

:INNOV8PLANNING:

Traffic Statement

Introduction

This statement is made in support of the proposed front end Material Recycling Facility at Pilsworth South.

The premise of the facilities is to intercept the commercial and industrial waste that is heading for landfill and extracting recyclable materials which would then be removed from site for recycling/re-use/recovery by third parties elsewhere. Any domestic/putrescible waste by would by-pass the facility to landfill as per current arrangements. The proposed development could attract a third-party construction/demolition/excavation waste. This material will be segregated into recyclables and soils/rubble that can be used as engineering materials and daily cover on the landfill. Any putrescible waste will again bypass the facility and be directly landfilled.

The Site

Pilsworth South Landfill lies wholly within the Borough of Bury to the east of Junction 3 of the M66. Bury town centre lies 2.5km to the north west, whilst Heywood, in the neighbouring Borough of Rochdale lies about 3km to the north east.



The Access into the site via Pilsworth Road will remain unaltered and most vehicles will exit the site and use the M66 which lies immediately adjacent to western boundary of the site.

Traffic Assessment

The proposed development will not increase inputs to the site.

However the proposed development will now result in a number of vehicles leaving the site will recyclable material.

The manufacturer specifies that, depending on likely inputs the recyclable content will be:

- 10% Wood
- 5% Glass
- 5% Plastic

Based on a typical month input of 15,000 tonnes per month would equates to the recycling of:

- 1500 tonnes of wood
- 750 tonnes of plastic
- 750 tonnes of glass

The material would be removed from site by 20t bulkers but assuming 18.6t is removed per trip equates to:

	2-way movements per month	2-way movements per week	2-way movements per day
Wood	80	18	4
Plastic	40	9	2
Glass	40	9	2
Total	160	36	8

Therefore, the proposed development will generate an additional 1 two-way movement per hour to the site.

Conclusion

This level of activity is consider insignificant and will not materially affect the capacity of the junction or detrimentally affect highway safety on the surrounding highway network.