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| Darrington Quarries Limited |
| Barnsdale Bar Quarry North West Extension |
| Addendum to the approved Construction and Environment Management Plan |
| May 2020 |

The north west extension to Barnsdale Bar Quarry was recently granted planning permission under reference C8/2019/0585/CPO. Condition 29 of the permission states:

‘Within three months of the date of this permission the Construction Environmental Management Plan should be updated to include the proposed routing, volume and timing of HGVs for the duration of the development. This shall be prepared and submitted to the County Planning Authority for written approval in consultation with Highways England’.

This note has been prepared to comply with the requirements of that condition and can be regarded as an addendum to the approved Construction and Environment Management Plan. Please note that the wording replicates the wording contained in chapter 14 of the approved Environmental Assessment.

Routing

All export of aggregates and import of inert soils is by road via Long Lane and the quarry access on Woodfield Road. The majority of haulage vehicles travel west to/from the A1 Barnsdale Bar grade separated junction where Woodfield Road meets the A1, A6201 (Wrangbrook Lane) and A639 (Doncaster Road). A small proportion of haulage vehicles travel to/ from the east on Woodfield Road.

Timing

The quarry is typically operational 51 weeks per annum. Operational hours for the main road haulage operations are 06:00 – 18:00 weekdays and 07:00 – 13:00 Saturdays, which equates to 66 hours per week.

Volume

The quarry typically exports in the region of 350,000 tonnes per annum (tpa) of aggregates, which is delivered by road to a wide and varying range of destinations to suit the requirements of the construction industry.

A rolling restoration programme at the quarry is undertaken in tandem with the extraction operations to restore 'worked out' areas of the quarry. Inert soils are imported to assist in creating the required landform. The rate of import varies, although current expectations going forward are for a typical import of 90,000tpa.

Where possible, materials are 'back hauled' to maximise efficiency of haulage of imported and exported material, i.e. vehicles are laden in both directions.

To give an indication of recent activity levels the following information relates to 2018 data:

The total quantities of materials exported and imported were:

- Exported aggregates – 369,264t
- Imported inert soils – 118,486t

Exports in 2016 and 2017 were lower at 286,000t and 280,000t respectively.

The 2018 average vehicle payloads were 19.67t for export and 18.37t for import, resulting in total 2018 annual haulage vehicle movements of:

- Annual exported aggregates – 18,773 loads (37,546 total movements 2-way)
- Annual imported inert soils – 6,450 loads (12,900 total movements 2-way)
- Annual total haulage vehicles – 25,223 loads (50,446 total movements 2-way)

The vehicle total is a worst case and assumes no backhauling of material, i.e. vehicles travel empty in one direction.

Based on 66 hours operation per week for 51 weeks per annum, then in 2018 the typical hourly/ daily haulage vehicle movements were:

Hourly

- Exported aggregates – 11veh/hour (5.5 in & 5.5 out)
- Imported inert soils – 4veh/hour (2 in & 2 out)
- Total vehicles – 15veh/hour (7.5 in & 7.5 out)

Daily (weekday)

- Exported aggregates – 134veh/day (67 in & 67 out)
- Imported inert soils – 46veh/day (23 in & 23 out)
- Total vehicles – 180veh/day (90 in & 90 out).