THOMPSONS
OF • PRUDHOE

NON-TECHNICAL SUMMARY

Proposed Crawcrook Quarry Restoration Scheme

Crawcrook Lane,
Crawcrook,
NE40 3UL

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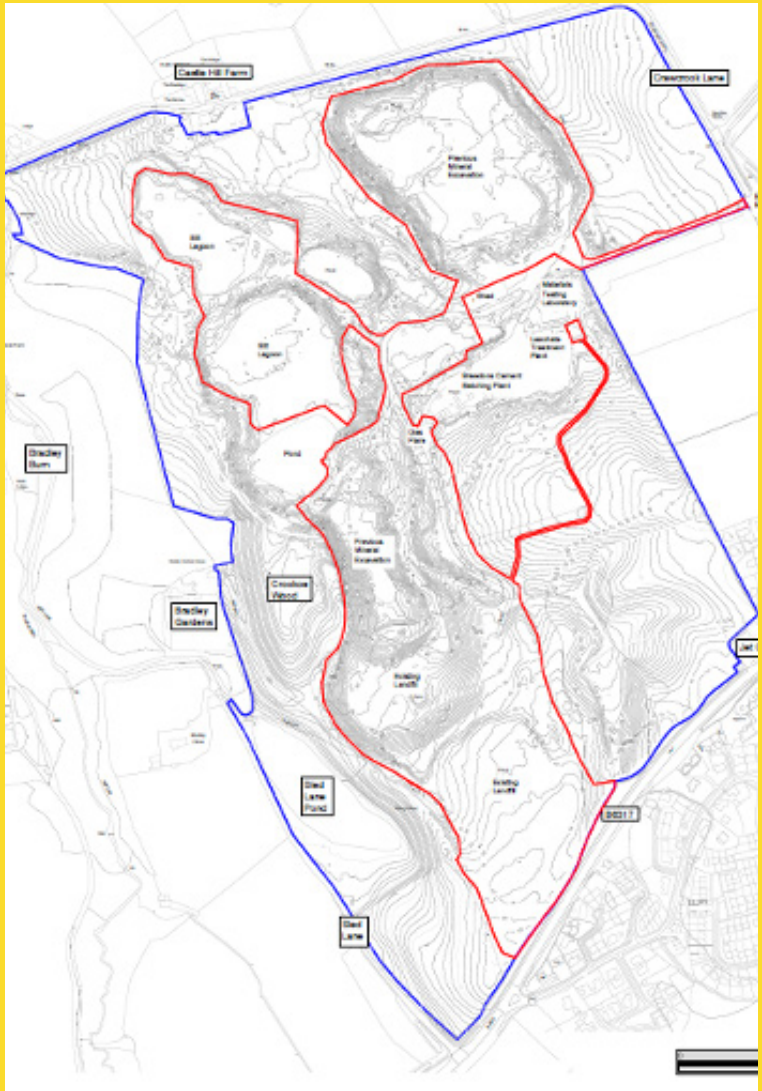
PLANNING APPLICATION PROPOSAL



What is this document?

The proposed development Crawcrook Quarry is 'Environmental Impact Assessment Development' (EIA Development) under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This means that an Environmental Statement must accompany the planning application to assess the direct and indirect effects of the proposed development on the population (including its health), wildlife and wildlife habitats, land, soil, water, air and climate, heritage assets andt the landsape.

This assessment has been undertaken by a team of experts who carried out desk-based assessments, site survey work and computer modeling to identify the impacts of the proposed scheme on all the receptors detailed above. It was also guided by a 'Scoping Response' from Gateshead Council which identified all the areas that they believed should be addressed in the Environmental Statement.

This work has enabled the team to review and identify alternative approaches to the development and to look at mitigation measures needed to reduce the impact of the scheme. Through this process, discussions have been undertaken with stakeholders in the local community to understand their views of the development and how the restoration scheme could be shaped to be of benefit to the community.

This **Non Technical Summary** is aimed to summarize all the information in the Environmental Statement.

What is this application?

This application is for the restoration of Crawcrook Quarry by infilling with 1.3 million cubic meters of imported inert materials (clays and soils) over a 15-year time frame. (The description is on the preceding page) The development will include the construction of a new vehicular access, to the south-west of the site onto the B6317 as well as infrastructure needed to support the site operations such as new site haul roads, weighbridge and weighbridge office, and welfare facilities. The site will be restored with a variety of wildlife habitats, and it will include enhanced access routes for public use.

Thompsons of Prudhoe are the applicant and they have their Head Office in Prudhoe.

The Application Site is 21.5 hectares, and it is outlined in red on the adjacent plan. The other land owned and controlled by Thompsons of Prudhoe is outlined in blue. The ownership area is 56.2 hectares in size.

The proposal is to restore this site, which was never properly restored when work ceased approximately 25 years ago. To do this, the company needs to bring in materials to infill the quarry voids that were left and complete the restoration of the areas partially tipped with household waste. This work will be undertaken over 15 years with up to 200,000 tonnes of restoration materials coming into the site every year. The aim is to complete the areas to the south of the site, next to the B6317 as quickly as possible and then work from the middle of the site outwards. This is all explained later in this document.

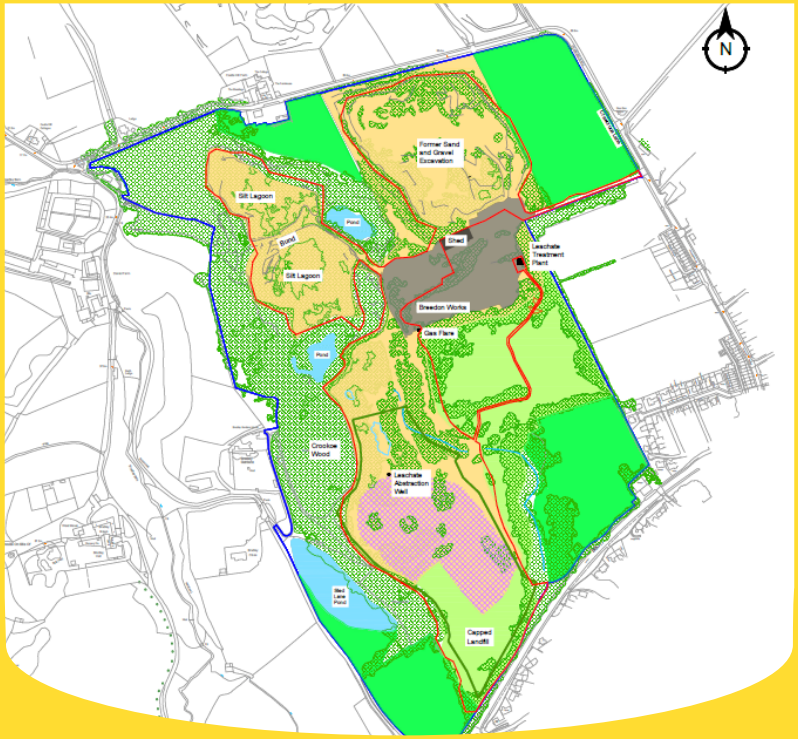
SITE OVERVIEW

Where is the site located?

Crawcrook Quarry, is to the south of the River Tyne and 0.5km north-west of Crawcrook village. The southern boundary of the site is adjacent to the B6317 and Crawcrook Lane runs along the northern and eastern boundaries. To the west of the site is Crookoe Wood and Sled Lane Pond.

Why this site?

The site needs reclamation and restoring. The site was never properly restored when work ceased about 25 years ago. This is recognised in Policy 46.3 of Making Spaces for Growing Places which allocates this site for restoration using construction and demolition waste to address the instability on site.



In particular, the site includes the following which needs to be restored:

- The steep and unstable quarry faces which are up to 25 meters in height. These faces are collapsing, creating areas of land which are overhanging and exposing tree roots of tree in Crookoe Wood.
- There are two large old silt lagoons to the north of the Site. They are separated by a sandy bund, and the lagoons are now characterised by self-seeded willow and birch trees. The silt lagoons were created by 'dirty water' , from the processing of sand and gravel extracted from the site, being pumped into these lagoons. The silt separate out from the water and accumulate in the bottom of the lagoons as the water soaked away or evaporated. These lagoons are surrounded by steep slopes and are unstable in places.
- To the north-east of the site is a void created by further old sand and gravel workings. No tipping or restoration work has taken place in this area. This area includes 3 steep sandy slopes on its sides which slope into the bottom of the void.

What is on the site like now?

The site was, and still can be, accessed via the existing vehicular access onto Crawcrook Lane. The area shaded in orange on the adjacent plan have been worked for sand and gravel and remain largely unrestored, the areas hatched in pink was partially tipped with household waste.

The site also includes a large area of hard standing concrete, currently occupied by a concrete batching plant and a large industrial building. This area is shown in grey on the above plan. Only a small section of this existing areas of concrete hard standing is included within the Application Site.

There is a lot of existing infrastructure in and around the site for the monitoring of landfill gas and leachate (leachate is a contaminated liquid that is produced when rainfall seeps through household waste). This infrastructure must be retained on the site. The leachate plant is isolated but is linked to the Application Site, via underground pipework that is shown by a wiggly red line on the above plan. The existing gas flare is to the south-west of the existing compound area

ENVIRONMENTAL DESIGN CONSIDERATIONS

The site is located within Tyne Valley Green Belt. There are no listed buildings or Scheduled Ancient Monuments (SAM) within the Site, but Bradley Hall, a Grade II listed building and its Registered Park and Gardens, along with Bradley Park Conservation Area are located to the west of the site. Crookoe Wood, to the west of the site is also designated as Ancient Woodland. The site is also partially within the Crawcrook Quarry Local Wildlife Site Local Wildlife Site which was designated in 1985 for the grassland that developed on the land disturbed by mineral extraction.

The Environmental Agency defines the site as being in Flood Zone 1 and there are areas at medium risk of surface water flooding. There is also a Northumbria water storm pipe that discharges surface water into the quarry, and this is located within the south-east of the site, to the north of the B6317.

There are Public Rights of Way (PROW) (green dotted line) both around the perimeter of the site, and through the Application Site as shown on the plan below. In addition, there are many other access routes through the site (orange dotted line). The use of these routes isn't permitted by the landowner, but it is acknowledged that there is an extensive network that is well used by the local community.

What did you consider when you designed the scheme?

Location of vehicular access: in discussions with stakeholders the decision was made to move the vehicular access onto the B6317 to minimise the impact of the vehicle movements. A total of 6 options were considered and all had 'pros and cons'. The development team decided that the proposed location for the new junction, as shown in the application, was the best option as it met all the highway standards as well as minimising other impacts.

Wildlife habitats: the ecology survey work identified all the habitats on the site. The development has been designed to avoid all the important habitats where possible including veteran trees, broadleaved woodland and areas of helleborines (a type of orchid). However, we do need to disturb some habitats and we have therefore mitigated this through the restoration scheme.

Access routes: we know that parts of the site are very well used by local residents for recreation and dog walking. During the site operations the aim is to try and ensure that residents still have access to the site.

Noise: the assessment showed that there may be a noise issue when the operations are close to the residential properties to the south, so a 2.5 metre screening bund has been incorporated into the scheme.

IMPORT PROPOSAL

The proposal is to import approximately 1.3 million cubic metres (2.6 million tonnes) into the site over a 15-year period in order to restore the site. It is currently estimated that between 175,000 and 200,000 tonnes (85,000-100,000 cubic metres) of restoration materials, to be used in restoration, will be imported into the site per annum.

Traffic movements:

The Proposed Development includes construction of a new vehicular access to the south-west of the site, directly onto the B6317, that will be used by HGV and wagons associated with the operations. The existing access onto Crawcrook Lane will continue to be used for the first 12 months until this new access has been finished. The location of the new access, and junction to the B6317 is shown on the adjacent plan in yellow

The average and maximum number of Thompsons vehicle movements will be as follows:

- An average of 36 HGVs/wagons (36 in/36 out) Monday to Friday.
- A peak number of movements of 55 HGVs/wagons (55 in/55 out) a day using proposed new vehicular access into the site.
- The average vehicle movements over a week (Monday to Saturday would be no more than 500 vehicles).

Working hours

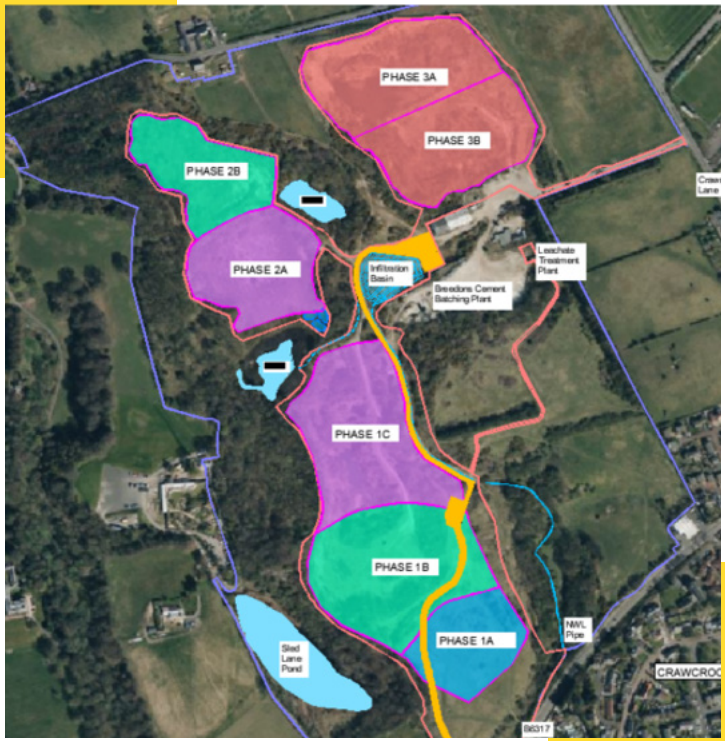
- Monday to Friday, 7.30am to 17.00pm.
- Saturday, 7.30am to 13.00pm.
- There will be no working on Sundays or Public Bank Holidays unless it is to address an emergency situation.

Hours of operation for HGV movements entering and leaving the site

- Monday to Friday, 7.00am to 17.00pm.

Hours of operation for employee vehicles entering and leaving the site

- Monday to Friday, 6.00am to 18.00pm.
- Saturday, 7.00am to 13.30pm.



Guided by an expert team of engineers, we plan to begin work on the south side of the site and move operations away from residential areas as early as possible (Phase 1A, shown in blue, on the adjacent figure).

Once the new access road is built, we'll begin importing material and proceed with the restoration works as follows:

- **Phase 1A** will begin as soon as possible after the new road is constructed and take around six months.
- Next, we'll focus on the middle of the site (near the pond), beginning works to the north (**Phase 2A**) and south (**Phase 1C**).
- Silt Lagoons in **Phase 2A** and **2B** will be carefully infilled layer by layer. Each year, a new metre of material will be added to the lagoons while restoration continues elsewhere, allowing for close monitoring of settlement.
- We expect **Phase 1** and **2** to be completed in 9-10 years.
- **Phase 3** will follow and take approximately four years.

Surface water from the NWL pipeline will be diverted to the existing pond to maintain its wildlife habitat. We'll also create an infiltration pond within the site compound to manage additional surface water entering the site.

SITE RESTORATION PROCESS

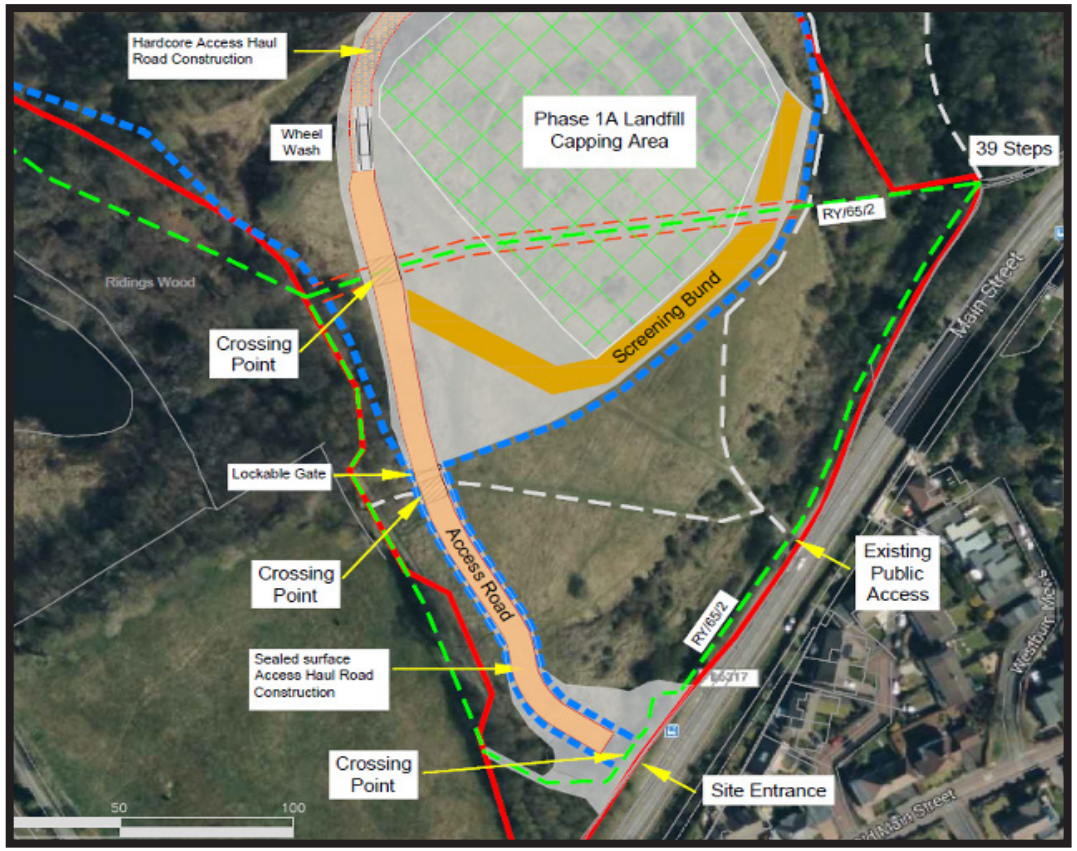
How exactly will the site be restored?

A fence will be placed around the working area, and the vegetation will be removed.

In Phase 1A and 1B which have previously been tipped with household waste, a clay 'cap', which is a 1 metre thick layer of impermeable clay will be placed over the waste. In all the other phases (1, 2 and 3), the steep slopes will be stabilised by buttressing them with an engineered clay fill material and the voids will then be lined with more clay before the restoration materials are placed into the void. In Phase 2, a geogrid membrane will be placed over the top of the silt lagoons before a clay material is placed to line the void, and the restoration materials are put on top. The clay material placed in the bottom of the void is needed to protect the groundwater.

A small weighbridge and office area is located to the east of Phase 1B and there will be a wheel wash after the entrance gate.

In the first 12 months, the new access road will be constructed as shown on the adjacent plan and the existing vehicular access from Crawcrook Lane will continue to be used whilst this new haul route is being constructed.



When the new road is complete, works will start on Phase 1A to ensure that it is restored as quickly as possible. A screening bund, approximately 2.5 metres in height, will go around the working area, as shown, to mitigate the noise from the machinery which will be working close to houses.

To allow the road to be constructed, and Phase 1A to be restored, 2 PROW's (RY/65/2) will need to be temporarily closed as shown on the attached plan. During this time, they will be diverted along an intermediary route, with a new crossing point across the haul road, which is already a well used access route.

The southern route of RY/65/2, that crosses the haul road at the site boundary, will need to be permanently diverted to ensure that it is still at a gentle gradient when it goes down and up from the new haul road entrance cutting.

Appropriate crossing routes will be incorporated over the haul road so local residents can continue to enjoy these PROW while the workings are ongoing.

RESTORATION & AFTERCARE PLAN

Restoration

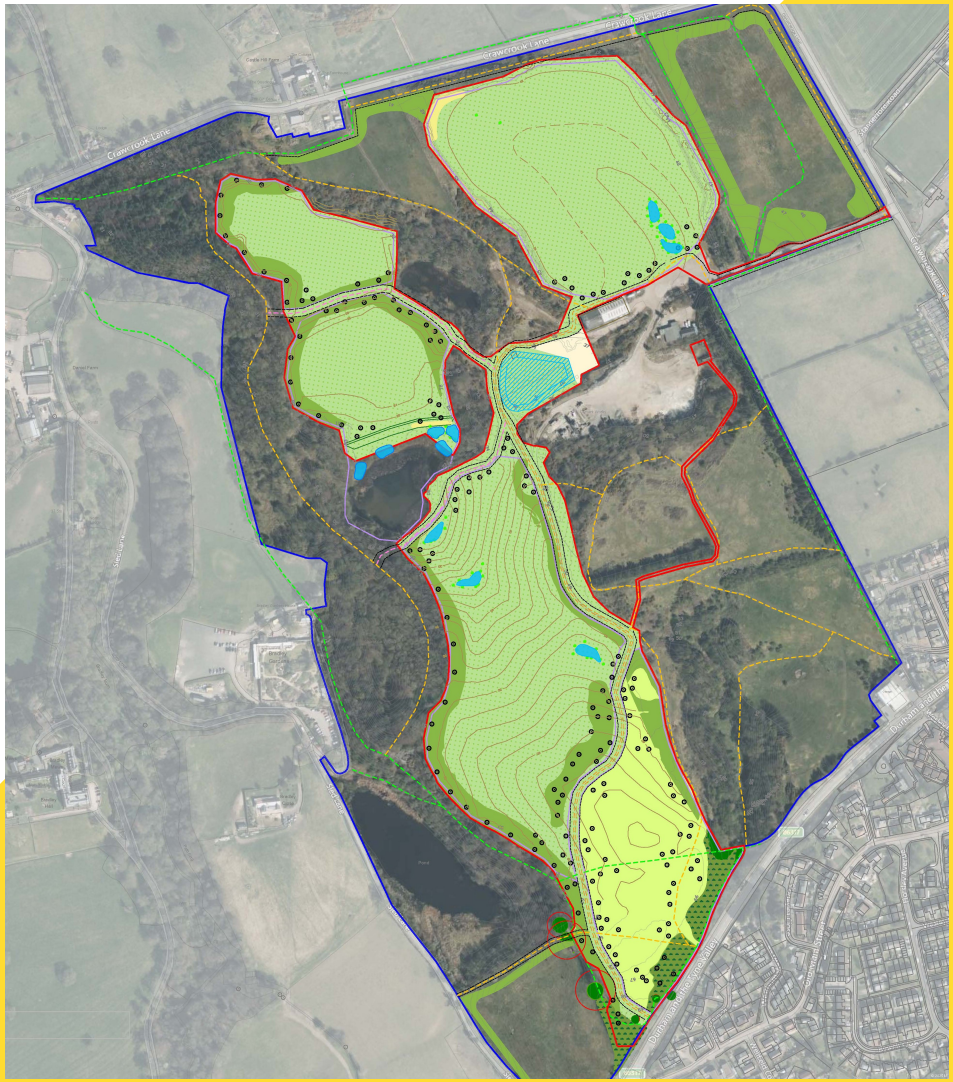
The aim it so to restore the site and to create a green open space with the aim of delivering significant benefit for people and wildlife. The site will be restored to a landform that compliments the existing landscape; is open in nature and allows views over the site to the wider landscape beyond. In addition, the operations will ensure that the site hazards and instability are addressed and it will complete the restoration of the waste previously tipped at the site.

In addition, the restoration scheme is aimed at:

- Allowing for continued public access into and around the site through existing Public Rights of Way (PROW) and principal desire and access routes that exists wherever possible.
- Undertake planting and landscaping to create a green space that can continue to be used by the residents in Crawcrook, but which will also enhance the biodiversity of the site.
- Retain the areas of hard standing in the middle of the site that can be used for future purposes.

The landform has been designed to be lower than the existing land and Phase 1 and 2 slope down towards the large pond in the centre of the site. Phase 2 is a 'bowl' shape allowing water to drain into the centre of the site. The haul road will be retained as an access route with 2 spurs going westward to link into Crookoe Wood. These new access routes, and others, are designed to link into existing access routes around the edge of the site and PROW to create a variety of circular walks.

The site will be planted, mainly to grassland, with shrubs and trees around the edges and access routes to create habitats that are lost through the scheme. The restoration works will be overseen for at least 30 years to ensure that the site is managed in the future.



Landscape and Visual Assessment

The landscape and visual impact assessment has considered the impact of the Proposed Development on the landscape character of the area and on particular viewpoints from around the Site. This assessment identifies the character of the area by using the Natural England National Character Area Assessment and a local assessment produced by the Council which divides the whole area into Landscape Character Areas(LCA) A computer model to identify a Zone of Theoretical Visibility for the site (land from around the site where it might be visible) was also created. From this model, viewpoints from around the Site were identified and discussed with Officers from Gateshead. Photographs from these viewpoints were taken and from this a variety of visual aids, including panoramas, photo wire drawings and photo montages have been produced to help identify the impact the Proposed Development may have on the landscape character and visual amenity of the area.

Landscape character. The Proposed Development, that is the infilling of the void at Crawcrook Quarry, will have a moderate to substantial adverse impact on the landscape character of the Site itself and its immediate environs. When the restoration is complete, the effects will be beneficial due to the diverse landscape features, recreational use and the biodiversity value of the Site.

The effects on the wider area (the LCA) would be slight adverse and not really affected due to the nature of the surrounding landform and vegetation surrounding the Site. When the restoration is finished, the impact on the wider surrounding area would be beneficial.

In relation the on the Bradley Park Conservation Area, and associated features, the impact would be very limited due to the woodland and the landform to the west. Upon restoration, and particularly once the proposed planting has established itself, the overall impact on the scenic landscape features would be enhanced.

Visual Impact.During the proposed operations moderate to substantial adverse visual effects are likely to be experienced by residents opposite the site, as well as by users of the PROWs and access routes within the site and its immediate surroundings. However, these adverse impacts would become beneficial once the site is restored and the planting becomes established.
The visual impact impact on viewpoints outside the immediate area, including properties to the north and east, will only be minor due to the landform and vegetation.

Overall, although there may be adverse impacts in the short term, whilst the site is operational, the impacts are considered to be beneficial upon restoration of the site due to the landform that is created and the restoration of the site as a whole.

Archaeology and Cultural Heritage

An Archaeological and Heritage desk based assessment for the site was undertaken to support the assessment in this chapter of the impact of the Proposed Development on above and below ground heritage assets.

In relation to archaeological remains, the assessment has identified that the extensive modern quarrying operations have significantly disrupted or destroyed any previous remains and therefore the archaeological potential on these remains is negligible. However, some remains may still be present along the route of the proposed haul road, but this impact is only considered to be minor. The impact can be addressed by an archaeologist overseeing any excavations in this area

The assessment uses a 1 km study area and identifies number of above ground heritgae assets within it including listed buildings (3 Grade II*, 9 Grade II as well as the Grade II listed Bradley Park Registered Park and Garden), locally listed buildings and designated Conservation Areas (Bradley Park Conservation Area) . The assessment identifies that there will be no direct impact on any above ground heritage assets, as none are located within the Site itself. However, there may be an impact on the setting (that areas that surroundings the listed features) of some heritage assets close to the Site include the Bradley Park Grade II listed building, Registered Park and Garden and Conservation Area - all to the west of the Site during the operational phases

During the operational phases there will be an impact on the tranquillity of the setting of these heritage assets, but overall, the significance is considered to be minor, at worst.

Crucially, in the long term, following the landscape-based restoration scheme, it is expected that this will enhance the heritage value of Bradley Park and the surrounding area. It is concluded that the measures such as planting of native species and the prevention of erosion around the assets, has a potential to strengthen the historic landscape character, and it would therefore result in a minor beneficial impact on the setting of these assets.

Health Impact

The assessment has looked at the Proposed Development in relation to the overall impact on human health across the general population and vulnerable groups. The baseline for the assessment has been taken as Gateshead and its surrounding wards. The assessment has looked at the impact on the social environment; employment and income, climate change; air quality, noise and vibration; water quality and air quality.

In relation to both population groups, and all impacts considered, the impact will be minor at worst changing to moderate beneficial impact, at best, upon the restoration of the site. Overall, it is considered that there would be a beneficial impact upon the population, both the general population and vulnerable groups, following the restoration of the site.

Water Resources

The Chapter is supported by a Flood Risk Assessment and a Surface Water Management Plan that has identified the existing surface water features on the Site during operations and after restoration to help identify a management scheme for surface water. It is also supported by a Hydrogeological Risk Assessment that is supported by modelling of the operations (LandSim Modelling) to identify the impact of the workings on groundwater. This model also identified the grade of clay need to line the quarry voids to protect the groundwater(also know as the water table).

The site and surrounding area is underlain by sands and gravel which allow infiltration of rainwater falling onto the s=Site. The low points of the quarrying voids (Phase 1 and 3) include areas where surface water has accumulated. There is also a large waterbody (Pond 1) that sits in between Phase 1 and 2 and this is outside the site and will be retained. There is no surface water outflow from the site.

The site is in Flood Zone 1 and therefore it is at low risk of fluvial flooding; however, it has areas of medium risk of surface water flooding in the base of the quarrying voids. The Flood Risk Assessment identifies the source of surface water on the site which is limited to rainfall, but it also includes a NWL pipeline to the south-west of the site which drains the surface water from the adjacent housing estate.

The conclusion is that the surface water falling onto the site itself, draining into the site from adjacent land and from the NWL pipeline can be retained on the site both during the operations and upon restoration. It will be retained in the existing ponds, particularly Pond 1, and a new dry infiltration basin to be located in the compound area. There will be no need to discharge water from the Site. The Surface Water Management Plan includes details of how the 'clean' water, that is the rainfall falling onto the site, will also be kept separate from the 'dirty' water that falls onto the operational areas.

The results of the Hydrogeological Risk Assessment show that the groundwater levels are below the base of the site flowing north towards the River Tyne. With only inert restoration materials being imported to Site, and with the quarry voids being lined with clay, the Land Sim modelling, has shown that the groundwater environment would not be altered as a result of the restoration works.

Ground Stability

A Coal Mining Risk Assessment, a Stability Risk Assessment (SRA) and a Landfill Gas Risk Assessment accompany this Chapter which is assessing the risk of placing weight (the restoration materials) on previous mine workings (above and below ground), the soft silts in the silt lagoons and the previously tipped household waste.

The Coal Risk Assessment identifies that there is no risk to the previous mine workings, under the site, and no risk to the landform that will be created above these workings.

The Stability Risk Assessment (SRA) identifies the hazards on the site (steep and collapsing slopes and the silt lagoons) and how they need to be addressed. It has assessed that a total of 4.5 metres of extra material can be placed on top of the silt lagoons. This is because there is a crust of material overlaying the soft wet silts (a little like a fruit crumble) and therefore too much additional pressure in one place may break the crust and risk the soft wet silts being pushed to the surface. The restoration materials need to be placed on top of the silts, one metre at a time, and the works monitored. The SRA also identifies hazards as well as the quality and permeability of the material (clay material) that needs to be used. Finally, the SRA and the Landfill Gas Risk Assessment has assessed the potential risk of placing additional weight (in the form of the restoration materials) over the previously tipped household waste. This identifies the potential for pollution to the water environment and the potential for more emission of landfill gas.

Overall, provided the measures identified in the technical appendices are followed, there will be no risk to the environment. All of the measures identified in these appendices have been incorporated into this scheme.

Socio Economic

The Crawcrook Quarry scheme will create and support jobs at Thompsons of Prudhoe Headquarters in Prudhoe. The scheme is considered of central importance to the company and its continued growth because it will provide an outlet for the soils and clays, that cannot be recycled, that are produced through the many contracts Thompsons of Prudhoe undertake in the Tyne and Wear area and wider region.

An assessment of the existing capacity for the region, to manage the construction, demolition and excavation waste stream demonstrates that there are limited sites that take this waste, and the larger ones are in County Durham. The quantity of this waste that needs to be disposed of has stabilised over the last 10-15 years, but EA data shows that there is still around 1.5 million tonnes produced in the region ever year. Crawcrook Quarry will provide an outlet for this material that sees it being used to recover this unrestored quarry. Upon restoration the site will benefit the local community in the long term as it will provide a green space for their recreation and enjoyment.

Noise

The Noise Assessment is based on a week of background noise monitoring undertaken at a total of 5 noise monitoring points that were agreed with the Local Planning Authority. The Noise Assessment has then assessed the overall impact on the noise environment of a total of 17 Environmentally Sensitive Receptors, including residential properties, care homes and schools, at a number of points in time during the site operations. The assessment is aimed at the 'worst case scenario' which is all the machinery operating at the closest point to the site boundary and at the level of the restored land; as for the majority of the time, the workings will be away from the site boundary and well below the restored land level.

The overall conclusion is that the proposed development, with the inclusion of a 2.5m screening bund to the south of the site to screen the noise during the operations at the Initial Site Set-Up and Phase 1A, can be operated in accordance with the noise levels set out in the NPPF and the local plan i.e. at no greater than 55dBA. The overall conclusion is that the impact of the noise on the surrounding environment is not significant.

The overall impact of the increase in traffic noise, due to the additional traffic on the road network, is also assessed and the conclusion is this is not significant. An assessment has been undertaken of the cumulative effects of noise, particularly from the operations associated with the Breedon plant.

However, the Breedon's operations, in relation to the cumulative noise environment is considered to be negligible.

Air Quality

The Air Quality Assessment has looked at the overall impact of disamenity dust; particulate matter and road vehicle exhaust emissions. The Site, and the surrounding area, is not in an Air Quality Management Zone, and no baseline monitoring was considered to be necessary. The baseline levels have been obtained from information provided by DEFRA and from the APIS website.

The assessment identifies a total of 16 Environmentally Sensitive Receptors (ESR's) and 4 ecological receptors in close proximity to the site. These receptors are likely to be subject to disamenity dust if they lie within 250 metres of a dust generating activity. The assessment then identifies which ESR's (7 in total), and ecological receptors (4 in total), at each point in the operations, that may be subject to disamenity dust.

The assessment has considered the pathways through the air which may take the dust, to the 7 ESR's and how this will be influenced by wind direction and rainfall. In relation to disamenity dust, the pathways are mainly considered to be ineffective except for those receptors that are located to the east of the site and are therefore down wind of the site.

This is also true for the ecologically sensitive receptors.
However, the overall potential for disamenity dust was determined as being low or negligible at all phases and therefore insignificant.

In relation to particulate matter (this relates to particles under 10 micron in size), which may influence human health, the potential for these particles to be released from the Site and have an impact on air quality was considered; it was concluded there would be a negligible impact. In relation to nitrogen deposition on the ecological receptors, the APIS website has defined a 'critical load' for various ecological receptors, and the nitrogen deposition should be kept below this. The deposition rate at all of the ecological receptors is currently above the 'critical baseline level' however, the development will result in no greater than 1% increase in the critical load and therefore, despite the fact the critical load is already exceeded, the development will not result in an impact on the identified receptors.

Overall, it is concluded that, at worst, there will be a slight overall impact on the nearby ESRs in relation to dust and this is not considered to be significant.

Climate Change

The assessment looks at the emissions (GHG) from the proposed operations as well as the climate resilience of the Site.

In relation to the relative emissions from the Site, the assessment has taken the overall emissions of GHG from the Site in relation to traffic movement, electricity use and potential for release of GHG from all other activities in the Site. It also takes into account the potential for the restored landform to sequester carbon from the atmosphere (this is called 'Lifestyle Model D'). It is acknowledged that there will be an increase in emissions due to the increase in activity on the Site. When taking into account the whole life carbon emission over the 15-year period, including the restoration activities over the 15-year period, then there is a 17% lower than a 'business as usual' scenario.

This assessment has also reviewed the climate resilience of the site, i.e. the impact that climate change may have on the proposed operations and the Site itself. This looks at the potential change in temperature, both in summer and winter, and as well as an increase in rainfall and extreme weather events and the effect this may have on the development. The overall impact is not considered to be significant.

Overall, the conclusion in relation to the assessment of impacts on GHG emissions, for the 15-year life of the site, and looking at the impacts of Lifestyle Model D (upon site restoration), the overall effect is considered to be minor or adverse and that is not significant.

Other material assets

The Proposed Development would not result in the remaining mineral asset, which sits in-between Phase 2, being sterilised. It will still be accessible for the first 10 years of operations, as it would be possible to extract the mineral from Phase 3. Following the restoration of Phase 3, it would be possible to move back the inert waste, used to restore the Site, to access the mineral in the future. However, it is not considered to be financially viable to extract the mineral at the present time due to the poor quality of the mineral. The view was also taken that the disturbance of ecological assets outweighed the benefits of extracting this mineral reserve.

In relation to the Public Rights of Way (PRoW) to the south of the site, the temporary closure and diversion orders are necessary to allow the new junction to be constructed and Phase 1A to be completed, this will ensure that there is safe access to these areas at all times whilst the work is being undertaken. The permanent diversion of a short stretch of the PROW, which crosses the proposed haul road junction, will ensure that this route is on land with a gentle (walkable) gradient.

In relation to the other access routes across the site, in the first instance, it must be recognised that these are over private land for which the landowner has not given consent for people to access or use.

It should also be noted that the areas on the site which will be worked as part of this Proposed Development, are relatively inaccessible, due to previous mineral working and landfilling operations at the site.

The Proposed Development will result in the closure of areas that will prevent the public getting access to certain routes and areas. It has always been recognised that the use of these access routes is important to local residents. Hence the restoration scheme has been designed to ensure that the public can access as many of these routes as possible in the future and that routes are enhanced, for easy use, and that the link into existing routes to provide a number of circular walks.

Highways and Transport

A Transport Assessment considers the impact of the additional traffic on the immediate local road network as well as the wider road network, which accompanies this Chapter.

The assessment divides the local road network up in 6 stretches of road along the B6317, A695 and Crawcrook Lane. It then identifies the total number of additional vehicles (HGV's/ wagons) using these stretches of road during the Initial Site Set-Up period and during the operations.

It assesses that this increases traffic in relation to the overall number of vehicles on the road and the overall number of HGVs on the road.

Guidance states that if the additional vehicle movements would result in a change of less than 10% across a stretch of road, then this is unlikely to lead to a discernible impact. If the increase is greater than 30% then there may be an impact.

During the Initial Site Set-Up phase and during operations, the overall additional traffic movement along all 6 identified stretches of road, is well below the 10% threshold and therefore it is concluded that there is no discernible environmental impact.

In relation to the Initial Site Set-Up phase, it shows that there is a 32% increase in HGV movements for the stretch of road along the B6317 to the west of the Crawcrook Lane signals. In relation to the operational phase, when the new road junction is in place, it shows that the 30% threshold in relation to non HGV movements, is exceeded on the stretch of road between the new junction and the A695 and for the stretch of the A695 to the west of the B6317.

The overall impact of this increase in HGV movement is then considered in relation to severance, driver delay, impact on non-motorised user delay, impact on non-motorised user ability, the fear and intimidation to pedestrians and overall road safety and the use of hazardous loads on the roads.

Following the assessment of the overall impact of the development, on all of these criteria, the conclusion is that there is a negligible impact and therefore it is not significant, despite the fact that there would appear to be a large increase in HGV movements.

It is therefore concluded that the overall impact of the additional traffic movement, and the overall increase in HGV's is not significant.

In relation to the wider road network, and particularly the junction of the B6317 with the A695, the overall conclusion is that following a worst-case scenario assessment, in relation to this junction ,and using the peak development flows during the peak network hour, that the maximum vehicle trips generated by the proposed development can be satisfactorily accommodated on the local road network.

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