SUPPORTING STATEMENT

© Entec UK Limited

Entec

© Entec UK Limited

Contents

1. Introduction 1

2. The Site 3

3. The Site's surroundings 5

4. Description of the proposed development 7

4.1 Relationship with current planning permission 8

4.2 Planning Assessment 9

4.2.1 Need 9

4.3 Environmental Effects 10

4.3.1 Air Quality/Dust/Litter/Odour 10

4.3.2 Noise and Sensitive receptors 10

4.3.3 Visual impact 10

4.3.4 Impact on existing HWRS and on users of the HWRS 11

4.3.5 Traffic 11

5. Conclusion 13

Plan 1 Proposed Temporary Bulking Operation – Shoreham HWRS, Site Location Plan
Plan 2 Proposed Temporary Bulking Operation – Shoreham HWRS, Layout Plan

Plan 1 Proposed Temporary Bulking Operation – Shoreham HWRS, Site Location Plan
Plan 2 Proposed Temporary Bulking Operation, Layout Plan
Appendix 1 Letter from the Environment Agency
Appendix 2 Swept Path Analysis
Appendix 3 Proposed Temporary Bulking Station: Traffic Appraisal

© Entec UK Limited

© Entec UK Limited

1. Introduction

This document is the supporting statement to a planning application submitted on behalf of Viridor Waste Management Limited to operate a temporary bulking station for recyclables (BS) at the existing Shoreham Household Waste Recycling Site (HWRS) at Brighton Road, Shoreham for a temporary period of up to 6 months commencing on 1st January 2007. The existing HWRS will continue to operate as normal and provide the full existing range of services.

There is an essential need to provide a temporary bulking facility from 1st January 2007. The existing Bulking Station at Halewick Lane Sompting must close on 31st December 2006 due to the expiry of the planning permission. A replacement facility is already under construction at Lancing Business Park and is due to open in March/April 2007. This leaves a gap of 3 to 4 months from 1st January 2007 when a temporary facility is needed.

Viridor has been conducting a search for suitable premises for short term occupation. Following extensive investigations and discussions with local agents no suitable and available industrial sites or premises have been identified. Viridor has therefore examined alternative sites in the company's control and Shoreham HWRS has emerged as the only suitable site. Viridor has undertaken a detail assessment of the bulking operational requirements and impacts including types and quantities of materials and number and types of vehicles, and has concluded that an effective temporary bulking operation can be put in place at the Shoreham site whilst maintaining a full, efficient and effective HWRS service.

© Entec UK Limited
November 2006

© Entec UK Limited
November 2006

2. The Site

The application site is the existing Shoreham Household Waste Recycling Site, Brighton Road, Shoreham (**see Plan 1**). Its function is to receive and separate different types of recyclable and residual wastes delivered by the public including products and items that are not collected at the kerbside.

Vehicular access to the site is via the A259. A one-way system is in operation on site whereby all vehicles, public and operational, that enter the site from the east do so via a ghost island right-turn lane. Vehicles entering the site from the west do so via a dedicated left-turn lane that is shared with a gated entrance to B&Q. Vehicles are then instructed to give-way to right-turning traffic.

Public vehicles are separated from operational vehicles on site. Public vehicles access the parking area via an upward ramp with a height barrier of 2.2m (7' 2"). The speed limit for public vehicles on site is 10mph.

Public vehicles exit the site via a downward ramp and are instructed to give way to operational vehicles exiting the site. The site exit is located east of the site entrance and allows public vehicles to queue two abreast whilst waiting to join the A259.

Upon entering the site, members of the public drive up a ramp and turn right into a parking area, reverse into one of the parking bays and deposit materials into labelled skips which are positioned at a lower level in recessed bays, before exiting the site via a ramp at the eastern end. The public use gated walkways with handrails/barriers that project out either side of the containers. When certain skips are taken out of service the gate is closed and chained off.

The public area is completely separated from the operational area which is at a lower level. The operational area comprises the container bays and a level concrete area used by lorries to collect full skips from the bays and place empty ones; and for the storage of skips. A bay at the western end is designated for washing machines, fridges and electrical goods. The operational area is chained off at the site entrance except when lorries are entering or public vehicles are entering to deposit fridges and electrical goods. A compactor moves along the skip bays on a sunken rail and compacts the contents of skips to increase capacity. The containers are periodically removed and replaced when full.

A 2m high brick wall topped with metal security deterrent separates the site from the A259. Both entrance and exist have security gates which are locked when the site is closed.

A guard/banksman is positioned in a cabin close to the entrance and controls access to the public area and the operational area. Operatives are positioned at the top level to assist and guide the public. The site office is located at the eastern end of the operational area.

Except during the Summer months and at weekends when demand is higher, three double bays towards the western end of the site are taken out of HWRS use. The level of demand during the winter and spring can be met by using the remaining bays towards the eastern end of the site. This also allows recycling containers and residual containers to be concentrated, increasing the convenience to members of the public and resulting in better separation of materials and higher

© Entec UK Limited
November 2006

recycling rates. The hardcore container and bottle banks located at the western end of the site are in active use.

Site operatives advise that the incidence of vehicles queuing back onto the A259 is rare. The level of usage of the facility is lowest from November to April and the site does not become busy until late Spring and Summer.

© Entec UK Limited
November 2006

3. The Site's surroundings

The site is located in an industrial area directly off the main A259 close to Shoreham Harbour. There is a wide footway/cycleway between the site boundary and the carriageway. Opposite the site to the south are industrial premises. To the north is the main coastal railway beyond which are further industrial uses. Immediately to the west is the B&Q DIY and garden centre and immediately to the east the Clutch Centre (motor factors and repairs). The nearest sensitive receptors are dwellings approximately 105m to the north west which are separated by the coastal railway line.

© Entec UK Limited
November 2006

© Entec UK Limited
November 2006

4. Description of the proposed development

The function of the temporary bulking operation will be the receipt of dry kerbside collected recyclables delivered by the District/Boroughs of Adur and Worthing. The materials to be delivered will be glass, mixed paper and plastics and cans. These materials will be bulked up onto larger vehicles for onward transport to Materials Recycling Facilities (which separate out the mixed grades of paper and plastics and cans) or, in the case of glass, to reprocessors. There will be no on site sorting of materials.

Alternative arrangements have been made for the management of collected household residual waste during this period. This will be direct delivered to Viridor's Horton Landfill for disposal.

The proposed operations will be very closely managed to ensure minimal disruption to the operation of the HWRS.

It is stressed that the HWRS will remain open and operational throughout this period and there will be no change to HWRS opening hours or the range of services provided.

The Bulking Station function will occupy part of the operational area described earlier. This area is shown **on Plan 2**. This area is already separated operationally and physically from the publicly accessible parts of the site which are at a higher level.

Materials will be deposited into three separate storage bays towards the western end of the site created by the removal of 6 HWRS bins. Each bay is a double bin width (approx. 5.5m wide and approx. 6m long and 1.5m high).

Two articulated bulk trailers will be parked on the site into which paper and cans and plastics will be loaded throughout the day from the bays for onward transport.

The single large bay at the western end of the operational area (currently used for washing machines, fridges and electrical goods) will be utilised as an overspill storage area for the bulking operation. Alternative arrangements will be made within the public area for the deposit and storage of the materials when the bay is needed for the bulking operation.

The only physical changes to the current facilities will be the erection of a 3.5m high litter fence around the bays and a 4m high litter fence along the western part of the boundary wall to the A259 to minimise the risk of windblown materials. Alteration and additions will also be made to signage and internal road markings. The litter fence will consist of scaffold poles, braced and guyed and polypropylene 50mm square black mesh secured with plastic straps. This will be designed to allow access to the bays for HWRS use. The litter fences will be regularly cleared of any materials. The containers currently parked inside the front wall in the eastern half of the operational area will be removed to create more operational and turning space.

The majority of deliveries will take place from Monday to Friday with some on Saturday mornings; however it is anticipated that at least two of the bays will be reinstated for use by the HWRS at weekends i.e. the busiest time. Bulk vehicles with full loads will leave the site at times which do not conflict with deliveries.

© Entec UK Limited
November 2006

A loading shovel will be continuously operating to contain and tidy the materials in the bays and load the bulk containers. This process will ensure the capacity of the bays is not exceeded.

Bulking Station vehicles will use the existing access from the A259 Shoreham Road which involve a separate access at the western end of the site an operative (banksman) will control traffic flows at the site entrance. As they enter the site, Bulking site vehicles will turn right into the lower level operational area whilst public vehicles will go straight on and up the ramp. All vehicles will exit the site via the separate exist at the eastern end of the site. The public will have priority over operational vehicles at the exit.

The estimated throughput of recyclable and additional traffic movements generated by the proposed facilities is set out below:

Based upon data from Sompting, we have estimated that an average of 24 deliveries will be made each day plus an average of 6 loads removing materials. The average quantities represent two bulk loads of paper and one bulk load of plastics & cans per day. Glass will be loaded either into rolonof bins or bulk vehicles equivalent to an average of 2 loads per day.

The delivery patterns indicate that the vast majority will take place in two time bands from 09.15 to 11.15 and 12.00 to 2.00. These are clearly outside the peak traffic times. There will be a few outside these core times including some of those loads to be removed from the site but these will be small in number. In general terms, the total traffic increase is small when compared with HGV movements at the busier times of year for the HWRS. We would maintain an operative (banksman) on site to control traffic and ensure that delivering vehicles do not queue out on to the highway.

The following operating hours are requested:

Monday to Friday	0700 - 2000
Saturday	0700 – 1700
Sunday	No working
Easter Bank Holiday	
Friday 6th April2007	0800 – 1700
Monday 8th April 2007	0800 – 1700
May Bank Holiday	
7th May 2007	0800 – 1700
Whitsun Bank Holiday	
28th May 2007	0800 - 1700

4.1 Relationship with current planning permission

The existing planning permission (SU/120/00) (Condition 1) restricts use of the HWRS for the reception of household waste and recyclables delivered by the public. In accordance with your recommendations, we are submitting a full planning application to cover the planning permission for temporary use of the site for Bulking operations. This will operate in parallel with the existing planning permission for the HWRS. These proposals are for a temporary period from 1st January 2007. The expectation is that the operation will run from the

© Entec UK Limited
November 2006

1st January 2007 to the end of March 2007 and will cease as soon as the new facility at Lancing is operational. As a precaution, we are seeking a six month temporary permission to the end of June 2007.

The main areas of concern that we perceive you may have are:

- The numbers of vehicles using the site and the impact of these on the highway and locally.
- The potential for wind blown litter during the loading of vehicles in particular.
- Disruption to cars using the site and potential for queues onto the highway.
- Noise from the glass handling.

These issues are covered in the planning assessment below.

4.2 Planning Assessment

4.2.1 Need

The proposal is seeking planning permission for a temporary period to fill a gap in provision of a key facility to manage household waste. This need has arisen due to the imminent closure of the existing Sompting Bulking Station and an unavoidable delay in completion of construction of the replacement facility at Lancing Business Park.

This proposal needs to be seen in the context of the overall strategy to provide an integrated network of facilities across the County as part of the County Council's RECLAIM Recycling and Wastes Handling Contract. In order to meet statutory obligations to divert waste from landfill and increase recycling rates, under the RECLAIM contract Viridor is establishing a network of modern waste management facilities across West Sussex. The new transfer station now under construction at Lancing is a key component of this strategy allowing for the closure and replacement of the bulking station at Sompting. The current application is necessitated by the need to close Sompting at the end of 2006 due to expiry of the planning permission creating a gap in provision pending completion of the new Lancing facility.

The proposals set out are very much in line with the key planning objectives set out in PPS10 and related regional and local planning policies which:

- *provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities;* - the temporary bulking station provides continuity of an essential community service;
- *help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations*; - the temporary bulking station will ensure that the necessary facilities are in place to manage wastes to avoid harm to human health and the environment. The proposed site is within the geographical area where the materials are generated and helps to ensure continued recycling and the bulking operation ensures that collection operations are not disrupted by longer

© Entec UK Limited
November 2006

journeys to more distant facilities and that the consequent impact of additional vehicle miles is avoided.

- *reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness*; - this temporary facility will ensure continuity of an essential service which will be in the interest of the communities it will serve . It will enable Adur and Worthing as waste collection authorities and the County Council as Waste Disposal Authority to continue to deliver an efficient and effective service.

4.3 Environmental Effects

4.3.1 Air Quality/Dust/Litter/Odour

There will be limited additional vehicle movements and operations at the site for a temporary period which will have a minimal impact on air quality. The recyclable materials being handled do not generate significant dust and the waste handling measures proposed will minimise any potential dust impacts. The proposed litter screens combined with the waste handling regime proposed will be effective in containing any windblown materials within the site. Any fugitive wind blown litter this will be rapidly collected as part of day-to-day management.

The materials to be handled are dry recyclables which do not produce significant odour. The rapid receipt, loading and despatch of material will also minimise any possible potential for odour.

4.3.2 Noise and Sensitive receptors

The Bulking Station operations will generate noise through the additional vehicle movements and the deposit and loading of material, particularly glass. The transfer operations are over 100m from the nearest noise sensitive properties, separated by a railway line and partly screened by the split level HWRS. The location of the site on an existing HWRS in an industrial area next to a main road indicates high existing background noise levels. It is considered that the additional noise sources arising from bulking operations will have a minimal impact on existing noise levels experienced by the nearest sensitive receptors. Other impacts from the proposed operations are assessed as minimal.

4.3.3 Visual impact

Operations on the site are well screened from the south (A259) by the boundary wall and from other directions by intervening development. The proposed operations will be conducted at the lower level and will be largely screened by the boundary wall and split level site.

The proposed litter fencing around the bays will be largely screened from the A259 by the existing boundary wall but visible from the railway. The section of litter fencing along the boundary wall will be visible from the A259. The litter fences are considered essential for operational and amenity reasons. They will be removed as soon as the temporary use ceases. In view of the temporary nature of the litter fences and the distinctly industrial character of the area and this section of the A259, the impact is considered limited and acceptable.

© Entec UK Limited
November 2006

4.3.4 Impact on existing HWRS and on users of the HWRS

The design of the existing facilities creates effective separation of the area used by the public and the operational areas.

The three bays at the eastern end of the site are not currently utilised for the HWRS on weekdays during the winter and spring months as there is insufficient demand and there are operational and user benefits in concentrating activities. Consequently, the temporary loss of these bays to the Bulking operation should have no practical impact on weekday site capacity and operation. During the busier periods at weekends some of these bays will be reinstated for HWRS use.

Operatives at the site confirm that winter and spring are the periods of lowest usage of the HWRS and that queuing outside the site is very rare at these times. The bulking station will be operating during this period

The public already share the access and egress with operational vehicles. The additional vehicle movements into and out of the site will be carefully managed and marshalled to minimise their impact on users of the HWRS. The swept path analysis for lorries entering and leaving the site confirm that these movements should have minimal impact on the operation of the HWRS or public users of the site.

The HWRS will continue to provide a full range of services to the public throughout the temporary bulking operation and opening hours will not change. Facilities for the public currently located in the operational area are being relocated to the upper level, providing improved safety and convenience.

The public will experience some increase in noise and activity from the Bulking operation when they visit the site but this will not result in unacceptable noise levels.

The Bulking operations will require revisions to the Working Plan accompanying the waste management license. The license, together with Viridor's own procedures and protocols, will ensure safe and efficient operation of the Bulking operation alongside the HWRS. A letter received from the Environment Agency regarding the proposed scheme is reproduced at **Appendix 1**.

It is therefore concluded that the proposed temporary Bulking operations at the site should have minimal impact on the efficient and effective operation of the HWRS or the experience of users of the site.

4.3.5 Traffic

West Sussex County Council (WSCC) as highway authority have been consulted on the proposals. The Highway Authority have requested that a swept-path analysis be undertaken in order to confirm that delivery vehicles are able to turn into the site in one movement without the need to reverse onto the A259.

Providing this is achievable, WSCC have indicated that they are comfortable with the proposal, given the envisaged volume of traffic that is likely to be generated and given the envisaged delivery times being outside of typical peak hours on the local highway network.

A swept path analysis has been undertaken for the two largest vehicle types that will be used in the bulking operation: 6 wheeled collection vehicles and articulated bulk vehicles. The results of the swept path analysis for each are provided in **Appendix 2** and indicate that vehicles are

© Entec UK Limited
November 2006

able to safely undertake this manoeuvre. It is proposed that bulk vehicles will approach the site from the west and will exit westbound (turn right out of the site). The vast majority of collection vehicles will also approach the site from the west and will exit westbound (turn right out of the site).

Viridor propose the following additional measures to mitigate against potential effects as a result of an increase in traffic:

- Priority to be given to operational vehicles at all times in order to minimise queuing at the site entrance;
- A banksman would provided on site to control traffic and ensure that delivering vehicles do not queue out on to the A259;
- Additional training to be given to the banksman and the current security guard;
- Public vehicles to have right of way at the exit;
- Provision of additional signage within the site;
- Loads would be removed from the site during times which do not conflict with deliveries. It is envisaged that there will be a few removals outside of these core hours, including some of those loads to be removed from the site, but it is envisaged that these will be smaller in number.

It is considered that each of the measures mentioned above could be incorporated into a Traffic Management Plan that could form a condition to the planning permission.

A fuller traffic assessment is provided at **Appendix 3**.

© Entec UK Limited
November 2006

5. Conclusion

The management of waste is an essential front line service and this facility will provide an essential stop-gap to enable the WCAs and WDA to maintain an effective and efficient waste and recycling service to the community. The facility is needed whilst the new permanent facility at Lancing, currently under construction, is completed and opened. Permission is sought for six months from 1st January 2007 to 31st June 2007, within an expectation that the operation can be removed and transferred to the new facility well within this time frame.

In planning terms the benefits that will be delivered need to be balanced against any impacts on amenity and the environment and on the effective operation of the existing HWRS. We have demonstrated that the environmental impacts will be minimal, the traffic impacts are acceptable to the Highway Authority and the bulking operations can co-exist with the existing HWRS without any significant adverse impacts on effective and efficient operations or unacceptable impacts on the public using the HWRS. The proposals are therefore consistent with relevant national, regional and Development Plan policies.

In terms of the planning balance, there will be a substantial public benefit from permitting this temporary Bulking operation and limited disbenefit in terms of local impacts due to the effective management and mitigation measures.

We would therefore respectfully request that the County Council grant planning permission. In view of the tight timetable, your co-operation in securing an early determination would be greatly appreciated so that the Bulking operation can commence on 1st January 2007.

© Entec UK Limited
November 2006

© Entec UK Limited
November 2006

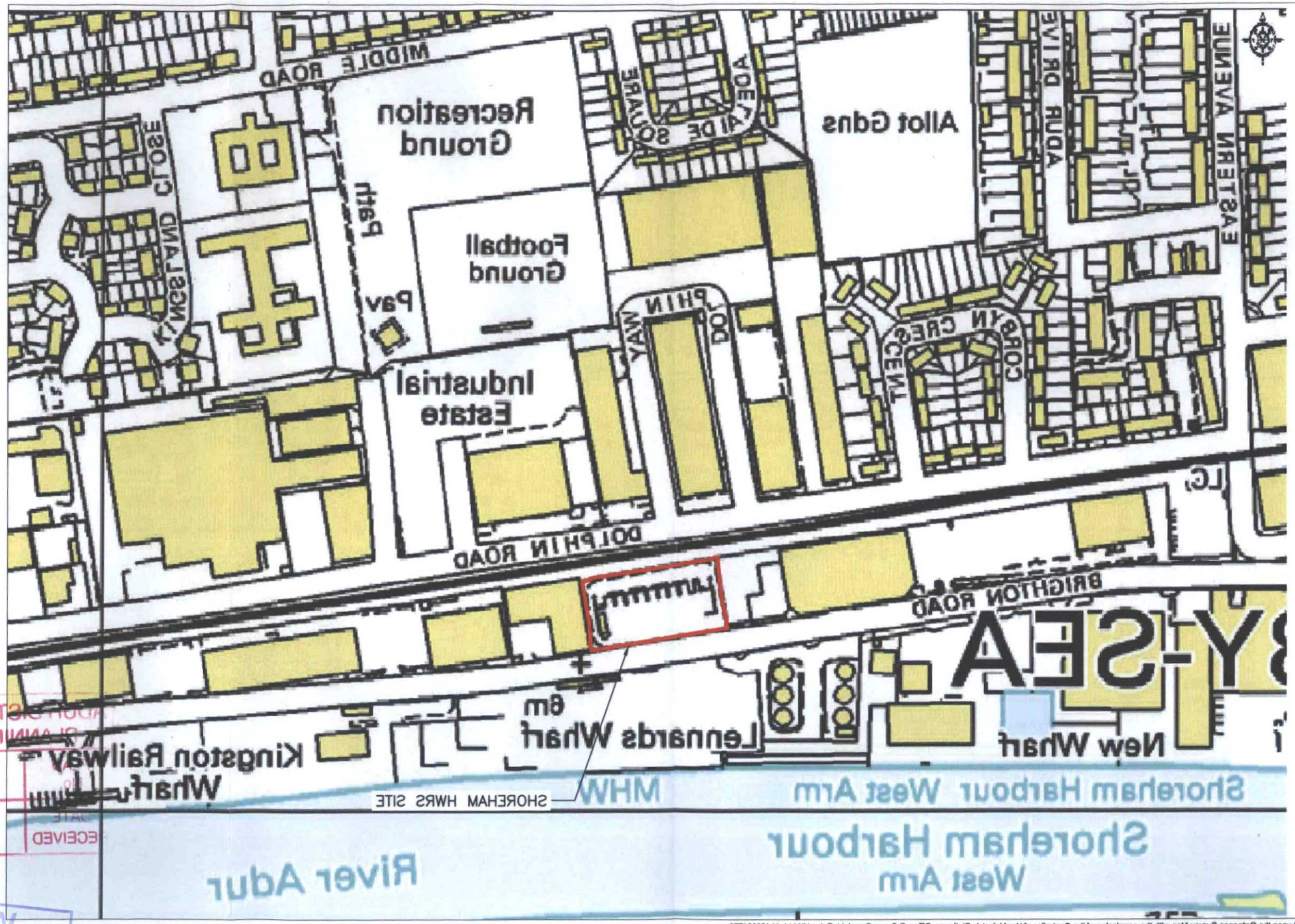
Plan 1
Proposed Temporary Bulking Operation – Shoreham HWRS, Site Location Plan

© Entec UK Limited
November 2006

Entec

© Entec UK Limited
November 2006

Entec



Based upon the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Emec UK Ltd. AL 100001776.

ADUR DISTRICT COUNCIL
PLANNING DIVISION
DATE RECEIVED

W.S.C.C.
21 NOV 2006
DEVELOPMENT CONTROL
PLANNING SERVICES

REV	DATE	DWN	CHK	APP

REVISIONS

REV	DATE	DESCRIPTION	DWN DV	CHK PH	APP
A	2006	FIRST ISSUE			

PROJECT TITLE: PROPOSED TEMPORARY BULKING OPERATION – SHOREHAM HWRS

DRAWING TITLE: SITE LOCATION PLAN

SCALES : 1:2500 Original Drawing Size – A3

CLIENT: VIRIDOR WASTE MANAGEMENT
MALLING HOUSE
TOWN HILL
WEST MALLING
ME19 6QL

REF:

DRAWING No. 17653/CVD/060 A

Entec
17 MADEL DATE CITY ROAD,
LONDON EC1Y 2RH
TEL (0207) 8431400 FAX: (0207) 8431410

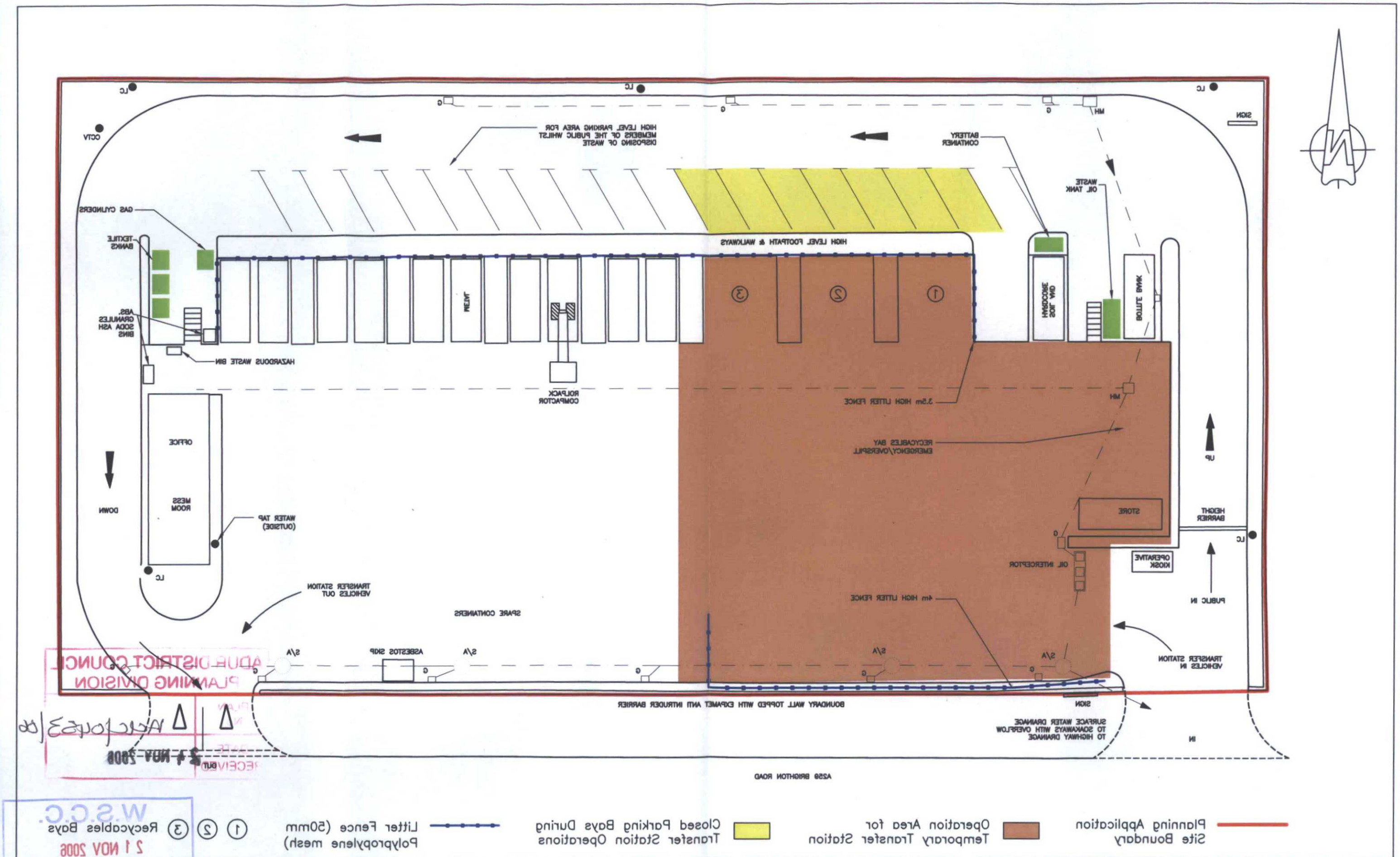
Plan 2
Proposed Temporary Bulking Operation, Layout Plan

© Entec UK Limited
November 2006

Entec

© Entec UK Limited
November 2006

Entec



Planning Application Site Boundary

Operation Area for Temporary Transfer Station

Closed Parking Bays During Transfer Station Operations

Litter Fence (50mm Polypropylene mesh)

① ② ③ Recycables Bays

ADUR DISTRICT COUNCIL
PLANNING DIVISION
24 NOV 2006
W.S.C.C.
21 NOV 2006
Entec

REV	DATE	REVISIONS	DWN	CHK	APP
A	2006	FIRST ISSUE	BJW	BH	

PROJECT TITLE:	PROPOSED TEMPORARY BULKING OPERATION – SHOREHAM HWRS
DRAWING TITLE:	LAYOUT PLAN
SCALES :	NOT TO SCALE — Original Drawing Size – A3
CLIENT:	VIRIDOR WASTE MANAGEMENT, MALLING HOUSE, TOWN HILL, WEST MALLING, ME19 6QL
REF:	
DRAWING No.	17653/CVD/061 A

17 ANGEL GATE, CITY ROAD, LONDON, EC1V 2SH.
TEL: (0207) 8431400 FAX: (0207) 8431410

Appendix 1
Letter from the Environment Agency

© Entec UK Limited
November 2006

© Entec UK Limited
November 2006

Entec

Peter Miller
Viridor Waste Management Ltd
Molyneux House
Unit 1, Arunside Industrial Estate
Fort Road
Littlehampton
West Sussex
BN17 7QU

Our ref: KM/sho/01
Your ref:

Date: 27 October 2006

Dear Peter

SHOREHAM HOUSHOLD WASTE SITE EAWML/19726

Following our meeting on the 4 October 2006 I confirm our discussions and the Environment Agency's requirements.

During the closure of Sompting Civic Amenity Site for the redevelopment works, you propose to bring the household recycling collection to Shoreham Household Waste Site. It is anticipated that this will be for approximately 3 months from January 2007 until around the end of March 2007. The operation proposed is to transfer the waste only with no sorting on the site other than loading onto vehicles. It is planned to move some of the bins to make space for the recycling (consisting of glass, plastics, tins and paper) and at the weekends when the recycling does not need to be transferred the bins will be moved back to create space for the busier weekend periods.

I am happy in principal with these proposals but as discussed you must write the procedures into the working plan. The working plan is fairly out of date currently so I suggest that you update the working plan to fit the normal operations of the site and add a removable section to incorporate the Sompting recycling.

We will need to be able to approve the working plan before the operations begin, so you should get the draft into us as soon as possible incase there are any amendments needed.

If you have any further queries please do not hesitate to contact me.

Yours sincerely

Khadine Morcom (Miss)
Environment Officer
Direct dial 01903 703837
Email: khadine.morcom@environment-agency.gov.uk

cc. Dave King, Viridor Waste Management

Appendix 2
Swept Path Analysis

© Entec UK Limited
November 2006

Entec

© Entec UK Limited
November 2006

Entec

REV	DATE		DWN	CHK	APP
		REVISIONS			
A	2006	FIRST ISSUE	BJW	BH	

SCALES : 1:500 Original Drawing Size – A3

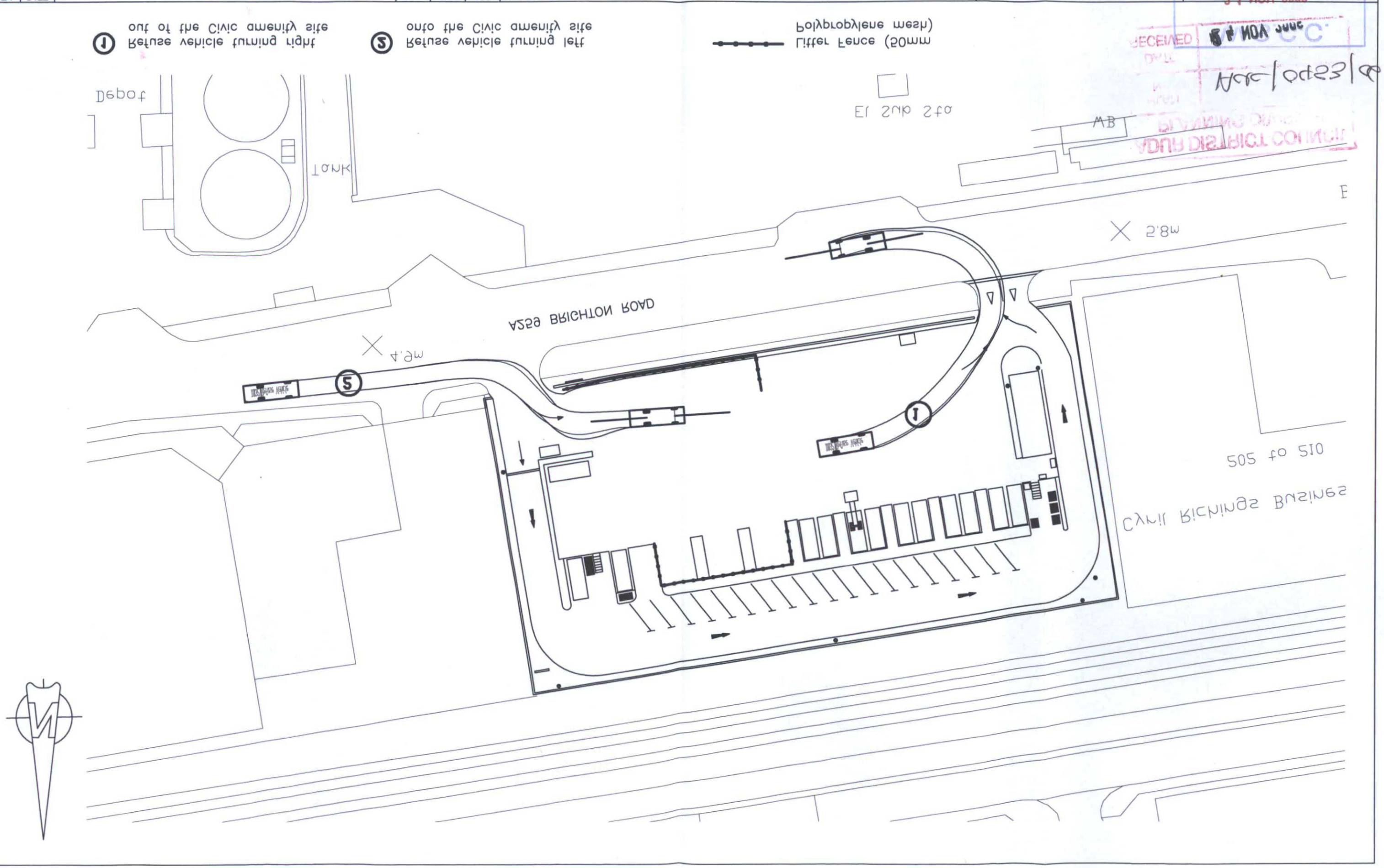
DRAWING TITLE: SWEPT PATH ANALYSIS – COLLECTION VEHICLE (SHEET 1 OF 2)

PROJECT TITLE: PROPOSED TEMPORARY BULKING OPERATION – SHOREHAM HWRS

CLIENT: VIRIDOR WASTE MANAGEMENT
MALLING HOUSE
TOWN HILL
WEST MALLING
WEST BOX
REF:

DRAWING No. 17653\CVD\063 A

Entec
PLANNING SERVICES
DEVELOPMENT CONTROL
21 NOV 2006
RECEIVED
DATE
NOTED
NAME
PLANNING DIVISION
ADUR DISTRICT COUNCIL
Adr/0453/06



REV	DATE		DWN	CHK	APP
		REVISIONS			
A	2006	FIRST ISSUE	BLW	BH	

SCALES : 1:500 Original Drawing Size – A3

DRAWING TITLE: SWEPT PATH ANALYSIS – COLLECTION VEHICLE (SHEET 2 OF 2)

PROJECT TITLE: PROPOSED TEMPORARY BULKING OPERATION – SHOREHAM HWRS

REF:

CLIENT: VIRIDOR WASTE MANAGEMENT
MALLING HOUSE
TOWN HILL
WEST MALLING
WEST GOL

DRAWING No. 17653/CVD/063 B

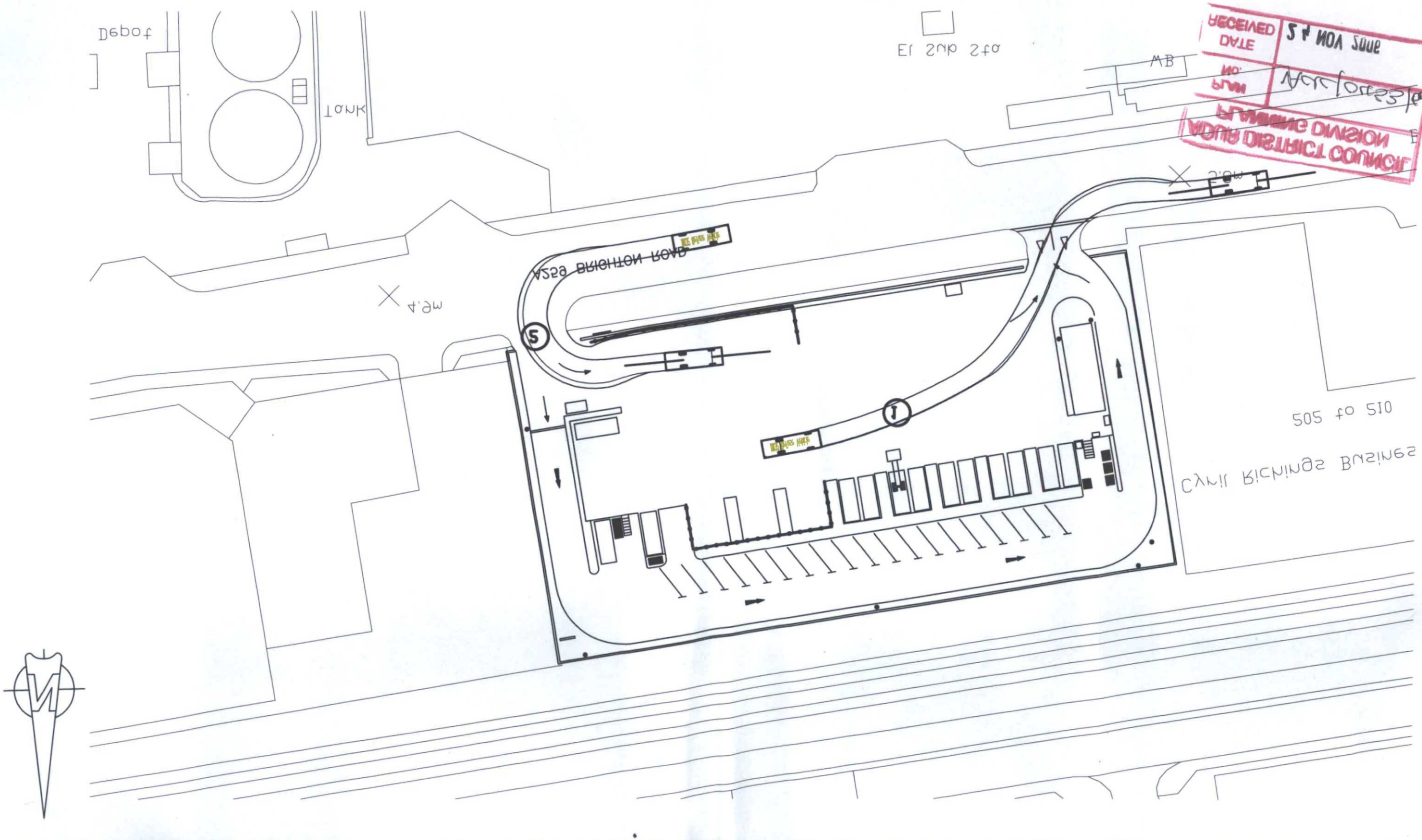
Entec

PLANNING DEVELOPMENT CONTROL
W.S.C.C.

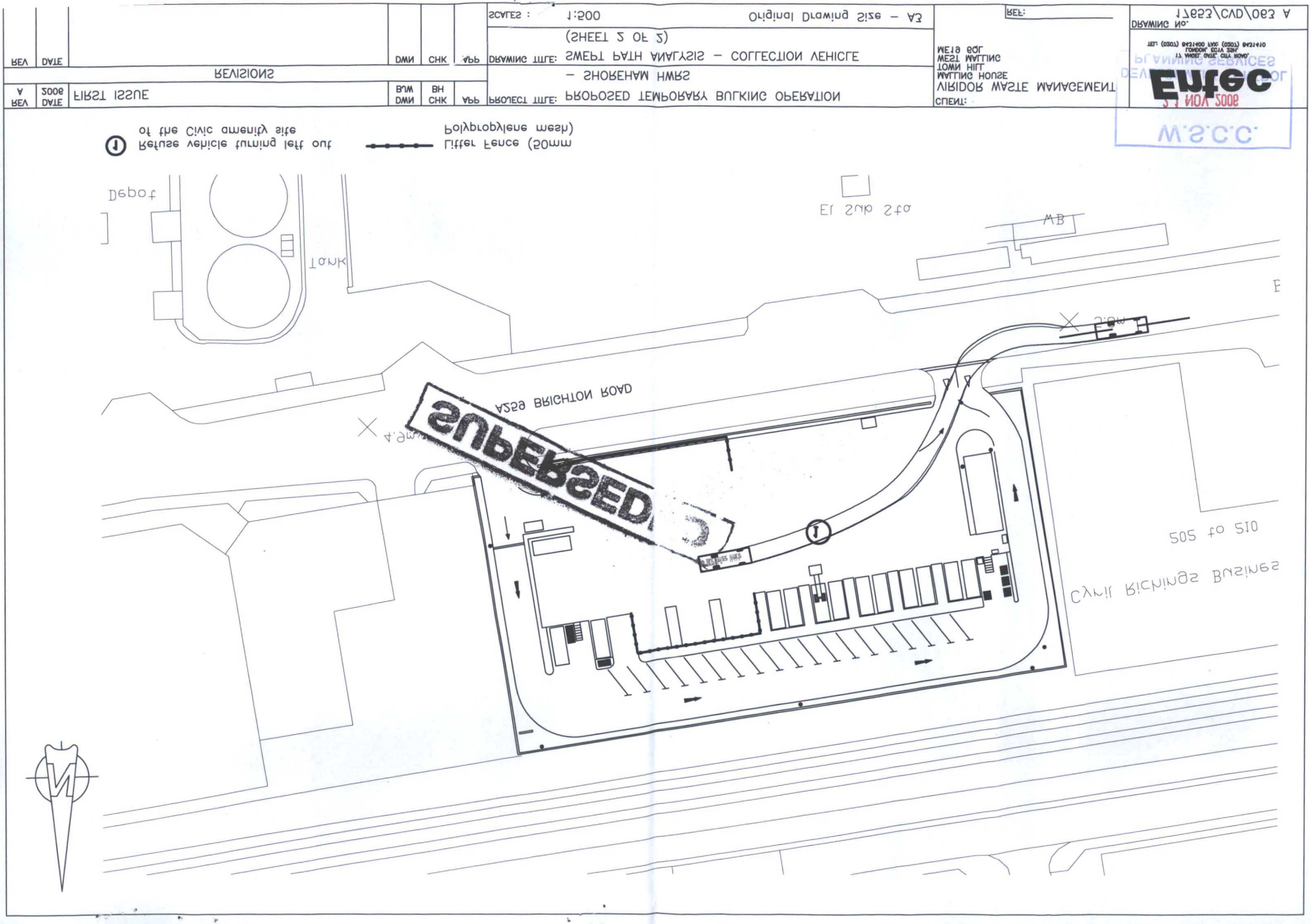
① Refuse vehicle turning left out of the Civic amenity site

② Refuse vehicle turning right into the Civic amenity site

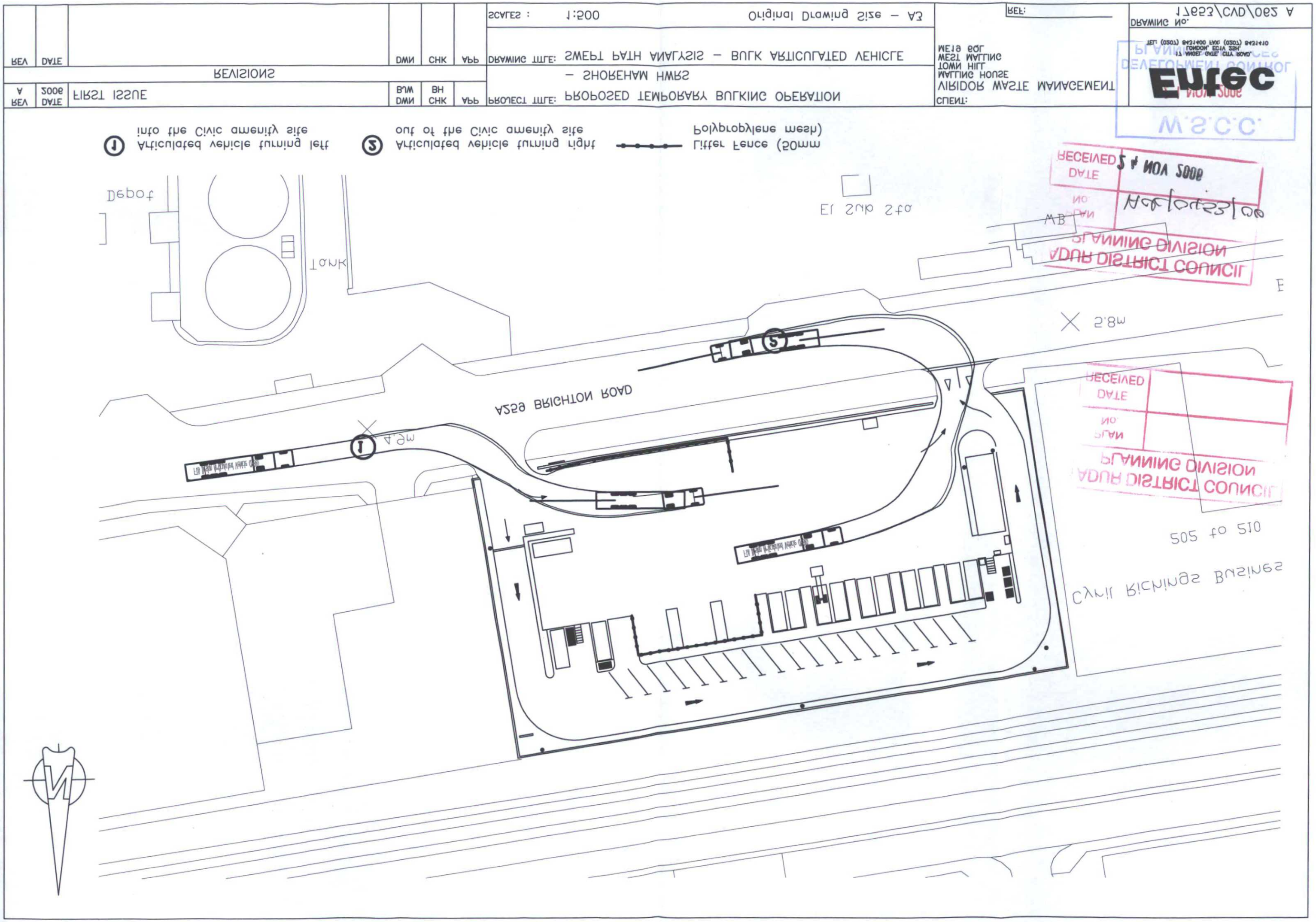
Litter Fence (50mm Polypropylene mesh)



RECEIVED DATE 24 NOV 2006
PLAN No. NCC/07553/00
PLANNING DIVISION
ADUR DISTRICT COUNCIL



REV
DATE
DWN
CHK
APP
REVISIONS
A
2006
FIRST ISSUE
BLW
BH
PROJECT TITLE: PROPOSED TEMPORARY BULKING OPERATION
- SHOREHAM HWRS
DRAWING TITLE: SWEPT PATH ANALYSIS - COLLECTION VEHICLE
(SHEET 2 OF 2)
SCALES : 1:500
Original Drawing Size - A3
REF:
CLIENT: VIRIDOR WASTE MANAGEMENT
WEST MALLING
TOWN HILL
MALLING HOUSE
WEST MALLING
MEAD BOX
DRAWING No. 17653\CVD\063 A
Entec
PLANNING SERVICES
DEVELOPMENT CONTROL
W.S.C.C.
Refuse vehicle turning left out of the Civic amenity site
Litter Fence (50mm Polypropylene mesh)
Depot
Tank
El Sub Sta
MB
A259 BRIGHTON ROAD
SUPERSEDED
505 to 510
Cyril Richings Business



REVISIONS
REV
DATE
DWN
CHK
APP
A
2006
FIRST ISSUE
BLW
BH
PROJECT TITLE: PROPOSED TEMPORARY BULKING OPERATION
SHOREHAM HWRS
DRAWING TITLE: SWEPT PATH ANALYSIS – BULK ARTICULATED VEHICLE
SCALES : 1:500
Original Drawing Size – A3
REF:
CLIENT:
VIRIDOR WASTE MANAGEMENT
WEST MALLING
TOWN HILL
MALLING HOUSE
WEST MALLING
WEST SOL
DRAWING No. 17653\CVD\062 A
Entec
W.S.C.C.
RECEIVED
DATE
PLAN No.
ADUR DISTRICT COUNCIL
PLANNING DIVISION
Depot
Tank
El Sub Sta
MB
A259 BRIGHTON ROAD
505 to 510
Cyril Richings Business

Appendix 3
Proposed Temporary Bulking Station: Traffic Appraisal

Introduction

Viridor Waste Management Ltd (Viridor) are seeking to use part of the existing Shoreham Household Waste Recycling Site (HWRS) as a temporary bulking operation for collected household recyclables during a three month period between January and March 2007.

Viridor are seeking a 6 month permission from January 2007 in order to cover the proposed period of temporary use until the completion of the Lancing Transfer Station. This transfer station is currently under construction and is due to open at the end of March 2007.

As part of the pre-planning application evaluation, and following a site visit that was undertaken on Friday 10 November 2006, this appraisal considers the following:

- Existing conditions in and around the site;
- Potential effects on existing traffic conditions as a result of the proposal; and
- Measures that could be incorporated in order to mitigate against any detrimental effects.

Existing conditions

Site

Shoreham HWRS (the site) is located in Shoreham-by-Sea, West Sussex and is situated in an area of predominantly industrial land use.

The site is bounded to the north by the railway line between Shoreham-by-Sea and Southwick, to the east by Mr Clutch, to the west by B&Q and to the south by the A259 Brighton Road (A259).

The current operational hours of the site are as follows:

- Monday to Friday: 08:00-17:00;
- Saturday and Sunday: 09:00-17:00; and
- Bank Holidays: 09:00-17:00.

The current permitted operating hours are:

- 0730 – 2000 on any day.

© Entec UK Limited
November 2006

Local highway network

The A259 runs along the south coast of England between Folkstone, Kent and Havant, Hampshire. The A259 in the vicinity of the site is a busy single carriageway with a number of ghost island right-turn lanes providing access to the units that frequent this section of road.

A bus stop is also located on the westbound carriageway prior to the access to Jefferson Calor which is located opposite the site.

Access

Vehicular access to the site is via the A259. A one-way system is in operation on site whereby all vehicles, public and operational, that enter the site from the east do so via a ghost island right-turn lane. Vehicles entering the site from the west do so via a dedicated left-turn lane that is shared with a gated entrance to B&Q. Vehicles are then instructed to give-way to right-turning traffic.

Public vehicles are separated from operational vehicles on site. Public vehicles access the parking area via an upward ramp with a height barrier of 2.2m (7' 2"). The speed limit for public vehicles on site is 10mph.

Public vehicles exit the site via a downward ramp and are instructed to give way to operational vehicles exiting the site. The site exit is located east of the site entrance and allows public vehicles to queue two abreast whilst waiting to join the A259.

Proposed traffic volumes

Based upon data from the Sompting Household Waste Recycling Site (Sompting HWRS), Viridor estimate that an average of 24 deliveries of glass, mixed paper, plastics and cans (recyclables) would be made to the site each day. These recyclables would be deposited into three separate storage bays created by the removal of six bins from the site. Therefore, in addition to the 24 deliveries, an average of 6 loads would be removing materials from the site.

The majority of deliveries would be undertaken Monday-Friday with some deliveries occurring on Saturday mornings. Based upon the delivery patterns at Sompting HWRS the vast majority of deliveries to the site are likely to occur during the following hours:

- 09:15-11:15; and
- 12:00-14:00.

Table 1.1 summarises the envisaged vehicle movements during each time period.

Table 1.1 Envisaged vehicle movements

Time Period	Deliveries		Removals		Totals
	In	Out	In	Out	
09:15-11:15	12	12	3	3	30
12:00-14:00	12	12	3	3	30
Totals	24	24	6	6	60

© Entec UK Limited
November 2006

Potential effects

As Table 1.1 shows an additional 60 operational vehicles are likely to be entering and exiting the site between the hours of 09:15-11:15 and 12:00-14:00 as a result of the proposed operation.

Even though these time periods are outside of typical peak hours on the local highway network the potential exists for queuing on the A259 by operational and public vehicles wishing to enter the site. Furthermore, the internal circulation of site traffic could be disrupted as a result of an increase in traffic which could lead to the queuing of vehicles within the site.

However, as Table 1.1 shows only 15 additional vehicle movements would enter and exit the site during each time period. It should also be noted that these would not all be arriving and departing at the same time.

Highway Authority Consultation

West Sussex County Council (WSCC) as highway authority have requested that a swept-path analysis be undertaken in order to confirm that delivery vehicles are able to turn into the site in one movement without the need to reverse onto the A259.

Providing this is achievable, WSCC have indicated that they are comfortable with the proposal, given the envisaged volume of traffic that is likely to be generated and given the envisaged delivery times being outside of typical peak hours on the local highway network.

A swept-path analysis is provided at **Appendix 2** which demonstrates that delivery vehicles are able to undertake this manoeuvre. A swept path analysis has been undertaken for the two largest vehicle types that will be used in the bulking operation: 6 wheeled collection vehicles and articulated bulk vehicles. The results of the swept path analysis for each are provided in **Appendix 2** and indicate that vehicles are able to safely undertake this manoeuvre. It is proposed that bulk vehicles will approach the site from the west and will exit westbound (turn right out of the site). The vast majority of collection vehicles will also approach the site from the west and will exit westbound (turn right out of the site).

Additional Mitigation measures

Viridor propose the following measures to mitigate against potential effects as a result of an increase in traffic:

- Priority to be given to operational vehicles at all times in order to minimise queuing at the site entrance;
- A banksman would provided on site to control traffic and ensure that delivering vehicles do not queue out on to the A259;
- Additional training to be given to the banksman and the current security guard;
- Public vehicles to have right of way at the exit;
- Provision of additional signage within the site;
- Loads would be removed from the site during times which do not conflict with deliveries. It is envisaged that there will be a few removals outside of these core hours, including some of those loads to be removed from the site, but it is envisaged that these will be smaller in number.

© Entec UK Limited
November 2006

It is considered that each of the measures mentioned above could be incorporated into a Traffic Management Plan that could form a condition to the planning permission.

Conclusion

Viridor are seeking to use part of the existing Shoreham HWRS as a temporary bulking station for collected household recyclables during a three month period between January and March 2007.

Appendix 2 demonstrates that vehicles can enter and exit the site safely in one movement, which satisfies the requirements of WSCC. Furthermore the 15 additional vehicle movements that are envisaged would not all be arriving and departing the site at the same time.

The operations proposed will need to be carefully managed to ensure minimal disruption to the existing Shoreham HWRS operation and to traffic on the A259.

However, it is important to note the temporary nature of the proposal and that the transfer of collected household recyclables to Shoreham HWRS would cease once the new Lancing Transfer Station opens at the end of March 2007.

© Entec UK Limited
November 2006