

Matthew Phillips

From: Robin Smithyman <robin@keddltd.co.uk>
Sent: 21 June 2021 10:03
To: Matthew Phillips
Subject: Re: Ballswood Quarry - proposed mineral extraction areas within the permitted boundary and traffic movements
Attachments: DPW-BW-ROMP-16-02 ROMP Proposals Plan 2016.pdf; DPW-BW-ROMP-16-03 ROMP Restoration Plan 2016.pdf; KD.BLWQ.1.036 Poposals Plan - Differences to the Permitted Scheme.pdf

Hi Matthew,

Please find attached the plans requested together with approximate details of traffic movements.

Drawings

Permitted Development / Existing Plans

Permitted Proposals Plan - Drawing No. DPW/BW-ROMP/16-02
Permitted Restoration Scheme - Drawing No. DPW/BW-ROMP/16-03

Proposed Development

Proposals Plan – Differences to the Permitted Scheme – Drawing No. KD.BLWQ.1.036

With respect to the differences between the permitted restoration scheme (DPW/BW-ROMP/16-03) when compared to the proposed, the principles of the permitted scheme and associated restoration land uses / habitats have been brought forward and applied to the proposed landform scheme. See Drawing ref. KD.BWLQ.1.004A (Concept Restoration). The submitted scheme providing additional information and clarity when compared to the permitted.

In respect of vehicle movement the quarry sales are approximately 450,000 tonnes of mineral products per annum and imports of approximately 76,000 tonnes of dust which is required to blend and help create the range of mineral products. The gross tonnage therefore being 526,000 tonnes. There is little back-haulage between imports and exports, which are transported in both rigid and articulated HGVs, with payloads of 19 tonnes and 29 tonnes respectively. Of the overall vehicle movements, approximately 80% is in the larger articulated HGVs and 20% in the smaller rigid vehicles.

Based on the foregoing, it is established that the site attracts an approximate total of:

$80\% \times 526,000 \text{ tonnes} = 420,800 \text{ tonnes} / 29 \text{ tonnes} / 275 \text{ days} = 53 \text{ vehicle loads} / 106 \text{ movements per day.}$

$20\% \times 526,000 \text{ tonnes} = 105,200 \text{ tonnes} / 19 \text{ tonnes (20t HGV)} = 20 \text{ vehicle loads} / 40 \text{ movements per day.}$

The combined total vehicle flows are therefore established to be approximately 73 loads / 146 movements per day, which equates to around 7 loads / 14 movements per hour and 1 HGV movement every 4 – 5 minutes."

The traffic movements associated with the proposed development will remain the same as existing.

If you have any other queries please do not hesitate to contact me.

Regards

Robin



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Director

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