operational benefit rather than environmental benefit) is of good cohesive quality and acts as a barrier to the ready passage of draining water.

Recent May 2019 analyses of the basal soil and flank soil have recorded low concentrations of Metals, TPH, PAH and an absence of Asbestos.

- (44) The recumbent water that resides in the infill area is capable of being polluted by fly-tipping from the road bridge that traverses the site (see Photoplate in the Application Package). However, the currently-retained water is clean. Recent May 2019 analyses from three sampling points show a negligible degree of contamination.

Copies of the recent analysis reports are included as supporting information to this ESSD document.

- (45) The Fishing ponds will be lined with an impervious membrane to prevent unintentional seepage and leakage. Overflow is to be channelled into the remainder track drainage system and onwards to the River Calder.

OPERATIONAL CONTROL MEASURES

- (46) The following information is primarily abstracted from the Operating Statement and Risk Assessment documents and the Waste Recovery Plan, both included in the initial Permit Application package.

Wastes Imported for Infill and Restoration

- (47) Wastes having any of the following characteristics shall not be accepted:
- Consisting solely or mainly of dusts, powders or loose fibres
 - Hazardous wastes
 - Wastes in liquid form

It is anticipated that any construction materials and "eligible wastes" accepted at the site will fall within the categories identified in the UK Govt guidance note: "*Waste Acceptance Procedures For Waste Recovery On Land*".

(48) These will be sanctioned and limited by a Bespoke Environment Agency Permit, intended to be broadly equivalent to a Standard Rules Permit: Ref: *SR 2015 No. 39, The Use of Waste for Reclamation, Restoration or Improvement of Land*, but to authorise a Cumulative Total of ~84000 Tonnes

A summary of eligible infill materials is included in the following table.

European Waste Code	Waste Description
01	WASTES RESULTING FROM EXPLORATION, MINING, QUARRYING AND PHYSICAL AND CHEMICAL TREATMENT OF MINERALS
01 04	wastes from physical and chemical processing of non-metalliferous minerals
01 04 08	waste gravel and crushed rocks other than those mentioned in 01 04 07
01 04 09	waste sand and clays
02	WASTES FROM AGRICULTURE, HORTICULTURE, AQUACULTURE, FORESTRY, HUNTING AND FISHING, FOOD PREPARATION AND PROCESSING
02 04	wastes from sugar processing
02 04 01	soil from cleaning and washing beet
10	WASTES FROM THERMAL PROCESSES
10 12	wastes from manufacture of ceramic goods, bricks, tiles and construction products
10 12 08	waste ceramics, bricks, tiles and construction products (after thermal processing)
10 13	wastes from manufacture of cement, lime and plaster and articles and products made from them
10 13 14	waste concrete and concrete sludge
17	CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES)
17 01	concrete, bricks, tiles and ceramics
17 01 01	concrete
17 01 02	bricks
17 01 03	tiles and ceramics
17 01 07	mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06

17 03	bituminous mixtures
17 03 02	Road planings only. <i>(for Road Maintenance only)</i>
17 05	soils (excluding soils from excavated sites), stones and dredgings
17 05 04	soils and stones including chalk other than those mentioned in 17 05 03
19	WASTES FROM WASTE MANAGEMENT FACILITIES, OFF SITE WASTE WATER TREATMENT PLANTS AND PREPARATION OF WATER INTENDED FOR HUMAN CONSUMPTION / INDUSTRIAL WASTE
19 12	wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified
19 12 09	minerals (for example sand, stones)
19 12 12	soil substitutes other than that containing dangerous substances only Does not include fines from treatment of any non-hazardous waste or gypsum from recovered plasterboard.
20	MUNICIPAL WASTES (HOUSEHOLD WASTE AND SIMILAR COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL WASTES) INCLUDING SEPARATELY COLLECTED FRACTIONS
20 02	garden and park wastes (including cemetery waste)
20 02 02	soils and stones

Infill Techniques

(49) Delivered Wastes will be deposited on the ground in a nominated tipping zone at the base of the cutting. It will then be checked / sorted by manual and mechanical methods to segregate the delivered waste into components for: -

- *Materials for Acceptance and Incorporation*
e.g. soil, clay brick, concrete, hardcore, soil, tarmac road planings (for the access road only).
- *Tramp Rejects for External Disposal*
e.g. biodegradable wastes, paper, wood, plastics etc, arising as tramp constituents of incoming wastes and sent to licensed transfer stations or landfill sites

The site will retain a skip container for the contingency secure storage for segregated tramp materials of a hazardous nature

- (50) The infill soils will initially be laid as a single basal layer of up to 2m depth, displacing the standing water as it progresses.

This depth is required to:

- Provide a stable dry base for site machinery and delivery vehicles.
- Shield and protect the wildlife pond water and lake water from contamination by historic railtrack oils, cokes etc.

- (51) The basal layer will be excavated at appropriate positions to reach the original soakaway drainage system that served the railbed. These infill positions will be progressively inset with rising columns of free-draining rubble to allow surplus surface water to drain into the original trackbed drainage system.

Advance Information Required for Input Wastes

- (52) The projected range of soils would not be expected to compromise the quality of the local groundwater system, the surfacewater system or the water in the fishing lakes.

Appropriate quarantine and removal systems will be adopted for the detection and handling of any undesirable tramp components in delivered materials.

- (53) The UK Guidance Note *Waste Acceptance Procedures for Waste Recovery on Land* (Oct 2016) notes that certain waste-streams would not necessarily require testing in advance of delivery. The list is included in Section (H2) of the Annexe to this document.

However, it is intended that all external contractors will need to provide advance analytical details for large-scale deliveries of soil and excavation waste.

- (54) The site will not accept Hazardous Waste and soil quality will be broadly compliant with the CL:AIRE template prepared by Black Rock.

In order for any soils to be CL:AIRE-deregulated, producers must produce comprehensive analyses of their "waste" soils

A copy of the Black Rock Claire Contaminant Template is included in the Appendix to the Waste Recovery Plan document.

- (55) Pick Up will itself commission validation and quality control testing of soil and water samples. Analysis will be conducted by a suitable M-Certs / UKAS-registered laboratory.

Soil analysis records will be kept in perpetuity.

Site Records

- (56) Pick Up Skips will be responsible for maintaining the record system for the Fishing Lakes Development site.

The site office will hold copies of the: -

- Site Rules
- Work Instructions
- Management Team Reports
- Site Diary
- Emissions Control Plan
- Waste Transfer Notes
- Analyses of Input Wastes

These will be available for examination by visitors, delivery drivers and site personnel.

- (57) It is likely that operational/security circumstances will demand that archived document storage will be maintained off site.

In such instance the records will be available for inspection by the Environment Agency at the Pick Up Skips HQ in Wakefield.

HQ-retained information will include: -

- | | |
|---|-----------------------------------|
| • Import Quantities/Tonnages | • PPE Issues |
| • Output Quantities /Tonnages | • Training Records |
| • Site Accident Book | • Historical Site Diaries |
| • Waste Transfer Notes | • Historical Waste Transfer Notes |
| • Consignment Notes | • Maintenance Records |
| • Copies of Registered Carrier Certificates | • Site Diary Entries |
| | • CoTC Attendance |
| | • Historical Visitors Book |

(65) The operation of an EA-Permitted site requires oversight by the holder of a WAMITAB Certificate of Technical Competence, at a set rate of attendance.

- Mr Danny Addison will be the Site Manager and is registered to undertake a MROC1 Wamitab COTC Level 4 Award for both Transfer and Treatment operations, with contingency for an additional MROC13 Award for Contaminated Land Remediation. Black Rock has attached a copy of the letter seeking sanction from the EA for this course of qualification. Sanction has subsequently been granted by Mr Daniel Butterworth of the EA office in Lateral, Leeds.

Danny will be in daily attendance at the site and be able to produce an evidence portfolio from both the Warmfield site and the longstanding Pick Up Skips Waste Transfer Station in Wakefield.

- Hywel Wilcox of Black Rock holds COTC's (at Special / Hazardous Waste: Level 4) for Waste Landfill, Transfer and Treatment operations.

I will be available for requisite attendance at the site and am also nominated as Danny's Wamitab Assessor. Obviously, the Assessment process is stringent and subject to scrutiny by Internal and External Verifiers from Wamitab. My Wamitab qualifications are already in the Application Package; to supplement the, I have attached a CV.

(66) The site will be attended by a site supervisor at all times. When not attended, the entrance gates will be locked.

(67) It is anticipated that, when the facility is open, the site machinery will comprise a bulldozer/loading shovel and a 360° excavator. These will be operated by experienced operators. Pick Up Skips already utilises mobile excavators and loading shovels within its waste treatment operations.

Site personnel will receive certificated Induction Training and will operate in accordance with:

- The Site Rules
- The Operational Risk assessment (2014; reviewed and amended February 2017)
- A Site Waste Recovery Plan that has been sanctioned by the Environment Agency.
- Relevant health, safety & environmental legislation

- (68) Twice each day, the Site Foreman or Manager will personally monitor and record his/her assessment of the immediate impact of the operation in the Site Diary. Remedial measures will be implemented immediately.

The status / presence of Noise, Dust, Mud, Litter and Odour generation will be recorded in the Site Diary, and will be available for inspection by officers of the Statutory Authorities.

- (69) Throughout the land recovery operation, the infill exercise will be regularly inspected by officers of the Environment Agency.

LANDFILL GAS MONITORING

- (70) The proposed feedstock wastes are not expected to generate significant quantities of landfill gas.
- The drainage system ... rubble in gabion ducts ... will facilitate a preferential escape route for transient subterranean gases from below the railbed.
 - The cutting is ~10m deep and infill will only rise to 5m. Any gas would be dissipated into the open air at elevations well below the surrounding topography.
 - The nearest domestic properties are 180m away to the west.
- (71) **The infill depth will exceed 2m and so four whole-depth monitoring boreholes will be installed** in addition to background monitoring before infill commences. Ground gas will be monitored for Methane, Carbon Dioxide, Oxygen and Flow rate. In addition the ambient air temperature and pressure will be recorded on each monitoring visit.

The provisional Gas Monitoring contractor is WMA Ltd of Preston.

- (72) There is a possibility that coalseam gas might rise to the surface. An initial baseline groundgas-profile will be established using a searcher bar. Following this, four monitoring wells will be sunk

Site plans 2618-200 and 2618-201 have now been amended to identify the gas-monitoring positions ... 4 wells in a line set north and south of each of the Fishing Ponds and Wildlife Pond.

(73)

SITE RULES

For

OPERATIVES - DRIVERS - VISITORS - CONTRACTORS

- 1. REPORT TO THE SITE OFFICE IMMEDIATELY ON ENTRY DURING STANDARD HOURS**
- 2. PRODUCE ALL RELEVANT DOCUMENTATION**
i.e. WASTE CARRIER Reg NUMBER, DELIVERY NOTE, WASTE TRANSFER NOTE, HAZARDOUS WASTE CONSIGNMENT NOTE etc AS APPROPRIATE.
- 3. OBEY ALL INSTRUCTIONS GIVEN BY SITE CONTROL PERSONNEL.**
- 4. OBEY THE 10 MPH SPEED LIMIT AND BE ALERT TO ALL OTHER SITE USERS.** GIVE WAY TO TRAFFIC / MACHINERY ALREADY MANOEUVRING IN THE OPERATIONAL AREA.
- 5. USE PERSONAL PROTECTIVE EQUIPMENT WHILST ON SITE.**
NB 1: THE PPE REQUIREMENTS FOR PICK UP SKIPS PERSONNEL ARE SPECIFIED IN THE RELEVANT COMPANY POLICY DOCUMENTS.
NB 2: EXTERNAL PERSONNEL ARE EXPECTED TO WEAR A MINIMUM OF, HIGH-VISIBILITY JACKET OR VEST, OVERALLS & SAFETY FOOTWEAR. A HARD HAT MUST BE WORN BY PEDESTRIANS AND BY DRIVERS OUTSIDE THEIR VEHICLES/MACHINES.
- 6. EMPTY AND LOAD CONTAINERS ONLY IN THE MANNER DIRECTED AND IN COMPLIANCE WITH CONTAINER LABELLING & SHEETING SYSTEMS.**
- 7. DO NOT SMOKE, EAT OR DRINK WITHIN THE WASTE-HANDLING AREA.**
A HYGIENE REGIME IS MAINTAINED FOR YOUR SAFETY.
- 8. IMMEDIATELY REPORT ANY DANGEROUS SITUATION OR ACCIDENT TO THE SITE SUPERVISOR OR NOMINATED MANAGER.**
- 9. ENSURE THAT PAPERWORK IS COMPLETED**
DELIVERY NOTE AND WASTE TRANSFER NOTE COPIES FOR WASTE DELIVERIES SHOULD BE PREPARED FOR RETENTION IN THE SITE REGISTER AND TO TRAVEL WITH THE VEHICLE LOAD.
- 10. BEFORE LEAVING THE SITE, CHECK YOUR VEHICLE IS SAFE FOR THE HIGHWAY** e.g. NO LOOSE LOAD CONTENT; NO PUNCTURES; LOAD SHEETS FOR SKIPS, NO STONES TRAPPED BETWEEN TANDEM WHEELS etc.

**ALL PEOPLE NOT FOLLOWING THE SITE RULES
DO SO AT THEIR OWN RISK**

SITE CONDITION REPORT

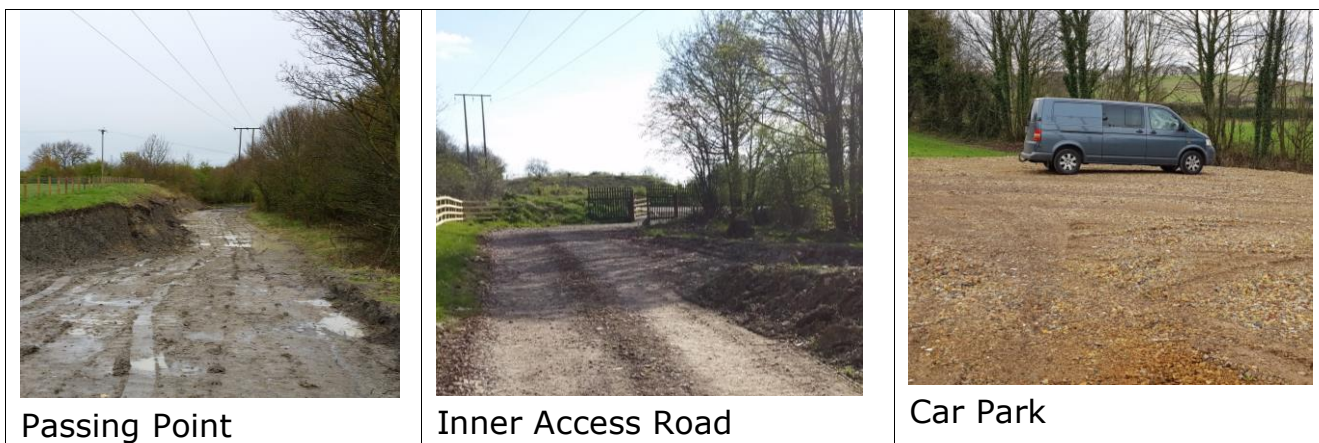
- (74) The Environment Agency Permitting Unit has requested this Environmental Setting document to include details of work done for areas of the permitted site where waste will not be deposited (e.g. site access areas, site offices, weigh bridge, wheel wash etc).
- (75) The following information is primarily abstracted from the Operating Statement and Risk Assessment documents and the Waste Recovery Plan, both included in the initial Permit Application package.
- (76) The access point onto the highway has been upgraded by increasing the splay for sight-lines and surfacing the section crossing the layby with tarmac.

The remainder of the access road is constructed from concrete (gateway to layby stretch) then bulk aggregate overlain by compacted crushed aggregate.

The details are recorded on as an accompaniment to the Waste Recovery Plan, The positions of the wheel wash, car park and site cabin are shown on drawing 2618 201, plus the *Access Road and Car Park* plan and the Photoplate provided with the original Application Package

- (77) Additional chamfering of an inherited banking alongside the access road has created passing spaces and a clear sightline for two-way traffic. The excavated soil has been relocated to commence the base for the Wildlife Pond.
- (78) A gridded wheel wash unit is set alongside the access road, to be deployed in wet weather to clean vehicle wheels of free mud prior to exit onto the highway
- (79) JP Land Recovery will husband stockpiles of rubble and tarmac planings to maintain the site access road.

The Pick Up Skips Ltd Transfer Station already produces an aggregate from segregated rubble. The aggregate typically meets a Highways Agency 6F5-grade specification and thus is no longer a waste. A specimen Grading Certificate is included in the original Application Package.



SITE PLANS & DRAWINGS ASSOCIATED WITH THIS DOCUMENT

(29) Electronic copies of drawings and plans herewith provided confirm the engineering design for the infill programme and additional infrastructure.

- 2618-200
- 2618-201
- 2618-204
- Land Ownership
- Access Road and Car Park Plan
- HS2 Plan
- EA Floodplain Plan
- Simply Ecology Wildlife Pond drawing

JP Land Restoration Services Ltd, Pick Up Skips Ltd and Black Rock trust that the provisions detailed in this document are sufficient for the purposes of the Environment Agency. Its contents remain the intellectual property of Black Rock.

Should any points be identified for further clarification or discussion, I would be grateful if you could contact me directly at the above address.

Hywel Wilcox

Director

Black Rock Environmental Asstes Ltd

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