

PROJECT REF: 220675
ISSUE DATE: 30.06.23
PROJECT TITLE: EXPANSION TO EXISTING CONSTRUCTION WASTE AND RECYCLING FACILITY, LAND AT HALLEN, BRISTOL
PLANNING REF: PT16/4744/MW
AUTHOR: LB

1.0 INTRODUCTION

Overview

- 1.1 Bristol and Avon Transport & Recycling Ltd currently operate a construction waste and recycling facility on land at Hallen, Bristol which was granted under planning permission PT16/4744/MW.
- 1.2 In order to discharge condition 4 of the planning permission a Traffic Management Plan was submitted and approved by the Local Planning Authority, which provided details on vehicle routing, working hours, wheel washing and local vehicle management etc.
- 1.3 Bristol and Avon Transport & Recycling Ltd now seek planning permission for a new wash plant which will increase the efficiency of the recycling operation whilst also reducing the amount of material that needs to be stored on site. As a result of this increase in recycling efficiency, an increase in waste throughout is proposed, which will increase the throughput to 450,000 tonnes of construction and demolition wastes per annum, thus also enabling the operator to meet increased demand for recycled products.
- 1.4 This Traffic Management Plan has been updated to reflect the current proposals and inform the Local Planning and Highway Authority, South Gloucestershire Council (SGC), as to the Traffic Management Plan (TMP) to be employed by the operators of the site (Bristol and Avon Transport & Recycling Ltd). It should be noted that the measures identified in the Traffic Management Plan are broadly consistent with those previously approved.

1.5 The contact details for the individual responsible for the TMP at Bristol and Avon Transport & Recycling Ltd. are provided below:

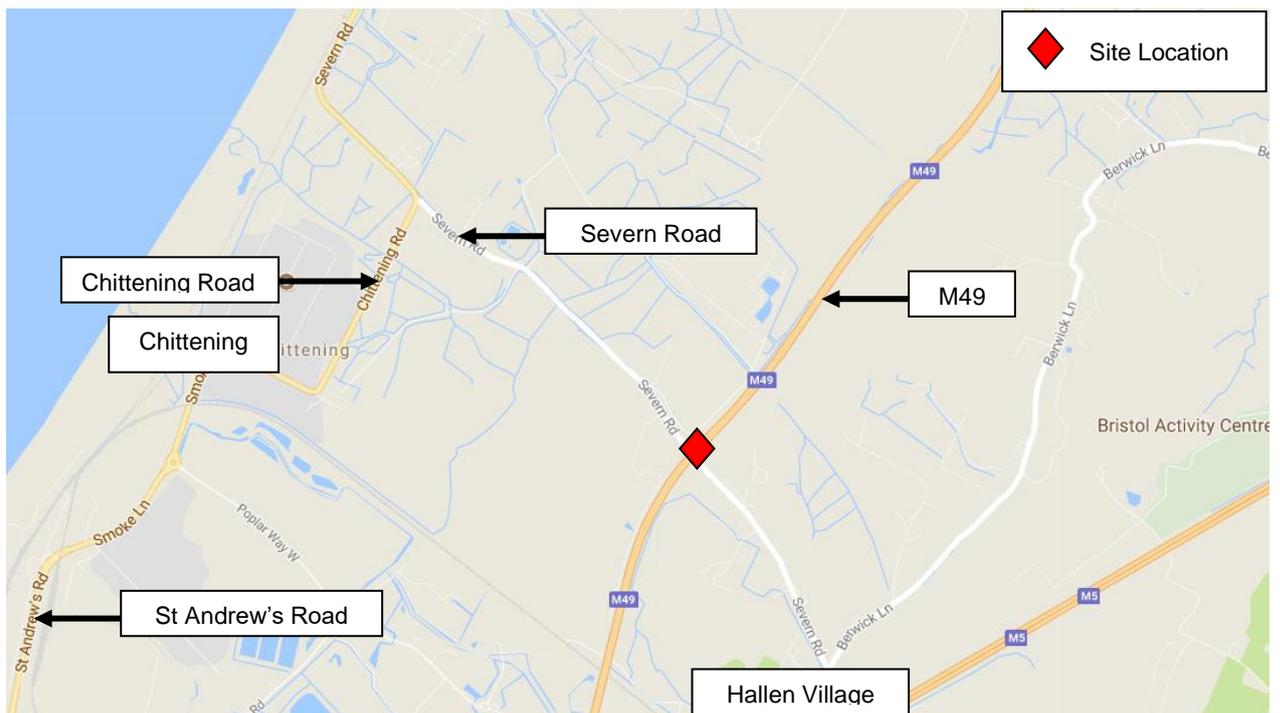
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1.6 Any future revisions to the TMP will be submitted to and approved by the SGC.

Site Location

1.7 The site is located immediately to the north-west of the M49 and approximately 700m north-west of Hallen village, as shown in **Figure 1** below.

Figure 1 – Site Location



- 1.8 The areas surrounding the site to the north, west and south contain extensive industrial land use which extends from Severn Beach to Avonmouth. As a result, the local roads already accommodate regular HGV movements.

2.0 TRAFFIC MANAGEMENT PLAN

Site Operation

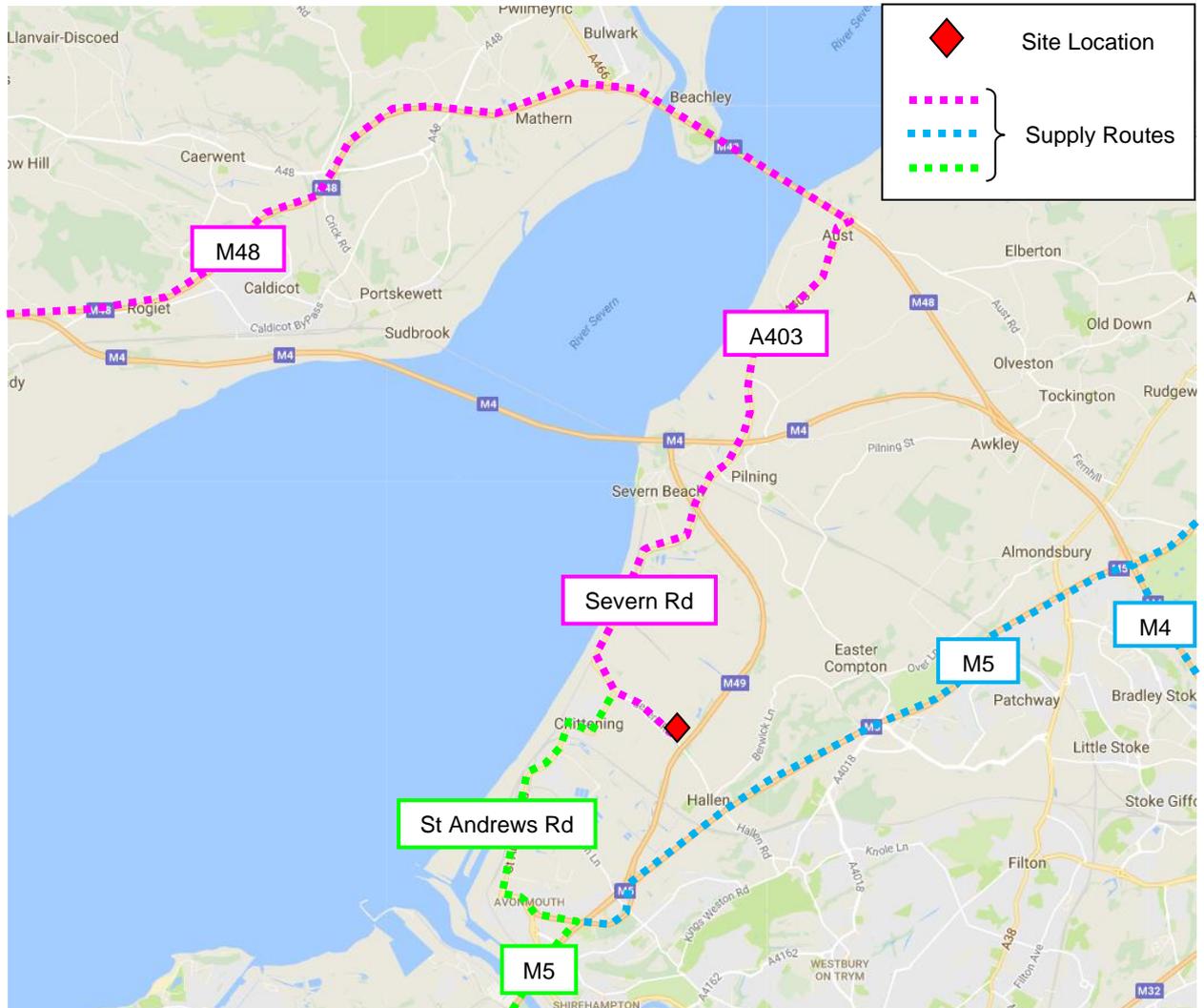
- 2.1 As detailed earlier, the site currently operates as an existing waste recycling facility which accepts up to 250,000 tonnes per annum of construction and demolition wastes which are processed into re-usable aggregate products.
- 2.2 The proposals include a new wash plant which will increase the efficiency of the recycling operation whilst also reducing the amount of material that needs to be stored on site.
- 2.3 As a result of this increase in recycling efficiency, an increase in waste throughput is proposed, which will increase the throughput to 450,000 tonnes of construction and demolition wastes per annum, thus also enabling the operator to meet increased demand for recycled products. In order to accommodate the increased demand, an extension to existing operational hours is proposed. The envisaged daily operating hours at the site are summarised below:
- 06:30 to 16:30 – 10 hour working shift
 - 16:30 to 17:30 – Site maintenance/shut down
 - 17:30 to 03:30 – 10 hour working shift
 - 03:30 to 04:30 - Site maintenance/shut down
- 2.4 2.3.4 Delivery and export of waste to/from the site will be between the hours of 06:00 and 18:00. However, it is also anticipated that sporadic deliveries will take place 24 hours per day, in order to accommodate critical highways schemes and key utilities works and critical infrastructure schemes, which are typically subject to both day- and night-time implementation.
- 2.5 It is anticipated that the site will operate for 50 weeks of the year. The exact number of vehicles that will be accessing the site on a daily or weekly basis will vary dependent upon the stage of the development. However, it is anticipated that the development will generate approximately 91 HGV movements per day. Over a ten-hour operational day this equates to no more than 10 HGV movements per hour. The proposals will result in an average increase of 28 daily Heavy Goods Vehicles (HGVs) (56 two-way trips) in comparison to existing baseline HGV movements associated with the site operation. Furthermore, an additional 15 car/van trips (30 two-way trips) will be generated by additional site staff.

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- 2.6 The site will be staffed by a minimum of 10 fully-trained operatives during all operational hours to effectively supervise the reception, handling and removal of waste and the workshop/operations activities.
- 2.7 The company will aim to operate a policy which will include 'back-loads' on the same delivery vehicle. Construction, demolition and excavation waste will be delivered to the site and recycled aggregates will be collected on the same delivery vehicle in order to reduce trip generation.

Proposed Delivery Route

- 2.8 Details of the agreed access/egress routes will be issued to all staff suppliers and subcontractors. In addition, verbal and written briefings will be provided to all staff suppliers, contractors and visitors in order to make them aware of the process that they should adhere to when accessing the site.
- 2.9 The local roads within the vicinity of the site have been reviewed. In the vicinity of the site, Severn Road has a carriageway width of approximately 7.3m and Chittening Road has a carriageway width of approximately 9.0m.
- 2.10 As mentioned previously, the local roads already accommodate regular HGV movements and have no restrictions for HGVs.
- 2.11 Any unsuitable routes for large equipment will be communicated to all parties.
- 2.12 **Figure 2** below highlights the allowable routes to take when travelling to/from the site. Vehicles will approach the site and depart the site via either Chittening Road or Severn Road, depending on where the vehicle is travelling to/from.

Figure 2 - Supply Route Plan



Site Access for Deliveries

- 2.13 Access to the site will be provided via the existing access road which provides a connection to Severn Road to the southwest of the site.
- 2.14 The site entrance is approximately 400m from Severn Road and therefore a significant distance from the adopted highway. A gatehouse will be provided at the site entrance in order to monitor vehicles entering and leaving the site and prevent queueing.

Vehicles Types and Wheel Washing Facility

- 2.15 The types of vehicles, plant and equipment likely to be used (on-site) during the works are as follows:

Type of Plant/Equipment	No	Function
360o Tracked Excavator	4	Sorting & loading stone/waste
Crusher	2	Crushing stone and waste
Powerscreen	2	Screen crushed material
Loading shovel	3	General site operations
Concrete batching plant	1	Production of concrete
Water bowser (or similar)	1	Dust suppression
Street sweeper	1	Street and internal roadway cleansing

- 2.16 A wheel wash is already installed at the site which and includes a sealed concrete bath with rumble strips with a dry entry grating and a wet exit grating to allow the shedding of mud/debris carried on the wheels and chassis of vehicles leaving the site. Residual water from the wheel wash and residual mud/debris which is not shed from the vehicle after transmission over the wheel wash will then be contained on the subsequent tarmac apron prior to vehicles accessing the adopted highway.
- 2.17 Visual inspections of the site surface will be undertaken on a daily basis and staff will report any problems with mud on the site surfaces immediately to the site manager. Vehicles will be visually inspected before leaving the site in order to check that loads are safe and that no mud is carried out on the wheels or body of the vehicle.
- 2.18 Actions to prevent mud being generated and measures to mitigate its escape will be incorporated in the written management system.
- 2.19 The deposit of material on the access road or public highway will be treated as an emergency and will be cleaned immediately using a brush and shovel or the road sweeper/vacuum tanker if necessary.
- 2.20 All vehicles will be controlled by a site manager who will ensure that the access road is not overrun with site and delivery vehicles.

Dust

- 2.21 The nearest residential properties are located approximately 350-500 metres to the south of the site on Severn Road and therefore are located a significant distance from the site, with the M49 motorway in the intervening location. Notwithstanding the relatively large distance between the site and residential receptors, there are also commercial receptors in the immediate vicinity of the site. Dust can be problematic for businesses sensitive to its presence. The applicant is aware that the containment of dust on site and the prevention of its escape is paramount to operational compatibility with local businesses.

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- 2.22 The crusher that is used at the site is operated under the conditions of a Part B EP authorised and regulated by the local authority. This ensures any dust emissions will be controlled by suitable dust suppression systems as deemed appropriate by the local authority.
- 2.23 The site is connected to a mains water supply which will be accessed to replenish the bowser for use in dust suppression. Dust suppression methods will be resorted to when necessary to prevent dust being created from stockpiles of stored untreated and processed materials.
- 2.24 A series of dust mitigation measures are already used/implemented on site to ensure dust emissions are controlled as far as is practicably possible. These include the following:
- Sheeting of vehicles delivering waste to site (if necessary);
 - Sheeting of vehicles transporting potentially dusty loads off site;
 - Use of a mobile bowser on site to damp down vehicle running surfaces,
 - Vehicle loads and areas on and around machinery which may give rise to dust, especially during dry and windy conditions;
 - Cleaning of any spillages using wet cleaning methods;
 - Stockpiles will be limited to 8 metres from the ground;
 - Use of crusting agents on stockpiles, if required; and,
 - Drop heights always minimised to prevent dust emissions.
- 2.25 Site operatives will continuously monitor dust emissions whilst the site is in operation and will report back to the site supervisor for advice if required. The site supervisor will make a formal visual inspection of dust emissions daily and results of monitoring will be entered into the site diary/record forms.
- 2.26 The deposit of material on the access road or public highway will be treated as an emergency and will be cleaned immediately using a brush and shovel or the road sweeper/vacuum tanker if necessary.
- 2.27 A permanent water supply is available on site in all climatic conditions to ensure that the dust suppression systems can function effectively.

Noise

2.28 The nearest residential properties are located approximately 350-500 metres to the south of the site on Severn Road and therefore are located a significant distance from the site, with the M49 motorway in the intervening location. As such, noise is not expected to create a significant issue. Noise is controlled under the EP and therefore measures to control noise will need to be agreed with the EA as part of the permitting process. However, the following measures that will be implemented at the site to control potential noise impacts:

HGVs travelling to and from the site for delivery/collection of wastes/products

- Access roads to site and all internal site access roads and vehicle running surfaces should be maintained in good state of repair;
- HGV movements will be spread out evenly throughout the day (where possible); and
- Drivers to be given full training on surrounding roads and any potential noise 'hotspots' for residential housing adjacent to the highway and due care and attention must be given and enforced by management.

Tipper/bulk vehicles on site depositing loads of CDE wastes

- Vehicles must be well maintained and operated with silencers;
- Moving parts to be regularly lubricated. All vehicles must be driven slowly around the site;
- Engines to be switched off when not in use;
- Reversing alarms to be preferentially fitted with white noise alarms to minimise impacts on neighbouring sites;
- Drivers must lower tipper body before driving away from tipping area; and
- No shaking of vehicle bodies whilst raised.

2.29 In addition to the above noise mitigation measures, the site Complaints Procedure will be used in the unlikely event that any noise complaints are received. If a noise complaint is received, the table above will be reviewed to identify whether any changes to existing procedures are required or if new procedures need to be put in place.