

APPENDIX C

Proposed Anaerobic Digester Plant
Private Road No. 4, Colwick Industrial Estate, Nottingham
Traffic Statement

1.0 Introduction

- 1.1 Armstrong Stokes and Clayton have been appointed by Bio Dynamic UK Ltd to advise on the access and traffic issues relating to the proposed development of an Anaerobic Digester (AD) Plant at a site currently occupied by a maggot farm within the Colwick Industrial Estate, Nottingham.
- 1.2 This Traffic Statement considers the access arrangements proposed for the development, traffic routing and the number of daily vehicle movements generated by the existing and proposed site uses to establish if there is likely to be any residual impact over the local highway network.

2.0 Access Proposals

- 2.1 The development site extends to approximately 1.3 hectares and is located at the southeast corner of the Colwick Industrial Estate, which lies approximately 6 km to the east of Nottingham city centre. The site is currently occupied by a commercial maggot farm with vehicles gaining access via Private Road No.4. This forms part of a network of private roads serving the industrial estate. Site traffic accesses the wider highway network using a route involving Private Road No.4, Private Road No.3 and Private Road No. 1 that connects to the A612 Colwick Loop Road at a four arm signal controlled junction approximately 1.5 km to the northwest of the site. The A612 provides a route to Nottingham in the west and smaller settlements to the northeast including Southwell.
- 2.2 The proposed AD Plant will retain these access arrangements with all HGV traffic adhering to the above route to access the A612. This will prevent larger

vehicles from passing through residential areas adjacent to Mile End Road to the west of the site. If deemed necessary the operator will enter into a formal routing agreement with the planning authority that would be secured either by condition or as part of a S106 Agreement.

- 2.3 It is understood that Sainsbury's Supermarket Limited has submitted a planning application for the development of a new store at a former oil depot site to the north of Private Road 3. The proposed access arrangements for the development involve a roundabout junction to the above road serving the store and providing a new link to the A612.
- 2.4 It is considered that this scheme will not raise any material highways implications for the AD Plant proposal as the highway authority will require the layout for the store access to meet the relevant highway design, safety and capacity standards and accommodate traffic from existing and proposed businesses within the industrial estate. As part of the AD plant traffic routing proposals, HGV vehicles will not be permitted to use the proposed Sainsbury's link to the A612.
- 2.5 It should also be noted that at present delivery vehicles for the maggot farm have to reverse off Private Road No. 4 into the existing offloading building. The proposal for the new development is to bring vehicles in off Private Road No. 4 in a forward manner, take them to the rear of the new building, reverse in, offload and exit site in a forward gear, thus an improvement on the existing access arrangement.

3.0 Traffic Generation

Existing Site Use

- 3.1 The development site is currently occupied by a commercial maggot farm, which currently generates significant daily traffic movements under the existing use. The operator has confirmed that traffic is generated by the 20 staff employed at the site, recycling trucks, a number of light vans for collections and deliveries plus deliveries of other materials by HGV's.
- 3.2 **Table 3.1** below illustrates the number and type of daily vehicle movements associated with the existing maggot farm site use.

Table 3.1: Existing Site Use (Maggot Farm) Daily Traffic Movements

Vehicle Type	Daily Movements
Staff Cars	40
3.5 tonne light vans for collections / deliveries	22
HGV's for recycling and deliveries	10
Total Cars / Light Vehicles	62
Total HGV's	10
Total Traffic	72

Proposed Site Use

- 3.3 The proposed operator of the AD Plant, Bio Dynamic UK Ltd, has advised that the proposed operations will generate traffic associated with the following activities:
- Cars associated with up to 8 staff that will be on site at any one time.
 - Bulk collection HGV vehicles, with liquid materials moved by articulated tankers and dry matter moved by bulk articulated lorries. Typical vehicle loads will be in the range of 15 – 28 metric tonnes.

These vehicles will be associated with collections and moving digestate material off site.

- Multi-point collection rigid HGV's including refuse vehicles, with typical vehicle loads in the range 3.5 – 12 metric tonnes. The collection radius from the site is estimated to be 25 – 35 miles to include food processing and manufacturing sites, wholesale and retail multi-point collections and local authority collections.

3.4 **Table 3.2** below illustrates the number and type of daily vehicle movements predicted for the proposed AD Plant use.

Table 3.2: Proposed Site Use (AD Plant) Daily Traffic Movements

Vehicle Type	Daily Movements
Staff Cars	16
Bulk collection and digestate removal HGV's	14
Multi-point collection HGV's	24
Total Cars / Light Vehicles	16
Total HGV's	38
Total Traffic	54

3.5 A comparison of the existing and proposed site use traffic generation illustrated at **Tables 3.1 and 3.2** confirms that overall the proposed AD plant will generate fewer total daily trips when compared with the current maggot farm operation. In more detail, light vehicle trips are predicted to reduce by 46 vehicle movements per day with HGV trips increasing by 28 vehicle movements per day.

3.6 The predicted increase in HGV traffic levels will however not materially impact on the operation of the local highway network. The relevant advice on establishing the significance of development generated traffic is published by the Department for Transport within its Guidance on Transport Assessment. This document recommends that a detailed assessment of traffic issues is

only necessary when additional development trips exceed 30 vehicles per hour on the adjoining highway. The proposed AD plant will result in an HGV traffic increase below this threshold over the entire 24-hour daily operating period and HGV traffic levels will be significantly below the assessment threshold in any given hour during the working day. Consequently the proposed development should be deemed acceptable in access and highways terms.