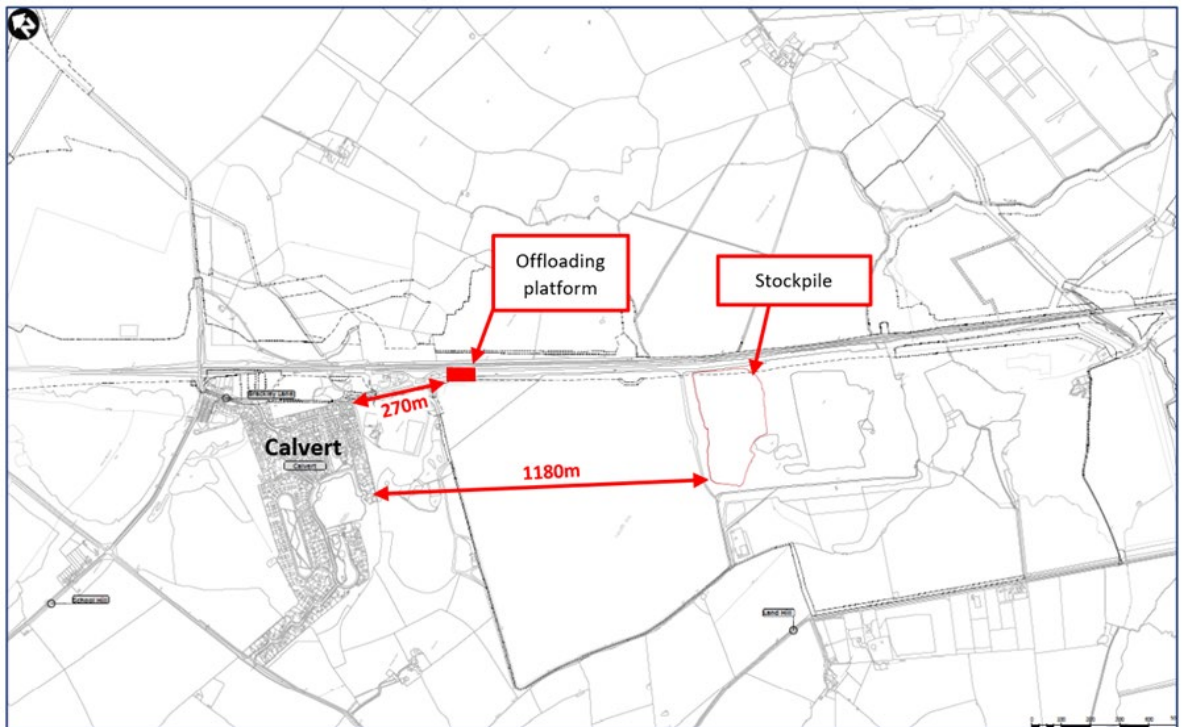

HS2 will be creating a stockpile of stone and aggregates at the FCC Greatmoor EfW plant. The stockpile will consist of 600,000 tonnes of inert material, 300,000 tonnes of which will arrive by rail, with the intention of removing 30,000 vehicle movements from the local road network. The remainder of the stockpile will be made up of site-won inert materials (i.e. from demolition and excavation) generated during construction works.

Lawful Development Certificate

EKFB recently applied for a Lawful Development Certificate for this proposal. This was granted as it was established that this new use constituted Permitted Development under Part 4, Class A of the Town and Country Planning (General Permitted Development) Order 2015 as amended. The Council does not consult on applications for Certificates for proposed developments as this is a procedural matter. The Planning reference for this decision is 21/01850/ACL.

EIA Screening Opinion

EKFB also requested a Screening Opinion, which addressed the question of whether an Environmental Impact Assessment would be required for the proposal. As is required, the Council consulted statutory and other technical consultees, and it was determined that an EIA was not required. The Planning reference for this decision is 21/02042/SO.



Details

The proposed stockpile will have a maximum area of 7.2ha and will be built to a maximum height of 6m. Rail deliveries of material will take place between July 2021 and September 2021. It is proposed that the land will be returned to the FCC once the proposed works are no longer

required. It is expected that the proposed works will be decommissioned in December 2024 once all stored material has been used to construct and deliver the permanent works approved under the HS2 Act.

The existing FCC Haul Road will be used to transfer material from trains via the proposed unloading platform to the stockpile area. Two Grab Excavators are to be used to offload the trains and load the Articulated Dump Trucks which transport the material. Construction of the temporary offloading platform (which is an ancillary work) and use of the FCC Haul Road are both within HS2 Act Limits and did not form part of the Certificate application.

Three train deliveries will be made per weekday and two will be made on a Saturday. No train deliveries will be made on a Sunday. Planned train times are as below:

Monday to Friday

1st Delivery – 07:14

2nd Delivery – 13:08

3rd Delivery – 16:10

Saturday

1st Delivery – 05:30

2nd Delivery – 07:20

These trains will take the place of those currently timetabled for FCC waste deliveries.

The last weekday train will arrive at the offloading platform at 16:10 and offloading operations will have ceased by 19:00, and the long-term maintenance of the stockpile will be kept within core working hours only.

EKFB advise that extensive dust mitigation is to be implemented to prevent dust pollution.

Measures to be implemented include:

- Materials will be covered when being moved along haul roads to prevent material or dust spillage, as far as reasonably practicable, however where this is not possible, vehicles will be loaded below the maximum capacity.
- Vehicles being used to transport materials will not be overloaded.
- The haul road used to transport materials will be inspected regularly to ensure it is free from damage and where damage is identified, provisions will be made for prompt repair.
- A speed limit will be imposed on any vehicles moving material along haul roads to suppress dust emissions and prevent material and dust spillage.
- Dust suppression techniques will be implemented during dry weather periods to reduce dust emissions including, dampening down of material before it is offloaded from the train into the dump truck, dampening down of material before it is offloaded at the stockpile, dampening down of the stockpile, and dampening down of haul roads.
- Water misting cannons will be set up at periodic locations around the stockpile and will be used to prevent dust when required.
- Tractor water bowsers will be on standby during all operational periods to allow for rapid response to changing weather and potential dust impacts.
- Site-won soils will be compacted after deposition, with the exception of topsoil and subsoil to be used for agriculture, forestry, landscaping, and wildlife habitat restoration.
- Stockpiled site-won soils will be seeded to increase stockpile stability and prevent material

and dust spillage.

- The slope of the stockpile, tips and mounds will be built to an angle no greater than the material's natural angle repose, and sharp changes in the shape of the stockpile will be avoided to prevent material and dust spillage.
- Stockpiles will be maintained to prevent material and dust spillage.
- The number of handling operations will be kept to the minimum reasonably practicable, meaning material will only be removed from the stockpile when it is required on site as part of the construction activities.
- Wind barriers and protective fences of similar size and height to the stockpile will be placed at appropriate and suitable locations around the stockpile to minimise the risk of wind erosion. Land to the north-west perimeter of the stockpile will act as a wind barrier due to its relative height.
- Regular inspection of the stockpiles will be carried out to ensure dust mitigation measures are being implemented correctly and to ensure material spillage has not occurred.

Lighting is not proposed as being needed during the initial operational stage, when material is being delivered by rail. This is because all works occur over summer months when daylight hours are long. Light pollution during this phase is therefore not expected.

At all times throughout the proposed works lifespan there will be no overnight working and outside of the initial train delivery periods works will be limited to core hours. Any light pollution during winter months will therefore be limited to core hours, i.e. 08:00 - 18:00.