

Cerrig Yr Wyn Quarry,
Llangynog



Transport Assessment Addendum

Old Mill Wood Yard Ltd

JULY
2019

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1 Introduction

1.1 Background

1.1.1 This Transport Assessment Addendum has been produced on behalf of Old Mill Wood Yard Ltd, in support of a planning application, for the construction of a biomass boiler and storage shed, approximate gross floor area (GFA) of 730 m².

1.1.2 The development is located on land at Cerrig yr Wyn Quarry, Llangynog in Carmarthenshire.

1.1.3 The location of the development site is shown in **Figure 1.1** below.



Figure 1.1 Site location

1.2 Planning history

1.2.1 A Transport Assessment (TA), detailing baseline conditions, development proposals and access arrangement, as well as the likely trip generation was prepared in support of a full planning application (ref: W/31601), by Asbri in 2015.

1.2.2 The proposals were for the construction of a waste recycling facility, predicted to import approximately 20,000 tonnes of inert waste per annum, and export approximately 75-80% of the imported waste (approximately 15-16,000 tonnes). The development was granted consent on 27th of September 2016.

1.3 Scope of this report

1.3.1 This addendum report includes the following:

- An update to the conditions on the surrounding local highway network including personal injury accident data since the previous application;
- The layout of the proposed development, including swept-path analysis; and,
- The likely travel characteristics of the proposed development, together with the likely traffic generated by the site as a whole.

1.4 Structure of the report

1.4.1 Following this introductory chapter, the report is structured as follows:

- Section 2 identifies the accessibility of the site and reviews personal injury accident data within the study area;
- Section 3 describes the development proposals, including the consented access to the site;
- Section 4 predicts the likely travel characteristics of the proposed development; and,
- Section 5 sets out the summary and conclusions.

2 Existing situation

2.1.1 This section of the Transport Assessment Addendum, describes the existing transport network within the vicinity of the site, including any changes to the local transport network and personal injury data since the previous application.

2.2 Site location

2.2.1 The proposed development site is located in Llangynog, approximately 10km south-west of Carmarthen. The site is bound by:

- Unnamed road and residential units to the west;
- Open land to the north and south; and,
- Woodland to the east.

2.3 Accessibility by walking and cycling

Pedestrians

2.3.1 There are limited footways provided in the vicinity of the site. However, there are Public Rights of Way (PRoW) in the vicinity of the site, which provide routes for pedestrians:

- PRoW (24/12) runs along the southern site boundary;
- PRoW (24/11) runs to the west and north of the site;
- PRoW (24/10) runs to the west and south of the site; and,
- PRoW (24/13) runs to the east and south of the site.

2.3.2 The Public Rights of Way in the vicinity of the site, are illustrated in **Figure 2.1** over the page.

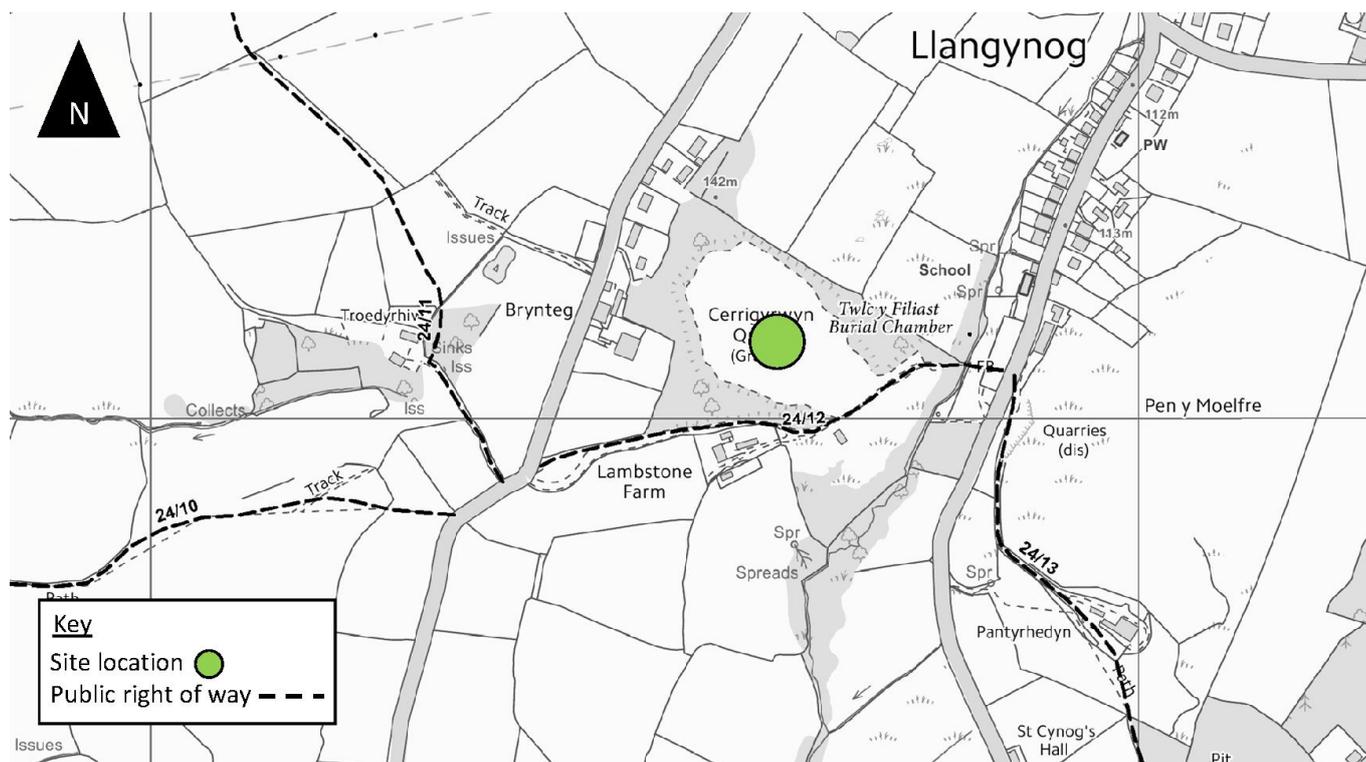


Figure 2.1 Public Rights of Way network

Cyclists

- 2.3.3 National Cycle Network (NCN) route 4 runs to the west of the site, along the unnamed road (C2080). NCN route 4 is a long-distance route, which runs from London to Fishguard and is provided on a mixture on and off-road routes. In the vicinity of the site, the route is provided on-road and provides access to Carmarthen to the north-east and St Clears to the south-west. This route is illustrated in **Figure 2.2** over the page.
- 2.3.4 It should be noted that no accidents resulting in cyclist casualties have occurred along this route in the most recent 5-year period.

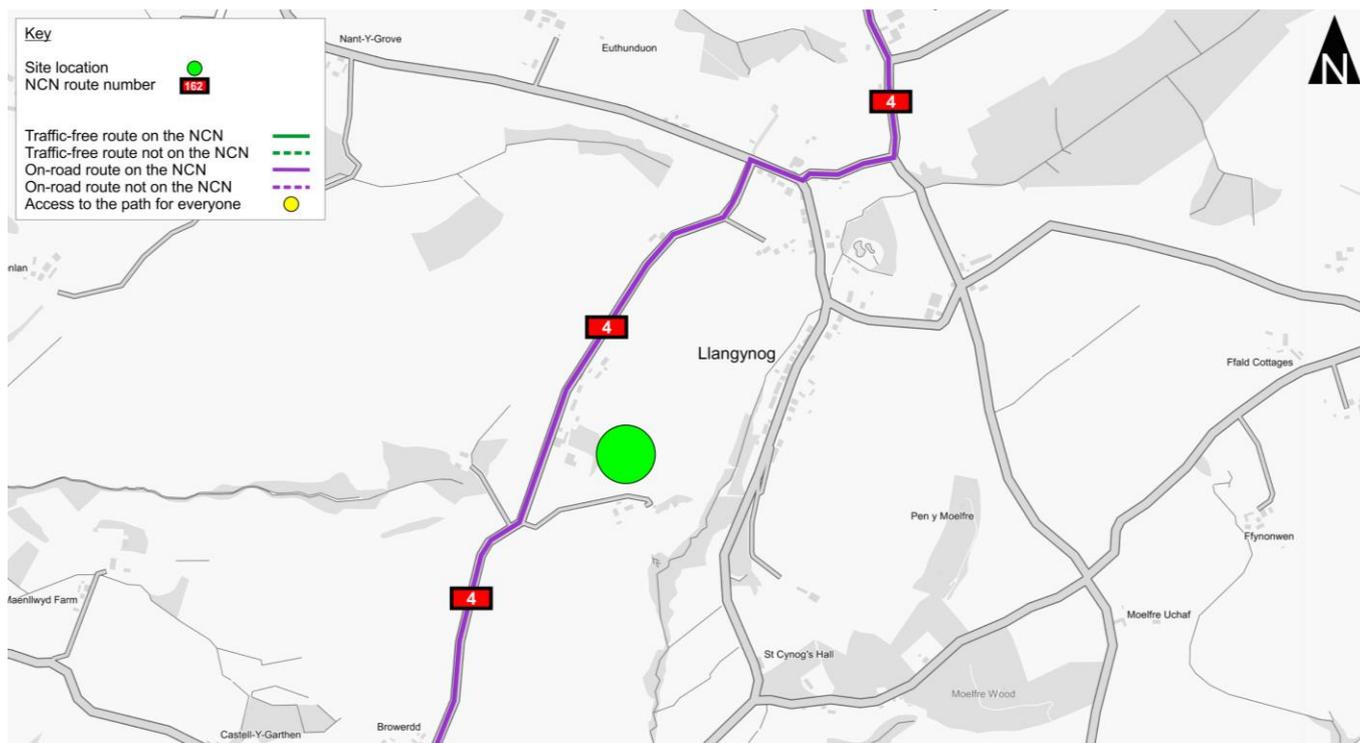


Figure 2.2 Local cycle network

2.4 Accident analysis

- 2.4.1 Personal injury accident data has been obtained for the period 2014 to 2018 (inclusive), which includes the proposed development site and the surrounding area.
- 2.4.2 **Figure 2.3** below shows the location of the accidents that occurred during this period, and the severity of accidents. The number of casualties per year is summarised in **Table 2.1** below.

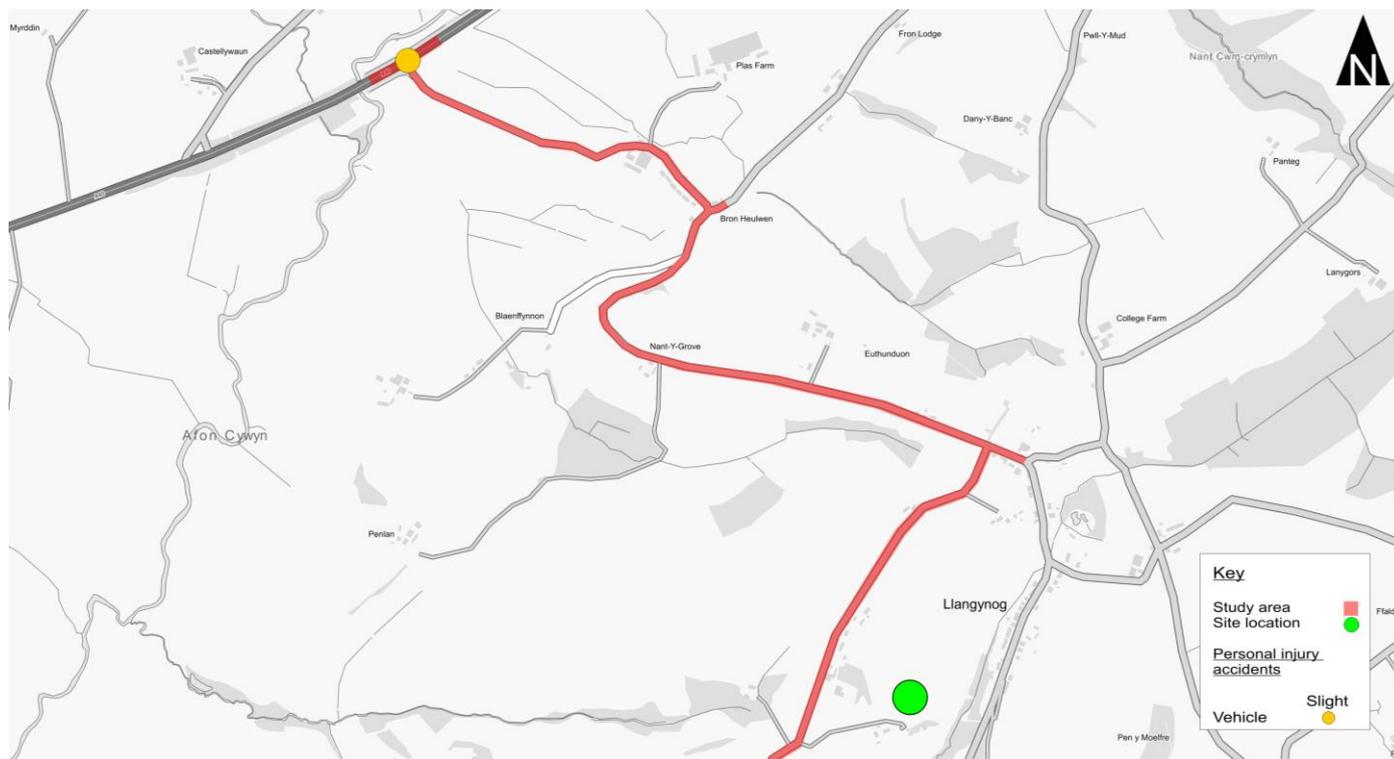


Figure 2.3 Location and severity of personal injury accidents

Table 2.1 Summary of personal injury accident data

| Year | No. of accidents resulting in personal injury | | | Total no. of casualties |
|--------------|---|----------|----------|-------------------------|
| | Fatal | Serious | Slight | |
| 2014 | 0 | 0 | 0 | 0 |
| 2015 | 0 | 0 | 1 | 1 |
| 2016 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 1 |

2.4.3 It can be seen that, within the study area, during the most recent five-year period only one accident occurred at the Unnamed Road/A40 junction. This accident involved one vehicle and resulted in one casualty sustaining slight injuries.

2.4.4 It is likely that the development will generate a low level of traffic movements and, therefore, it is considered that development related traffic will have a minimal impact on road safety.

2.5 Recent highway improvements

2.5.1 As stated in the previously submitted TA, that the C2080 is an unnamed and unlit rural lane that provides access to the proposed development site, as well as residential and agricultural properties. The width of the carriageway varies throughout the length, and it is approximately 3.8m wide in the vicinity of the site. The road is subject to the national speed limit (60mph), however, there are 'SLOW' road markings provided in the vicinity of the site.

2.5.2 Since the application was approved, C2080 has been widened and provided with road markings. The extent of improvements to the existing highway network is illustrated in **Figure 2.4** below.

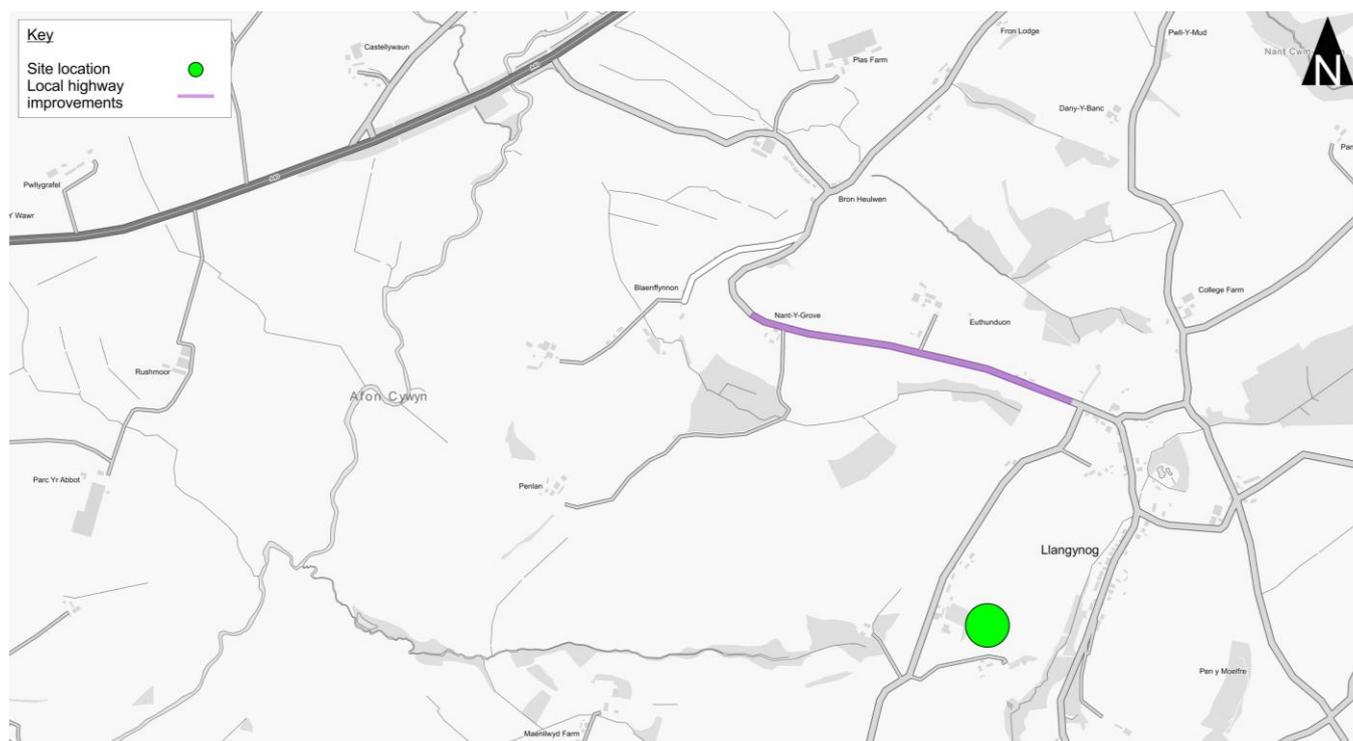


Figure 2.4 Local highway network improvements

3 Development proposals

3.1 Introduction

3.1.1 This section of the addendum describes the development proposals and sets out the consented access arrangement.

3.1.2 As part of the development, it is proposed to construct a biomass boiler and storage shed, with a GFA of approximately 730m². The proposed development is illustrated in **Figure 3.1** below.



Figure 3.1 Development proposals

3.2 Site access

3.2.1 As stated in the previously submitted Transport Assessment, it is proposed to use the existing site access, which is a simple priority junction, with the site access arm being the minor arm and the unnamed road (C2080) being the major arm. This access will be improved to include give-way markings and centre line markings for the site access road.

3.2.2 The site access can accommodate manoeuvring by the range of vehicles expected at the site (including a 12m rigid and 7.5t box van). The site access layout and vehicle swept-path analysis of this access are included in the original Transport Assessment.

3.2.3 The proposed access arrangement has been agreed with the local highway authority and consented as part of the application for the inert waste recycling facility and will remain as consented.

3.2.4 As part of the vehicle access arrangements to the site, the consent for the inert work recycling facilities sets a number of conditions:

- Condition 13 – no deliveries outside 7.30-6pm Monday to Friday or 8am-2pm Saturday (agreed and consistent with proposals for additional development);
- Condition 23 – parking spaces and layout to be constructed as shown on the approved plans (changes to layout do not affect vehicle routes for inert waste recycling facility);
- Condition 24 – access gates to be set back 20m (agreed and consistent with proposals for additional development);
- Conditions 26 – visibility splay of 2.4m x 59m to be provided at the site access (can be achieved and shown in previous TA);
- Condition 28 – two passing bays to be provided along the C2080 (details submitted, and condition discharged);
- Condition 29 – limit of 32 vehicle movements per day, not including employee traffic (agreed and consistent with proposals for additional development);
- Condition 31 – HGV routeing to highway network (details submitted, and condition discharged);
- Condition 32 – access to be a left in and right out arrangement (agreed and consistent with proposals for additional development); and,
- Condition 36 – provision of cyclist warning signs (details submitted, and condition discharged).

3.3 Internal site layout

3.3.1 The internal site layout will remain largely unchanged, except for the relocation of the soil storage shed. A swept path analysis (see **Appendix A**) has been carried out on the internal road network to demonstrate that the following vehicles can access the site and manoeuvre within it:

- A 12m rigid – 2.5m(w) x 12m(l); and,

- A 7.5t box van – 2.1m(w) x 8.01m(l).

4 Likely travel characteristics

4.1 Introduction

4.1.1 This section of the report considers the travel characteristics of the development, including the trip generation.

4.2 Trip generation

Traffic generation associated with the consented use

4.2.1 The previously submitted Transport Assessment has taken a 'first principles' approach to predict the likely traffic generated by the development. It was estimated that the proposed development could generate on average 18 vehicle movements per day, including 12 HGV movements and six goods vehicle movements. This is based on a maximum amount of imported material of 20,000 tonnes, as set in the consent's conditions.

4.2.2 It is stated in the TA, that assuming the average payload is 80% of the maximum legal weight, then the total number of movements increases to 24 per day. This suggests that there is spare capacity for an additional four trips (eight vehicle movements) per day. This is below the daily limit of 32 HGV movements set by the planning condition.

4.2.3 It is predicted that staff could generate up to four vehicle trips per day (eight movements), however, as stated in the condition these traffic movements are not included with the 32 daily vehicle movement limit.

Additional traffic generation

4.2.4 The additional vehicle movements for importing materials for the biomass boiler are likely to be 2-3 trips per week (up to six movements). For exporting the bedding additional trips per week are likely to be five LGVs (up to 10 movements). This results in an additional eight trips (16 additional two-way movements) per week, which is approximately three additional vehicle movements per day (excluding Saturdays).

4.2.5 Given the previous estimates, there is spare capacity to accommodate an additional four vehicle trips (eight movements) per day. Therefore, with the additional three vehicle movements (approximately two trips) per day, the total vehicle movements associated with the operation of the site remains within the daily 32 vehicle movement limit set by the condition.

5 Summary and conclusions

5.1 Introduction

- 5.1.1 This Transport Assessment Addendum has been prepared in support of a full planning application for the construction of a biomass boiler and storage shed, with an approximate GFA of 730 m², on land at Cerrig yr Wyn Quarry, Llangynog in Carmarthenshire.

5.2 Development proposals

- 5.2.1 The proposals were for the construction of a waste recycling facility, predicted to import approximately 20,000 tonnes of inert waste per annum, and export approximately 75-80% of the imported waste (approximately 15-16,000 tonnes).

Site access

- 5.2.2 It is proposed to use the existing site access, which is a simple priority junction, with the site access arm being the minor arm and the unnamed road (C2080) being the major arm. The site access can accommodate manoeuvring by the range of vehicles expected at the site.

- 5.2.3 The access arrangement has been agreed with the local highway authority and consented as part of the application for the inert waste recycling facility and will remain as consented.

Internal site layout

- 5.2.4 The internal site layout will remain largely unchanged, except for the relocation of the soil storage shed. A vehicle swept-path analysis has been carried out and the proposed internal layout can accommodate a 12m rigid vehicle and a box van.

5.3 Likely travel characteristics

- 5.3.1 The additional vehicle movements will result in an additional eight trips (16 additional two-way movements) per week, which is approximately three additional vehicle movements per day (excluding Saturdays).

- 5.3.2 Given the previous estimates, there is spare capacity to accommodate an additional four vehicle trips (eight movements) per day. Therefore, with the additional three vehicle movements (approximately two trips) per day, the total vehicle movements associated with the operation of the site remains within the daily 32 vehicle movement limit set by the condition.

Appendices



Appendix A

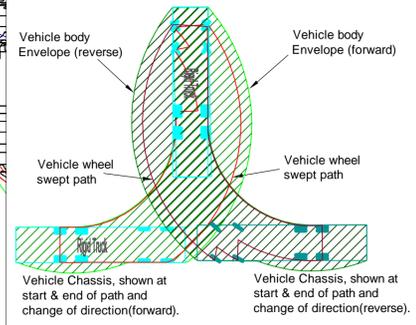




GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



| | |
|-----------------------------|---------|
| Rigid Truck | 12.000m |
| Overall Length | 2.500m |
| Overall Width | 3.300m |
| Overall Body Height | 0.412m |
| Min Body Ground Clearance | 2.271m |
| Track Width | 6.000 |
| Lock to Lock Time | 11.900m |
| Kerb to Kerb Turning Radius | |

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| Scale | 1:500@A1 | Drawn | OJD |
| Project | Cerrig Yr Wyn Quarry, Llangynog | Checked | OJD |
| Project No | 19144 | Client Project No | |
| Title | Swept path analysis; 12m rigid vehicle On-site ingress route | Revision | |
| Drawing No | 19144.OS.101.03 | | |

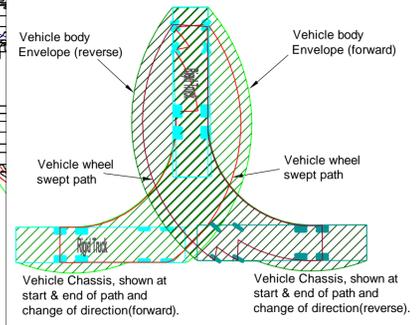
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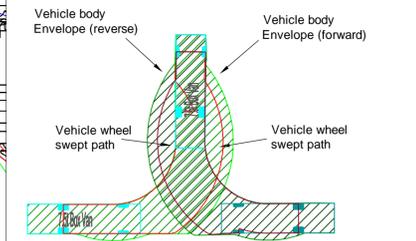
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| Cerrig Yr Wyn Quarry, Llangynog | Checked | OJD |
| | Project No | 19144 |
| Title | Client Project No | |
| Swept path analysis; 12m rigid vehicle On-site egress route | Revision | |
| Drawing No | | |
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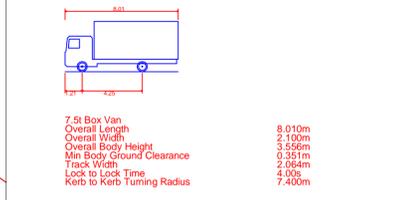
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LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.315m
 Track Width 2.064m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m

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| Swept path analysis; 8m Box van On-site egress route | Revision | |
| Drawing No | | |
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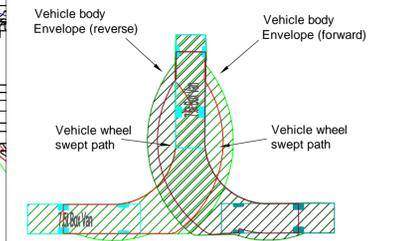
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LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

| | | |
|--------------|-------------------------------|--------|
| 7.5t Box Van | Overall Length | 8.010m |
| | Overall Width | 2.100m |
| | Overall Body Height | 3.556m |
| | Min Body Ground Clearance | 0.315m |
| | Track Width | 2.064m |
| | Lock to Lock Time | 4.00s |
| | Keels to Keels Turning Radius | 7.400m |

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| Project No | Project No | 19144 |
| Title | Client Project No | |
| Swept path analysis; 8m Box van On-site egress route | Revision | |
| Drawing No | | |
| 19144.OS.101.06 | | |

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