

Valencia Waste Management Ltd

MRF Travel Plan

Pilsworth MRF



SITE DESCRIPTION

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

OVERVIEW OF THE SITE

Weighbridge and Gatehouse

The proposed development will utilise existing weighbridges and gatehouse facilities.

Socio-economic

The landfill associated with the proposed MRF provides necessary waste management solutions for the area which ensures that local business's and local facilities have accessible waste management services as well as provide direct employment opportunities and in direct employment opportunities and supply chain financial benefits.

Employment

The MRF will have created in the region of 6-12 new full time posts.

Temporary staff from agencies will occasionally be employed to meet operational needs. To meet with the objectives of the Travel Plan and in line with Valencia policy, agencies located in close proximity to the site will be utilised.

Visitors

It is not envisaged that the MRF will generate significant numbers of visitors.

Accessibility by Non-Car Modes

The MRF is unlikely to attract a significant number of non-car trips on the basis of the type of use and its geographical location in the context of local employment catchment areas together with the availability of interconnecting non-car infrastructure.

In fact, currently, the site is not accessible to any serviced bus stops and footpaths are not provided in proximity of the site. Furthermore, the desire to travel by bike is suppressed by the heavy use of HGV traffic travelling to and from the site as well as other uses in the area, which may create a perception of unacceptable safety risks.

Consequently, the proposed development would be attractive to people travelling by car and this supposition is supported by site observations relating to mode choices of staff and visitors travelling to the existing landfill.

Summary of Accessibility

Overall, the MRF is well located in respect of the strategic and high capacity road network from which traffic movements associated with the proposed development will primarily originate. The opportunities to travel to the application site by non-car modes are limited by virtue of existing infrastructure provision together with the geographical location of nearby population centres. As such, the primary mode of travel for staff will be by car.

1. Procedure

Training

All MRF staff and contractors will be trained in the details of this Travel Plan and will be required to submit information regarding their travel to site within six weeks of commencement of Occupation of the site in order that the required surveys can be carried out. Annual surveys will be carried out from the date of submission of the first Travel Plan survey.

Visitors

All visitors to the site will be provided with guidance in order to implement the details and intentions of this plan prior to making visits to site.

All visitors will be required to declare their used method of transport to and from site when signing into the visitor book.

Public Transport

Guidance documentation for visitors to the site will include information on use of public transport and onward travel arrangements to site.

A designated computer, with internet access and links to useful sites to enable searches for public transport information, personnel and contractors, in the MRF Reception area.

Visitors, site personnel and contractors will be notified that information regarding journey planning (routes, maps, times by bus, train, coach, underground and taxi numbers).

Visitors, site personnel and contractors will be informed that departure time information by bus or rail.

The nearest scheduled bus stop to the MRF will also be notified to visitors.

Cyclists

Cyclists visiting the site will be directed to use the covered cycle storage adjacent to the administrative building for storage of their bicycles.

Cyclists will then use the clearly marked ramped pedestrian access footpath to the Administration Building.

Single Car Occupancy

Site users will be encouraged to lift share where possible in order to meet the targets of the Travel Plan.

Monitoring of Travel Plan

Positive promotion of the Travel Plan will be included in Guidance for Site Visit documents and visitors will be required to detail their mode of transport to site.

All staff and contractors will provide details of their journey to site in order that networks to encourage lift sharing can be encouraged to reduce single car occupancy and meet Travel Plan targets.

Appendix 1: Material Recovery Facility Site Plan



