

From: Douglas Wardle <douglas@powerconsultingmidlands.com>
Sent: 30 May 2018 19:16
To: Howell, Morgan P
Cc: Richard Frearson
Subject: RE: 2017_01080_FUL Barry Port Biomass Plant, David Davies Road, Barry

Dear Morgan, as agreed during our conversation this morning in respect of the recent comments of the Highways Officer with respect to the movement of traffic, in particular HGVs delivering feedstock and Powder Trucks picking up ash, I summarise in this email the key points arising from the various discussions:

1. **Highways Officer Concerns:** we understand that the only remaining concerns of the Highways Officer that require to be addressed are the following:

“With respect to Highways concerns regarding the vehicle swept paths into and out of the site. The Highways officer has indicated the concerns below regarding the position of the weighbridge and the fact that vehicles entering the site would be crossing onto the wrong side of the carriageway when entering the site if needing to be weighed causing conflicts with those vehicles exiting. Is it possible for you to amend the location of the weighbridge within the site in order to mitigate this issue?”

Dealing with each of the points in turn:

2. **Status of the Weighbridge:** due to the delays in approving the application, the weighbridge has had to be constructed in the proposed position set out in the design documents previously supplied to you (see also the attached drawings) in order to avoid material delay to the construction programme. This is currently undergoing commissioning and it is not therefore practical to relocate it.
3. **Use of weighbridge:** note that further consultation with the operations team confirms that trucks delivering feedstock and ash trucks will each pass over the weighbridge on the way in and again on the way out (in order to provide an empty truck weight for comparison with the loaded weights. The previous concerns that the paths might cross over each other has therefore been eliminated and the attached three drawings are definitive.
4. **Yard Management:** control of all deliveries to and from the site is closely managed and coordinated with the banksman who will be aware of the potential for delivery clashes since he will be advised of the ash collection windows and also feedstock delivery windows with delays beyond these windows being phoned through. Within the Yard there is a temporary layby adjacent to the weighbridge itself and since the ash route within the yard is different from the feedstock route, this also allows for the management of movements within the yard. The same applies in the remote event that two feedstock trucks are within the yard at the same time.
5. **David Davies Road:** a further relevant point is that David Davies Road is within the port estate and only users of facilities further along the docks will ever pass the power project entrance.
6. **Frequency of Movements:** this is an important point:
 - The plant is restricted to processing 72,000 dry tonnes per year. Based on average moisture levels, this is modelled at ~86,000 tonnes of as delivered wood across a 48 week year (4 weeks downtime for maintenance) or 1792 tonnes per week. We are advised that HGVs will typically transport ~22.5 tonnes per load so that's 80-truck loads per week. Condition 8 allows for 80 hours of delivery per normal week so one an hour.
 - It is expected that there will normally be just one dedicated truck carrying out feedstock deliveries from a location close to the power plant site. In such circumstances there would obviously not be a possibility for congestion in and around the power plant site. Conceivably, the deliveries could be handled by two HGVs

rather than one which would mean each HGV visiting the site every two hours – again the possibility of a delivery clash being remote, given that unloading time is a maximum of 15 minutes.

- In addition to deliveries of feedstock, the other principal vehicle movements will be the removal of ash in power trucks. The Boiler manufacturer has provided projections showing that non-hazardous ash amounts to 2.7% of tonnes in while hazardous ash amounts to 1.8% of tonnes in which is 2322 tonnes/year and 1548 tonnes respectively. This in turn translates into approximately 2 truckloads of non-hazardous ash per week and 1.5 truckloads of hazardous ash per week. The possibility for such collections to clash with a delivery of feedstock does exist but will be infrequent and manageable by the banksman in the delivery yard.

I trust this draws together all the pertinent points and will enable you and your colleagues to come to a resolution of this matter.

Kind regards

Douglas

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