Project Name:	Canford Resource Park, Magna Road, Wimborne
Document Reference:	028.0076/TN/2
Document Name:	Technical Note – AADT
Prepared By:	James Rand (April 2026)
Checked By:	Tom Fisher (April 2026)
Approved By:	Tom Fisher (April 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	April 2026	JR	Team review	JR

1. INTRODUCTION

1.1 This Technical Note has been prepared by Paul Basham Associates on behalf of MVV Environment Ltd in relation to planning application APP/23/00822/F and subsequent appeal 6002440, for a Carbon Capture Retrofit Ready (CCRR) Energy from Waste Combined Heat and Power (EfW CHIP) facility at Canford Resource Park (CRP).

1.2 Although the planning application was refused, this was not on highways or transport grounds, having received no objection from the highway authority. The Statement of Common Ground (SOCG) confirms that the scheme would not result in an unacceptable impact of highway safety, with adequate access and on-site parking. It also confirms the development has no adverse impact on the adopted highway network.

1.3 However, since the preparation of the planning application, it has become apparent the traffic forecasts in the planning application are overly pessimistic. The purpose of this note is to present more realistic forecasts for use in revised environmental assessments.

2. DEVELOPMENT SCENARIOS

2.1 The transport chapter of the original ES / TA sets out two scenarios, firstly assuming all waste inputs are new to CRP, and secondly assuming a proportion is sourced from within CRP such that the net impact would be less. The original approved figures are shown in Table 1.

Vehicle Type	Movement Type	Scenario 1	Scenario 2
HGVs	Delivery of waste	148	68
	Delivery of consumables / collection of residues	22	22
LGVs	Parts/Spares	16	16
Cars	Staff	78	78
Total		264	184

Table 1: Scenario Comparison - Trips per weekday

2.2 These figures are estimates of development trip generation on a weekday. The underlying assumptions have been reviewed to convert these figures to AADT (Average Annual Daily Traffic), i.e. the daily average across a year, taking into account the fact that activity on weekends would be less. The resultant figures are shown in **Table 2**.

Vehicle Type	Movement Type	Scenario 1	Scenario 2
HGVs	Delivery of waste	112	52
	Delivery of consumables / collection of residues	18	18
LGVs	Parts/Spares	16	16
Cars	Staff	69	69
Total		215	155

Table 2: Scenario Comparison - Trips per day

2.3 For scenario 2, a reduction was applied to reflect the fact that of the 260ktpa capacity, 140.5ktpa was likely to originate from the MRF/MBT within CRP, using EA waste data available at the time. Any waste sourced from these facilities would not generate additional trips on the local road network, hence the reduction in the net number of trips.

2.4 Since the original reports were produced, it is understood that more recently the amount of waste being processed at these facilities has increased to 150ktpa, such that only 110ktpa of waste being delivered to the site would result in additional vehicle movements. This would reduce the net HGV trips for waste delivery further to 48. Therefore the total AADT for scenario 2 is 151.

2.5 In fact even these assumptions are conservative. Working on the assumption of 25 tonne loads, the 150ktpa currently processed at the MRF/MBT equates to 6000 loads. Each load currently requires four vehicle trips on the public highway network:

1) The load is delivered
2) The delivery vehicle leaves empty
3) Another vehicle arrives to pick up processed material
4) The laden vehicle leaves

2.6 Each load would only require two vehicle movements on the public highway network with the proposed EfW facility – 1) for the load being delivered to the MRF/MBT and 2) the delivery vehicle leaving empty. Additional movements will be required within CRP to deliver the material from the MRF/MBT to the EfW facility, but trips 3) and 4) outlined above are no longer required. Therefore, the more input to the proposed EfW that comes from the MRF/MBT, the more the impact on the public highway network will be reduced.

2.7 In terms of quantifying this on an annual basis, the existing 6000 loads x 4 trips per load = 24,000 trips would be reduced to 6000 loads x 2 trips per load = 12,000 trips. This equates to a reduction of 33 HGV trips per day, expressed in AADT.

2.8 Taking this altogether, **the net AADT on the public highway network for scenario 2 would be 118.**

2.9 For the avoidance of doubt, highway impact has been considered and agreed as acceptable using the weekday Scenario 1 figures, which are a worst-case assessment. No further analysis has been undertaken using the reduced figures, which have been produced for use in other disciplines' environmental assessments, but it follows that the highway impact must remain acceptable given the reduced magnitude.