

Llantrisant Recycling Centre, Pantybrad Lane, Pontyclun, CF72 8YY

20-00686/TN01
July 2020

This Transport Note ('TN') has been produced by Corun Associates Ltd (Corun) in support of the following planning application:

PP-08545015: Retention of extension and proposed changes to recycling centre; including changes to layout and surfacing, the provision of a weighbridge, additional buildings, an attenuation pond and drainage amendments, change to the type and quantity of materials being processed to include green waste, timber and glass and a change to the working hours, as detailed in the Design and Access Statement

This Transport Note summarises the highway and transportation issues associated with the proposal and is intended to be read in conjunction with the suite of documents that form the planning application.

Background

Llantrisant Recycling Centre was granted planning permission by the Local Planning Authority (LPA) on 24th March 2014 under reference 12/0037/10 ("the 2014 planning permission"). Since that approval, the level of recycling within the LPA area has increased and consequently the facility has been extended and reconfigured.

A planning application (reference 18/1347/10 "the 2018 planning application") was previously submitted to retrospectively secure planning consent for the changes that have occurred at the site. To fully account for further discussions between the applicant/agent and Council officers the current proposal represents a resubmission of application reference 18/1347/10.

The subject site is located to the north and east of the Llantrisant Business Park and has a total area of 2.75 hectares.

The vehicular access to the site is from Pantybrad Lane which runs between the Llantrisant Industrial Estate and Tonyrefail. As part of the 2014 planning permission, the section of Pantybrad Lane by the site entrance has been upgraded to provide carriageway widening, provision of a right turn ghost island and bridge strengthening to accommodate traffic movements. It is noted that as part of the withdrawn 2018 application, the local highway authority confirmed that the access proposal was acceptable.

Planning permission 12/00037/10 restricts working hours at the recycling centre to

- 07:30 to 16:00 Monday to Friday;
- 07:30 to 13:30 on Saturdays;
- Not at all on Sundays or Public Holidays.

However, in order to accommodate the demand for the community recycling centre, it is proposed that the hours of operation are increased to 06:30 to 18:30 7 days per week except for Christmas and New Year's Day.

Site Traffic

From a transport and highways perspective, crucially, the extension will not increase the approved import and export limits for the site, which is regulated by the existing planning consents and associated Environmental Permits.

To provide the Local Highway Authority with some context regarding prevailing traffic levels associated with the site reference is made to a traffic survey conducted by the site operator and reported in the 2018 application to quantify the average number of vehicle movements associated with the established operations.

A summary of the average recorded movements is provided in **Table 1** and **Table 2**.

Table 1: Llantrisant Recycling

Vehicles	Monday-Friday	Saturday	Sunday
Large Tipper Trucks	60	30	20
Staff Car/Van	14	3	3
Visitors Cars/Vans	2	0	0

Table 2: Community Recycling Centre

Vehicles	Monday-Friday	Saturday	Sunday
Cars- Members of the Public	100	250	250
Commercial Bin Lorries	5	5	3
Staff Cars/Vans	4	4	4

As shown in **Table 1** and **Table 2**, there is an average of 76 daily vehicle movements on Monday to Friday associated with Llantrisant Recycling Centre with an additional 109 vehicle movements made at the Community Recycling Centre during the same period.

The vast majority of traffic arrives and departs the site via the A4419 south of the site. Due to the negligible traffic impact associated with the proposal, capacity analysis is not deemed necessary.

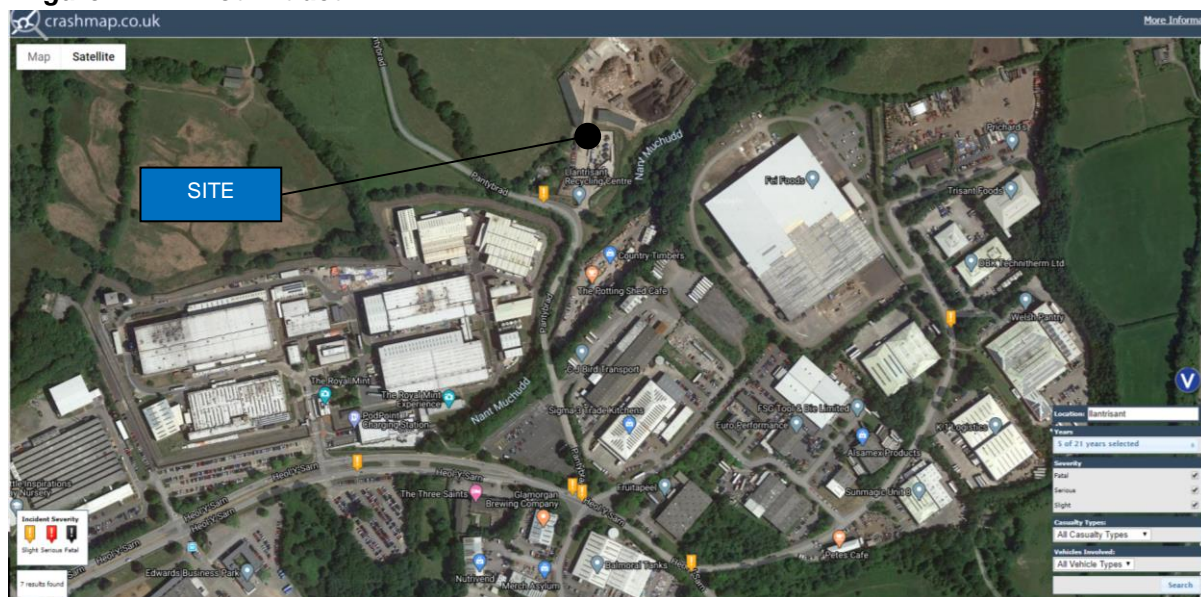
Highway Safety

A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.

The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2019.

Figure 1: PIA Plot Extract



Source: www.crashmap.co.uk - data extracted May 2020

It is evident from **Figure 1** that there are no accident blackspots near the site access as only one slight accident has occurred in the immediate vicinity of the site access in the last five years. This accident involved one vehicle and one slight casualty and occurred approximately 35 metres west of the site access. The accident occurred in 2015; no accidents have occurred since.

The existing access along with the available visibility is therefore clearly satisfactory for the prevailing highway conditions.

Given the established commercial vehicle movements associated with the site (as per Table 1 and Table 2), which comprises of large 'tipper' lorries, refuse collection vehicles and cars/vans, it is concluded that the

local highway network and indeed the internal site layout is sufficient to facilitate the site's traffic movements without detriment to highway safety or operation.

There are therefore concluded to be no highway capacity or safety concerns associated with the proposal.

Conclusion

It is concluded that the proposed development will have a negligible impact on traffic volumes. There are therefore no highway safety or operational reasons why the application should not be allowed to proceed.