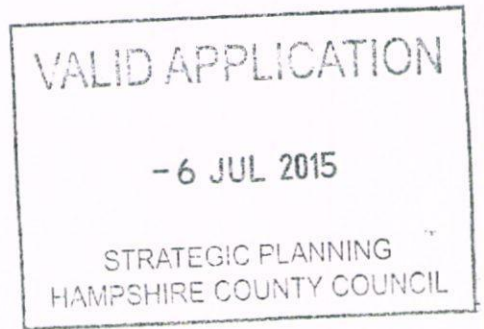




HCI Waste Transfer and Treatment Facility

EAWML 10226

Farlington Redoubt, Portsmouth, PO6 1BW

DUST & PARTICULATE EMISSION MANAGEMENT PLAN

VERSION NUMBER 1

DATE 02.06.2015

Issue and Revision Record

Revision	Date	Originator	Checker	Company Approver	Description of Changes

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- 1. Introduction**
- 2. Operations at Farlington Redoubt**
- 3. Dust and Particulate Management**

Appendices

Appendix A: Complaint Procedure

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1. INTRODUCTION

- 1.1 L&S Waste Management Limited operate a waste management facility at Farlington Redoubt, Portsdown Hill Road, Portsmouth, Hampshire, PO6 1BW, The site is located at NGR Reference SU 687 065. Access to the site is from Portsdown Hill Road only.
- 1.2 The permitted site lies within the district boundary of Havant, within the County of Hampshire. The site access is located within City of Portsmouth. The site does not lie within an Air Quality Management Area.

Site history

- 1.3 The Environment Agency issued a Waste Management Licence in 2002, EAWML 10226. There have been a number of variations including changing the company name and site boundary, and updating to modern conditions.
- 1.4 The site has been regularly inspected by the Environment Agency and there has not been any issues at the site with regards to dust management.

Purpose of the Dust Management Plan (DMP)

- 1.5 The purpose of this Dust Management Plan is to provide the procedure for managing dust emissions from the site, including managing mud deposition on the road.

Responsibility for Implementation of the DMP

- 1.6 The DMP will be implemented by the Site Manager.
- 1.7 In the Site Manager's absence, the site foreman will be responsible for implementing the plan.
- 1.8 The DMP will be reviewed on an annual basis or more frequently if deemed necessary.
- 1.9 The Site implements an Environmental Management System which sets out the training requirements.
- 1.10 A Training Record is maintained for all members of staff and this is monitored by the Site Manager. All new staff are required to have Site Induction Training. Any training needs identified through the course of the day to day operations will be instigated by the Site Manager.

2. OPERATIONS AT FARLINGTON REDOUBT

Waste Deliveries to Farlington Redoubt

- 2.1 Waste is delivered to the site in a variety of vehicles. The company operate a skip hire service and therefore waste is delivered in skips which are covered until ready to discharge the waste. The company provide a range of skips sizes.
- 2.2 A skip vehicle will enter the site and drive on to the weighbridge. The vehicle is weighed and the Waste Transfer Note is completed. The skip vehicle will then be uncovered and directed to either the inert waste processing area (if it contains soils or hardcore) or to the general waste processing area. A banksman is available for this process. The vehicle will reverse in to the relevant reception area and unload the contents, before exiting the site via the wheel cleaning facilities and weighbridge.
- 2.3 On larger sites a rollonoff container may be provided, and for smaller sites a grab lorry may be used. Regardless of the type of vehicle the principle of waste acceptance remains as set out above.
- 2.4 L&S also have a fleet of tipper lorries which are used to transfer construction and demolition waste (muck away). This waste will enter the site via the weighbridge and will be directed to the inert waste processing area.
- 2.5 The site maintains records of all transactions using Waste Transfer Notes. This describes where the waste is from, the type, nature and EWC code for the waste and the driver details.
- 2.6 All vehicles leaving the operational area must passed through the wheel cleaner, prior to the "out" weighbridge.

Overview of Waste Processing and Dust Controls

Waste Processing – Mixed Waste Separation

- 2.7 The mixed waste separation facility manages the waste that is delivered in mixed loads; it can be skip waste from house refurbishment projects, renovation and construction sites.
- 2.8 The mixed waste is loaded into a hopper which feeds the trommel. This removes the smaller particles which are deposited into a bay. The larger items continue along a conveyor belt into an enclosed picking station. Staff remove materials such as plastic and cardboard and drop these items into separate storage bays below.
- 2.9 The separated fractions are collected for transfer to other waste processing facilities.
- 2.10 Drawing No LS/FR/LAY/01 shows this layout. This area is located on an impermeable hardstanding with sealed drainage.

Waste Processing – C&D Processing

- 2.11 C&D waste comprising of bricks, rubble, concrete and hardcore, is either directly delivered from construction sites or is recovered from the mixed waste separation process.
- 2.12 This material is handled in the inert waste processing area. There is a trommel and concrete crusher for treating this waste and producing secondary aggregates. The process material is stored in separate aggregate bays.

Cement Silo

- 2.13 A cement silo is provided on the site and is used to directly load cement mixing lorries.

3. DUST AND PARTICULATE MANAGEMENT

Sources and Control of Fugitive Dust/Particulate Emissions

3.1 The following operations have the potential to produce dust and particulates:

- Vehicle entering and/or leaving the site with mud on wheels, and tracking dust on to or off the site.
- Debris falling off lorries which could arrive uncovered.
- Unloading waste.
- Internal movements of waste.
- Storage of segregated materials.
- Processing material
- Particulate emissions from the exhaust of vehicles/plant/machinery on site.
- Generators, plant and other non road going mobile machinery.

Pathway

3.2 The pathway for the majority of the releases is atmospheric dispersion; either primary from the dust/particulate source (e.g. wind whipping of stockpiles) or after tracking onto the public highway on the wheels of vehicles.

Receptors

3.3 The closest dust-sensitive properties to the site boundaries are identified in Table 1.1.

Table 1.1 Distances to Sensitive Locations

Receptor	OS Reference	Sensitivity	Distance and Direction from site centre
Transco Gas Depot	468618, 106407	Low	20m West
Portsdown Hill Road	468640, 106283	Low	70m South
Golf course	468654, 106580	Low	Adjoining North, West and East
Portsmouth Water	468427, 106194	Low	255m south west
Residents	468761, 106261	Medium	140m south east

Table 1.2 Other Dust/Particulate Emitting Operators

Site	Address	Type of Business	Distance from site boundary (m)
Housing development	Portsdown Hill Road/Glebe Road	Construction site	600m

Risk Assessment

- 3.4 The prevailing wind in this locality is the south westerly. The site is located within a former quarry which has 10m high quarry faces on the northern and eastern boundaries. Therefore any dust emissions are likely to be contained within the permitted boundary. Even during other weather conditions, the quarry walls continue around the entire site with the exception of the site entrance. The likelihood of dust emissions leaving the permitted boundary is low. However, as the site is not covered, the site operations must be tightly controlled to prevent dust being generated on the site.

Mitigation

- 3.5 The mixed waste operational area is located on a concrete surface which allows the surface to be cleaned to prevent dust emissions being raised from vehicle movements.
- 3.6 The inert waste processing area is located on hardstanding.
- 3.7 There are a number of rain guns around the site which have been positioned to target higher risk areas. They are located along the access road, on the aggregate storage bays and on the mixed waste processing line. They provide dust suppression in the form of damping the working area and materials. This is a water fed system which is manually set off when conditions require damping down. It can also be used to help clean the concrete area. The position of each rain gun is shown on Drawing No. LS/FR/LAY/01.
- 3.8 The banksman is responsible for triggering the rain guns. The banksman will trigger the rain guns every 20 minutes during dry conditions, or as conditions dictate. The purpose is to keep the working area and stockpiles dampened. The banksman is based in the operational area and can therefore identify when conditions may require dust suppression, for example during dry weather conditions or when unloading a skip that contains particles such as soil or hardcore.
- 3.9 In addition there is hose which can be used to target other areas which are not covered by the rain guns.
- 3.10 All vehicles leaving the site must exit via the wheel washing facility. This, in addition to the length of the access road, minimises the likelihood of mud/debris being tracked on to the main highway, which could then later generate dust. During very dry conditions, the Site Manager may commission a road sweeper to maintain the access road. This is an engineered constructed road which allows it to be easily cleaned.
- 3.11 The following table sets out the mitigation options and ranks them according to low, medium and high cost. This provides a general cost benefit analysis.

Table 3.1: Control of Dust/Particulates (PM₁₀)

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures		Low Cost Options
Site / process layout in relation to receptors	Locating particulate emitting activities at a greater distance and downwind from receptors may reduce receptor exposure, provided that emissions from the source are not dispersed over significant distances.	The existing operational layout provides mitigation in the form of perimeter quarry faces, which are up to 10m in height. This in effect contains dust emissions within the site boundary.
Site speed limit, 'no idling' policy and minimisation of vehicle movements on site	Reducing vehicle movements and idling should reduce emissions from vehicles. Enforcement of a speed limit may reduce re-suspension of particulates by vehicle wheels.	Signage is provided with a 5mph speed limit. A no idling rule has been implemented and instructed to all staff. Actions already implemented and linked to EMS
Minimising drop heights for waste. Use of enclosed chutes for waste drops/end of conveyor transfers and covered skips / storage vessels.	Minimising the height at which waste is handled should reduce the distance over which debris, dust and particulates could be blown and dispersed by winds. Enclosing processes will further reduce dispersion.	Drop heights are continually monitored. The external aggregate bays are defined by the height of the concrete bays. Storage height markers are provided around the site. Actions already implemented and linked to EMS
Preventative Measures		Medium Cost options
Sheeting of vehicles	Prevents the escape of debris, dust and particulates from vehicles as they travel.	All vehicles are sheeted and the sheets are only removed once the vehicle is ready to discharge. Action already implemented and linked to EMS
Dust Suppression on Operation Area and	May remove some dirt, dust and particulates.	During drier periods, additional man power can be deployed on hoses. One member of staff is responsible for operating the rain guns (with a deputy if

Abatement Measure	Description / Effect	Overall consideration and implementation
stockpiles		required) Action already implemented and linked to EMS.
Ceasing operation during high winds and/or prevailing wind direction	Mobilisation of dust and particulates is likely to be greater during periods of strong winds and hence ceasing operation at these times may reduce peak pollution events.	The Site Manager (and Foreman) monitors the weather conditions and will stop all waste processing operations when the wind is noticeable raising loose dust. A record will be maintained in the site diary. Action already implemented and linked to EMS
Preventative Measures		High Cost Options
Use of wheel wash	Provides a high pressure wash of vehicle wheels and lower parts (including under body) using a series of jet sprays. More effective if vehicles drive through the wheel wash slowly in order that there is sufficient time for dirt to be removed.	A high powered wheel wash has been installed on the site. All operational vehicles must exit the site via the wheel wash. Action already implemented and linked to EMS
Easy to clean concrete impermeable surfaces	Creating an easy to clean impermeable surface, using materials such as concrete as opposed to unmade (rocky or muddy) ground within the site and on site haul roads. This should reduce the amount of dust and particulate generated at ground level by vehicles and site activities.	The majority of the site benefits from a concrete surface. The inert processing area comprises of hardstanding. This area may be concreted in the future but it is not considered to be essential in dust prevention as this area is covered by rain guns. Maintenance and cleaning forms part of the mitigation measures and the Management System
Minimisation of waste storage heights and volumes on site	Minimising the height at which waste is handled should reduce the distance over which debris, dust and particulates could be blown and dispersed by winds. Reducing storage volumes should reduce the	The external aggregate bays are defined by the height of the concrete bay. Storage height markers are clearly defined around the site and form part of the Management System.

Abatement Measure	Description / Effect	Overall consideration and implementation
	surface area over which particulates can be mobilised.	
Enclosure of processes within buildings	Creating a solid barrier between the source of dust and particulates and receptors is likely to be the most effective method of control, provided that the building entrances and exits are well managed.	This would be a high cost and subject to planning. However, given the position within the quarry, the quarry walls provide an enclosed operational area which minimises the likelihood of dust escaping beyond the site boundary. There have been few or no complaints relating to dust.
Netting / micro netting around equipment and/or site boundary	Erecting netting around equipment that could give rise to large amounts of dust and particulates may be effective within the site boundary and prevent their dispersion off-site / their re-suspension within the site.	Reduces wind speed across the site which indirectly controls the potential for dust and particulate emissions. May be an option around certain operational areas, but the dust is currently controlled through the mitigation measures and the setting within the quarry. Netting is unsightly.
Water suppression with hoses on site or at the weighbridge	Damping down of site areas using hoses can reduce dust and particulate re-suspension and may assist in the cleaning of the site if combined with sweeping.	This forms part of the remedial measures and is detailed in the Management System.
Water suppression with rain guns	Installation of mist sprays around sites, at building entrances/exits and within buildings at point source emissions like conveyors, trammels etc. It can also assist in the damping down of dust and particulates, therefore, reducing emissions from	Very effective at controlling point source emissions of dust and particulates. Uses less water than water bowser. This forms part of the remedial measures and is detailed in the Management System.

Abatement Measure	Description / Effect	Overall consideration and implementation
	site.	
Remedial Measures		High Cost Options
Off-site road sweeping	Road sweeping vehicles damp down dust and particulates whilst brushing and collecting dust and particulates from the road surface, particularly at the kerbside.	A road sweeper can be deployed to clean the operational yard, access road and immediate vicinity on Portsdown Hill Road.

Visual Dust Monitoring

- 3.12 Dust is monitored continuously throughout the working day. Dust management training forms part of the Management System. All staff have been trained to be aware of conditions which may lead to dust emissions, what to do in the event of a dusty load being received at the site and who the relevant people are for implementing dust suppression.
- 3.13 The Site Manager, or foreman, undertakes daily site inspections. For cement deliveries, a specific log is completed as this process can produce fine particulates. This form is provided in Appendix B.
- 3.14 The management understands the primary activities that may lead to dust emissions, this is mainly in relation to keeping the main operational yard clean and free from mud and debris.
- 3.15 The outcome of the daily checks could result in the following actions:
 - Increased dust suppression using rain guns, and/or deploy water hoses.
 - Deploy road sweeper.
 - Temporarily cease activities that are giving rise to dust.
- 3.16 In the event the dust is identified during the routine inspections, a Non Conformance Form will be completed, which forms part of the Management System. Once the remedial action has been implemented, the area will be visually inspected again to ensure the source has been correctly identified and the action effective.
- 3.17 In the event that dust continues to be generated, the activity causing the dust will be temporarily ceased.
- 3.18 As the main source of dust generated has been identified, it is considered unnecessary to implement any optical based monitoring systems at the site. The implementation of this Management Plan in association with the Management System is considered to be sufficient to manage the problem. However, this will be reviewed on an annual basis.

Reporting and Complaints Response

- 3.19 Complaints can be reported to the Environment Agency or to the site directly. Following a complaint received by the Environment Agency, the Agency will then notify the site and request information on the source and action taken. In order to provide a swift response to complaints, the site must be made aware of such complaints as soon as possible. In the event that a complaint is received, the procedure in Appendix A will be implemented.

Engagement with the Community

- 3.20 The nearest receptors all have the contact details of the Site Manager and every effort has been made to ensure that the Site Manager is notified of any problems. The site has engaged the local community and will attend any meeting to discuss specific concerns.

Appendix A – Dust Complaint Procedure
Complaints Procedure and Action Plan for Dust

Responsibility	Action	Timescale
EA	Notify the Site Manager as soon as possible after receiving complaint. Primary Contact Details: Site Manager: Matthew Land Site Telephone Number: 02392 210963 Secondary Contact Details: General Manager: Steve Kibbey Telephone Number: 01329 840000	Within 24 hours
Complaint recipient	Will record details of the complaint in the Site Diary and also on the complaint log. Details to include where the complaint was received.	On receipt of complaint from EA, Local Authority or from direct source
Site Manager	Will investigate the complaint by reviewing the Site Diary and operational procedures.	Within 2 working days of complaint being received
Site Manager	Following the internal investigation, report findings to source of complaint	Within 14 days of complaint being received

To enable the Site Manager to provide appropriate corrective action and correlate any complaint with prevailing weather conditions, an indication of the source of the complainant is necessary. When recording a complaint, the source from which the complaint has been received will be required.

Depending on the investigation the following routes will be determined.

If the Site Manager identifies that there were possible external sources of dust; this will be recorded in the Site Diary and the information reported to the complainant. This will be based on the Site Diary records as well as observed operations occurring external to the site.

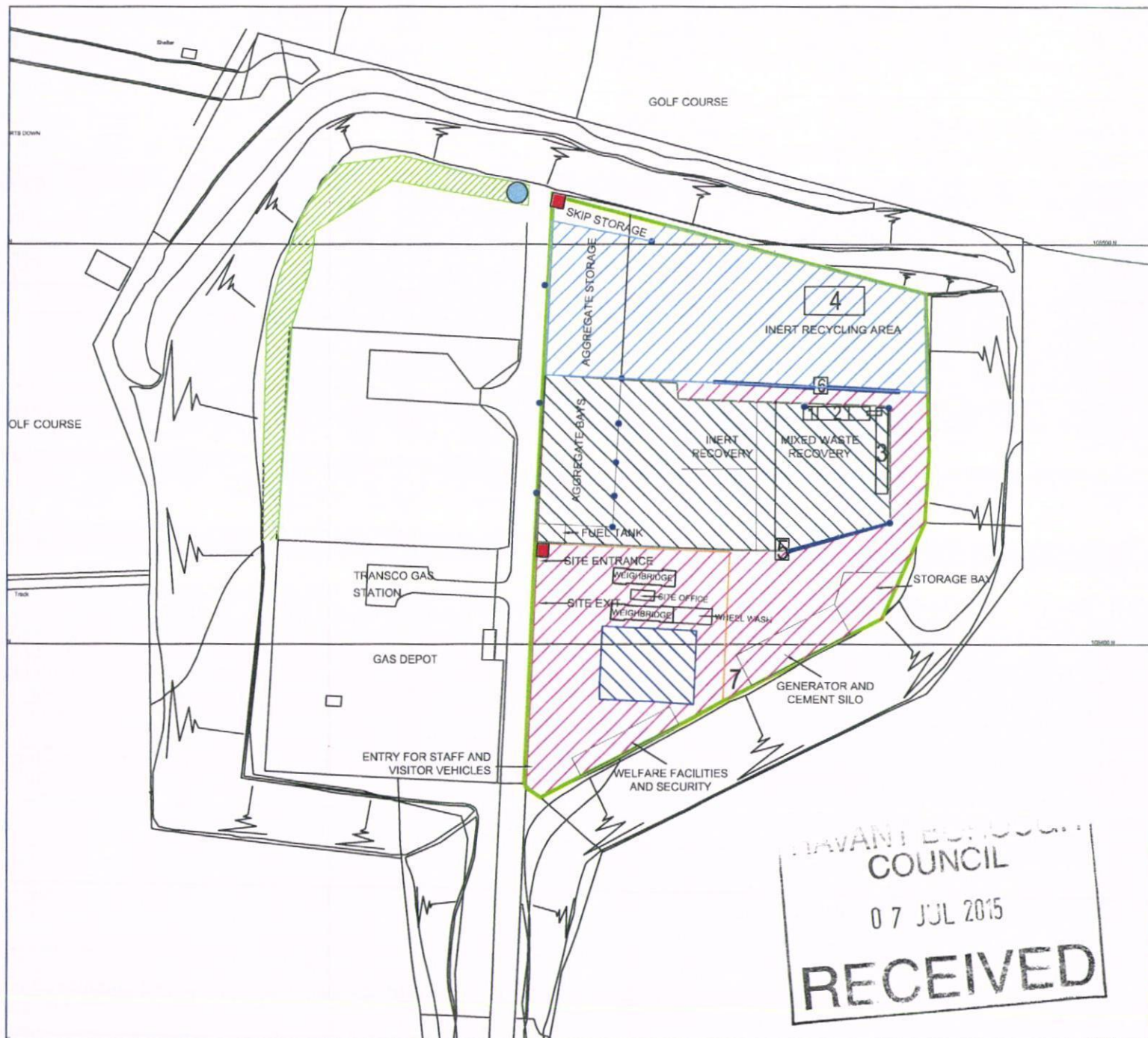
If the Site Manager identifies that the dust source was from a site activity and occurred due to poor site practices; the Site Manager will initiate additional training to members of staff with regards to dust management.

It is proposed to carry out an annual review of this plan. This will involve reviewing the complaint log, and also any complaints substantiated by the Environment Agency. In addition, dust management will be an item on the quarterly Site Management meeting agenda which will ensure that measures are being implemented as per this plan. If substantiated dust complaints are being received regularly, the Management will instruct the Site Manager to carry out a review of the Dust Management Plan, prior to the annual review.

Site Dust Complaint Form			
Site		Operator L&S WASTE MANAGEMENT LIMITED	
Date	Complaint Reference		Page of
Name and Address of Complainant			
Time and Date of Complaint			
Date Time and Duration of Offending Dust			
Location of Dust if Not at Complainants address			
Weather condition at the Time of the Complaint incl. Wind Speed and Direction			
Complainants Description of the Dust			
FOR COMPLETION BY THE SITE MANAGER OR FORMAN			
Are there any other complaints of a similar nature relating to this installation or location?			
Other relevant information			
Onsite activities at the time of the complaint			
Operating conditions at the time of the complaint			
Remedial Action Planned			
Corrective action Planned			
Corrective action Taken			
Contact details of Environment Agency Officer informed			
originators Name		Authorisers Name	

Location	Portsmouth	Silo	Week Ending	08/06/2015
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For each cementitious delivery	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Observation Times						
Delivery tanker / pipe connections						
Silo filter - fitted correctly / operational						
Emission made (yes / no) (if yes comment below)						
VT loading area						
Aggregate stock bays						
Yard						
Other (specify)						
Wind direction						
Weather conditions						
Observers name						
The following are fitted and operating correctly (yes / no - if no comment below)						
Silo, sound, weatherproof, no venting	☐		Pressure relief valve (PRV)	☐		
Audible / visual high level alarms	☐		Instructions to tanker drivers	☐		
Comments						
Signed Silo Operator _____						



Key:

- 1 Pan Feeder
- 2 Trommel
- 3 Picking Station
- 4 Concrete Crushing
- 5 Surface Water to Sealed Tank
- 6 Surface Water Drainage
- 7 Hazardous Waste Storage



Above Ground Water Storage Tank



Fire Hydrant



Rain Gun

Client: **L&S Waste Management Ltd**

Project: Farlington Redoubt
Portsmouth
Hampshire
PO6 1BW
OPERATIONAL LAYOUT

INTEGRATED SKILLS LIMITED

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Date: June 2015

Scale: NTS

Dm: ARC

Drg No: LS-FR-LAY-01

FAVANT BUILDING
COUNCIL
07 JUL 2015
RECEIVED

2 July, 2015
DMM/AJB/L.157

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Dear Ms Crooks

Application for Variation of Condition 9: Tonnage
Planning Permission APP/10/00141:
Farlington Redoubt, B2177 Portsdown Hill Road, Portsmouth

Introduction

D M Mason Engineering Consultants is instructed by L&S Waste Management to prepare a Transport Statement in support of the planning application for the Variation of Condition 9: Tonnage on Planning Permission APP/10/00141: Farlington Redoubt, Portsdown Hill Road, Portsmouth.

The Application Site

The application site occupies the eastern part of Farlington Redoubt, Portsdown Hill Road, Portsmouth. Farlington Redoubt lies on the north side of Portsdown Hill Road. The western side of the Redoubt is occupied by a Transco gas station.

Access to the site is by a kerbed bellmouth and footway crossing priority junction.

Planning History

The planning history of the site is given in detail in the Planning Statement.

Planning permission 01/54301/007 granted on 29 November 2001 for a waste transfer station included a Report on Traffic and Transport Impact which stated that the site would generate 226 trips per day, that is an average of 22 per hour. The access was tested for peak hour flows of 27 inbound and 30 outbound trips (71% HGV).

The site was granted planning permission APP/10/00141 on 17 May, 2011. The permission included (inter alia) the following condition:-

'Tonnage

9. The site shall handle a maximum of 80,000 tonnes of waste per year. A monthly record of the tonnage of waste handled at the site shall be kept at the site and be made available to the Waste planning Authority on request.'

The permission does not limit the number of vehicles entering or leaving the site.

The Local Highway Network

The site is on the north of the B2177 Portsdown Hill Road. The B2177 runs from the A3(M) junction 5 and from the A3 adjacent to Queen Alexandra Hospital to the B3354 at Fishers Pond.

Adjacent to the site, the B2177 Portsdown Hill Road has a carriageway of 6.9 metres with a 1.8 metre footway on the north side and a 2.3 metre verge on the south side.

To the east of the site, Portsdown Hill Road has frontage residential development with residential streets off it. It meets the B2150 and the B2149 to the west at the Bedhampton Hill roundabout junction.

To the west of the site, Portsdown Hill Road has a ghost island junction with Crookhorn Lane and Gillman Road, and a simple priority junction with Farlington Avenue. Further to the west, it has a grade separated junction with the A3 involving a ghost island junction for movements to and from the A3 southbound, and left-only turn movement to and from the A3 northbound.

Portsdown Hill Road has a 40 mile per hour speed limit adjacent to the site. It is a clearway and is lit in parts.

Access by Means Other Than the Private Car

A footway runs on the north side of Portsdown Hill Road from Bedhampton Hill to beyond the A3 junction, passing the site. There are footways on all roads from Bedhampton Hill.

Stagecoach bus route 20 runs from Havant bus station to The Hard, Portsmouth via Crookhorn Lane and Portsdown Hill Road. The service passes within 600 metres of the site. The service is ½ hourly from 06.30 to 18.30 from Havant and from 06.15 to 19.20 from Portsmouth.

First Group bus route 7 also runs on Crookhorn Lane and Portsdown Hill Road. The route runs from South Parade Pier to Weecock Farm. The service is approximately every 10 minutes between 05.45 and 23.20 northbound and 06.05 to 23.10 southbound. The service passes within 600 metres of the site.

First Group bus route X9 also runs on Crookhorn Lane and Portsdown Hill Road. The route runs from The Hard, Portsmouth to Hambledon. The service is approximately every 30 minutes between 05.25 and 18.45 northbound and 07.10 to 17.40 southbound. The service passes within 600 metres of the site.

The site is well served by buses passing within walking distance of the site.

Traffic Count Data

An automatic traffic survey was undertaken on the B2177 Portsdown Hill Road between Wednesday 6 and Tuesday 12 May, 2015. The results are given below:-

1	26	30	13	19
2	12	15	8	11
3	10	11	5	8
4	8	8	3	4
5	14	13	9	8
6	35	28	34	28
7	129	99	123	96
8	347	266	428	325
9	514	395	634	481
10	280	243	313	272
11	240	229	251	241
12	259	251	275	267
13	268	263	275	283
14	303	283	305	299
15	302	289	323	311
16	399	359	366	331
17	522	441	503	428
18	542	450	557	464
19	299	256	334	290
20	189	175	210	191
21	147	135	129	123
22	97	94	105	99
23	75	70	69	65
24	53	53	28	35
7-19	4,275	3,724	4,564	3,994
6-22	4,837	4,226	5,130	4,504
6-24	4,966	4,349	5,227	4,604
0-24	5,070	4,454	5,300	4,681

Date		Cars/LGV	OGV1/Bus	OGV2	Total
Wednesday 6 May	Eastbound	4,882	354	34	5,270
	Westbound	4,916	459	46	5,421
Thursday 7 May	Eastbound	4,892	405	38	5,335
	Westbound	5,043	495	43	5,581
Friday 8 May	Eastbound	4,616	327	21	4,964
	Westbound	4,889	425	35	5,349
Saturday 9 May	Eastbound	3,012	178	11	3,201
	Westbound	3,238	201	9	3,448
Sunday 10 May	Eastbound	2,527	91	7	2,625
	Westbound	2,702	108	13	2,823
Monday 11 May	Eastbound	4,424	380	40	4,844
	Westbound	4,505	429	39	4,973
Tuesday 12 May	Eastbound	4,562	345	32	4,939
	Westbound	4,716	411	48	5,175
5-day Average	Eastbound	4,675	362	33	5,070
	Westbound	4,814	297	42	5,300
7-day Average	Eastbound	4,131	2978	26	4,454
	Westbound	4,287	361	33	4,681

Eastbound	43.4 mph	40.9 mph
Westbound	43.3 mph	40.8 mph

Accident Data

Accident data for five years has been obtained from Hampshire Constabulary. The data cover the period 1 February, 2010 to 31 January, 2015. The study area is from the A3 junction with the B2177 Portsdown Hill to the bridge over the A3(M) to the east of the site. During the study period, 17 accidents caused 20 injuries. One fatal accident occurred.

Three accidents occurred at the A3 slip road junctions with the B2177 causing four slight injuries. No accident has occurred at these sites since 2011. One accident occurred at the entry to the A3 when a car struck a pedal cyclist causing a serious injury. The driver was in drink. A slight injury accident occurred on the B2177 overbridge when a bus passed too close to a horse being walked. The horse shied and the attendant was injured.

A shunt accident occurred at the entrance to View Point Car park when a motorcycle struck slow moving traffic.

A pedestrian crossing Portsdown Hill Road adjacent to Hill Top Crescent sustained serious injuries when they stumbled on the kerb and fell into the carriageway.

Five accidents occurred at the B2177/Farlington Avenue junction. A motorcyclist slipped on a manhole cover when braking, an shunt occurred at a traffic queue and two accidents involved vehicles turning across the paths of on-coming vehicles. A pedestrian stepped into the path of a vehicle causing slight injury.

Four accidents occurred at the B2177/Crookhorn Lane junction. Two involved vehicles travelling too fast and failing to negotiate the junction correctly. One accident involved a vehicle failing to give-way. The remaining accident involved a vehicle entering Portsdown Hill Road across the path of a pedalcycle.

The fatal accident occurred to the east of the proposal site when a car drifted into the path of an on-coming car. A serious injury was also caused.

There were no accidents involving heavy goods vehicles. There is no pattern of accidents which requires remedial action.

The Existing Access

The existing site access provides visibility splays of 2.4 metres by 120 metres in both directions. The visibility splays meet standards.

The planning permission, application reference APP/10/00141 granted on 17 May, 2011, included (inter alia) the following condition:-

'Highways

3. The highway verge, at the site entrance with Portsdown Hill Road, shall be trimmed regularly to ensure that within the visibility splay no vegetation exceeds one metre in height.'

The applicant maintains the vegetation in the visibility splays as required and will continue this maintenance.

Access Routing

The planning permission, application reference APP/10/00141 granted on 17 May, 2011, included (inter alia) the following condition:-

'19. For the duration of the operation of the site measures shall be taken to ensure that all lorries travelling to and from the site shall use the route identified on drawing no LSH/HAV/RTE/01 and shall prevent the use of prohibited roads identified on drawing no LSH/HAV/RTE/01.'

The applicant presently operates lorry routing requiring drivers to enter the site on Portsdown Hill Road from the west and to leave to the west in line with the above condition. The applicant will retain this routing for lorries using the site.

The Existing Traffic Flows

The site presently serves mainly skip-borne imports for sorting and recycling. The permitted 80,000 tonnes of import material gives rise to an average of 115 inbound HGV trips per day, that is 230 total HGV trips per day assuming 275 working day equivalents per year.

The site employs ten staff generating about 30 trips per day. There are no plans to change the number of employees on the site.

The Proposed Redevelopment and Trip Generation

It is proposed to change the focus of the site from mainly skip imports to importing inert waste for soils and aggregate recycling.

The proposal is to increase the permitted tonnage of material to be handled at the site from 80,000 tonnes per year to 150,000 tonnes per year to reflect this change in operation on the site. It is anticipated that the site will generate the following trips with the change in focus:-

Van	4,500	1.06	4,770
32t tipper	4,000	16.8	67,200
26t grab	2,000	3.6	7,200
32t rolo	3,000	6.34	19,020
Skip	18,000	2.7	48,600
Total	31,500	4.66	146,790

Assuming 279 working day equivalents per year, 31,500 inbound trips will generate 113 inbound HGV trips per day, that is 226 total HGV trips per day.

This is below the movement numbers tested in the earlier application as noted above.

The proposal will not materially change traffic flows from the site.

Summary

D M Mason Engineering Consultants is instructed by L&S Waste Management to prepare a Transport Statement in support of the planning application for the Variation of Condition 9: Tonnage on Planning Permission APP/10/00141: Farlington Redoubt, Portsdown Hill Road, Portsmouth.

The application site is the eastern part of Farlington Redoubt, Portsmouth which lies on the north side of Portsdown Hill Road. Access to the site is by a kerbed bellmouth and footway crossing priority junction.

The site was granted planning permission APP/10/00141 in May, 2011. The permission included a condition limiting the site to handling a maximum of 80,000 tonnes of waste per year.

The existing site access provides visibility splays of 2.4 metres by 120 metres in both directions. The visibility splays meet standards. Planning permission APP/10/00141 included a condition requiring that the highway verge at the site entrance be trimmed regularly to ensure that within the visibility splay no vegetation exceeds one metre in height. The applicant maintains the vegetation in the visibility splays as required and will continue this maintenance.

A footway runs on the north side of Portsdown Hill Road from Bedhampton Hill to beyond the A3 junction past the site. There are footways on all roads from Bedhampton Hill. Stagecoach bus route 20, First Group bus routes 7 and X9 run on Crookhorn Lane and Portsdown Hill Road which is 600 metres of the site. The 20 service ½ hourly, the 7 service is approximately every 10 minutes and the X9 service is approximately every 30 minutes. The site is well served by buses passing within walking distance of the site.

The applicant presently operates lorry routing requiring drivers to enter the site on from the west and to leave to the west. The applicant will retain this routing for vehicles using the site.

There have been no accidents involving HGVs in the local area.

The proposal is to increase the permitted tonnage of material to be handled at the site from 80,000 tonnes per year to 150,000 tonnes per year to reflect this change in operation on the site.

The site presently serves mainly skip-borne imports for sorting and recycling. It is proposed to change the focus of the site from mainly skip imports to vehicles importing inert waste for soils and aggregate recycling.

The existing use of the site generates 115 one-way lorry trips per day, that is a total of 230 trips per day assuming 279 working day equivalents per year.

Planning permission 01/54301/007 granted on 29 November 2001 was granted with a Traffic Impact Assessment assuming 226 lorry trips per day, an average 22 per hour. The Report on Traffic and Transport Impact accompanying planning permission 01/54301/007 tested a trip rate equivalent to some 320 lorry trips per day.

The application proposal will generate a similar number of HGV trips per day to the current operation. This is below the movement numbers tested in the earlier application. The proposal will not materially change traffic flows from the site.

The site is suitable for the proposed change in tonnage processed.

Yours sincerely

David Mason

for

D M Mason

Engineering Consultants Ltd