

**West of England Partnership Local
Development
Framework
Joint Waste Core Strategy Examination**
October 2010

Recovery Facilities, Locations and Sites

Whether justifiable and sufficient provision has been made for the development of waste recovery facilities of appropriate types and at appropriate preferred locations or strategic sites.

Statement
submitted on behalf of
Highways Agency

1. **Context**

Since 2007 the Highways Agency (Agency) has made a series of representations to the Waste Core Strategy (CS). This statement seeks to build upon our previous submissions, clarify points raised through the Inspectors agenda for the Examination in Public, focusing specifically on matters relating to reducing the need to travel and the likely impact of the proposed waste sites on the Strategic Road Network (SRN). This statement should be considered as additional evidence at the session relating to Recovery Facilities, Locations and Sites.

The Agency is responsible for considering the potential impact on the network of proposals for new developments including waste proposals. Part of this remit is to enable the network to support the economic viability and sustainable growth of regions. In this instance the Agency principle interest relates to the impact of future waste developments on the A4, M32, M4, M48, M49 and M5.

The SRN in the West of England area experiences capacity constraints as a result of both daily and seasonal variations in traffic flow. It will be necessary to liaise directly with the Agency once the scale and points of impact on the SRN arising from specific proposals is known; the Agency will be able to advise on known existing and predicted capacity constraints at this time.

2. **Whether justifiable and sufficient provision has been made for the development of waste recovery facilities of appropriate types and at appropriate preferred locations or strategic sites?**

The Agency would like to take this opportunity to respond to a number of the questions identified within the Inspectors list of issues and matters for discussion. As previously advised by the Agency within their submissions to the Preferred Options and Submission Stage document we have no objection in principle to the overall strategy.

Assessment of the Impact of Development at Avonmouth/Sevenside on the SRN

As way of background, the Agency has commissioned its own traffic models in the Avonmouth/Sevenside area in order to test and examine impacts of potential interventions on the network and the impact of developments (specifically planning applications) in the area on the SRN. The Agency has developed a SATURN strategic model covering the Avonmouth area, the model area is bounded by the Rivers Avon and Severn, the M5, and the M4/M48. The Agency has also developed a Paramics microsimulation model which covers the M5 from Junction 18 to

9, the M4 from Junction 19 to 20, the M32 from Junction 1 to the M4, and the M49 from the M5 to just south of the M4. These models will be used in a collaborative manner with developers to assess the impacts of future proposals and proposed mitigation measure on sites compliant with the Waste Strategy.

The Agency is concerned at the potential impacts of speculative waste applications on non allocated sites as they come forward, particularly given that this area has the potential to deliver significant scale of industrial/employment development without formal planning consent as part of the extant permission which exists under the 1957 Severnside consent.

The Agency has considered the suitability of new waste recovery facilities coming forward within Avonmouth and as previously advised they could have the potential to impact upon the A4, M4, M5 and M49. Therefore any proposed schemes in these locations would need to be supported by a robust Transportation Assessment and Travel Plan and the Agency would need to be satisfied that there would not be unacceptable impacts on the SRN.

In light of our comments above and after further discussion with the West of England Partnership the Agency & the Partnership Authorities would welcome the insertion of the following text to Policy 12 of the Core Strategy

Policy 12

- 13. traffic generation, congestion, access and **where appropriate, the impacts of the proposals on the function and capacity of the** highway network in the vicinity of the site, including **the Strategic Road Network** and the primary route network.