




18/01/2017

Crick Quarry Waste Recovery Plan

Border Waste Management
Crick Quarry



Client: Phil Scandrett
Authors: David Findon
Julian Gregory

Issue	Revision	Stage	Date	Prepared by	Approved by	Signed
1	0	Draft	18/01/2017	David Findon	J Gregory	

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Introduction

This waste recovery plan has been prepared by EcoVigour on behalf of Border Waste Management to satisfy a planning requirement to reinstate the land at their site in Crick, Monmouthshire. Border waste intends to utilise inert waste soil and stones to reinstate the land at the site, which has been previously excavated for the purpose of obtaining loose stone previously deposited at the site during the construction of the M4 Motorway.

Border Waste Management is a recycling company specialising in the production of soils and aggregates from inert wastes and inert materials. The resultant products are sold to the construction industry for use in lieu of virgin quarried aggregates.

During the operation of the site throughout 2014 / 2015, soils and stone which were stockpiled at the site during the construction of the M48 (then M4) Motorway, were removed from the site and supplied to infrastructure projects (predominantly NRW Flood Relief Schemes) It is estimated that approximately 20,000 tonnes of material has been removed from site. This along with the initial shortfall in material has produced a shortfall of material across the site with a requirement to import material to allow reinstatement of the site back to agricultural use.

These works are to be undertaken in line with Monmouthshire County Councils Planning Permission DC/2012/00978. Levels to which the site is to be reinstated have been agreed with MCC Planning following the issue of a Planning Enforcement Notice against Border Waste at the site to prevent the processing of construction and demolition waste into recycled aggregates at the site.

The European Commission's Waste Guidance defines waste recovery as "waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy".

This Waste Recovery Plan is intended to demonstrate that the proposed waste material needed for the reinstatement of the land comprises a recovery operation. The plan is designed to satisfy the requirements set out in the Waste Recovery Plans and Permits guidelines which was released in October 2016, replacing the Regulatory Guidance Note 15, which was withdrawn in February 2016.

Site Location

The site is located off the A48 east of Crick. The site entrance is located just east of the M48 bridge. The roads to and from the site provide excellent transport routes for import and export of bulk materials. A large location plan can be found in Appendix 1.

The site for the Waste Recovery Operation is an area of land covering 0.53 hectares, which has been in use for the processing of existing stockpiles of inert aggregate present on the site.



Figure 1: Site Location

Site Context

The nearest residential property to the site is Sunnybank Farm, which is approximately 45m from the site's south eastern boundary. This property lies at a level approximately 2.5m lower than the site. Additionally a 2.5m high bund has been constructed between the site and Sunnybank Farm, to screen the property from noise emissions from the reinstatement works. It is proposed that this bund is left in place following completion of the works and that it is landscaped to match the surrounding habitats.

Access

The site is located on the A48 which has good links to the M4 Motorway at Junction 24 and the M48 Motorway at Junction 2. Access to the site (Shown in appendix A) is achieved via the site entrance, which is gated. This entrance is found just east of the M4 overbridge, east of Crick.

The M48 at this point transitions from a 50MPH zone to the west (through Crick) into a National Speed Limit 60MPH zone to the east, towards Chepstow.

The site entrance currently has a narrow bellmouth entrance. The current entrance crosses a footway with dropped kerbs facilitating access. There is a short hard surfaced access leading to the site.

There will be no pedestrian access to the site during the reinstatement process.

There will be no lighting for the access roads or the site itself. The site will operate within daylight hours. The site itself will not introduce street signage.

Access to site will be available to hauliers during site operating times (08:00 until 17:00 Monday to Friday, and 08:00 until 12:00 on Saturdays and Sundays).

Hauliers delivering materials to the site will be issued with access instructions. These set out the route to be taken to the site and the site opening hours, which will be strictly adhered to. These instructions also give the location of the large layby adjacent to Parkwall Roundabout, where vehicles are to wait, if they arrive at the site outside of the designated opening hours. This will ensure vehicles do not block the footway adjacent to the site entrance.

Visibility from the Access:**Visibility East:**

Visibility for vehicles leaving the site is good to the left with visibility up the hill towards Chepstow being in excess of 250m. Visibility is good from the kerb and from the rear of the footway. Visibility is obscured in one position by a 'National Speed Limit' / 'Safety Camera' sign, although vehicles can pull in front of this or behind it to avoid blocking the footway, without compromising visibility.



Figure 2: Visibility east (towards Chepstow) from the rear of the footway.

Traffic approaching from the east will be travelling at 60MPH, entering a 50MPH just east of the site access (the restriction sign is adjacent to the access). In line with Volume 6, Section 1, Part 1 – TD9/93 of the Design Manual for Road and Bridges, this requires a Design Speed of 100KPH. The Desirable Minimum Stopping Sight Distance for this design speed is 215m. The One Step Below Desirable Minimum, Stopping Sight Distance for this Design Speed is 160m.

The line of sight from the site access therefore exceeds the Stopping Sight Distance for the carriageway, for traffic from the east.

Vehicles from the east will be approaching the site access at a velocity of 28m/s. This means the driver of a vehicle will observe oncoming vehicles from the west a minimum of 8.92 seconds prior to the vehicle drawing level with the site access.

Visibility West:

Visibility west is obscured by the corner of the property known as the Court Barn. The centre of the road is cheveroned out as the road reduces from dual to single carriageway and the carriageway doglegs behind Court Barn, restricting visibility. Visibility west is therefore restricted to 175m.

Traffic approaching from the west will be travelling at 50MPH, entering a National Speed Limit zone just east of the site access (the De-restriction sign is adjacent to the access). In line with Volume 6, Section 1, Part 1 – TD9/93 of the Design Manual for Road and Bridges, this requires a Design Speed of 85KPH. The Desirable

Minimum Stopping Sight Distance for this design speed is 160m. The One Step Below Desirable Minimum, Stopping Sight Distance for this Design Speed is 120m.

The approach to the sight is on an uphill gradient, which assists in reducing stopping sight distances. The line of sight from the site access therefore exceeds the Stopping Sight Distance for the carriageway, for traffic from the west.



Figure 3: Visibility west (towards Crick) from the rear of the footway.

Vehicles from the west will be approaching the site access at a velocity of 22m/s. This means the driver of a vehicle will observe oncoming vehicle from the west a minimum of 7.95 seconds prior to the vehicle drawing level with the site access.

Planning Status

Border Waste failed in obtaining planning permission to operate a waste transfer station at the site in 2016. As a result, a Planning Enforcement Notice was issued by Monmouthshire County Council to cease all ongoing operations at the site (Appendix 2). This Enforcement Notice included instruction to reinstate the land from which material had been excavated.

Following this, consultation has been undertaken with Monmouthshire County Council Planning to develop a strategy for the reinstatement of the site back to agricultural use. A strategy for this has now been agreed in the form of agreed level, volumes of material to be imported to the site to facilitate the works and an earthworks specification.

This reinstatement also forms part of the Planning Permission (DC/2012/00978) issued to the site in 1998, which permits the improvement of the land at the site by tipping topsoil and subsoil to provide improved agricultural land. This planning permission was subsequently renewed in 2008 and 2012. Please refer to Appendix A for a copy of this planning consent.

For further information on the planning status of the site, please contact Guy Delamere at Monmouthshire County Council Planning Department – guy.delamere@monmouthshire.gov.uk – 01633 644831

Reinstatement Proposals

The total amount of imported soil and stone required for the reinstatement project is **18,982m³**. The soil and stone will be used to reprofile the site to achieve a more usable area of land. For these proposed levels, see Appendix 3.

The project involves the following works:

- The excavation of ground and clearing of stockpiles to meet the required levels set out by the Earthworks Plans;
- The use of the fill generated by this cut to build to the required levels;
- The import of clean waste soil and stone from construction sites to make up for the shortfall in material; and
- The deposition and compaction of this material across the site to obtain the levels indicated by the Earthworks Design.

The following plant will be required to carry out the work:

- An excavator to work the material into the correct position;
- A dumper to move cut material, as well as the material imported; and
- A heavy roller to compact the material to form the final formation.

Work will be undertaken under strict supervision to ensure that the specification set out in the design is being met. This will include daily briefings on works progress to all site personnel to ensure work is being undertaken to the correct standard.

Work will take place on weekdays between the hours of 0800 and 1900 and on Saturdays between the hours of 0800 and 1200. No work will be undertaken on Sundays or on bank holidays.

The work will be undertaken from the date of confirmation of permission until the final levels proposed by the cross sections provided are met.

Obligations for Work

The site owner originally planned to operate the site as an inert waste recovery facility and gained an Environmental Permit to allow this to take place. However, the operator was unable to secure planning permission to undertake this operation. During the application process, stone was removed from the site for use in the construction of infrastructure works, predominantly flood defence works. Monmouthshire County Council subsequently served a planning enforcement notice on Border Waste to cease all activities at the site.

Following this, discussions were held with Monmouthshire County Council Planning Enforcement regarding the future of the site. It was agreed that the site could not be left in the condition it was in as there were several stockpiles of materials and voids where materials had been removed.

It was therefore agreed that the stockpiles would be used to backfill the voids and that additional material would be imported to restore the site to an agreed suitable level.

A topographical survey was commissioned for the site and indicative cross sections produced illustrating existing and proposed finished levels. Contoured plans were also produced. These levels were discussed with MCC Planning Enforcement and altered to achieve an optimum finished level for the site. Volumes of material required between existing and proposed finish levels were calculated and this gave a volume of material required to complete the reinstatement of the site. It became evident that the material stockpiled on site is not sufficient in volume to allow the site to be adequately restored. This plan proposes that clean waste soil and stone be brought to site to supplement this material to allow the site to be restored in full, providing a substantially more beneficial area of land, which could be returned to agriculture. Planning permission for this activity is already in place (Planning Permission DC/2012/00978)

Benefits of Activity

The proposed reinstatement will provide the following benefits:

Usable Agricultural Land

The primary outcome of the work is to produce an area of agricultural land which can be used for pastoral or arable farming. It is believed that the land owner wishes to use this land for grazing land for horses. This provides a clear benefit to the land owner, providing a larger area with which to graze his livestock. If the site were to be left as it is, the land would not be usable for agriculture.

Sustainability Benefits

Without utilising waste material. The site would otherwise have to be reinstated using quarried material. Using a finite resource such as this is not a sustainable practice and should be prevented where possible to reduce the impact of the activity on the environment. Using waste prevents the need for material to be quarried, while also provides a use for a material which would otherwise be taken to landfill. This is a very sustainable practice and reduces the carbon footprint of the works. Waste will be sourced from local construction sites, which will minimise the distances materials are to be transported.

Visual Benefits

At present the site is comprised of a large area of exposed soil and stone. This is visible from the M48, although partially obscured by a tree line which runs along the west of the site. Reinstatement of the land as an agricultural field would significantly improve the area's visual amenity.

Ecological Benefits

At present, the site offers virtually no ecological benefit. Bare soil and stone do not offer a great deal of opportunities to local wildlife. While turning of soil can offer feeding opportunities to birds, the site is no

longer in operation, so this benefit is no longer present. The introduction of grass improves this significantly. Although the field is to be grazed, which greatly restricts its use by local wildlife, the outer edges of the field may provide foraging and refuge opportunities for mammals and reptiles. Should wildflower be present within the field or along the edges, this would be a great benefit to invertebrates.

Hedgerows and tree belts / woodland surrounding the site will be unaffected by the proposals.

Soil Stability Improvements

At present, the levels of the site are fairly erratic. Building these levels up to a pre-defined gradient, using competent, cohesive materials will help ensure that the ground is stable. A lack of steep slopes reduces the risk of earth movement. The site currently has an abundance of un-compacted, loose material. Although this has been managed in such a way as to prevent slippage, there is significantly more risk of this with loose material than with compacted earth. This is predominantly due to the effect of rainfall and wind on the ground. Importing material and forming a stable, compacted, permeant landform will eliminate much of this risk. The addition of grass coverage will help bind the soil, significantly reducing the risk of soil erosion and reducing the impact of high levels of rainfall on the ground.

Safety

Should the site be left in its current condition, the excavated areas and stockpiles of loose material could pose a risk to the safety of any member of the public who uses the land. Although there are no public rights of way through the site, and the site is gated, there is no guarantee that members of the public will not utilise the area for rambling or dog walking. Reprofiting the land to the proposed levels will negate these concerns by removing the excavation areas and stockpiles.

Review of Available Survey Information

As part of the application for Planning Permission DC/2012/00978, a topographical survey was undertaken of the southern section of the site, illustrating existing, as of January 1997 ground levels and proposed levels, following completion of works at the site. Following this survey cross sections and a long section were produced from the survey data.

Subsequently in 2015, application was made for the operation of an Inert Waste Transfer Station at the site. As part of this application a further topographic survey was undertaken during July 2015 and cross sections and a long section were produced.

Cross sections from these surveys were undertaken at different chainages along the site but two of the cross sections, approximately align and the chainages along the long sections can be interpreted. Reviewing these cross sections, illustrates that during the 2015 topographical survey, land levels were between 0.3m and 1.3m below the required finish levels as illustrated within the 1997 survey.

It is therefore anticipated that in order to reinstate the site to its required level it will be required to import suitable clean fill and topsoil. Condition C within Schedule 4 of the Enforcement Notice specifically precludes the import of soils to the site. We have undertaken consultation with Monmouthshire County Council Planning (Guy Delamere – Planning Enforcement Officer and Mark Hand – Head of Planning) to reach agreement on a proposed earthworks design and volumes of suitable clean, inert fill to be imported to enable satisfactory reinstatement of the site.

Prior to the facility operating under the Environmental Permit a Site Management Plan will be produced and submitted to NRW. This will set out procedures and controls to be put in place to control activities at the site in relation to:

- Impacts on habitats and species;
- Impacts on the water environment;
- Releases to atmosphere;
- Noise, dust, vibration and light pollution control;
- Water management and flooding.

Waste Material Suitability

Waste recovery procedures are designed to fall in line with the Waste Acceptance Procedures for Waste Recovery on Land guidelines issued by the Environment Agency in October 2016.

Only wastes which fall within the waste codes outlined under “Proposed Waste Types” will be accepted onto site. In order to ensure that no materials outside of those listed are brought onto site, a duty of care check will be undertaken on the site from which the waste has been sourced. This will include a site inspection for indicators of contamination, a review of any ground investigations undertaken for the site and additional ground investigation, sampling and testing if required, i.e. if site investigation information suggested previous contaminative uses.

Once a duty of care check has been undertaken and materials have been proven to be free of contamination, the material will be imported to the site and stored in managed stockpiles to a maximum volume of 19,000m³. Wastes will be inspected during and following tipping on site by a Technically Competent Person, to identify potential contamination i.e. litter within soils, materials not consistent with the waste stream within soils, visual or olfactory indicators of contamination.

Any wastes found to contain materials not listed in Section 7 of this document will be quarantined and placed in a suitable container. This container will then be removed from the site to a disposal facility licenced to handle its contents.

Is the Minimum Amount of Waste Being Used?

The design of the reinstatement project was centred on creating the most amount of usable agricultural land possible while appearing natural and maintaining the character of the surrounding area. The proposed project utilises the minimum amount of material which will satisfy this design.

All material stock piles currently present on site will be utilised within the project, reducing the amount of imported waste required. Any cut which may be required to achieve the correct levels will be subsequently used as fill elsewhere on the site. Material generated through cut together with the stockpiles currently on site does not satisfy the material requirement for the project.

Waste Substitution

The reinstatement could be completed using virgin-aggregate material acquired through quarrying. Although this material can be purchased to the required specification, the environmental implications of using such material is far more costly than using waste material which will achieve the same result. Using waste reduces the carbon footprint of the works and improves the sustainability of the scheme.

Standard of Finished Project

The site will be restored in accordance with the levels given in the proposed profiles (Appendix 3). The project will be completed under the supervision of a Technically Competent Person, as well as the land owner, who has a personal stake in the outcome of the project. This will ensure that the standard of the final product will be high.

Proposed Waste Types

The following waste types will be used for the reinstatement:

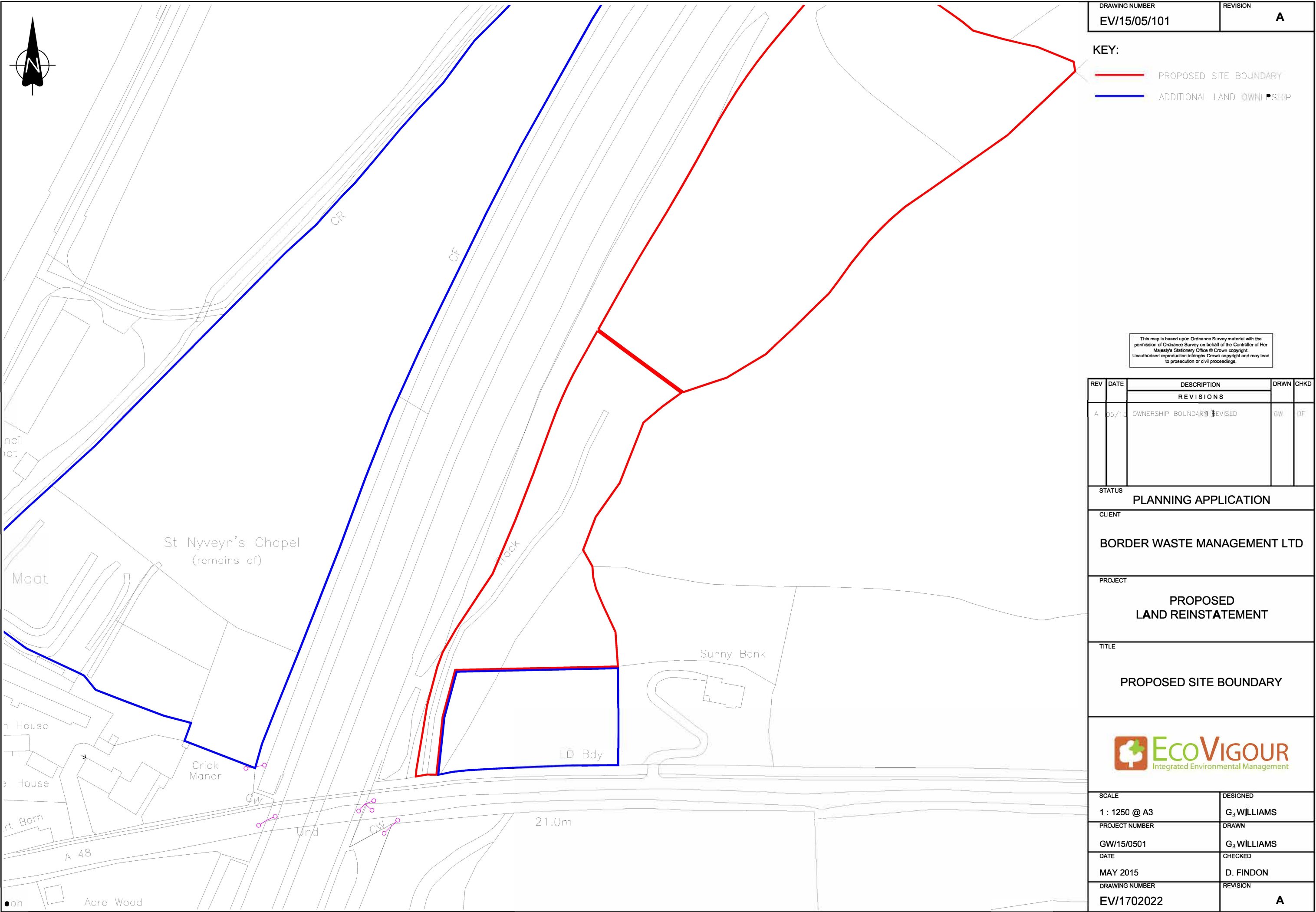
LOW Number	Description	Notes
17 05 04	Soil and stones, other than those mentioned in 17 05 03	Accepted as part of the reinstatement programme.
17 05 08	Track ballast other than those materials mentioned in 17 05 07	
19 12 09	Minerals (for example sand, stones)	

Conclusion

The requirement to reinstate the land as outlined in the stipulations provided by the Planning Authority, as well as the previously outlined benefits of the utilisation of waste material satisfies the criteria for a Waste Recovery Activity. The following requirements are satisfied:

- There is an obligation to carry out the work;
- The result of the work provides clear benefits;
- The material to be used is suitable for purpose;
- The minimum amount of material is to be used to bring the site to usable levels;
- The work could be completed using non-waste materials; and
- The work will be completed to a high standard.

Appendix 1: Site Location Plan



DRAWING NUMBER	REVISION
EV/15/05/101	A

KEY:

PROPOSED SITE BOUNDARY

ADDITIONAL LAND OWNERSHIP

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REV	DATE	DESCRIPTION	DRWN	CHKD
		REVISIONS		
A	05/15	OWNERSHIP BOUNDARY REVISSED	GW	DF

STATUS
PLANNING APPLICATION

CLIENT
BORDER WASTE MANAGEMENT LTD

PROJECT
PROPOSED LAND REINSTATEMENT

TITLE
PROPOSED SITE BOUNDARY



SCALE 1 : 1250 @ A3	DESIGNED G.J WILLIAMS
PROJECT NUMBER GW/15/0501	DRAWN G.J WILLIAMS
DATE MAY 2015	CHECKED D. FINDON
DRAWING NUMBER EV/1702022	REVISION A

Appendix 2: Enforcement Notice



monmouthshire
sir fynwy

Monmouthshire County Council

PO Box 106,
Caldicot, NP26 9AN

Cyngor Sir Fynwy

Blwch SP 106,
Cil-y-coed, NP26 9AN

Tel/Ffôn: 01633 644644

Fax/Ffacs: 01633 644666

E-Mail/Ebost: contact@monmouthshire.gov.uk

Web/Gwefan: www.monmouthshire.gov.uk

Mr P. Scandrett
Border Waste Management
Churchgate House
Whitchurch
CF14 2DF

Date:	25 July 2016
Your Ref:	
My Ref:	RT/P40/40.0500
Please ask for:	Robert Tranter
Direct Dial:	01633 644064
Fax No.	01633 644061
E-Mail address	roberttranter@monmouthshire.gov.uk
DX131331	Usk 2

Dear Mr Scandrett

Planning Enforcement Notice – Land at the Folly, Manor Farm, Crick, Monmouthshire

Thank you for your letter of 15th June 2016. My apologies for the delay in responding to you.

It is pleasing to note your willingness to work with the council to reach a solution on this matter.

Colleagues in the Planning Department have examined the original levels from the original planning permission, a copy of the plan I enclose, and my instructions are that in order for you to comply with the enforcement notice, you will need to reinstate the land to its former condition by restoring the land to the 'original level' marked in red on the attached plan.

The Council accepts that some vehicles and machinery will be required on site to complete the required works for a short period of time. They must be removed immediately upon completion of the works required by the enforcement notice. I request that you provide by return a schedule of the proposed works required to comply with the enforcement notice, namely:-

- The number and type of vehicles required to comply with the notice;
- The timescale for completing the works (taking into account the compliance deadline in the enforcement notice);
- Confirmation that the vehicles and machinery will be removed immediately after the work has been completed;
- Details of the material you propose to bring onto the site to comply with the enforcement notice including details of the volume, origin and nature of the material.

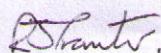
NO.
Enforcement
WITHDRAWN

Once the works have been completed at the Council will at its own expense conduct a topographical survey to ensure the levels are correct. If further surveys need to be undertaken we will require you to pay for them.

I note that you have sent your letter from Border Management Waste Limited. What is the nature of your relationship with the company and does the company have any interest in the land at the Folly? Further can you please confirm that Ms Dovey has received a copy of the enforcement notice. The notice was served on her in a letter addressed to Mrs Scandrett.

I hope that these issues can be brought to a successful conclusion and the requirements of the notice will be complied with fully.

Yours sincerely



Robert Tranter, Solicitor
Monitoring Officer & Head of Legal Services

01/08/2016

Fwd: Title number WA border waste 2692

From: Aled Owen <aledowen1@me.com>
To: Phil Scandrett Border Waste Management <scandrett@aol.com>
Subject: Fwd: Title number WA border waste 2692
Date: Wed, Jun 15, 2016 7:18 pm

FYI.

Sent from my iPhone

Begin forwarded message:

From: "Delamere, Guy" <Guy.Delamere@monmouthshire.gov.uk>
Date: 15 June 2016 at 14:12:16 BST
To: Aled Owen <aledowen1@me.com>
Subject: RE: Title number WA border waste 2692

Hello Aled

I can confirm following discussion that we will re-serve the notice(s) shortly

Regards

Guy

From: Aled Owen [mailto:aledowen1@me.com]
Sent: 08 June 2016 18:53
To: Delamere, Guy <Guy.Delamere@monmouthshire.gov.uk>
Subject: Fwd: Title number WA border waste 2692

As discussed please find details of ownership of said land.

To avoid the hassles before and to engage with you can I suggest you should re serve it to the right name.

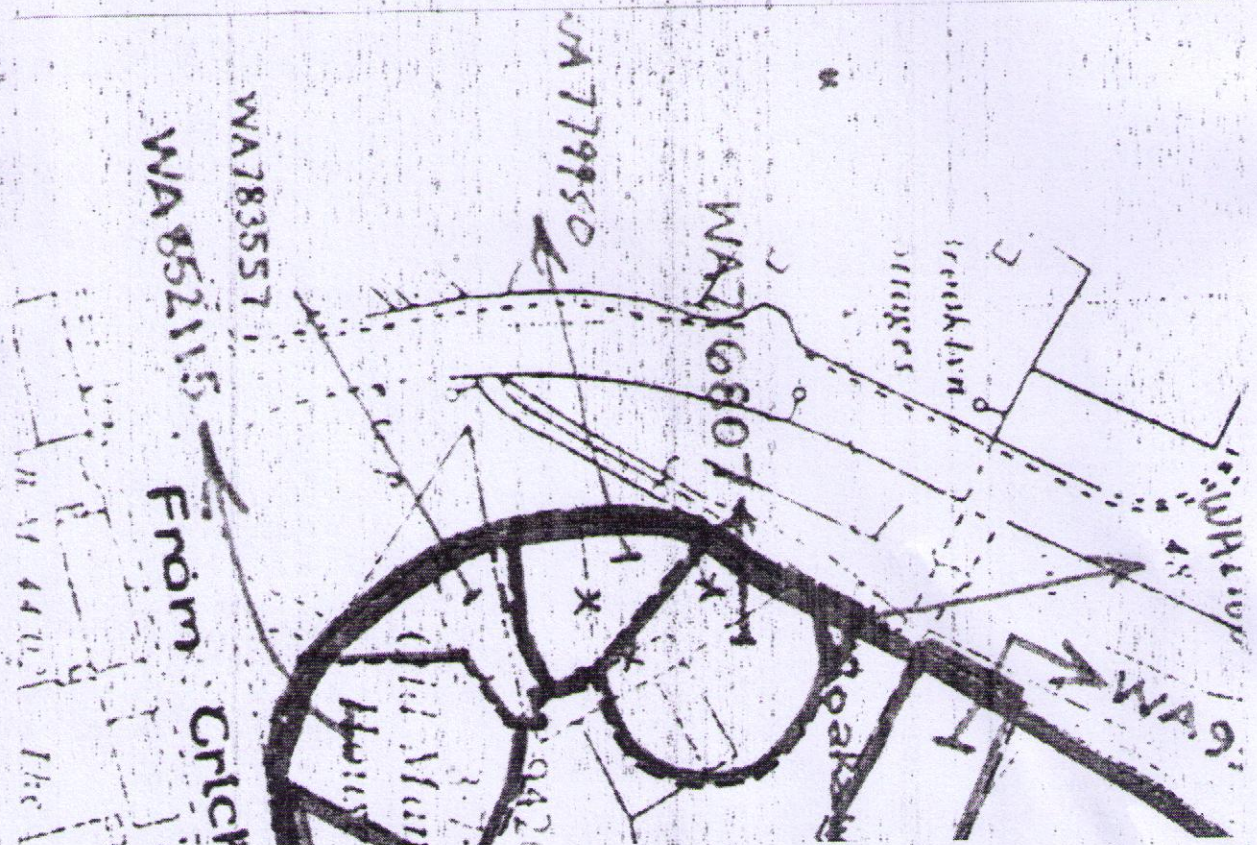
Regards

Aled.

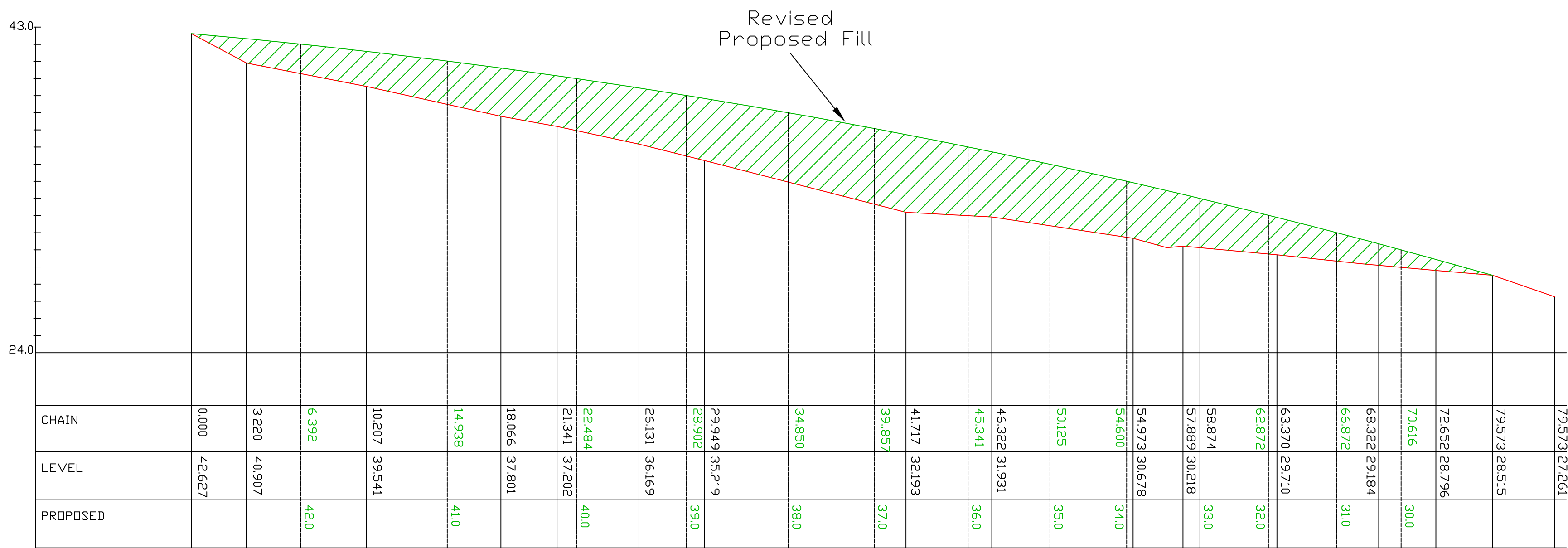
Sent from my iPhone

Begin forwarded message:

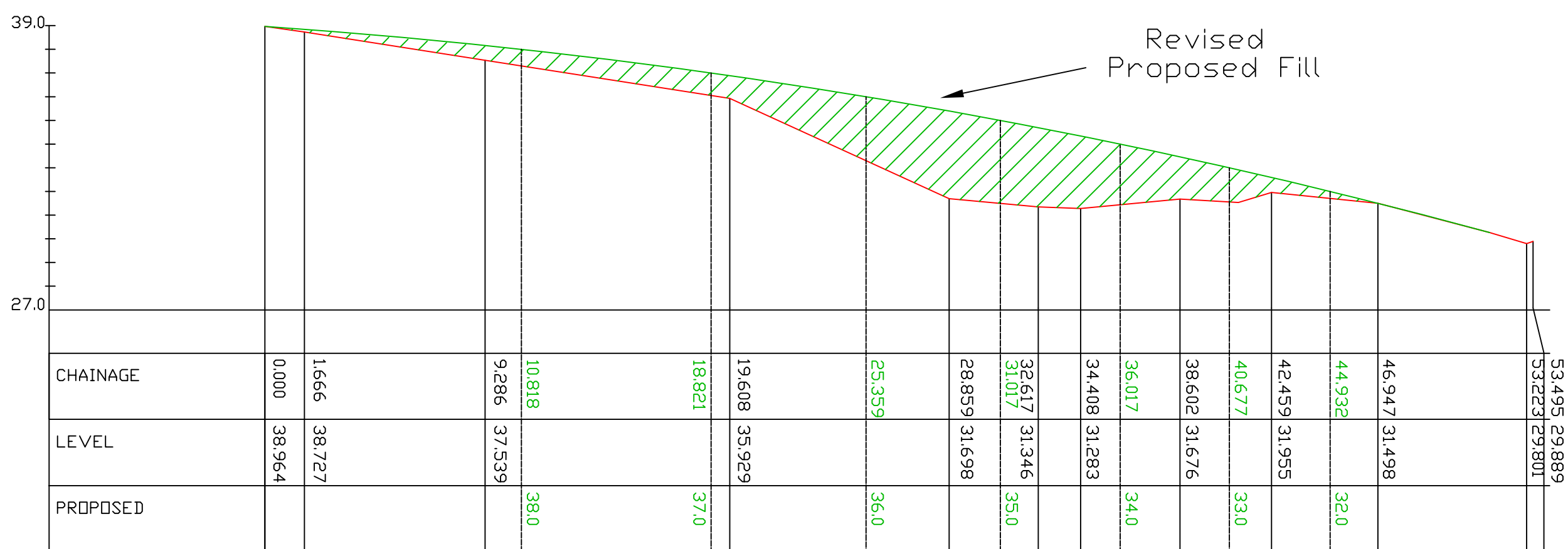
From: Phil <scandrett@aol.com>
Date: 8 June 2016 at 11:27:23 BST
To: aledowen1@me.com
Subject: Title number WA 2692



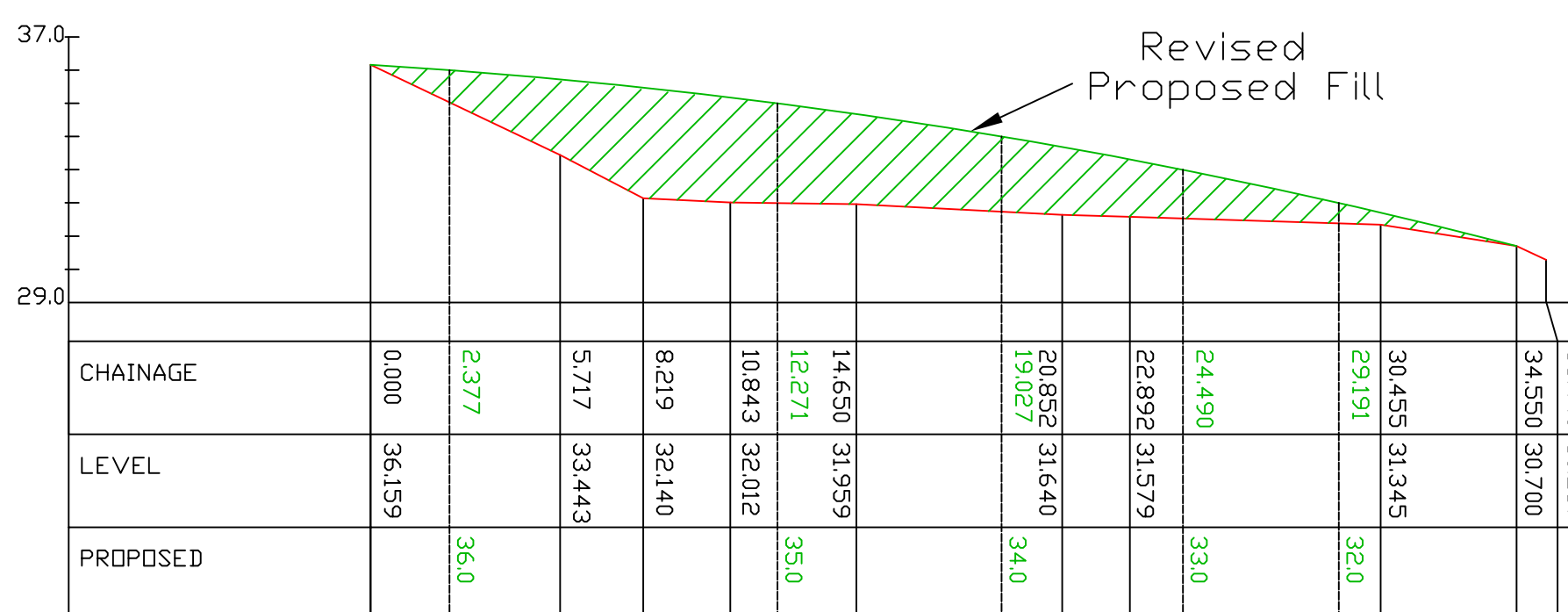
Appendix 3: Current and Proposed Profiles of Site



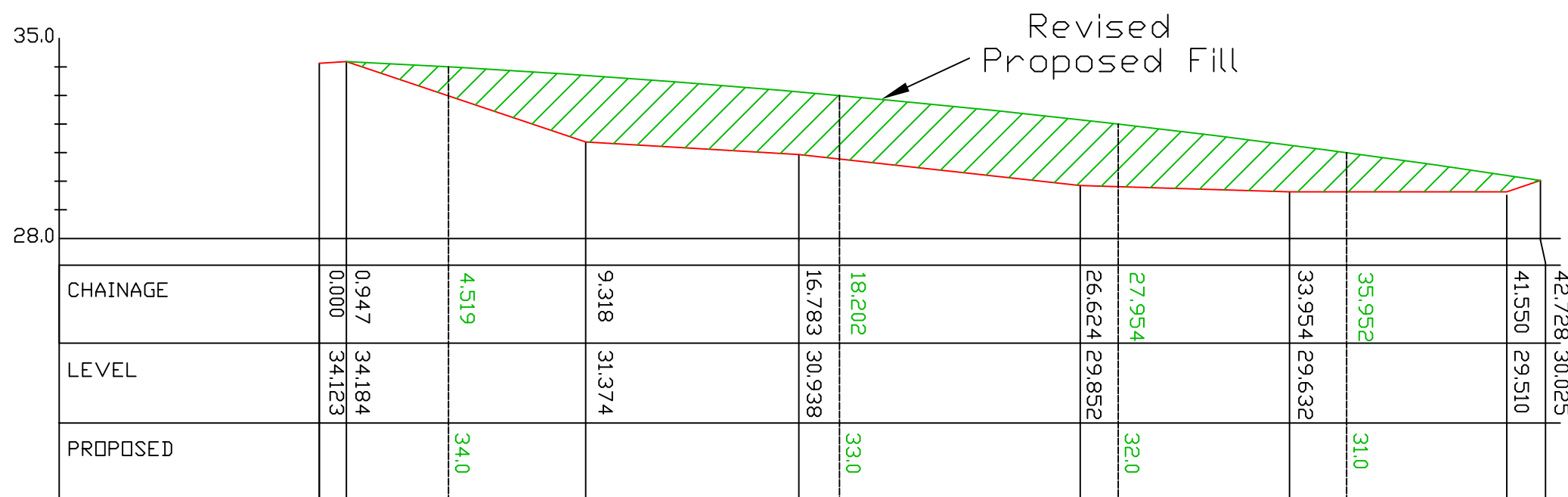
Cross Section 1:1



Cross Section 2:2



Cross Section 3:3



Cross Section 4:4

Rev	Amendments	Date	By
A	MINOR AMMENDMENTS	16.11.16	AWJ
B	PROFILES RE-DRAWN	15.02.17	AWJ

NOTES:

1. SITE GRID AND LEVELS ARE BASED UPON ORDNANCE SURVEY VIA THE ACTIVE GPS NETWORK.

Do not scale this drawing

This drawing is copyright.

KEY

TSB	TRAFFIC SIGNAL BOX
PHB	PHONE BOX
PB	POST BOX SQUARE
PS	POST BOX ROUND
GRILL	GRILL SQUARE
GRILL	GRILL ROUND
BL	BOLLARD
BIN	BIN SQUARE
BIN	BIN ROUND
SP	SPOT LEVEL
TAR	TARMAC
GR	GRASS
H/S	HARDSTANDING
BL	BOLLARD
BB	BELISHA BEACON
RS	ROAD SIGN
SIGN	SIGN
NP	STREET NAMEPLATE
TS	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONTROLLER
IC	INSPECTION COVER
MH	MANHOLE
MP	MARKER POST
TP	TELEGRAPH POLE
LC	LIGHTING COLUMN
G	GULLY
WM	WATER METER
SV	SLUICE VALVE
ST	STOP TAP
FH	FIRE HYDRANT
BT	BRITISH TELECOM
CATV	CABLE TV
TV	CABLE TV
GV	GAS VALVE
BR	BRICK WALL
BL	BLOCK WALL
ST	STONE WALL
HEDGEROW/TREE	HEDGEROW/TREE CANOPY
FENCE	FENCE
DK	DROPPED KERB

ALPINE LAND SURVEYORS

17 The Pines
Hirwaun, Aberdare
South Wales
CF44 9QW
Tel/Fax: 01685 614007
Mobile: 07885 404 228

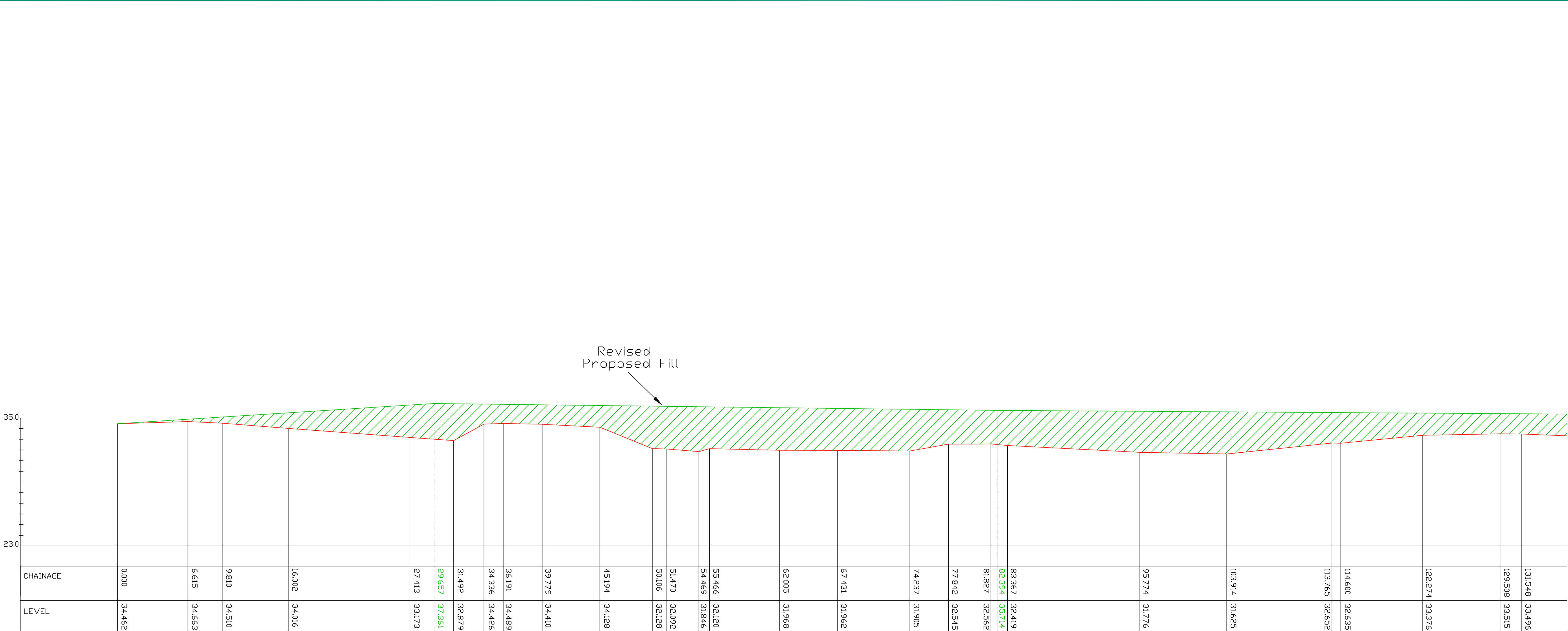
CLIENT

ECO VIGOUR

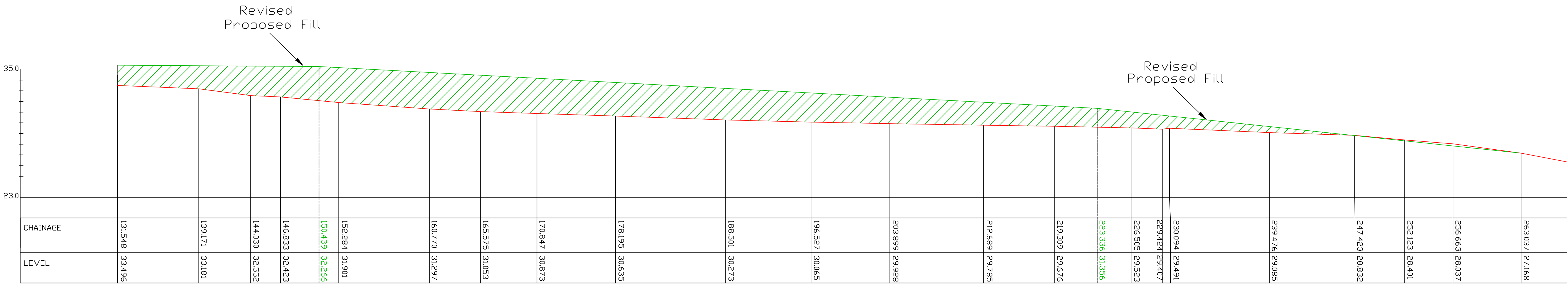
PROJECT

CROSS SECTIONS
AT CRICK QUARRY

Scales 1:200@A1	Date 03.11.16
Drawn AWJ	Plot No. 01
Project Reference No.	ALS/1181
Drawing Number	CS/01/B



Long Section 1:1



Long Section 1:1 cont*

Rev

Amendments

Date

By

A

MINOR AMMENDMENTS

16.11.16

AWJ

B

PROFILES RE-DRAWN

15.02.17

AWJ

NOTES:

1. SITE GRID AND LEVELS ARE BASED UPON
ORDNANCE SURVEY VIA THE ACTIVE GPS
NETWORK.

Do not scale this drawing

This drawing is copyright.

KEY

TSB

PHONE BOX

PHB

POST BOX SQUARE

PB

POST BOX ROUND

GRILL

GRILL SQUARE

GRILL

GRILL ROUND

BL

BOLLARD

BIN

BIN SQUARE

BIN

BIN ROUND

SP

SPOT LEVEL

TAR

TARMAC

GR

GRASS

H/S

HARDSTANDING

BL

BOLLARD

BB

BELISHA BEACON

RS

ROAD SIGN

SIGN

NP

STREET NAMEPLATE

TS

TRAFFIC SIGNAL

TSC

TRAFFIC SIGNAL CONTROLLER

IC

INSPECTION COVER

MH

MANHOLE

MH

MANHOLE

MP

MARKER POST

TP

TELEGRAPH POLE

LC

LIGHTING COLUMN

G

GULLY

WM

WATER METER

SV

SLUICE VALVE

ST

STOP TAP

FE

FIRE HYDRANT

BT

BRITISH TELECOM

CATV

CABLE TV

TV

CABLE TV

GV

GAS VALVE

BR

BRICK WALL

BL

BLOCK WALL

ST

STONE WALL

HEDGEROW/TREE CANOPY

FENCE

2.0 P+V

DK

DROPPED KERB

APPROV

N

ALPINE LAND SURVEYORS

17 The Pines
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CLIENT

ECO VIGOUR

PROJECT

LONG SECTION
AT CRICK QUARRY

Scales 1:200@A1

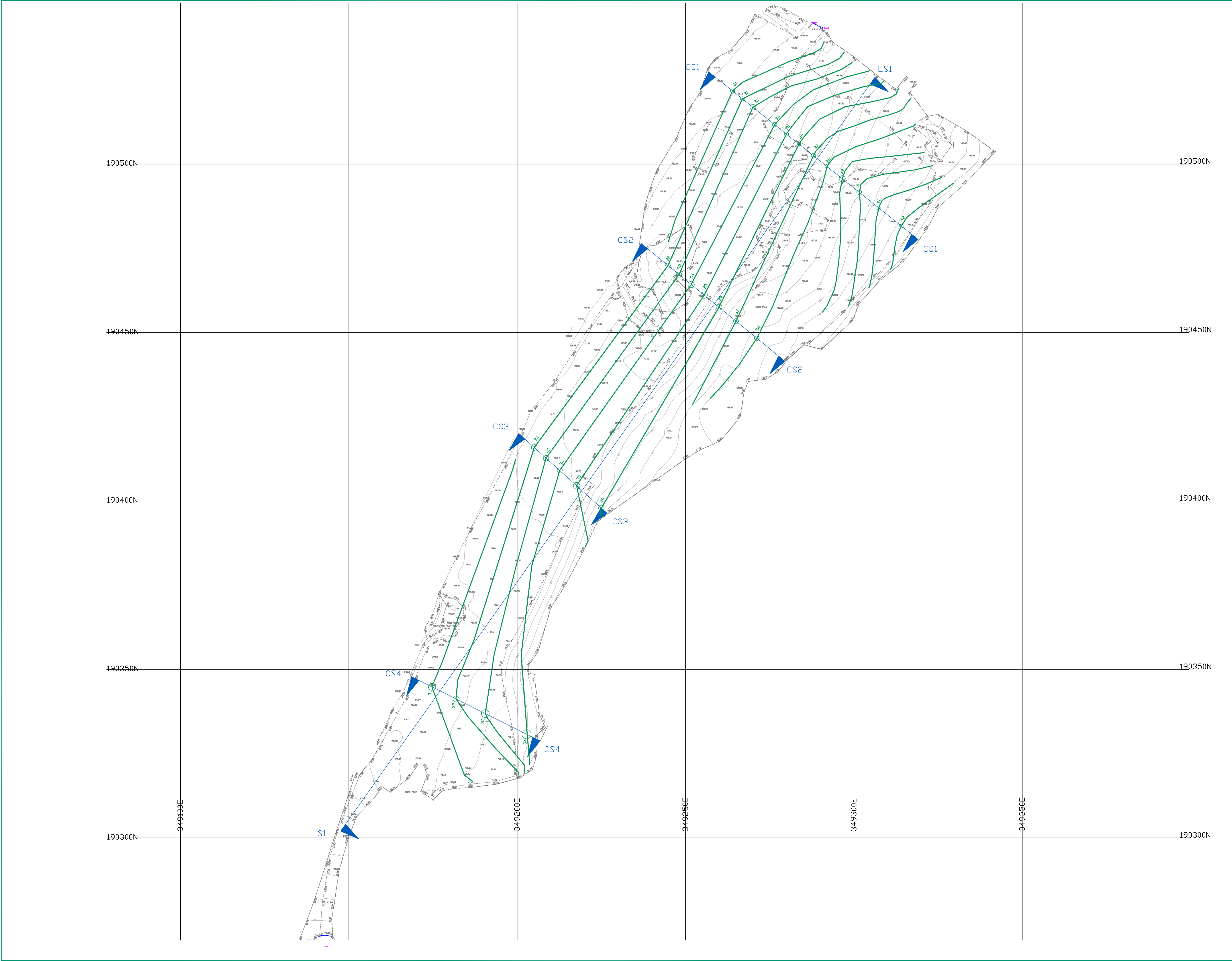
Date 03.11.16

Drawn AWJ

Plot No. 01

Project Reference No. ALS/1181

Drawing Number CS/02/B



Rev	Amendments	Date	By
A	MINOR AMMENDMENTS	16.11.16	AWJ
B	RE-DESIGN OF PROPOSED CONTOURS	15.02.17	AWJ

NOTES:

1. SITE GRID AND LEVELS ARE BASED UPON ORDNANCE SURVEY VIA THE ACTIVE GPS NETWORK.

Do not scale this drawing

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KEY

TSB	TRAFFIC SIGNAL BOX
PHB	PHONE BOX
PB	POST BOX SQUARE
PS	POST BOX ROUND
GRILL	GRILL SQUARE
GRILL	GRILL ROUND
BL	BOLLARD
BIN	BIN SQUARE
BIN	BIN ROUND
SP	SPOT LEVEL
TAR	TARMAC
GR	GRASS
H/S	HARDSTANDING
BL	BOLLARD
BB	BELUSHA BEACON
RS	ROAD SIGN
SIGN	SIGN
NP	STREET NAMEPLATE
TS	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONTROLLER
IC	INSPECTION COVER
MH	MANHOLE
MH	MANHOLE
MP	MARKER POST
TP	TELEGRAPH POLE
LC	LIGHTING COLUMN
G	GULLY
WM	WATER METER
SV	SLUICE VALVE
ST	STOP TAP
FH	FIRE HYDRANT
BT	BRITISH TELECOM
CATV	CABLE TV
TV	CABLE TV
GV	GAS VALVE
1.0BR	BRICK WALL
1.0BL	BLOCK WALL
1.0ST	STONE WALL
	HEDGEROW/TREE CANOPY
2.0 P+V	FENCE
DK	DROPPED KERB

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PROJECT

RESTORATION CONTOURS
AT CRICK QUARRY

Scales 1:500@A1	Date 14.11.16
Drawn AWJ	Plot No. 01
Project Reference No.	ALS/1181
Drawing Number	CQ/03/B