Materials Recovery Facility and Ancillary Development

Transport Statement

Falconer Road, Haverhill

Prepared Widdington Recycling Limited

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Contents

Appendices

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Status: FINAL

1. Introduction

1.1 Widdington Recycling Ltd is based at their Widdington Pit site, which is located approximately 7 km to the south of saffron Walden, close to the M11. The company operates a sand pit, waste transfer station and composting operation and inert landfill. The waste transfer station operations processes construction and demolition waste and skip waste to produce a range of recycled materials, principally soils and secondary aggregates. The company sells this material along with primary aggregates from the site.

1.2 The company is seeking planning permission to develop a Materials Recovery Facility (MRF) waste management facility on an existing waste management site located off Falconer Road, Haverhill.

1.3 In accordance with the Planning Practice Guidance 'transport evidence bases in plan making and decision taking' this Transport Statement addresses key transport issues, including:

- the local highway network
- the access arrangements to the proposed development
- review of the proposed development and its operational facilities
- the impact of the development on the local highway network. In terms of highway safety
- accessibility of the site in relation to sustainable transport and local facilities

2. Planning policy

National Planning Policy

2.1 in December 2023 a new National Planning Policy Framework (NPPF) was published, which sets out the government's planning policies for England and how these are expected to be applied. This NPPF replaces the previous version and the original document produced in March 2012.

2.2 NPPF paragraph 115 states that:

development should only be prevented or refused on highway grounds. If there would be an unacceptable impact on highway safety, or the residual curative impacts on the road network would be severe.

Local Plan Policies

2.3 The relevant Local Plan is the St Edmundsbury Core Strategy adopted November 2010. This plan is currently undergoing review but has yet to have any public inspection of its proposed policies and therefore weight is still applied to the adopted Core Strategy Document.

2.4 Policy CS7 on Sustainable Transport States:

The Council will develop and promote a high quality and sustainable transport system across the Borough and reduce the need for travel through spatial planning and design.

All proposals for development will be required to provide for travel by a range of means of transport other than the private car in accordance with the following hierarchy:

- *Walking*
- *Cycling*
- *public transport (including taxis)*
- *commercial vehicles*
- *cars*

All development proposals will be required to be accessible to people of all abilities, including those with mobility impairments.

New commercial development, including leisure uses and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes. Where appropriate, development proposals that will have significant transport implications will be required to have a transport assessment and travel plan showing how car based travel to and from the site can be minimised.

3. Site Description

3.1 The proposed site is located on an open plot of land located at the end of Falconer Road, on Falconer Road Industrial Estate, Haverhill. The site is accessed from the A143 to the north of Falconer Road. The existing site access, which will be retained as part of the development, lies at the end of Falconer Road and is located on the eastern boundary of the site. There is only a single entry and exit point to the site.

Existing Highway Network

3.2 Falconer Road is a two-way single carriageway with an approximate width (in proximity to the existing site access) of 7.9m and is subject to a speed limit of 30 mph. A footway is provided along the northern edge of the road with street lighting present on the northern side of the road, also. There is no footway in the immediate vicinity of the existing access point to the site.

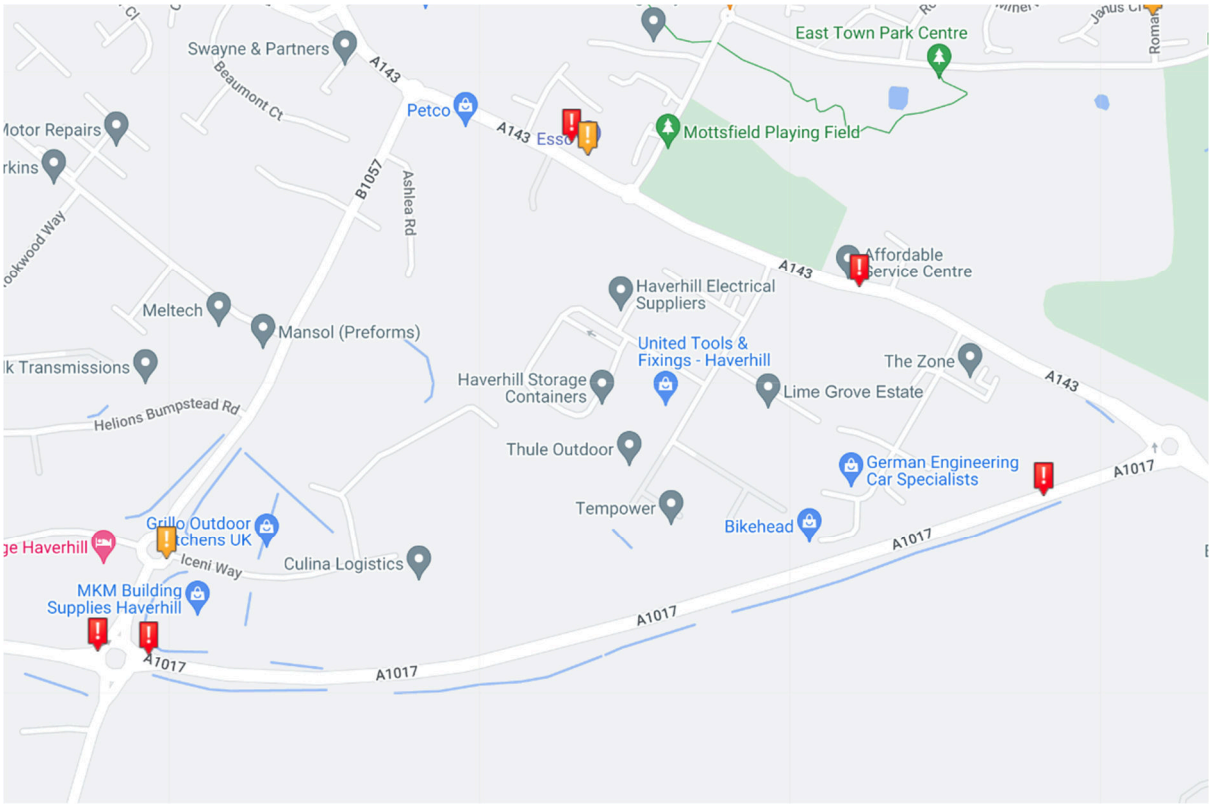
3.3 The road from the site ends at a junction within the industrial estate (onto a continuation of Falconer Road). The section of Falconer Road from the junction to where it meets the A143 has footways and lighting to either side.

3.4 The A143 is a two-way single carriageway with an approximate width (in proximity to the existing site access) of 7.9m and is subject to a speed limit of 40 mph. The A143 is not on a bus route, the nearest bus stop is located approximately 0.7 km to the north on Chalkstone Way. Further details of services operating within the area are provided in Section 4.

Personal Injury Accident Data

3.5 Details of personal injury accident records in the vicinity of the site have been obtained from the online Crashmap database. For the most recent five-year period. The study area takes in Falconer Road, the A143 and the A1017 Haverhill Bypass that runs along the southern boundary of the town.

Fig 1 – Crashmap extract



3.6 There have been seven recorded incidents within the study area, three of which were classified as being 'slight' in severity and four classified as 'serious'. No fatal incidents have been recorded within the study area last five year period.

3.7 With regards to location:

- no incidents of any injury severity have been recorded at or in close proximity to the site access,
- a serious incident was recorded in August 2019, involving two vehicles with a single casualty reported approximately 50 m to the east of the Falconer Road junction with the A143
- three serious incidents have been recorded along the A1017

3.8 With regards to type, the recorded incidents at each accident location are summarised below:

Type	2019	2020	2021	2022	2023	Total
Front Shunt	0	1	1	0	0	**2**
Right Turn	1	0	0	0	0	**1**
Into Parked vehicle	1	0	0	0	0	**1**
Total	**2**	**1**	**1**	**0**	**0**	**4**

Table 1 – Incidents on A143 and A1017

3.9 Of the incidents, one involved a car hitting a number parked vehicle, one was involving a right turn, one was a frontal it between two vehicles and one involved an incident at a roundabout.

3.10 All the vehicles involved cars.

3.11 There were no recorded incidents in proximity to the application site, involving HGV movements.

4. Accessibility by Non-car Modes

4.1 This section of the report considers the accessibility of the proposed development site for the following modes of transport in order to review opportunities that will exist for employees.

- Accessibility on foot
- accessibility by cycle
- accessibility by bus, and
- accessibility by rail

Accessibility on foot

4.2 Walking is the most common form of travel in Britain and have the greatest potential to replace short car trips, particularly those under 2 km.

4.3 It is important to consider the roots that will be taken in order to get to a destination as well as the distance. Department for Transport and guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance, but also the quality of the experience; people may be willing to walk or cycle. Further, where their surroundings are more attractive, safe and stimulating'.

4.4 In terms of pedestrian infrastructure, the A143, which provides a link directly to the town centre, is well lit and has wide footways to both sides. The Falconer Industrial Estate roads are also well served with wide footways and lit.

4.5 Figure 2 below identifies 800 m and 2 km of walking radii from the site. It is noted that walking routes will not follow the simple radius of the plan and it is provided as an indication of where destinations lie and the general extent to which the local area can be accessed via foot.

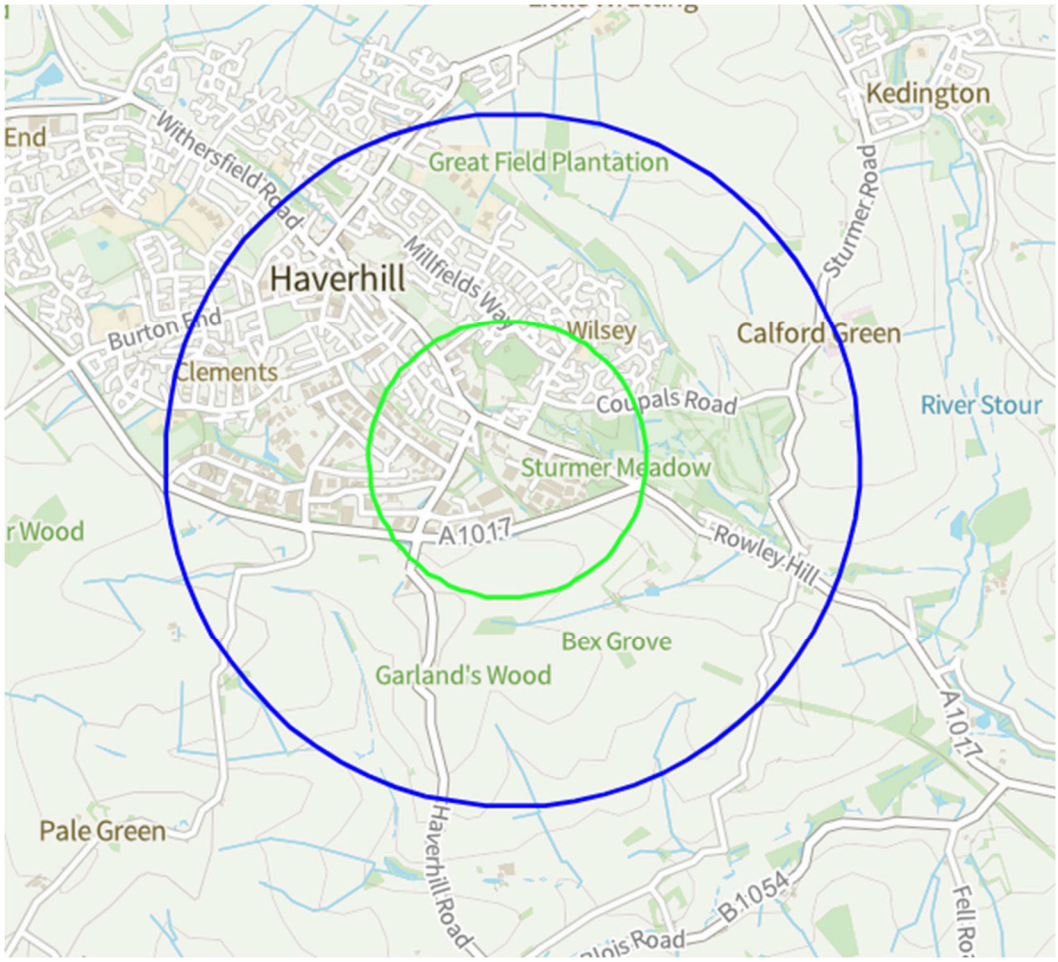


Fig 2 - indicative walking radii

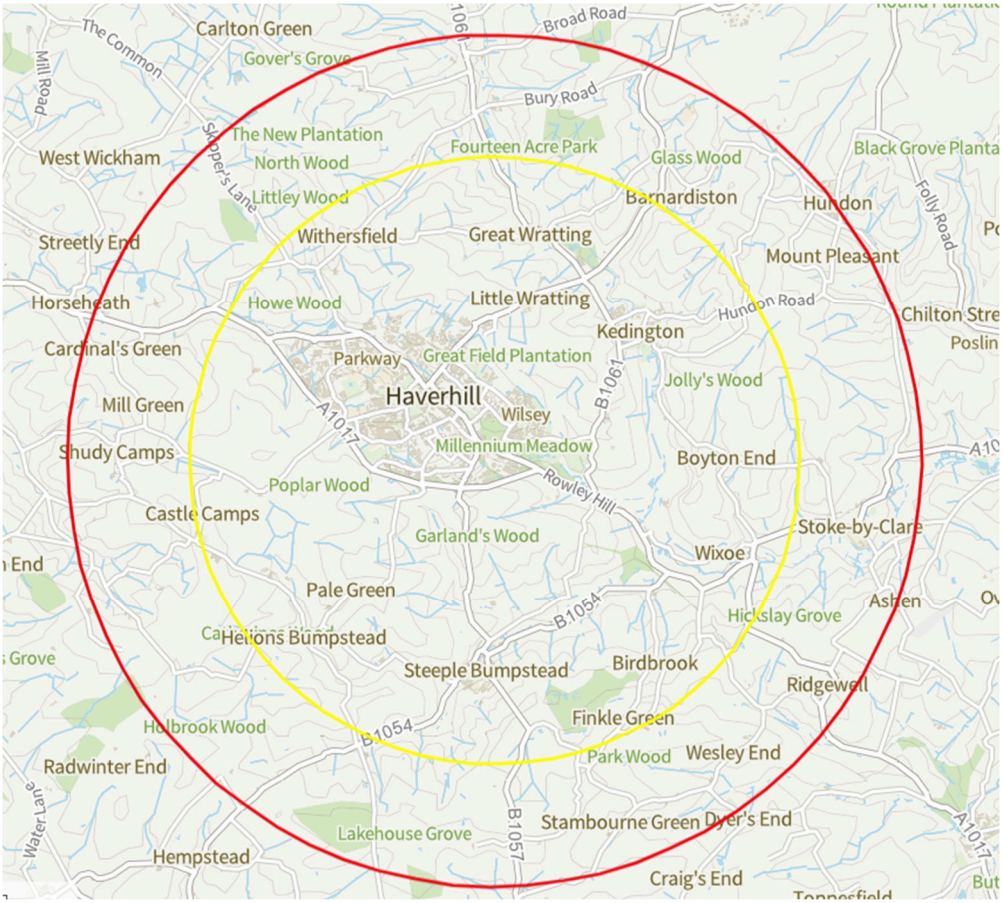
4.6 Haverhill town centre is within 2 km of the site and there are numerous bus stops within the 800 m radius. The site is considered to be in reasonable walking distance from the residential areas of Wilsey and Clements.

Accessibility by Cycle

4.7 Cycling Has an Important Part to Play in Reducing Traffic Congestion, improving accessibility and reducing air pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefit, as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and its there are social equity benefits relating to the promotion of cycling. Cycling may also other people without cars to reach destinations they may otherwise be able to reach.

4.8 It is indicated in the PPG13 (2001) that 'cycling has the potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport". Notwithstanding this, however, 'Building Sustainable Transport into New Developments' (2008) identifies that people may be willing to walk or cycle for whether surroundings are more safe and stimulating. In addition, the National Travel Survey identifies longer cycle journeys more than 5 km with an average distance of 5.3 km and an 85th percentile distance of 7.4 km.

4.9 **Figure 3** below indicates the destinations that lie within a 5 km and 7.5 km radii of the application site.

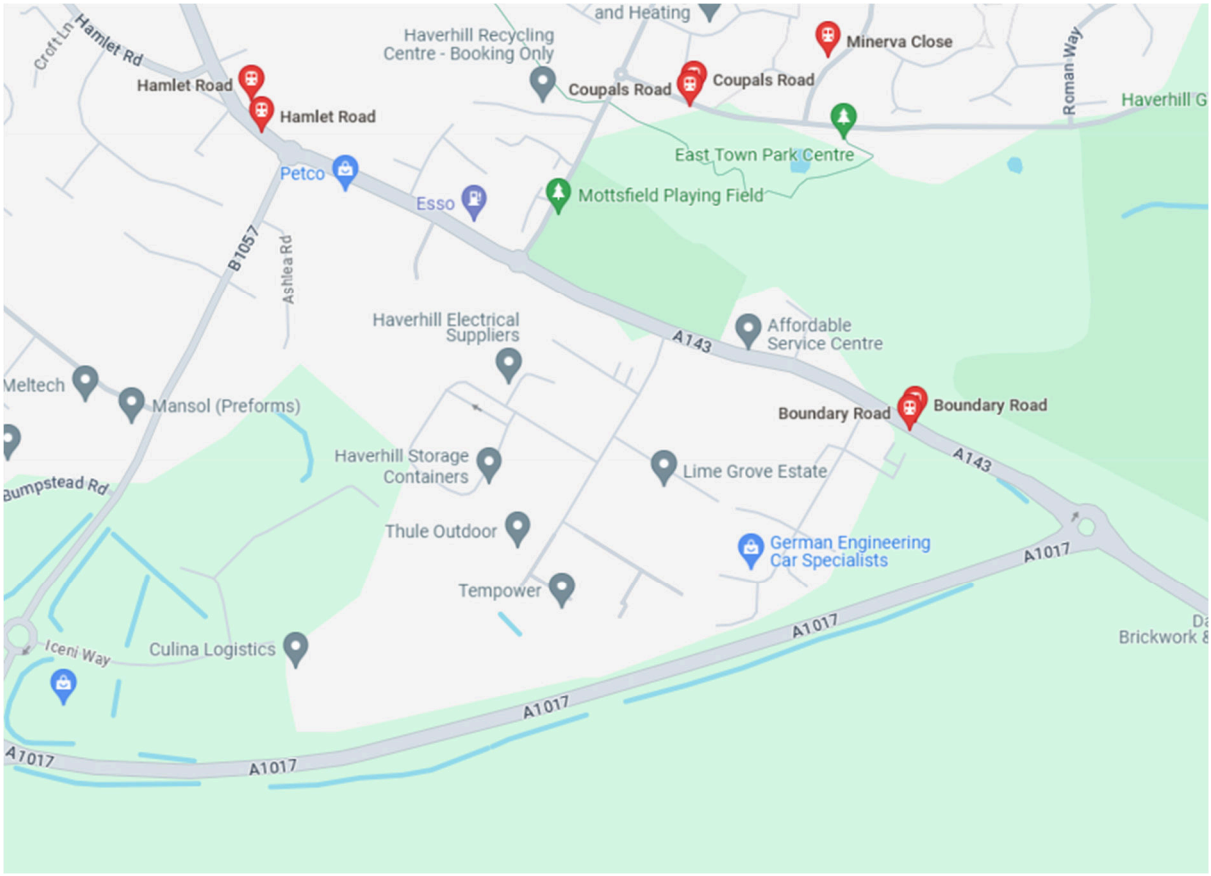


4.10 As with walking, cycling will not follow simple radius shown on the plan is provided in order to give an indication where destinations lie and the general extent to which the site may be accessible by cycle.

4.11 In **Appendix 1** is a copy of traffic free routes and pedestrianised areas within Haverhill. The drawing confirms that there is a short section of cycleway at the roundabout between the A1017 and the A143 , improving the safety of this junction.

Accessibility by Bus

4.12 The location of bus stops within the vicinity of the site are set out on **Figure 4** below:



4.13 The nearest bus stop is located on the A143 approximately 620 m from the site entrance. There is a good frequency of buses running along the route that the bus stop lies, however, the earliest drop-off is 7:38 AM , which may be problematic given the operational hours starting at 06:00 hours.

Accessibility by Rail

4.14 Haverhill's railway station closed down in 1967, and whilst there are plans to reopen, currently there are no rail services running to the town.

Accessibility Summary

4.15 The site is considered to be reasonably accessible by foot from Haverhill town centre and nearby residential areas. The site is also considered to be accessible by cycle with good infrastructure provision in the area. There is a bus stop within walking distance of the site. However, bus route timings may be problematic due to the early operational start proposed. Haverhill is not connected by rail.

4.16 It is considered that the site will be accessible by sustainable travel options for employees living close to the site (within 7.5 km).

5. Development Proposals

5.1 The proposals are to develop a Materials Recovery Facility on an area that has historically been used for waste management. The site has the benefit of an environmental permit with a maximum annual processing capacity of 75,000 tonnes.

5.2 The site is proposed to process construction and demolition and skip waste. The processing will involve a processing plant located within the MRF and a number of ancillary buildings including welfare and offices, weighbridge and external storage areas.

5.3 Parking for staff and visitors is already in place at the adjacent Lury Court also under the control of the applicant, which provides 18 car parking spaces. It is understood that there will be 10 full-time site employees/operatives and five part-time staff. It is expected that staff will arrive in the 30 minutes prior to starting work and leave in the 30 minutes following finishing.

5.4 The operations within the building will take place within the existing approved hours of operations for the site, namely;

0600 hrs to 1800 hrs Monday to Friday,

0600 hrs to 1400 hrs Saturday, with no operations on Sundays or Bank/Public Holidays

6. Traffic Impact Assessment

Staff, Visitors and Suppliers

6.1 The proposed staff numbers are low and their arrivals and departures on site are expected to take place outside of the traditional network peak hours. The estimated daily movements

predict up to 10 staff arrivals and 10 departures per day (based on an understanding that at least five site operatives will arrive via minibus). If these staff and operatives all start and finish work at the same time and arrive and depart in the 30 minutes prior to and following these times, this equates to an average of one vehicle movement every three minutes.

6.2 A number of visitors and suppliers are also anticipated, with Widdington Recycling predicting five arrivals and five departures by cars and light vans over the course of a day.

6.3 It is considered that these additional vehicles will not have a negative impact on the existing highway network.

Imports

6.4 There are two main streams of waste to be accepted at the site, namely construction and demolition waste and skip waste. Construction and demolition waste will be imported to site using HGVs in 20 tonne payloads, whilst skip waste will be delivered in a range of skips/light goods vehicles, with an estimated average payload of 5 tonnes.

6.5 The split between construction and demolition waste and skip waste will be dependent upon the waste market, however from historic figures at other sites operated by the company a split of 65% construction and demolition waste to 35% skip waste is appropriate.

6.6 Based on the assumptions above, the table below identifies the number of loads delivered to site on a daily basis:

	% Split	75,000tpa	av load (tonnes)	Total Loads	Loads/Day
C&D	65%	48750	20	2437.5	8.4
Skip waste	35%	26250	5	5250	18.1
					26.5

6.7 The site is proposed to be operated over a 12 hour period Monday to Friday and 10 hour period on Saturdays. This therefore equates to and average of 0.7 HGV deliveries (1.5 movements) per hour and 1.5 skip deliveries (3 per hour).

6.8 It is not considered that these additional vehicle movements would be discernible amongst the HGV movements already occurring within the Falconer Road Industrial Estate or give rise to a material adverse impact on the local highway network.

Junction Modelling

6.9 it is considered that the predicted traffic generation (a total of 53 total vehicle movements over the course of a day) do not warrant capacity modelling of any junctions in the vicinity of the site.

7. Traffic Routing

7.1 The Haverhill MRF site is located in the south-eastern corner of Haverhill, and accessed off the A143.

7.2 Waste deliveries to the site will generally be via vehicles owned and operated by Widdington Recycling Ltd and therefore routing of the vehicles is able to be exercised directly by the company.

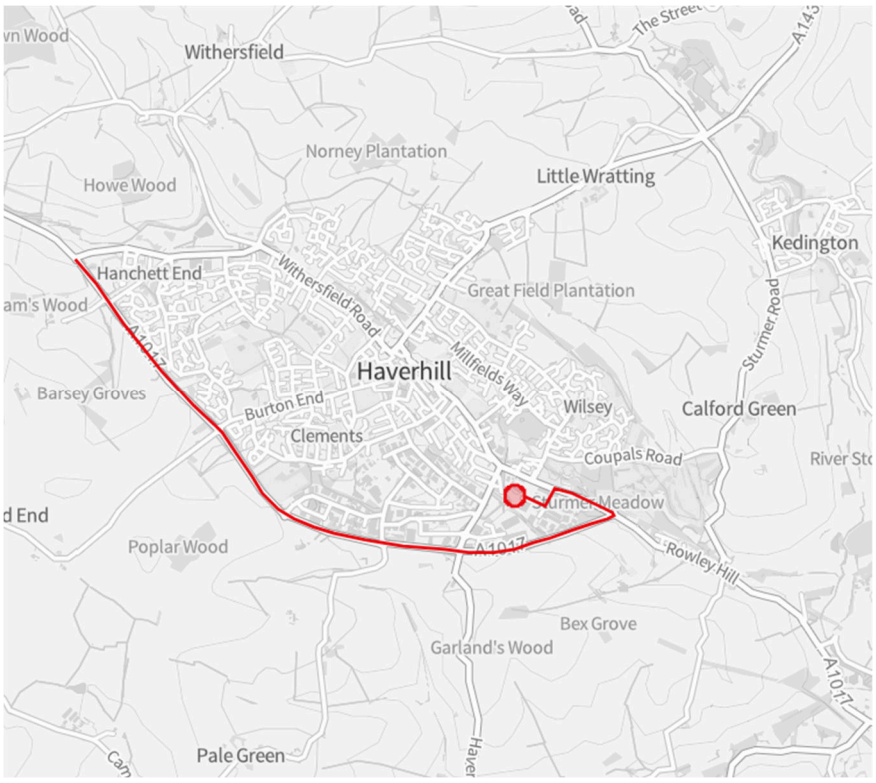
7.3 The intention is to avoid vehicles travelling through the town centre.

7.4 Vehicles travelling from the south will use the A1017, which links to the A143 to the east of the site at the roundabout junction where the A143 meets the A1017.

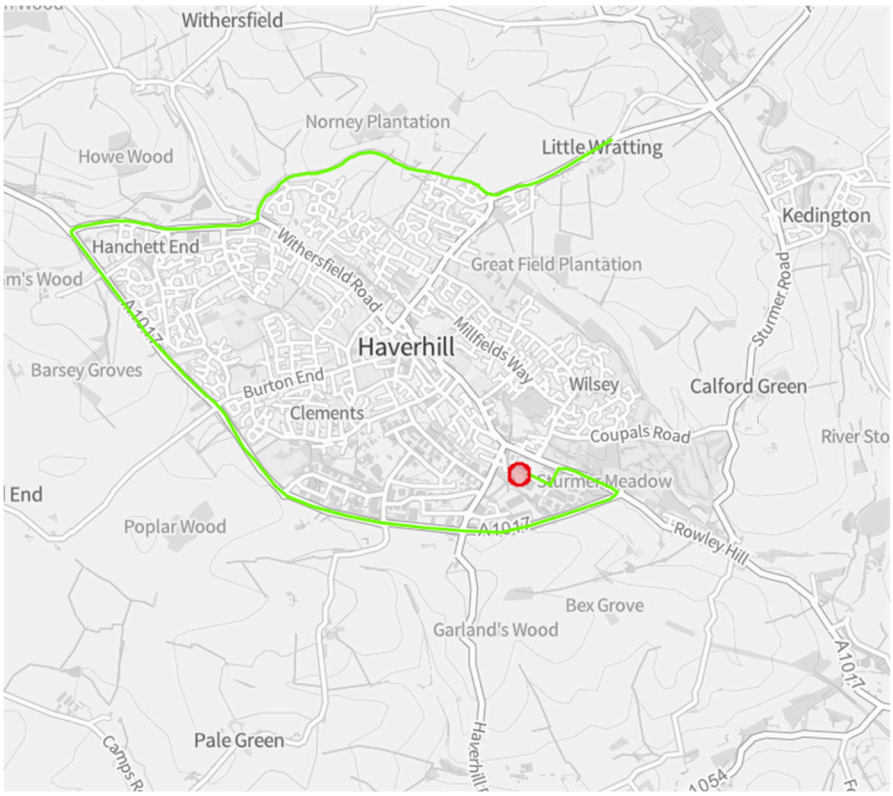
7.5 Vehicles travelling from the west and north will approach Haverhill on the A1307 that leads onto the A1017 western relief road. This allows vehicles to avoid travelling through the town.

7.6 For vehicles travelling from the east, they will approach Haverhill from the A143. The new northern relief road will provide a link on to the A1307 and then A1017 western relief road which avoids all traffic from entering the town. The various routes are shown on the drawings below.

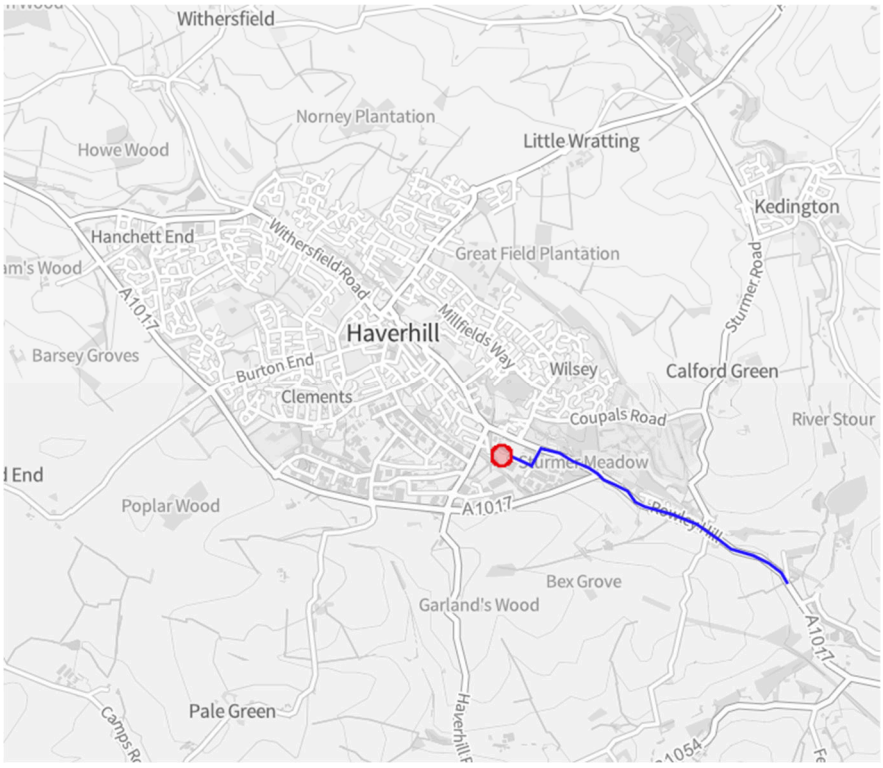
Traffic Routing from the WEST



Traffic Routing from the EAST



Traffic Routing from the SOUTH



8. Summary and Conclusions

8.1 Widdington Recycling Ltd propose to develop a Materials Recovery Facility operation at a site located in the Falconer Road Industrial Estate, Haverhill.

8.2 The proposals involve the importation of construction and demolition as well as skip waste, which will be processed on site for recycling. The site will process up to 75,000 tonnes per annum in line with the site's environmental permit.

8.3 The site will contain a MRF housing a processing plant together with a number of ancillary buildings and storage area. There is an existing car parking for at least 18 cars at an off-site location adjacent to the application site also under the control of Widdington Recycling.

8.4 No new access point is proposed.

8.5 The site operations will generate approximately 1.5 HGV movements per hour and three skip/light goods vehicle movements per hour.

8.6 There is no evidence accident history on the local highway network associated with HGVs. There is limited accident history on the local highway network over the past five years (none since 2020), indicating the highway network is safe.

8.7 It is considered that the proposed level of traffic generation would have no discernible negative impact on the operation or safety of the local highway network.

8.8 The site is accessible by foot and cycle. There are limited options for public transport.

8.9 Vehicle routing is proposed to avoid the town centre of Haverhill.

8.10 This Transport Statement has demonstrated that the residual cumulative impacts of the development are not severe. In accordance with the NPPF and in particular paragraph 115, the development should not be refused on transport grounds.

Appendix I - traffic free routes and pedestrianised areas within Haverhill

Haverhill

Suffolk County Council

1.5 miles / 2.4 km / 30 minutes walking or 7.5 minutes cycling

1 mile / 1.6 km / 20 minutes walking or 5 minutes cycling

Howe Wood
Markham's Wood
Barsey Groves
Ladygate Wood
Poplar Wood
Greatley Wood
Bex Grove
Mary Cole's Grove
Emperor's Green
Golf Course
East Town Park
Millennium Meadow
Mott's Field
Puddle Brook Playing Fields
Havermill Recreation Ground
Rugby Ground
Playing Field
Football Ground
Cemetery
Research Park
Art Gallery
Town Council
Leisure Centre
Cinema
Stepped access
Superstores
Stour Brook
Hanchett End
Chimswell
Parkway
Haverhill
Clements
Hazel Stub
Little Wratting
Chalkstone
Wilsey
Calford Green
Sturmer
Industrial Estate
Castle Manor Academy
Samuel Ward Academy
A1307
A1017
A143
B1061
B1057
HAVERHILL ROAD
HALES BARN ROAD
WITHERSFIELD ROAD
HAWTHORN ROAD
PARK ROAD
BAINES CONEY
HANCHETT END
HEMPSTEAD ROAD
APPLE ACRE ROAD
CHIMSWELL WAY
CHIMSWELL WAY
HOLLESLEY AVE
CALFORD DRIVE
BERGHOLT ROAD
VICTORIA RD
RAINE AVE
CHIVERS ROAD
SCHOOL LA
SCHOOL LANE
BURTON END
YORK ROAD
CONNAUGHT RD
LEATHER LANE
LEISTON RD
BOLEYN WAY
HENRY CL
CLEVES ROAD
ARAGON RD
BUCKINGHAM RD
GLOUCESTER RD
CLARENDON RD
GREENFIELDS WAY
NORTON ROAD
BURTON END
HOWE ROAD
HOWE ROAD
COLBECK RD
CLOSE
CHAPEL END RD
MASON CL
MEADOWSWEET CL
CAMBRIDGE WAY
CAMBRIDGE WAY
ASH GROVE
BEECH GROVE
EASTERN AVENUE
SPINDLE ROAD
POPLAR CL
CONSTABLE ROAD
ATLERTON ROAD
HORSHAM CL
BRYBANK ROAD
NOTLEY DRIVE
HOPTON RISE
HANCOCKS ROAD
PRINCESS WAY
QUEENSWAY
THE CAUSEWAY
CASTLE AVENUE
NORTH AVENUE
HAZEL CL
CASTLE LANE
ST EDMUND'S WAY
PRIMROSE HILL
LAYER ROAD
CLEMENTS LANE
RECREATION ROAD
MILL HILL
MILL HILL
ORCHARD CL
PASKE AVENUE
DUDDERY HILL
HELIONS PARK AVENUE
QUAKER'S LANE
MILL ROAD
CROWLAND ROAD
DOWNS CRESCENT
CAMPS ROAD
CHAUNTRY ROAD
THE PRIMTLE
QUEEN STREET
MARKET HILL HIGH
LORD'S CROFT LANE
HELIONS SERVICE RD
HELIONS BUMPSTEAD ROAD
PIPERELL WAY
MOON HALL LANE
HOMEFIELD ROAD
ROOKWOOD WAY
ROOKWOOD WAY
HOLLANDS ROAD
BEAUMONT COURT
BEAUMONT VALE
ASHLEA RD
BUMPSTEAD ROAD
BUMPSTEAD ROAD
COPY HILL
FALCONER ROAD
FALCONER ROAD
BOUNDARY ROAD
ROWLEY HILL
CRUNCH CROFT
HILL LANE
STURMER ROAD
COUPALS ROAD
COUPALS ROAD
WEEDELL ROAD
MINERVA CL
JANUS CL
TASMAN RD
ROMAN WAY
MALLOW CL
DAISY CL
FALCON CL
TERN CL
FENTON RD
MILLFIELDS WAY
MILLFIELDS WAY
HARDWICK RD
RUGMERE PLACE
INGHAM ROAD
DEBEN ROAD
CHELMER ROAD
BOURNE ROAD
CHALKSTONE WAY
ALDE ROAD
JAYWICK ROAD
MILLFIELDS WAY
DOVE HOUSE RD
MRATTING ROAD
CHURCHILL AVENUE
BLADON WAY
HILL CRES
CHAPPLE DRIVE
TRINITY LINK
ABBOTTS ROAD
MINSTER ROAD
CARDINAL WAY
ARROWDENE ROAD
GOLDINGS CL
FALKLANDS ROAD
ANN SUCKLING ROAD
BOYTON CLOSE
FARBANT ROAD
BEAVIS DRIVE
MANOR ROAD
RUFFLES ROAD
GIRTON ROAD
ESSEX ROAD
MOUNT ROAD
EIRINGSHAUSEN WAY
GOLDEN VALLEY RD
JANNERS RD
HAMLET ROAD
TUDOR CLOSE
FROY LANE
SPOUR VALLEY RD
LARKS CL
DUTCHEY CL
CHALKSTONE WAY
JAY CLOSE
BAILEY CL
SHOPLAND ROAD
GREEN ROAD

Traffic-free route, includes Bridleways, Byways Open to All Traffic and Restriced Byways
Pedestrianised street
Footpath no cycling permitted
Toucan / Pedestrian crossing
School (Secondary schools named)
Library
Skate park
One-way street
Bus station
Cycle parking
Cycle shop

suffolkonboard
suffolk passenger transport