



EXTENSION TO THE OPERATIONAL LIFE OF THE SUTTON COURTENAY WASTE TRANSFER STATION, APPLEFORD SIDINGS, SUTTON COURTENAY, OXFORDSHIRE

Transport Statement

Prepared for



FCC Environment (UK) Limited

October 2023
3048-01-TS01



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CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose of This Report	1
1.2	Pre-application Scoping Advice.....	1
1.3	Report Structure	1
2.0	EXISTING CONDITIONS.....	3
2.1	General.....	3
2.2	Planning History.....	3
2.3	Local Highway Network	3
2.4	Highway Safety.....	5
3.0	SCHEME DETAILS	7
3.1	Overview.....	7
3.2	Site Access and Internal Road Layout	7
3.3	HGV Trips.....	7
4.0	SUMMARY AND CONCLUSIONS.....	10

IMAGES

Image 2.1 – Site Location	4
Image 2.2 – Road Safety Record (2017 – 2021 Inclusive).....	5

TABLES

Table 2.1 – Summary of Sutton Courtenay WTS Weighbridge Data (04/01/2022 – 13/06/2023).....	8
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APPENDICES

Appendix A – Summary of Weighbridge Data
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1.0 INTRODUCTION

1.1 Purpose of This Report

- 1.1.1 Axis has been appointed by FCC Environment (UK) Ltd ('FCC') to prepare this Transport Statement (TS) in support of a planning application under Section 73 of the Town and Country Planning Act 1990 (as amended), to 'vary' Conditions 3 and 4 attached to appeal decision ref: APP/U3100/A/13/2210018, to extend the operational life of the Sutton Courtenay Waste Treatment Station (WTS) at Appleford Sidings, Sutton Courtenay, Oxfordshire.
- 1.1.2 From the outset it should be noted that **no** physical changes are proposed to the WTS. Furthermore **no** operational change to the day-to-day activities, such as operating hours or working practices are sought. The application simply relates to the extension of operations beyond that current consented.
- 1.1.3 This TS accompanies the planning application for the proposed scheme to inform the Local Highway Authority (LHA), Oxfordshire County Council (OCC), of the nature of the application site and to provide an assessment of the highway-related implications associated with the proposal.

1.2 Pre-application Scoping Advice

- 1.2.1 A request for pre-application planning advice was submitted by Axis to OCC, which is the relevant Local Planning Authority (LPA) for minerals and waste applications, in July 2022, although this did not include any specific comments from the LHA.
- 1.2.2 This TS has therefore been prepared in line with National Planning Policy Guidance (NPPG).

1.3 Report Structure

- 1.3.1 The structure of this TS is as follows:
- i) **Chapter 2** provides a description of the existing highway conditions around the site and reviews the existing accident record;



- ii) **Chapter 3** describes the existing operation of the Site, including access arrangements and parking provision;
- iii) **Chapter 4** details the existing trip generation at the Site; and,
- iv) **Chapter 5** summarises and concludes the TS report.



2.0 EXISTING CONDITIONS

2.1 General

- 2.1.1 The application site is located within the Sutton Courtenay Landfill Site at Appleford Sidings. The WTS is operated by FCC under appeal decision ref: APP/U3100/A/13/2210018.
- 2.1.2 The Sutton Courtenay Waste Management Site is located approximately 1.2km south-west of the village of Appleford, Oxfordshire, and approximately 3km north of Didcot Town Centre.
- 2.1.3 The WTS is located centrally within the wider Sutton Courtenay Waste Management Site and is situated on approximately 2.0Ha of hardstanding to the west of the railway sidings. It is bounded to the north by mineral processing and extraction areas; to the west by an open windrow composting pad; to the east by further mineral processing facilities and the rail sidings; and by further areas of woodland to the east, and to the south by landfill and clay extraction works.

2.2 Planning History

- 2.2.1 As noted above, the extant landfilling consent is MW.0039/15 (P15/V0530/CM). Under the current, extant planning consent, deposit of waste is due to cease by 31st December 2030, with the site to be capped by 3rd September 2031 and restoration to be completed by 20th September 2036.
- 2.2.2 The WTS is operating under extant planning consent ref: APP/U3100/A/13/2210018. Condition 3 on this consent requires operations at the WTS to cease, building, plant and machinery to be removed, and the site restored by 31st December 2030.

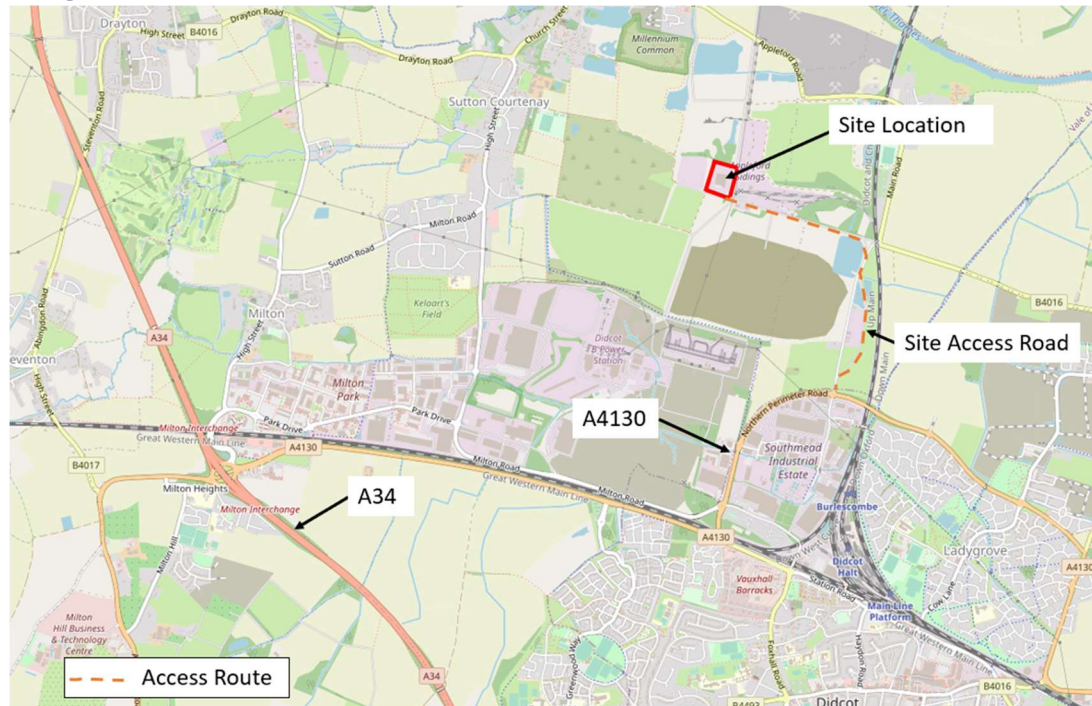
2.3 Local Highway Network

- 2.3.1 Vehicular access to the Site is from the A4130 via a circa 2km long access road, which provides access to the WTS site as well as to the wider Sutton Courtenay landfill site.



- 2.3.2 The location of the Site in relation to the local highway network is shown on **Image 2.1**.

Image 2.1 – Site Location



Site Access Road

- 2.3.3 The site access road is a two-way, single-carriageway road which runs in an approximately north-south alignment, with a carriageway width of generally 6m.
- 2.3.4 The road runs from a 4-arm priority-controlled roundabout junction with the A4130, approximately 2km south-east of the Site.
- 2.3.5 The site access was constructed as a purpose-built haul road to provide access to the landfill site, and as such the junction with the A4130 is designed to accommodate HGV movements.

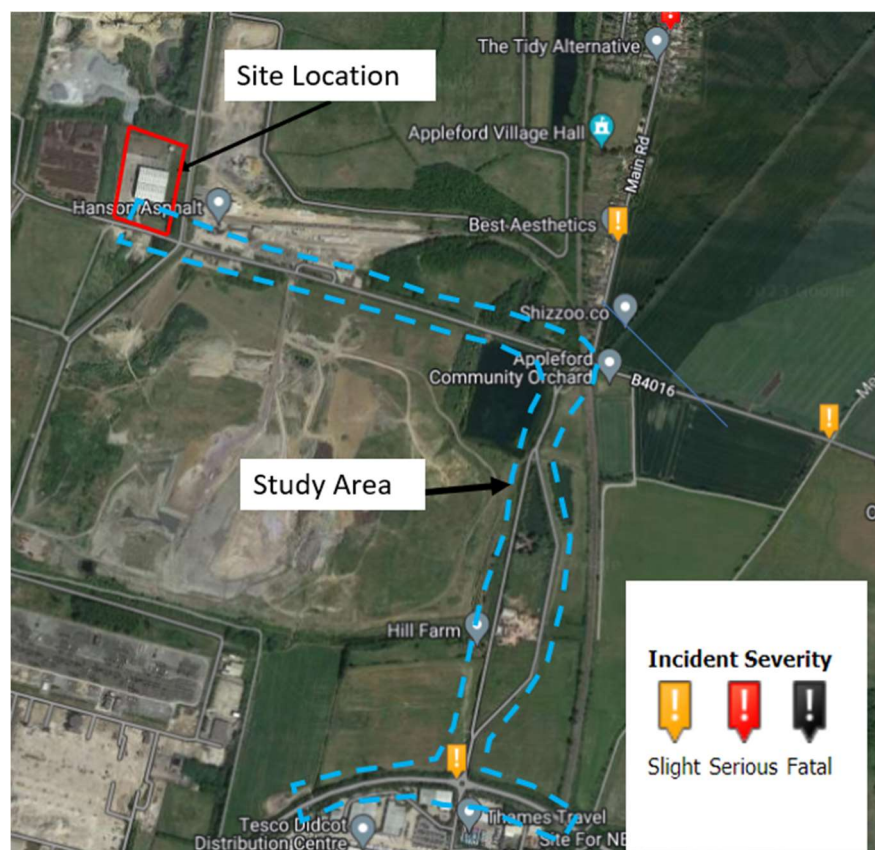
A4130

- 2.3.6 The A4130 is a two-way, single carriageway road which runs in a generally east-west alignment. The road provides a connection to the A34 at its western end, approximately 6.5km south-west of the Site by road.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network in the vicinity of the Site has been obtained from the online CrashMap resource¹. Data was extracted for the most recently available 5-year period (2017 and 2021 inclusive). The location and severity of the accidents are shown on **Image 2.2**.

Image 2.2 – Road Safety Record (2017 – 2021 Inclusive)



¹ www.crashmap.co.uk

- 2.4.2 The record shows that during the most recent 5-year period there have been no accidents in the vicinity of the Site or along the site access road. Only one accident occurred at the A4130 / site access road junction. This therefore demonstrates that the WTS facility currently operates safely, and it is considered that the existing accident record does not present a material concern in the context of the proposed scheme.



3.0 SCHEME DETAILS

3.1 Overview

- 3.1.1 The planning application seeks to extend the operational life of the WTS for the remainder of the current waste management contracts (end of 2049) and any associated option periods. There are no other material changes proposed to the operation of the WTS.
- 3.1.2 The consented annual throughput to the WTS is 60,000 tonnes per annum (tpa) of non-hazardous waste and 200 tpa of clinical waste. It is not proposed to increase this throughput, and as such the application proposals will not result in a material increase in the level of vehicle trip generation. Details of the existing trip generation associated with the WTS are provided below.

3.2 Site Access and Internal Road Layout

- 3.2.1 The site access and internal circulation arrangements for HGVs will remain unchanged from the existing strategy. HGVs will access the site via the haul road from the A4130 as described above.

3.3 HGV Trips

- 3.3.1 The traffic-generating potential of the proposed development has been forecast using a first principles approach with reference to the throughput of the proposed development, as provided by the applicant.
- 3.3.2 As noted above, the application proposals will not result in an increase to the currently consented processing capacity of the WTS, which will remain at 60,000 tpa of non-hazardous waste.
- 3.3.3 Based on weighbridge data provided by the applicant, the average payload of HGVs that deliver to the site is 5.5 tonnes, and the average payload of HGVs exporting waste from the site is 23.5 tonnes.



- 3.3.4 The weighbridge data is provided in Figures 1 and 2 in **Appendix A**, and summarised in **Table 2.1**, and indicates that over the most recent 18-month period, the WTS handled a total average throughput of 59,785tpa. This equates to a total of 40,654 two-way HGV movements per annum, or 951 two-way HGV trips per week.

Table 2.1 – Summary of Sutton Courtenay WTS Weighbridge Data (04/01/2022 – 13/06/2023)

Existing Throughput at Sutton Courtenay					
Unit	Tonnage	HGVs Importing	HGVs Exporting	Total	Two-Way
Per Annum	59,785	16,552	3,775	20,327	40,654
Per Week	1,150	327	149	479	951
Ave. Weekday	236	62	14	76	152
Permitted by Extant Planning Consent					
Unit	Tonnage	HGVs Importing	HGVs Exporting	Total	Two-Way
Per Annum	60,000	16,611	3,789	20,400	40,800
Per Week	1,154	328	150	477	955
Ave. Weekday	237	62	14	76	153

- 3.3.5 The weighbridge data indicates that the WTS is currently operating almost at the maximum annual throughput permitted by the extant planning consent and demonstrates that the application proposals would not result in a material increase in HGV movements. Under the current planning consent, the WTS could lawfully generate a maximum of approximately 40,800 two-way HGV trips per year (i.e. $60,000\text{tpa} / 59785\text{t} \times 40,654$), as shown in **Table 2.1**. This equates to approximately 4 additional two-way movements per week, or circa 1 additional two-way trip per weekday, on average.
- 3.3.6 HGV deliveries currently take place to and from the site between 6am and 6pm from Monday to Friday, but mainly concentrated during the core hours of 7am-4pm (as currently occurs), and from 7am-3pm on Saturdays. This arrangement will be unchanged as part of the application proposals. The WTS therefore currently generates 13 two-way HGV movements per hour on an average operational weekday [i.e. $152\text{ two-way trips per weekday} \div 12\text{ hours}$].
- 3.3.7 The proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective. The nominal increase in HGV trips



generated by the proposed development would be imperceptible to a casual observer and would not result in a material impact on the local highway network.



4.0 SUMMARY AND CONCLUSIONS

- 4.1.1 Axis has been appointed by FCC Environment (UK) Ltd ('FCC') to prepare this Transport Statement (TS) in support of a planning application under Section 73 of the Town and Country Planning Act 1990 (as amended), to 'vary' Conditions 3 and 4 attached to appeal decision ref: APP/U3100/A/13/2210018, to extend the operational life of the Sutton Courtenay Waste Treatment Station (WTS) at Appleford Sidings, Sutton Courtenay, Oxfordshire.
- 4.1.2 From the outset it should be noted that **no** physical changes are proposed to the WTS. Furthermore **no** operational change to the day-to-day activities, such as operating hours or working practices are sought. The application simply relates to the extension of operations beyond that current consented.
- 4.1.3 Personal Injury Accident (PIA) data has been obtained for the local highway network in the vicinity of the proposal site. There is no evidence of any highway safety issues within the vicinity of the site that would be exacerbated by the marginal increase in HGV traffic that the proposal could result in.
- 4.1.4 The WTS is currently operating close to the permitted maximum annual throughput tonnage, and currently generates approximately **152 two-way HGV movements on an average weekday**. If the WTS were to operate exactly at the maximum permitted throughput, this would equate to only 1 additional two-way HGV movement, and no additional car movements, during an average weekday, and only negligible traffic changes in the peak hours, compared to the current level of site activity. This level of increase is considered to be imperceptible to a casual observer and would not result in a material impact on the local highway network.
- 4.1.5 Paragraph 111 of the National Planning Policy Framework states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.



- 4.1.6 Based on the evidence presented in this TS, no unacceptable impact would be created by the development and the application is therefore commended for approval.



Appendix A – Summary of Weighbridge Data



Imports			
	2022	2023	
Total Waste Imports (T)	59,402	30,635	
Total Vehicle Movements (one-way)	11,039	5,513	
Average Payload (T)	5.4	5.6	

Exports			
	2022	2023	
Total Waste Exports (T)	59,284	30,035	
Total Vehicle Movements (one-way)	2,469	1,306	
Average Payload (T)	24.0	23.0	

Summary of Annual Profile of Weighbridge Data from Existing Site (Imports)

2022			
Month	Number of Tickets	Percentage of Total Annual Tickets	
January	942	9%	
February	838	8%	
March	963	9%	
April	918	8%	
May	926	8%	
June	899	8%	
July	886	8%	
August	910	8%	
September	928	8%	
October	918	8%	
November	980	9%	
December	931	8%	
Total	11039	100%	

Average Daily Imports

253 working weekdays per year
52 working Saturdays

Number of Tickets Organised by Hour and Day Type (Imports)

Hour Begin	2022	2022	2022	2023	2023	2023	Total (Full Year)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
0	147	10	0	43	4	0	190	14	0
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	4	0	0	6	0	0	10	0	0
7	463	29	0	284	14	0	747	43	0
8	344	60	0	229	45	0	573	105	0
9	469	89	0	307	45	0	776	134	0
10	715	141	0	411	58	0	1126	199	0
11	841	146	0	534	68	0	1375	214	0
12	1854	70	0	939	33	0	2793	103	0
13	3688	40	0	1586	23	0	5274	63	0
14	1270	20	0	575	14	0	1845	34	0
15	538	8	0	241	10	0	779	18	0
16	93	0	0	43	1	0	136	1	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
Total	10426	613	0	5198	315	0	15624	928	0

Hour Begin	Weekday	Saturday	
0	1	0	
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	3	1	
8	2	2	
9	3	3	
10	4	4	
11	5	4	
12	11	2	
13	21	1	
14	7	1	
15	3	0	
16	1	0	
17	0	0	
18	0	0	
19	0	0	
20	0	0	
21	0	0	
22	0	0	
23	0	0	
Total	62	18	one-way
	124	36	two-way

Summary (imports)

Day	2022			2023			Total		
	Annual Tickets	Days of the Year	Average Tickets per Day	Annual Tickets	Days of the Year	Average Tickets per Day	Annual Tickets	Days of the Year	Average Tickets per Day
Weekday	10426	253	41	5198	253	21	15624	253	62
Saturdays	613	52	12	315	52	6	928	52	18
Sundays	0	0	0	0	0	0	0	0	0



axis

Figure: 1

Project Name: Sutton Courtenay WTS Extension of Life

Project Number: 3048-01

Description: Summary of WTS Weighbridge Data (Imports)

Date Jun-23

Imports			
	2022	2023	
Total Waste Imports (T)	59,402	30,635	
Total Vehicle Movements (one-way)	11,039	5,513	
Average Payload (T)	5.4	5.6	

Exports			
	2022	2023	
Total Waste Exports (T)	59,284	30,035	
Total Vehicle Movements (one-way)	2,469	1,306	
Average Payload (T)	24.0	23.0	

Summary of Annual Profile of Weighbridge Data from Existing Site (Exports)

2022			
Month	Number of Tickets	Percentage of Total Annual Tickets	
January	222	9%	
February	194	8%	
March	209	8%	
April	207	8%	
May	207	8%	
June	193	8%	
July	204	8%	
August	183	7%	
September	199	8%	
October	199	8%	
November	235	10%	
December	217	9%	
Total	2469	100%	

Average Daily Imports

253 working weekdays per year
52 working Saturdays

Number of Tickets Organised by Hour and Day Type (Exports)

Hour Begin	2022			2023			Total (Full Year)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
0	10	1	0	53	3	0	63	4	0
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	9	4	0	10	2	0	19	6	0
7	301	14	0	138	7	0	439	21	0
8	382	14	0	104	5	0	486	19	0
9	222	12	0	123	5	0	345	17	0
10	179	17	0	87	7	0	266	24	0
11	189	27	0	101	20	0	290	47	0
12	162	11	0	122	1	0	284	12	0
13	161	2	0	117	3	0	278	5	0
14	365	2	0	193	5	0	558	7	0
15	374	1	0	187	0	0	561	1	0
16	10	0	0	13	0	0	23	0	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
Total	2364	105	0	1248	58	0	3612	163	0

Hour Begin	Weekday	Saturday
0	0	0
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
7	2	0
8	2	0
9	1	0
10	1	0
11	1	1
12	1	0
13	1	0
14	2	0
15	2	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
Total	14	3
	29	6

one-way
two-way

Summary (imports)

Day	2022			2023			Total		
	Annual Tickets	Days of the Year	Average Tickets per Day	Annual Tickets	Days of the Year	Average Tickets per Day	Annual Tickets	Days of the Year	Average Tickets per Day
Weekday	2364	253	9	1248	253	5	3612	253	14
Saturdays	105	52	2	58	52	1	163	52	3
Sundays	0	0	0	0	0	0	0	0	0



axis

Figure: 2

Project Name: Sutton Courtenay WTS Extension of Life

Project Number: 3048-01

Description: Summary of WTS Weighbridge Data (Exports)

Date Jun-23