



# Rookery South ERF CLP Meeting 2

17<sup>th</sup> October 2016

# Traffic Management, Lorry Routes and Enforcement

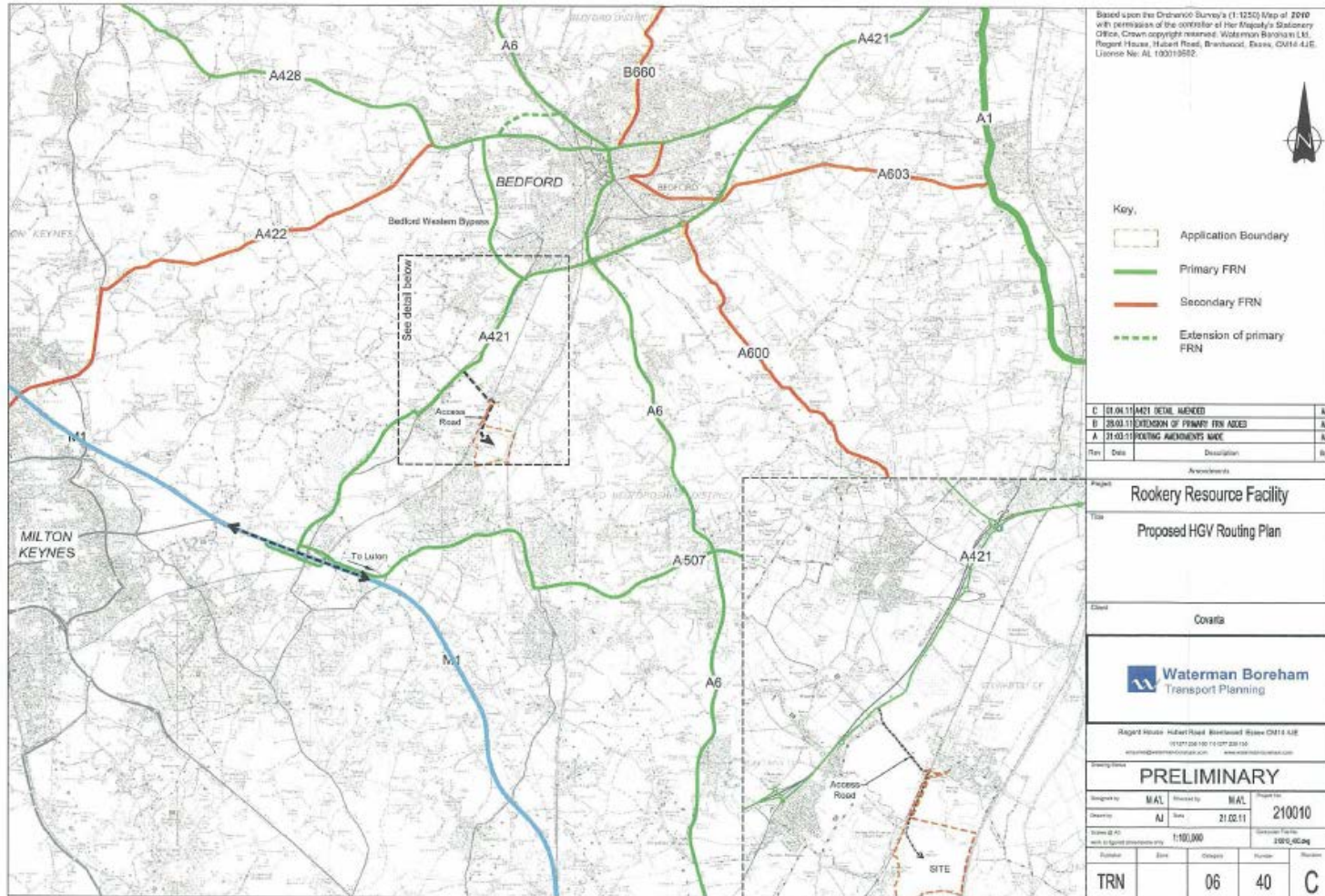
Addressed in:

- **S.106 schedule 1 item 1** states:
  - the Development shall not be constructed or Commercially Operated other than in accordance with the **HGV Access and Routing Strategy**
  - Can be temporarily suspended if
    - There is an obstruction
    - Drivers required by Police to follow an alternative route
- **Design & Access Statement** (part of planning application)
- **DCO Schedule 1 Part 2 - Requirements**

# HGV ACCESS & ROUTING STRATEGY

- All HGVs must travel via Green Lane and the C94 (former A421).
- HGVs must not use Broadmead Road
  - except when the HGV Access and Routing Strategy is temporarily suspended
- Covanta-Veolia to inform all HGV operators of the terms of the HGV Access and Routing Strategy
- HGV Access and Routing Plan will be enforced by appropriate signage
- Covanta-Veolia to provide CCTV at the site access, which will be monitored by the site security
- Drivers of vehicles accessing the site via Stewartby
  - will be reprimanded and subject to disciplinary action as appropriate
  - subject to the terms of any contractual arrangements with contractors.
- Local RCVs e.g. collecting in Stewartby, are excluded as they will already be on the local network.
- Covanta Veolia vehicles will be fitted with GPS systems enabling them to monitor the routes that their vehicles use

# HGV ACCESS & ROUTING PLAN

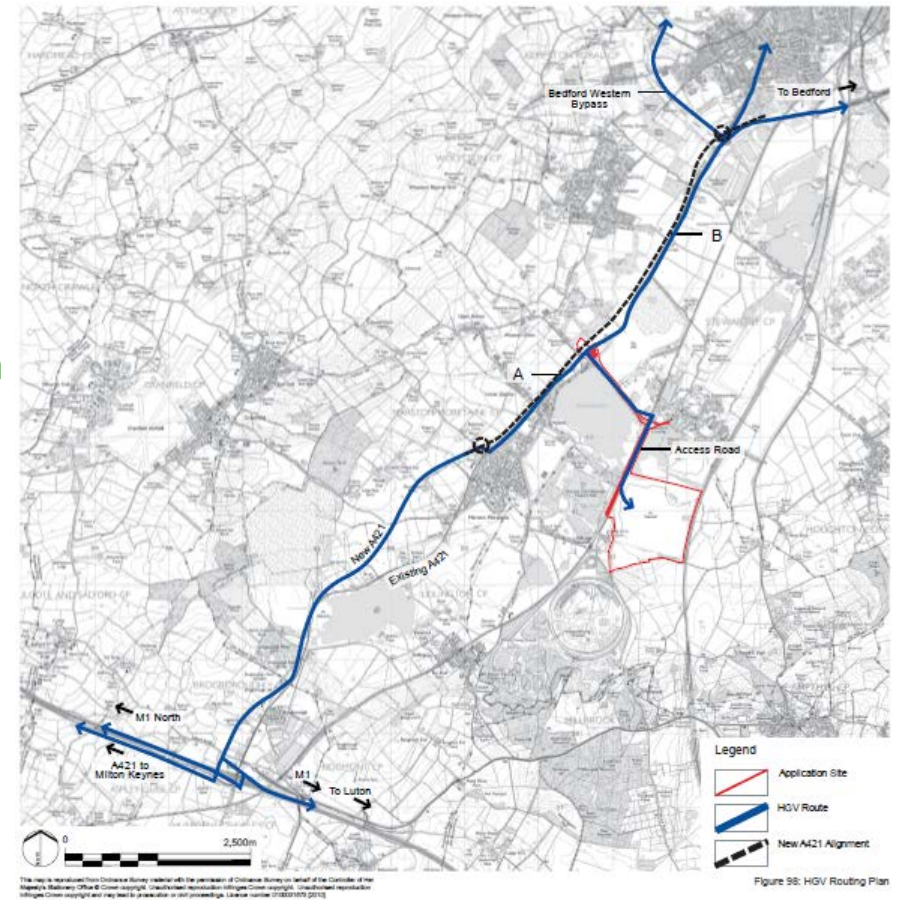




# Design & Access Statement - Routing Restrictions

“HGV traffic travelling from the RRF to the south (A) would route along Green Lane through the existing Green Lane/ A421 junction, then route along existing section of the A421 as far as the new grade-separated Marston Moretaine Junction, where it would gain access to the new dual carriageway south to the M1 Junction 13. Traffic to the RRF would use the same route in reverse”;

“RRF HGV traffic travelling from the RRF to the north (B) would route along Green Lane through the existing Green Lane/ A421 junction, then route along the existing section of the A421 as far as the new grade separated Marsh Leys Junction, when it would gain access to the new A421 dual carriageway”



# DCO Traffic Management Requirements

- **Restrictions on Vehicle movements** (*item 38*):
  - Heavy goods vehicle flows not to exceed 594 movements per day
- **Delivery hours** (*item 26*)
  - Monday to Saturday 0700 to 2300 (without written approval of CBC).
- **Loads to be covered** (*item 28*)
  - HGVs carrying bulk materials or waste into and out of the site must be covered
- **Travel plan** (*item 39*)
  - Must operate in accordance with travel plan
  - required for approval at least 6months prior to commercial operation,
  - review annually.

# Delivery Vehicles



# College development (former Hanson HQ) – in EIA

## Traffic Assessment section 7.3 (Cumulative Development):

- *"There are two committed developments that will result in additional traffic using the roads in the local area that need to be taken into account when assessing the impact of the proposed change of use of the Kimberley Building. These are the Resource Recovery Facility at Rookery Pit off Green Lane and a residential development on Broadmead Road."*

## Community Safety and Access Statement

- Gives consideration to the safe access to the site for pedestrians, cyclists and vehicles.
- Determination by Bedford BC takes account of the Covanta application (permission granted Sept 2013).





# Rookery South ERF CLP Meeting

END