

10/05199/MINW

Stowey Quarry, Stowey Road, Stowey, Bristol

Restoration of Stowey Quarry by landfilling of Stable Non Reactive Hazardous Waste (SNRHW) and inert wastes

Date Out: 11<sup>th</sup> February 2011

Highway Officer: Amanda Hall

I refer to the above planning application received on 14<sup>th</sup> January 2011.

The proposal is for the restoration of the quarry site, through the disposal of approximately 150,000 tonnes of hazardous waste each year.

The current consent on the site was granted in 2007 (07/02326/MINW) for a materials recycling facility and ancillary development.

The proposal will have two development phases, being construction and operational. The construction phase will involve the demolition of existing buildings on the site and the construction of a new two storey office. The screening of existing materials stockpiles will also be carried out in this phase to obtain inert soils for use in the construction/enhancement of bunds surrounding the site, and with stone/aggregates transported off site by up to 50 vehicles per day. This phase is considered to last for a period of 16 weeks.

The operational phase will include the excavation and preparation of landfill cells, the receipt of the waste material and the restoration of the site to agricultural use.

The available void for landfilling is estimated to be 300,000 cubic metres, and this should last for approximately 10 years, which is within the timeframe for operations consented under the 2007 application.

The number of lorry loads is estimated as a maximum of 50 per day, with a maximum amount deposited on the site of 150,000 tonnes per year. In addition to the HGV trips, there will be staff trips to and from the site.

The current baseline levels permitted under the 2007 consent allow for 100 vehicle movements per day, being 50 in and 50 out. The site is intended to operate the following hours as previously approved: Monday to Friday 0700-1800 and Saturdays 0800-1300, with no working on Sundays and Bank Holidays.

It is stated that the vehicles delivering to, or removing material from, the site will be owned by the site operator, or their known contractors, to ensure that the vehicle movements and their access routes can be monitored. The intended routeing for vehicles is via the Stowey Road, from the A37.

It is clear that the operations at the quarry have been limited in recent years, and the current proposals would result in more movements than recently experienced. However, the traffic movements associated with the proposals equate to that previously permitted

for the material recycling facility, and there have been no significant changes to warrant any objection on highway grounds.

Whilst I am aware that a number of conditions were imposed on the 2007 consent in relation to highways matters, which will be equally applicable for this proposal, I feel there needs to be an Operational Statement, which should set out: the hours of operation of the site; the routeing arrangements for HGVs; provision for wheel washing facilities; details of the method of monitoring for HGV movements; and a road condition survey.

The road condition survey is required to be agreed with the Highway Authority to establish the current condition of the length of the highway from the site to the A37, to ensure that any damage caused to the carriageway as a result of the development traffic can be rectified by the applicant.

Having regard to the above, I recommend that no highway objection is raised subject to the following conditions being attached to any permission granted:-

The total quantity of material deposited on the site shall not exceed 150,000 tonnes per year, and the vehicle movements shall be restricted to a maximum of 100 HGV movements (50 in and 50 out) per day.

Reason: In the interests of highway safety.

The operator shall maintain records of the weekly imports and exports of material and HGV movements, to be submitted on a quarterly basis for the first two years, after which the frequency will be reviewed. All records shall be kept for at least 5 years.

Reason: To enable the monitoring of the imports and exports from the site.

Wheel washing facilities shall be provided on site.

Reason: In the interests of highway safety.

The hours of operation shall be 0700 – 1800 (Monday – Friday) and 0800 – 1300 (Saturdays). No operations shall take place on Sundays or Public Holidays.

Goods vehicles travelling to and from the site shall use the established route from A37 via Stowey Road and the unclassified road to the site entrance.

Reason: In the interests of highway safety.

Adequate sheeting shall be provided on uncovered vehicles to ensure there is no material deposited onto the highway.

Reason: In the interests of highway safety.

A sign shall be erected and maintained at the site exit instructing drivers to turn left out of the site and proceed to the A37 at Clutton.

Reason: In the interests of highway safety.

Prior to the commencement of the development, an operational statement shall be submitted to and approved in writing by the Local Planning Authority and shall include details of the hours of operation of the site; the routing arrangements for HGVs; provision of wheel washing facilities; details of the method of monitoring for HGV movements; and a road condition survey.

Reason: In the interests of highway safety.

I have also received comments from the Public Rights of Way Team who have advised that Public footpath CL20/18 begins alongside the application site. The width of the right of way must not be altered during or after development and the right of way must not be affected by the dumping of waste materials once the site is in operation.

I would therefore request that this is included as an informative to any permission granted.

Further to the above comments, I have received the following comments from the Land Drainage Engineer, which should be considered in the determination of the application.

“The applicant’s proposal is located outside flood zones.

A surface water drainage proposal should be submitted to this office for approval as per the Environment Agency condition.

The applicant has indicated that surface water will be discharged through soakaway drains and SUDS. Details of the SUDS should be provided. Percolation testing should be carried out to ensure that soakaways are a feasible drainage option. If not, another drainage method should be submitted for approval.”

REVISED ENVIRONMENTAL STATEMENT AND DESIGN AND ACCESS STATEMENT received 8<sup>th</sup> April 2011. Further highway comments – 14<sup>th</sup> April 2011.

I refer to the revised Statements submitted in support of the application, within which there appears to be no changes to the highway related elements.

The applicants’ consultants have, however, submitted a document with responses to the earlier comments received on the application, and this includes the highway recommendations dated 11<sup>th</sup> February 2011.

My request for an Operational Statement for the works has been generally accepted by the applicant, however, they consider a road condition survey to be unjustified having regard to the number of vehicle movements not changing from that currently permitted.

Whilst this request may not have been put forward for the previous approval, there have been many instances of developments carrying HGV traffic which have resulted in considerable deterioration of the surrounding highways, which would not otherwise have been the case. The costs involved in the repair to such damage would otherwise fall to the Local Authority.

Section 59 of the Highways Act allows for the Highway Authority to recover the costs of repairs from any operator where there has been excessive weight or extraordinary traffic passing along the highway.

The requirement to carry out a road condition survey would enable the current standard of the highway to be agreed between the applicant and the Highway Authority, to ensure there is an agreed record of the condition pre- and post- development, and thus ensuring only repairs for damage that can be attributed to the development traffic is sought to be funded by the applicant. The survey is therefore seen as benefiting both parties.

I therefore maintain my recommendations as previously submitted.

FURTHER INFORMATION received 2<sup>nd</sup> April 2012. Further highway comments – 20<sup>th</sup> April 2012.

I refer to the revised Environmental Statement which has been submitted in relation to the proposal.

The highway elements of the proposal remain the same, although following the previous consideration of the proposal, it was clear that there are concerns regarding the enforcement of the routeing of HGVs.

I therefore consider it necessary and appropriate to seek a contribution of £5,000 towards additional signage for directing HGVs and a Traffic Regulation Order to implement a weight restriction on the A368 through Stowey village.

I therefore recommend that no highway objection is raised subject to the prior completion of a legal agreement to secure a contribution of £5,000 towards the implementation of a weight restriction and associated signage. I would also recommend that the following conditions be attached to any permission granted:-

The total quantity of material deposited on the site shall not exceed 150,000 tonnes per year, and the vehicle movements shall be restricted to a maximum of 100 HGV movements (50 in and 50 out) per day.

Reason: In the interests of highway safety.

The operator shall maintain records of the weekly imports and exports of material and HGV movements, to be submitted on a quarterly basis for the first two years, after which the frequency will be reviewed. All records shall be kept for at least 5 years.

Reason: To enable the monitoring of the imports and exports from the site.

Wheel washing facilities shall be provided on site.

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Reason: In the interests of highway safety.

Comments from the Public Rights of Way Team advise that Public footpath CL20/18 begins alongside the application site. The width of the right of way must not be altered during or after development and the right of way must not be affected by the dumping of waste materials once the site is in operation.

I would therefore request that this is included as an informative to any permission granted.

FURTHER COMMENTS 19<sup>th</sup> June 2012.

I have received correspondence regarding my comments on the requirement for a Traffic Regulation Order for weight restrictions, and it seems my description of the route for the Order needs clarification.

The weight restriction would need to be **from** the A368 through Stowey village and up to the turning to the Quarry.