Please see Annex SW6 for supporting information, and the “Introduction” for Health and Safety considerations and advice on the use of the guidance.

1. Are the requirements for haul roads appropriate to the site working proposals
   The number, siting and length of haul roads required will depend upon:
   a. the location of the site working areas, soil stores and processing plant
   b. machinery used for hauling mineral/soil
   c. areas of unworked or restored land which must not be trafficked by plant or machinery
   d. the need for new access to parts of the site as working progresses

2. How are the haul roads to be constructed, maintained and restored
   Plant and machinery must not be allowed to run on the soil layers or on soil-forming materials. Do the proposals for forming, maintaining and restoring haul roads adequately cover:
   a. stripping of soil layers
   b. drainage and maintenance
   c. dust control
   d. decompaction and restoration of the soil profile

3. How are the haul roads to be marked on site
   Haul roads should be marked on site and provisions made to prevent plant and machinery straying onto unworked or restored land. Have the operators considered and made provisions for:
   a. marking the layout and location of haul roads on plans in the site office
   b. marking haul roads on site
   c. preventing plant and machinery from straying off the haul roads
For more detailed information see:

- [Good Practice Guide for Handling Soils](#) (MAFF 2000)
- The Reclamation of Mineral Workings to Agriculture (DoE 1996)
- Guidance on Good Practice for the Reclamation of Mineral Workings to Agriculture (DoE 1996)

Cross references:

- AP 5, 7, 8, 9, 10
- SW 5, 9
- RN 4, 5, 6, 7, 8
- AC 3, 10
1. Are the requirements for haul roads appropriate to the site working proposals

Haul roads should accord with the agreed scheme for site working and their setting out and construction planned well in advance. The siting of haul roads should be well thought-out, thus reducing the likelihood of changes being required which may impact upon restoration and aftercare. Any changes should be agreed in writing with the MPA.

a. the location of the site working areas, soil stores and processing plant
   Haul roads are required for hauling mineral and soil from the working areas to the processing plant or soil stores. It is important that plant and machinery are able to move around the site in an efficient and structured way, and the layout of haul roads will, to some extent, be a compromise between taking the shortest route and not having more haul roads than necessary.

b. machinery used for hauling mineral/soil
   Soil stripping may require temporary haul roads between the phase being worked and the soil store or the phase being restored, whether using dumptrucks or motor-scrapers. Haul roads should be located so that machinery only runs on the overburden/infill surface. The use of conveyors for transporting mineral to the processing plant may reduce the length of haul roads required.

c. areas of unworked or restored land which must not be trafficked by plant or machinery
   The location of haul roads should minimise the interference with agricultural access to both unworked and restored land, with the progressive restoration and aftercare of the site, and prevent plant and machinery taking unauthorised short-cuts.

d. the need for new access to parts of the site as working progresses
   The siting of haul roads may continue to change as site working progresses. Temporary haul roads will be required between the different areas being stripped of soil and put into store, or areas being restored. These must also be clearly marked, and measures taken to prevent plant and machinery straying onto adjacent land or taking unauthorised short-cuts.

2. How are the haul roads to be constructed, maintained and restored

   Plant and machinery must not be allowed to run on soil layers or on soil-forming materials. The proposals should ensure that:

a. stripping of soil layers
   Haul roads will be stripped of soil down to the mineral or overburden, and the soil put into store for subsequent restoration.
b. drainage and maintenance
Maintenance and drainage of the haul road surface is important to reduce the temptation for plant and machinery to divert off the road onto adjoining land, which can be a problem with poorly maintained and drained haul roads. Drainage is likely to be achieved by constructing and maintaining the surface of the haul roads at an appropriate camber to shed water to roadside ditches, French drains or soakaways.

c. dust control
Dust control may be necessary during dry periods to prevent contamination of nearby crops. This is particularly important for horticultural crops and fruit, which may be eaten unwashed, and for grass which may become unpalatable to livestock.

d. decompaction and restoration of the soil profile
Restoration of haul roads is likely to include the removal of any sub-base/wearing course, subsoiling to relieve compaction, and reinstating the original soil profile.

3. How are haul roads to be marked on site

Operators should address the following matters:

a. marking the layout and location of haul roads on plans in the site office
Haul roads must be shown on the site plans to enable them to be accurately set out and constructed on the ground.

b. marking haul roads on site
Once constructed, their boundaries should be marked to reduce the chances of plant and machinery straying off them.

c. preventing plant and machinery from straying off the haul roads
Haul road boundaries should be formed/ marked in such a way that plant and machinery cannot easily widen them or take short-cuts across corners etc. This may be particularly important when contractors are employed to strip or restore soil.