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## 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"*.
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Transport Statement

**FCC Planning Application - MW.0167/23)**

- 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.  $152\text{ two-way trips per weekday} \div 12\text{ hours}$ ].