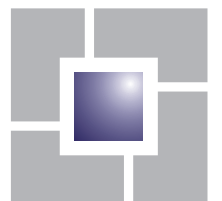


Great Billing Waste Transfer
Station, Billing

Transport Statement





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2nd December 2014
SJT/JLS/14295-01d_TS

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Figure 1 Site Location Plan



1.0 INTRODUCTION

- 1.1 This Transport Statement has been prepared on behalf of Mick George Limited to consider the highway and transport implications of the continued use of the Great Billing Waste Transfer Station, Billing, Northamptonshire.
- 1.2 This Statement has been prepared in response to a request from the Local Highway Authority for information to be provided with regards to the proposed traffic movements associated with the site, in particular the impact of HGV traffic exiting the site onto Crow Lane.
- 1.3 The report concludes that the site will not generate a significant number of additional movements on the local network and the impact on Crow Lane will be over a very short stretch from the site access road and onto the A45.

2.0 SITE LOCATION

2.1 Description

2.1.1 The site is located on the southern edge of Great Billing on the outskirts of Northampton adjacent to an existing sewage works and industrial units. Vehicular access to the site is via Lower Ecton Lane immediately to the south of the A45. The location of the site is included in **Figure 1**.

2.1.2 The site access from Lower Ecton Lane is shown in **Photograph 1** below. The access road measures approximately 6m for the majority of its length, narrowing to around 3.5m within the vicinity of the main site.



Photograph 1 – Access to the Site from Lower Ecton Lane

2.2 Local Road Network

2.2.1 Lower Ecton Lane is a single carriageway road measuring approximately 8.2m and is an established HGV route. Lower Ecton Lane links with Crow Lane at a simple priority junction approximately 85m to the west of the access junction.

2.2.2 Crow Lane is a single carriageway road running north-south with a width of approximately 8m. Crow Lane is in good condition and street lighting is provided. This road forms the main route for existing HGV traffic to and from the adjacent industrial areas. The slip roads to the A45 are immediately north of the junction of Crow Lane with Lower Ecton Lane. **Photographs 2 and 3** show the view from Lower Ecton Lane onto Crow Lane for vehicles exiting the junction. Visibility would appear to be good in both directions.



Photograph 2 – Crow Lane Northbound



Photograph 3 – Crow Lane Southbound

- 2.2.3 Existing signage is provided for HGV traffic using Lower Ecton Lane to route north on Crow Lane directly onto the A45 for the wider network.



3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals are to extend the life of the Great Billing Waste Transfer Station for a further 12 years. Over this extended period it is proposed the site will generate a throughput of 300,000 tonnes of material per annum.
- 3.2 The routing for HGVs from the site will be via Lower Ecton Lane, Crow Lane north and directly onto the wider network via the A45.
- 3.3 The operational hours for the site will be from 07:00 until 18:00 Monday to Sunday, including bank holidays (albeit limited movements on Sundays and bank holidays).
- 3.4 The traffic impact associated with the site is quantified in Section 4.



4.0 TRAFFIC IMPACT

- 4.1 It is understood the proposed site will generate a throughput of 300,000 tonnes per year over an additional 12 years. This equates to 6,000 tonnes per week or 1,100 tonnes per day assuming a slightly reduced rate on a Saturday and Sunday. The vehicles visiting the site will vary between skips and tipper trucks and we have therefore assumed a payload of 5 tonnes.
- 4.2 This equates to a total of 220 HGV loads a day (440 movements). Assuming 10% is generated during peak periods, 44 movements (22 in and 22 out) will be generated on the local network during the peak hours. This is one vehicle on the local network around every minute.
- 4.3 There are no residential dwellings on the route from the site prior to joining the A45 dual carriageway. In addition, any traffic impact on Crow Lane will be over a very short stretch between the A45 and Lower Ecton Lane, which is effectively where the slip roads start and finish. This route is considered to be suitable for HGV traffic generation.
- 4.4 On this basis, it is considered that the additional traffic would not have a material impact on the safety or operation of the local road network.



5.0 CONCLUSIONS

- 5.1 This report has been prepared on behalf of Mick George Limited to review the transport implications of the proposals at the Great Billing Waste Transfer Station, Billing, Northamptonshire.
- 5.2 The proposals involve the throughput of 300,000 tonnes of material per annum and will generate around 44 movements during peak periods on the local network, which is not significant. Crow Lane is an established HGV route and the additional movements will impact Crow Lane over a very short stretch given the close proximity of the site to the A45.
- 5.3 In conclusion, there are no highways or transport grounds for objecting to the planning application.

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Figure 1



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