Document verification

Job title	Dragon Glass Bottle Manufacturing Facility	Job number 273927-02

Contents

2 Proposed Development Proposals

The proposed facility consists of a three-part operation for the production of glass bottles; the handling of raw material, the manufacturing of the glass containers and the product-inspection and packaging process. The proposed facility consists of several distinct components which are summarised below:

2No furnaces and associated filters and chimney stacks;

2No cullet buildings for the storage and processing of rejected and recycled glass;

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% of glass transportation deliveries have been assumed to take
st half of the day, with the remainder during the second half of
dered unlikely there will be such a strong bias in deliveries, but
n used to enable a robust calculation.

cle Trips - Materials

	Arrivals	Departures	Total*
	0	0	

3.3 Vehicle Stacking Analysis

An assessment has been undertaken to determine whether there is suitable capacity within the proposed facility to accommodate HGVs arriving/unloading/loading manoeuvring/departing thereby ensuring queuing will not extend onto the adjacent road.

The vehicle stacking analysis factors in two components, namely:

- The time which a vehicle spends on-site carrying out waste delivery/ collection activities, also known as the vehicle turnaround time, and
- The number of HGV stacking spaces available on-site.

Available Stacking Space

Two plans have been produced, one showing the materials yard and the other indicating the area where glass produced on-site will be loaded onto HGVs. These have been developed and designed to show how the peak number of HGVs expected on-site could be accommodated. The plans are shown below in Figure 1 and Figure 2.

Figure 1 shows that there is adequate space within the materials yard for a minimum of eight vehicles (large tippers) to unload materials at any given time, with give additional waiting spaces for those waiting to be called (

Stacking Capacity Analysis

It has been confirmed by CiNER that the average duration of a heavy vehicle (based on current 2021 data from the existing factory) in terms of entering the factory, passing the weighbridge empty with a receipt, loading from the warehouse and then passing the weighbridge loaded with a receipt is approximately 60 minutes, although it is expected that the turnaround time of vehicles at loading docks would be 20-30 minutes for Materials and 45 minutes for Glass Transportation.

For the purposes of this assessment, a turnaround time of 60 minutes has been assumed which is also reflected within the trip generation, with vehicles departing the site an hour after arrival.

It is expected that vehicles would wait at a loading dock before being called to the weighbridge to avoid any queuing within the site. Further information regarding the operation of the site is outlined in Section 4.2.

Materials

Based on a turnaround time of 60

This will ensure that any conflict between staff vehicles and HGV movements is minimised and that there is not an influx of arrivals/departures that occur at the same time. This is already an arranSed a84 Tm0 g0 G[sam)-3(e)4(ti)-3(m)3(e)]TJETQ0.000008DOCX