

Appendix 1

PLOT C

# **Atlantic Trading Estate Waste Transfer Station**

Transport Statement

30 December 2019



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# **Atlantic Trading Estate Resource Recovery Facility**

## **Transport Statement**

30 December 2019



# Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	14/10/19	AE	SA		First Draft
B	12/11/19	AE	SA	DH	Final Issue
C	30/12/19	Client	ER	ER	Amended Final Issue

**Document reference:** 389508 | 001 | B

**Information class:** Standard

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# 1 Introduction

## 1.1 Background

- 1.1.1 The Vale of Glamorgan Council is introducing a source separated recycling collection service to its residents over the next two years (2019/20). The Council currently collects mixed recycling and is changing to achieve a higher quality and higher value recycling material.
- 1.1.2 To facilitate the service change, the Council requires a sorting and bulking facility that will allow local collection vehicles to discharge material for ongoing transfer, or treatment and preparation for reuse. Planning permission is being sought to construct a Resource Recovery Facility (RRF) on vacant land located adjacent to the existing Household Waste Recycling Centre (HWRC), at the Atlantic Trading Estate in Barry.
- 1.1.3 Mott MacDonald has been commissioned by the Head of Neighbourhood Services and Transport (The Vale of Glamorgan Council) to produce a Transport Statement to accompany the planning application.

## 1.2 Report Structure

- 1.2.1 This Transport Statement follows the Welsh Government Technical Advice Note 18 (TAN 18, 2007) that includes guidance on transport related issues when planning for new development, and provides advice on when Transport Assessments and Transport Statements are required.
- 1.2.2 The Report considers the existing and proposed access arrangements as well as an assessment of the anticipated transport impacts. Details of the transportation context and issues associated with the development are considered in the following sections:
- Chapter 2 – Policy and Existing Conditions
  - Chapter 3 – Development Proposals
  - Chapter 4 – Development Impact
  - Chapter 5 – Summary and Conclusions

## 2 Policy and Existing Conditions

### 2.1 Policy Context

- 2.1.1 Planning Policy Wales 10 (PPW10) was published in December 2018 and sets out the land use planning policies of the Welsh Government. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering sustainable development. PPW 5.13 promotes the development of sustainable waste management facilities, which minimise environmental impact and support the circular economy.
- 2.1.2 The Vale of Glamorgan Local Development Plan (LDP) sets out the Council's vision for the Vale of Glamorgan and establishes the proposals that will be enacted to deliver that vision. The LDP identifies the site for the proposed waste transfer facility (Plot C Atlantic Trading Estate) as an Employment Allocation Site for use classes B1, B2 or B8.
- 2.1.3 Towards Zero Waste (2010) is the overarching Waste Strategy document for Wales, which sets objectives and targets, in order to address the challenges facing waste processing. The document encourages local authorities to provide systems that treat waste as a resource.
- 2.1.4 The proposed Resource Recovery Facility aligns with policy on a national and local level, contributing towards waste reduction targets.

### 2.2 Site Description and Location

- 2.2.1 The proposed development site (**Figure 1**) is located at the Atlantic Trading Estate, which is positioned towards the southeast of Barry and west of Sully. The site is currently undeveloped land secured by perimeter fencing. The surrounding area is characterised by mixed industrial use, with the coastline immediately to the south.
- 2.2.2 The land is owned by the Vale of Glamorgan Council and the development area in full is approximately 1.3 hectares. Immediately to the east, the site borders the Council owned Household Waste Recycling Centre (HWRC).



**Figure 1: Site Location and Strategic Highway Network**

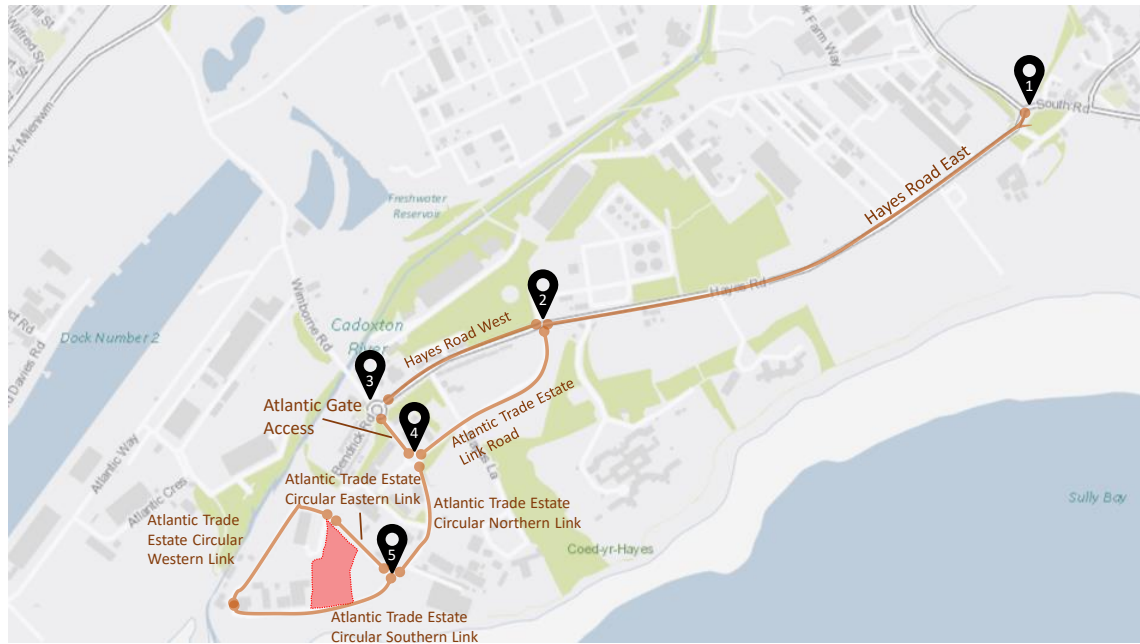


Source: Mott MacDonald

## 2.3 Local Highway Network

- 2.3.1 The B4267 provides a direct link between Barry and Penarth (via Sully). Wider access to Cardiff and the M4 is provided via the A4050 and the A4232, or alternatively via the A4055 (through Dinas Powys).
- 2.3.2 Hayes Road forms the main access to the Atlantic Trading Estate from the B4267. Approximately 1.1km along Hayes Road, within the trading estate area, there are a series of roundabout junctions, access roads and circulatory routes, which are a combination of adopted and un-adopted roads. For clarity and ease of reference, this Report will refer to un-named roads and junctions as indicated in **Figure 2**.

**Figure 2: Atlantic Trading Estate Road Network**



Source: Mott MacDonald

2.3.3 The roads within the Atlantic Trading Estate are characterised as follows:

- **Hayes Road (East)** – this road forms the main access from the B4267. The road is approximately 8m wide, with a footway on the northern side of the carriageway as far as Hayes Point, beyond which footway is provided on both sides. The road is illuminated and has a posted speed limit of 40mph as far as Ty Hafan, where it then reduces to 30mph.
- **Hayes Road (West)** - this section of road is approximately 10m wide with a footway on both sides. The character is primarily residential in nature, with dropped kerb access to private driveways (vehicle crossovers) bus stops and street lighting.
- **Atlantic Trading Estate Link Road** – a single carriageway road approximately 9m wide, with a 3m hatched central reservation. The road is illuminated and subject to a 30mph speed limit. Footway is provided on both sides of the carriageway with uncontrolled dropped kerb (pedestrian refuge) crossing provision at either end of the road.
- **Atlantic Gate Access** – a short section of road approximately 7.5m wide, illuminated and with footway provision along the eastern edge. Provides direct access to the Atlantic Gate industrial units.
- **Atlantic Trade Estate Circular (Northern Link)** - approximately 10m wide carriageway with footway on both sides. The road is illuminated with direct access to various industrial units, many of which are gated entrances. Staff and visitor on-street parking occurs between units, including the layover of some operational and heavy goods vehicles.
- **Atlantic Trade Estate Circular (Southern Link)** - this section of road will form the southern border of the proposed Waste Transfer Site. The road is lit, approximately 8m wide, with footway provided on the northern side. Currently the road provides access to the HWRC site and several industrial units west of the proposed development site.
- **Atlantic Trade Estate Circular (Western Link)** – this section of road loops around the western most edge of the trading estate, providing direct access and parking for a number of

industrial units. The carriageway is approximately 9m wide, footway provision is intermittent and the road is not lit.

- **Atlantic Trade Estate Circular (Eastern Link)** - This short section links back to the HWRC and borders the northern edge of the proposed WTF site. The road has footway on both sides and is approximately 8m wide. Entry and exit to the WTS is proposed from this section of road.

2.3.4 The junctions within the Atlantic Trading Estate have been assigned numbers for the purposes of this report, which are set out as follows:

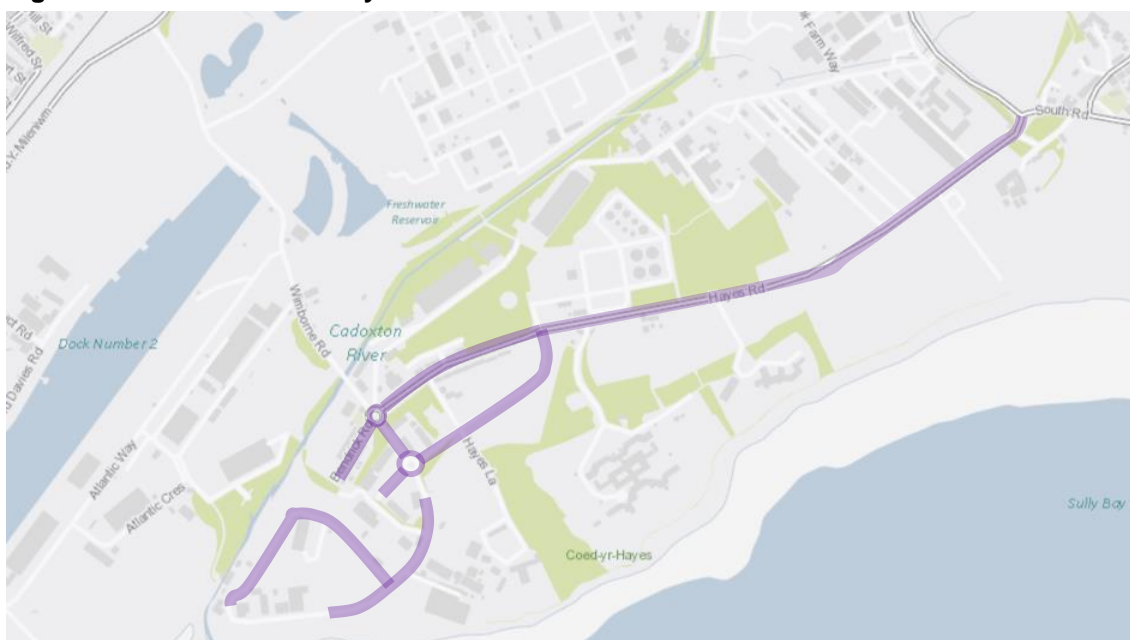
1. Hayes Road/B4267
2. Hayes Road East/Hayes Road West/Atlantic Trade Estate Link Road
3. Hayes Road West/Atlantic Gate Access/Wimborne Road
4. Atlantic Trade Estate Link Road/Atlantic Trade Estate Circular Northern Link/Atlantic Gate Access
5. Atlantic Trade Estate Circular Northern Link/Atlantic Trade Estate Circular Southern Link/Atlantic Trade Estate Circular Eastern Link

## 2.4 Accessibility by Sustainable Modes

### Pedestrian Access

2.4.1 Pedestrians can access the site via Hayes Road and the Atlantic Trading Estate internal road network, which has pedestrian footways with dropped kerbs and tactile paving. The roads with pedestrian footways on at least one side of the carriageway are indicated in **Figure 3**.

**Figure 3: Pedestrian Footways**



Source: Mott MacDonald

2.4.2 The Wales Coastal Path is located approximately one mile east of the site. There is a public right of way along the coast approximately 30 meters south of the southern edge of the site.

2.4.3 With the proposed development not open to the public and due to the nature of operations it is unlikely that many trips to the site will be made on foot. However, for the small number who will work on the site, the existing pedestrian network provides good opportunity for employees to walk to the site direct, or from surrounding local bus stops.

**Cycling**

2.4.4 Alongside the B4267, between Barry and Sully, a shared cycle/pedestrian surface provides a safe (off-carriageway) route for cyclists on approach to the trading estate. The route extends into Hayes Road by approximately 50m, at which point cyclists are directed to re-join the carriageway.

2.4.5 To access the trading estate beyond this point, cyclists must remain on the carriageway. Hayes Road is flat, wide, subject to street lighting, low speed (transitioning from 40mph to 30mph) and the traffic flow is relatively low. All of which make the route conducive to cycling.

**2.5 Public Transport**

**Bus**

2.5.1 There are four bus stops located along Hayes Road in close proximity to the proposed development site, as indicated **Figure 4**, which are served by the following services:

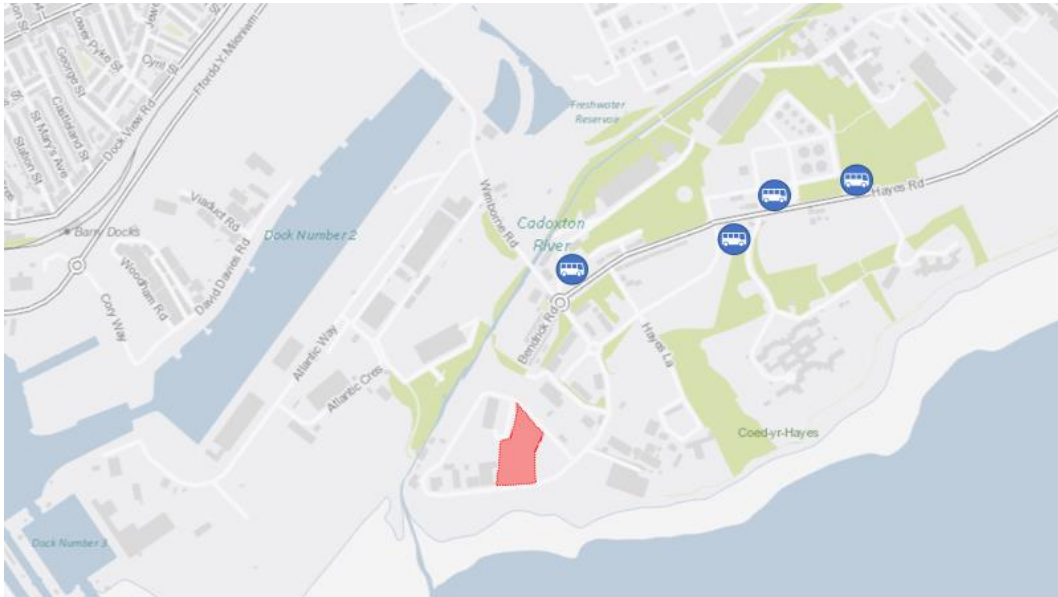
**Table 1: Bus Services**

Operator	Service No.	Route	Frequency
Easyway of Pencoed	88	Penarth to Barry	Hourly
Cardiff Bus	94	Cardiff to Barry	2 per Hour

Source: Mott MacDonald

2.5.2 All bus stops are within walking distance of the site. The closest stop is only 600m from the site entrance, providing good opportunity for employees to travel to the proposed development by bus and make the final part of the journey on foot.

**Figure 4: Bus Stop Locations**

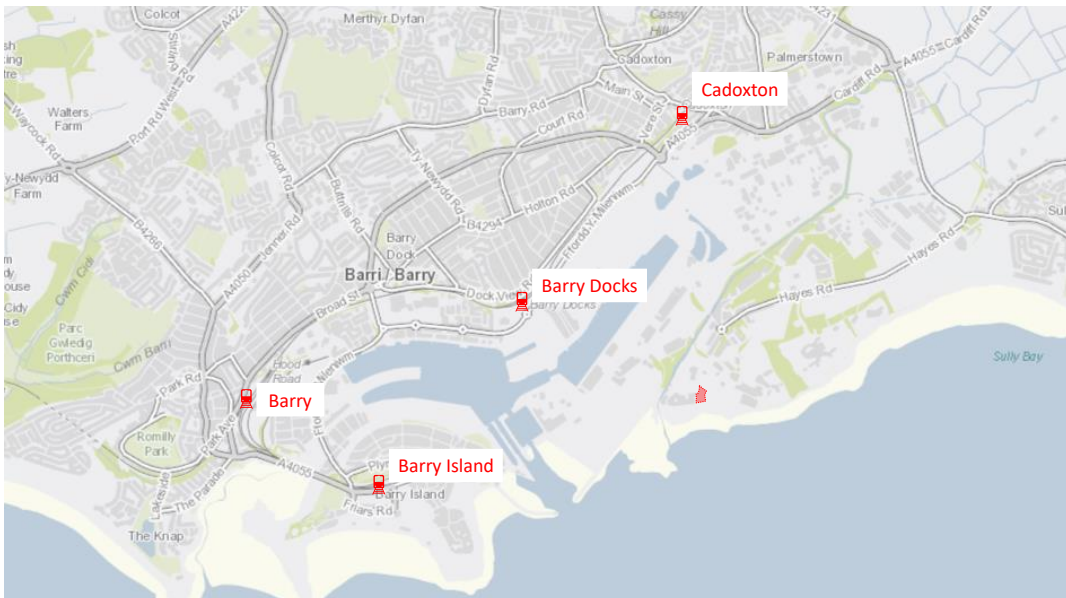


Source: Mott MacDonald

### Train

- 2.5.3 There are four train stations within a 1.5-mile radius of the site as indicated in **Figure 5**. However, due to the surrounding topography and restrictions through Barry Port, access to each station from the proposed site is not direct.
- 2.5.4 The closest station is Cadoxton, which using the shortest route available is approximately three miles away, via Hayes Road, Sully Moors Road and Cardiff Road.

**Figure 5: Train Stations Locations**





Source: Mott MacDonald

## 2.6 Accident Data

2.6.1 Information on Personal Injury Collision's (PICs) has been obtained from the Vale of Glamorgan Council. Between 2013 and 2018 there were seven injury collisions in proximity of the site, five of which were slight and two of which were serious. The collisions details have been summarised in **Table 2** below and the location plot provided in **Figure 6**.

**Table 2: Personal Injury Collisions (2013-2018)**

Ref	Severity	Time	Day	Date	Vehicle Type	Manoeuvre
1400510	Slight	10:23	Mon	17/03/2014	Car	Moving Off
					Car	Going Ahead Other
1401693	Slight	13:10	Thu	18/09/2014	Car	Turning Right
1501320	Serious	22:43	Fri	07/08/2015	Motorcycle	Going Ahead Other
					Car	Parked
1501984	Serious	06:21	Tue	10/11/2015	Car	Overtaking Moving Vehicle (Offside)
					Pedal Cycle	Going Ahead Other
1600474	Slight	12:36	Sat	05/03/2016	Car	Going Ahead Other
1800493	Slight	16:41	Wed	16/05/2018	Car	Going Ahead Other
					Car	Going Ahead Other
1801224	Slight	08:50	Sat	14/07/2014	Car	Going Ahead Other
					Pedal Cycle	Going Ahead Right Hand Bend

Source: Mott MacDonald

- 2.6.2 Due to strict data protection and confidentiality, the contributory factors have not been included in the accident data supplied. This information is currently being sought from the Welsh Government.
- 2.6.3 However, a high level review indicates a relatively low number of collisions have been recorded, with an average of 1-2 injury accidents per year, and only two recorded since 2015. When considered together (with site observations and the traffic survey data) the accident data suggests a relatively good safety record, with no clusters, accident patterns, or any obvious deficiency in the design of the existing highway network.

**Figure 6: Personal Injury Collisions (2013-2018)**



Source: Vale of Glamorgan Council

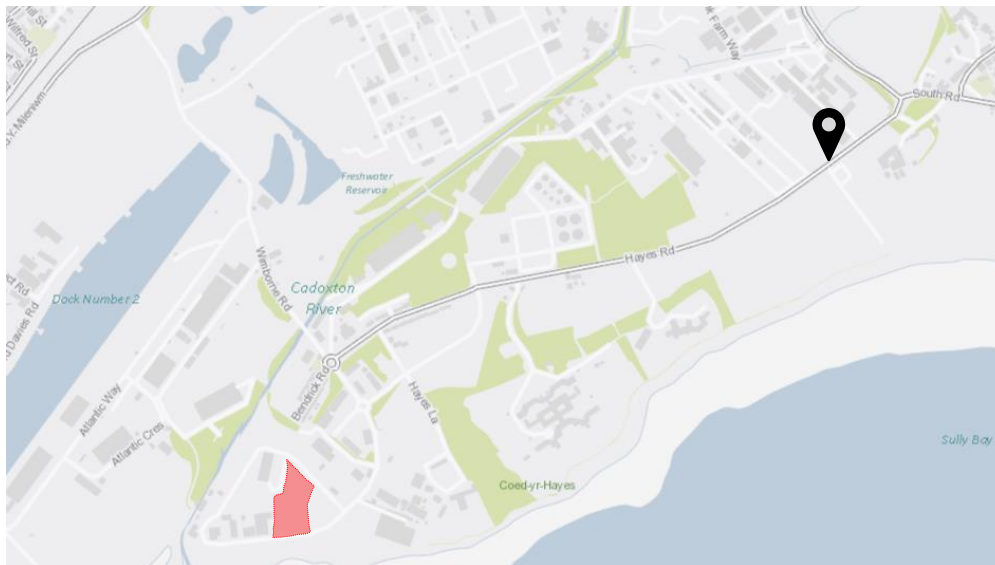




## 2.7 Baseline Traffic

- 2.7.1 Traffic data has been obtained from the Vale of Glamorgan Council for Hayes Road, which provides good baseline information when considering the class of vehicle and volume of traffic currently accessing the trading estate.
- 2.7.2 The survey was undertaken in July 2015, positioned approximately 200m south of the roundabout junction with the B4267 (**Figure 7**). A full weeks' worth of data was gathered between the 12<sup>th</sup> and 18<sup>th</sup> of July, recording vehicle classification, speed and volume.

**Figure 7: July 2015 Traffic Survey Location**



Source: Mott MacDonald

- 2.7.3 The data has been summarised in **Table 3** below and indicates that peak traffic flows occur between 08:00-09:00 and 16:00-17:00. Average speeds fall below the posted speed limit, which is 40mph at the point of the traffic survey. The percentage of Light Good Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) is relatively high at approximately 15%, however this is to be expected given the nature of the area and with Hayes Road providing direct access to the trading estate.

**Table 3: Baseline Traffic Data (July 2015)**

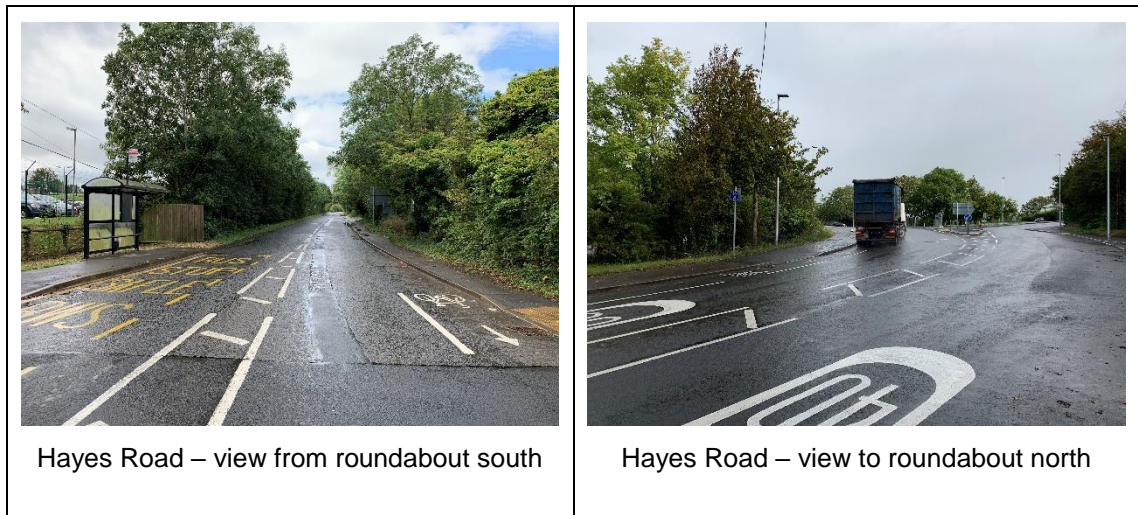
Time Period	Weekday Average (two-way)	LGV & HGV (%)	Mean Speed (mph)
AM Peak (08:00-09:00)	503	15%	37
PM Peak (16:00-17:00)	461	13%	38
12hr	4,600	15%	37
24hr	5,240	15%	37

Source: Mott MacDonald

- 2.7.4 In addition to the traffic surveys, to gain a better understanding of local highway conditions, a site visit was made on Tuesday 1<sup>st</sup> October. The weather was mixed (showers, with sunny spells) and traffic conditions were considered typical for a weekday.

2.7.5 Traffic was observed during the morning peak using the B4267 roundabout, travelling along Hayes Road and through the trading estate to the proposed site. The roundabout operated within capacity, without any significant queuing or delay. Cars, vans and heavy goods vehicles were seen to make the journey safely and without difficulty. A view along Hayes Road at the time of the visit is provide in **Figure 10**.

**Figure 8: Hayes Road**



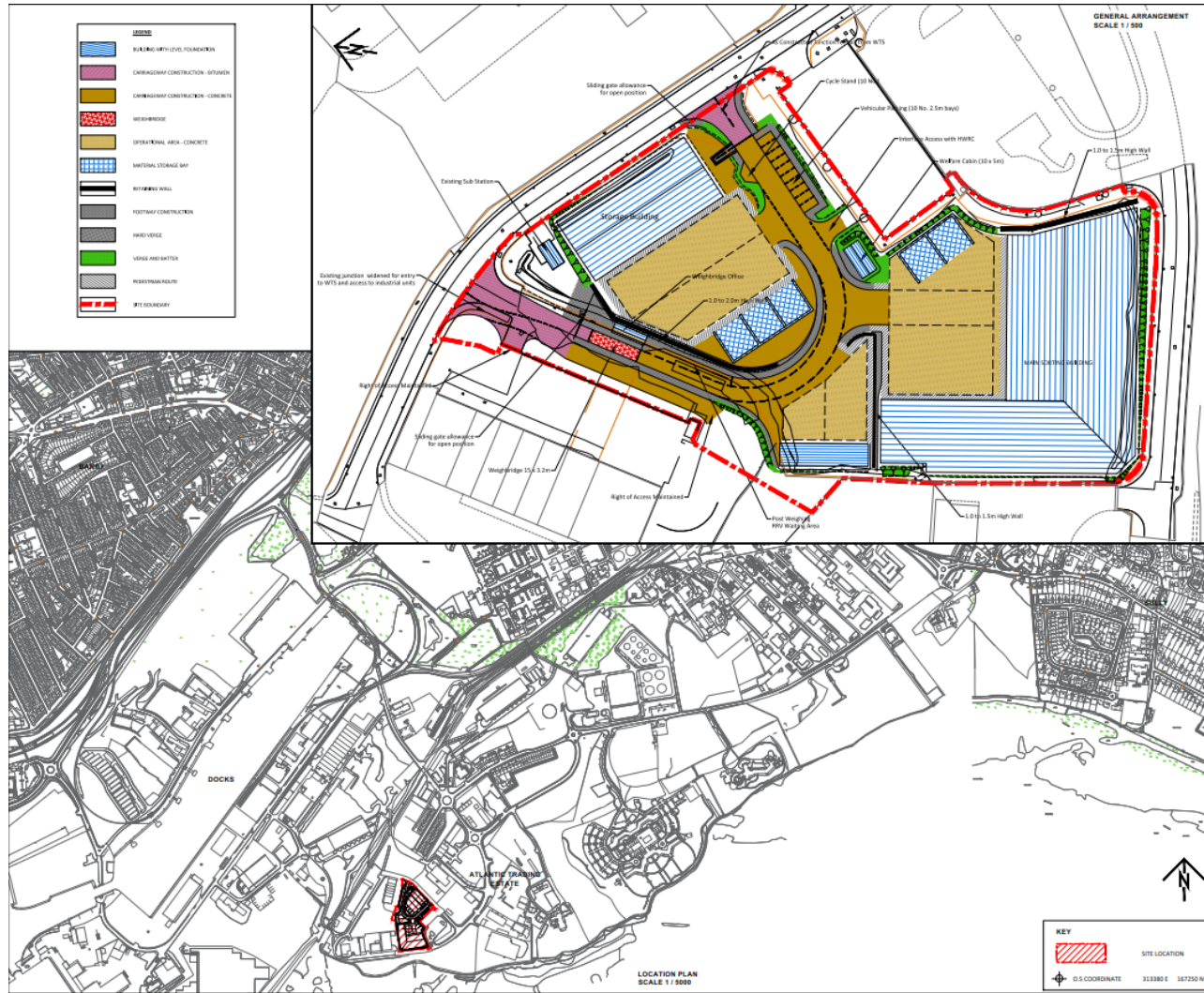
Source: Mott MacDonald

## 3 Development Proposals

### 3.1 Proposed Development

- 3.1.1 The Vale of Glamorgan Council is introducing a source separated recycling collection service to its residents over the next two calendar years. To deliver the service, the Council is proposing to construct a Resource Recycling Facility (RRF) to handle material collected from both residential and commercial premises.
- 3.1.2 The facility will assist the Council to meet its statutory obligation to recycle 70% of waste by 2024/2025.
- 3.1.3 The proposed site layout is illustrated in **Figure 9** and consists of:
- Storage Building
  - Main Sorting Building
  - Welfare Cabin
  - An Internal Access Road Network
  - Material Storage Bays
  - Concrete Operational Areas
  - Vehicle and Cycle Parking
- 3.1.4 The RRF will be used for drop-off and transfer only, so there is no requirement to park collection vehicles on site for long periods (or overnight). Parking and maintenance for associated operational vehicles will continue to be provided at the Council's Alps Depot until a new location is agreed .
- 3.1.5 Designated operational areas within the site will provide appropriate space for collection vehicles to wait, manoeuvre, park (temporarily) and load/unload.
- 3.1.6 Due to the nature of the work the number of permanent staff required to remain on site during operational hours is low (between 4-8 per day) and visitors numbers are expected to be minimal.

Figure 9: Waste Transfer Site Plan



Source: Vale of Glamorgan

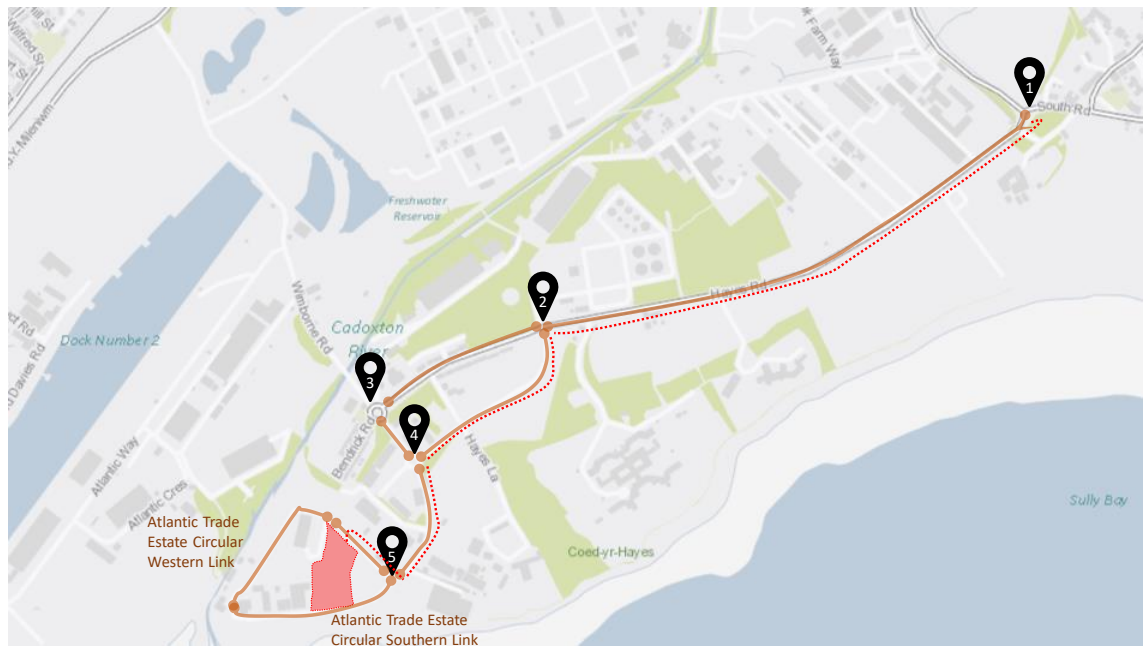




### 3.2 Vehicle Access

3.2.1 Access to the site will make use of the existing road network, entering the trading estate from the B4267 and traveling along Hayes Road, as indicated by **Figure 10**. At the first roundabout (Junction 2) vehicles will use the unnamed road as far as Junction 4 and then continue to the priority controlled junction (Junction 5) immediately prior to the Recycling Centre.

**Figure 10: Proposed Vehicle Access**



Source: Mott MacDonald

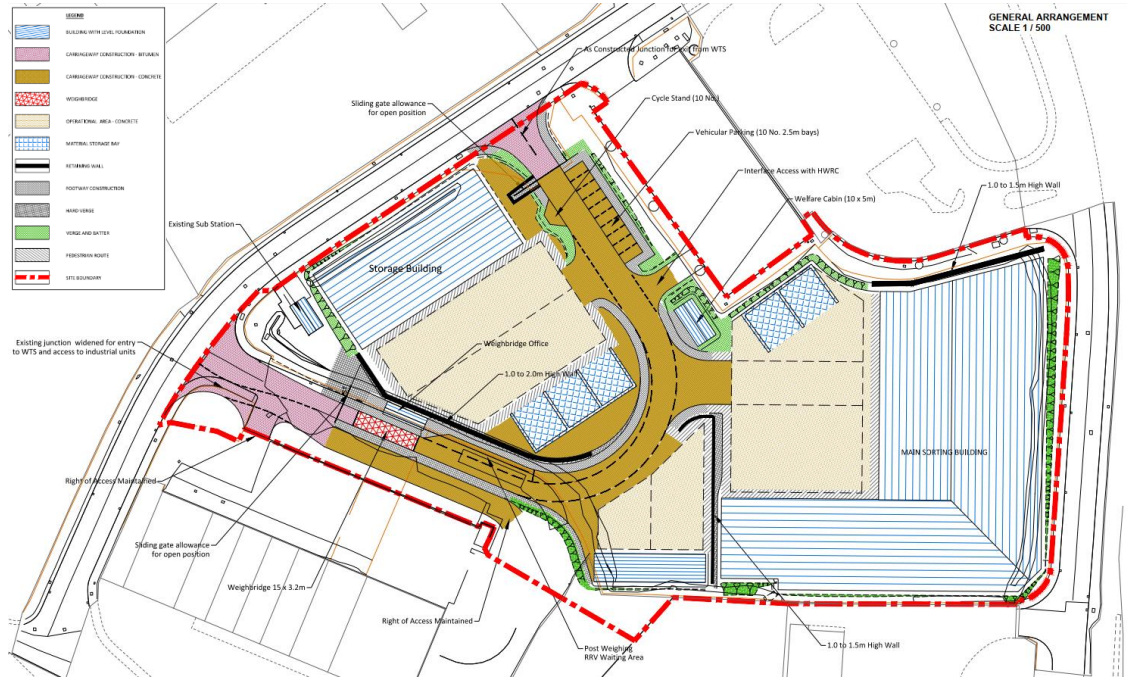
3.2.2 The proposed route is currently used by vehicles of a similar size and type to those that will access the proposed Waste Transfer Site. The route avoids the need for any development vehicles to travel past the residential properties, which are located towards the end of Hayes Road (and Bendrick Road).

3.2.3 An appropriate signage strategy will be developed and is expected to form part of the planning conditions. However, given that the facility will not be open to the public, the need for new and extensive signage is not expected. Operational staff will be informed of the access route and to follow the exiting signage to the HWRC.

### 3.3 Site Access and Internal Layout

3.3.1 The site layout is provided in **Figure 11** and **Appendix A**. There are two access points proposed, both of which are part of the existing road network in the form of priority T-junctions.

**Figure 11: Site Layout**



Source: Vale of Glamorgan

- 3.3.2 It is proposed that the site will operate using a one-way system, with vehicles entering via the most northern access and exiting via the southern.
- 3.3.3 The northern access (entry only) will remain largely unchanged, although there will be some localised widening to maintain access to existing industrial units alongside.
- 3.3.4 The southern access will be exit only and an indication of visibility splays is shown in **Figure 12**.

**Figure 12: Site Layout**



Source: Vale of Glamorgan

- 3.3.5 The internal through road will be a marked route, at-grade with the operational areas. At the southern access the carriageway width will be approximately 6.2m, with 2m footways adjacent to site buildings and behind the car parking spaces.

### 3.4 Vehicle Swept Path Analysis

3.4.1 Swept path analyses for vehicles of a similar size and type to those expected to service the facility have been undertaken on the proposed layout. Track runs are visible in **Figure 13** and **Appendix A**, which indicates that that an artic and a refuse vehicle can safely enter and manoeuvre through the site and operational areas. Vehicle details used in the analysis are provided below:

- An FTA Design Articulated Vehicle
  - Length: 15.5m
  - Width: 2.5m
  - Track Width: 2.5m
  - Kerb to Kerb Turning Radius: 6.75m
- Refuse Vehicle (Phoenix 2 Duo)
  - Length: 11.2m
  - Width: 3.751m
  - Track Width: 2.5m
  - Kerb to Kerb Turning Radius: 9.5m

**Figure 13: Swept Path Analysis**



Source: Vale of Glamorgan



### 3.5 Proposed Parking

- 3.5.1 The site will have 10 parking spaces, each 4.8 x 2.5m wide, positioned towards the southern access. The parking bays will be used by those staff who will be working on site and any visitors. Two of the 10 parking spaces will be designated for disabled parking.
- 3.5.2 The parking provision is in accordance with the Vale of Glamorgan Parking Standards Supplementary Planning Guidance and well below the recommended maximum. The relevant table is set out in **Figure 14** and indicates a maximum parking accommodation of 54 non-operational parking spaces, which is based on a total gross floor area (4,345 sqm).
- 3.5.3 Since the site is over 2,000 sqm GFA, the minimum operational space required is 434.5 sqm. The plans for the site include a total operational space of approximately 2,700 sqm.

**Figure 14: Parking Standards**

<b>Zones D-E</b>		
<b>Type of Development</b>	<b>Operational</b>	<b>Non-operational</b>
Small Industry (<100 sqm)	1 van space	1 space
Small Industry (<235 sqm)	1 van space	2 spaces
Industry	See Note 5	1 space per 80 sqm
Highly Technical Industry	See Note 5	1 space per 20 sqm
Industrial Warehouses	See Note 5	1 space per 140 sqm
Storage Warehouses	1 commercial space per 500 sqm	Nil
Distribution Centres (<1,000 sqm)	35% of GFA	1 space per 80 sqm
Distribution Centres (≥1000 sqm)	25% of GFA	1 space per 80 sqm

5. Operational requirements:

<b>GFA sqm</b>	<b>Minimum sqm</b>	<b>GFA sqm</b>	<b>Minimum sqm</b>	<b>GFA sqm</b>	<b>Minimum sqm</b>
100	70	500	100	1,001	150
250	85	1,000	150	2,000	200

*Above 2,000 sqm GFA, the required minimum operational area should be taken as 10% of GFA.*

Source: Vale of Glamorgan Council

- 3.5.4 Although not a requirement for a development of this size and nature, it is also envisaged that an electric vehicle charging point will be provided that will service at least one of the 10 parking spaces.

3.5.5 The site will provide an area and parking stands for 10 bicycles in line with planning guidance requirements set out in **Figure 15**.

**Figure 15: Cycle Parking Standards**

	Long Stay	Short Stay
e) Industry & Industrial Warehousing		
Industry	1 stand per 500 sqm	1 stand per 1,000 sqm
Industrial Warehousing & Storage Centres	1 stand per 500 sqm	No requirement

Source: Vale of Glamorgan Council

## 4 Development Impact

### 4.1 Trip Generation and Distribution

- 4.1.1 The Resource Recycling Facility (RRF) will operate Monday to Friday from 06:00 to 21:00 and when required on a weekend to cover public holidays (06:00 to 21:00).
- 4.1.2 The facility will require between four and eight staff on site during operational hours. Considering the worst case scenario in terms of potential development trips (i.e. all eight employees on site) then the existing highway network may be subject to eight new vehicle trips. This however assumes that all employees will drive to work. Given that the site is accessible on foot, by bike and via public transport, it is not unreasonable to expect a number of employees will chose to travel by modes alternative to the private car.
- 4.1.3 Due to the operational hours and potential shift working, the time at which staff will be travelling to and from the site will not coincide with typical morning and afternoon peak hour flows on the network (08:00-09:00 and 16:00-17:00).
- 4.1.4 Aside to staff journeys, the main trip generation will result from operational vehicles. Operational trips to and from the site will vary from day-to-day depending on the level of material collected and transferred. However, on a typical weekday, when fully operational the site will be served by a maximum of 75 vehicles per day. The operational movements will consist of:
- 23 kerbside sort vehicles, tipping twice per day;
  - 5 refuse vehicles, tipping once per day;
  - 5 seasonal green vehicles, tipping once per day;
  - 6 small local cleansing vehicles, tipping once per day; and
  - 6 bulk transport vehicles, collecting once per day.
- 4.1.5 In addition to the anticipated movements set out above, to ensure a worst case and robust estimate an additional 10% contingency (7 vehicle movements) has been included, which totals a maximum of 75 vehicle movements per day.
- 4.1.6 The arrival and departure of operational vehicles is not expected to be concentrated around a specific peak period. The Waste Transfer Site will be served continually by operational vehicles throughout the working day and arrival/departure will be coordinated to ensure efficient site operation.
- 4.1.7 Considering a maximum of 75 movements, it is anticipated that there will be no more than five (two-way) vehicle trips per hour (across the 14 hour day). Based on the baseline survey data, the average weekday (two-way, 12hr) traffic flow along Hayes Road is approximately 4,600. The increase in traffic as a result of the development is estimated to be approximately 3%.
- 4.1.8 The weekday, peak hour traffic flows along Hayes Road occur between 08:00-09:00 and 16:00-17:00, with a two-way flow of 503 and 461 vehicles respectively. Considering the development will result in approximately five trips per hour, the increase in traffic during network peak periods will be approximately 2%.
- 4.1.9 At the Hayes Road/B4267 roundabout, development trips are assumed to have a 60/40 split, with 60% travelling to/from the west (Barry) and 40% to/from the east (Sully).

## 5 Summary and Conclusions

### 5.1 Summary

- 5.1.1 The Vale of Glamorgan Council is introducing source separated recycling collection to its residents over the next two years (2019/20). To provide the service the council is seeking planning permission for a Resource Recycling Facility, to be located on land adjacent to the existing Household Waste Recycling Centre (HWRC) in the Atlantic Trading Estate.
- 5.1.2 This Transport Statement has been prepared to consider the transport implications of the proposed waste transfer facility.
- 5.1.3 The site will consist of storage and sorting buildings, which will comprise a total of approximately 4,345 sqm (gross floor area) and three main operational areas, accessed via an internal through road.
- 5.1.4 A maximum of eight staff will be employed on site, with typically only four on site at any one time. The proposals include for 10 car parking spaces and 10 bicycle stands, of the 10 parking spaces two will be designated for disabled parking.
- 5.1.5 Located in the Atlantic Trading Estate the site benefits from existing transport and highway infrastructure. The site is in close proximity to several bus stops and is connected by pedestrian and cycling links, which offer good opportunity for employees to travel to work by active and sustainable modes.
- 5.1.6 Two existing priority T-junctions will be utilised to provide one-way entry and exit through the site. The proposed layout has been subject to swept path analysis that demonstrates operational vehicles can access and manoeuvre through the site without difficulty.
- 5.1.7 A review of accident and traffic data indicates that vehicles are travelling at appropriate speeds along Hayes Road and there is no immediate or apparent road safety problem in the vicinity of the site.
- 5.1.8 The site will operate between the hours of 06:00 and 21:00, Monday to Friday and some weekend working expected on public holidays. On a typical weekday it is anticipated that the site will generate a maximum of 75 vehicle movements (approximately five per hour). The impact on the local highway network is considered to be minimal, which has the capacity and transport infrastructure to accommodate the additional trips.
- 5.1.9 In conclusion, the site is situated in a suitable and accessible location. Staff will not be reliant or restricted to travel by car alone, with opportunity to make their journey on foot, by bicycle or by public transport. The existing highway network provides a safe and appropriate means of access for operational vehicles and it is considered that development traffic can be accommodated on the surrounding highway network.
- 5.1.10 Therefore, the proposal to construct a Resource Recovery Facility at this location is considered acceptable in highway and transportation terms.

# Appendix A

