

WASTE TRANSFER STATION REDEVELOPMENT
SPENCER INDUSTRIAL ESTATE, STANDARD ROAD, BUCKLEY, FLINTSHIRE

Transport Statement

Prepared on behalf of:

Flintshire County Council

The logo for axis is a dark blue square with the word 'axis' written in white, lowercase letters.

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1.0 INTRODUCTION

1.1 Purpose of This Report

- 1.1.1 Axis has been appointed by Flintshire County Council (FCC) to prepare a Transport Statement (TS) to accompany a planning application for the demolition of an existing Waste Transfer Station (WTS) and replacement with a larger WTS unit. The highway network surrounding the site will also be rearranged to accommodate the larger unit.
- 1.1.2 The proposed site layout plan is included in **Appendix 1** for reference.
- 1.1.3 The Site is located to the north of Spencer Industrial Estate in Buckley and is currently accessed from Standard Road.
- 1.1.4 The Site area is approximately 0.8 hectares, comprising a roughly rectangular shape with the existing WTS storage building, a service yard, landfill area and offices on the opposite side of Standard Road. The existing WTS storage building has a Gross Floor Area (GFA) of circa 650sq.m.
- 1.1.5 The operation of the existing and proposed WTS involves the importation of recyclable household waste from kerbside collection, the processing and bulking of the recycled materials, and then exportation elsewhere via large articulated vehicles.
- 1.1.6 This TS has been prepared to inform FCC, which is the Local Planning and Highway Authority, of the trip generation and highway impact of the proposed redevelopment, including review of the existing conditions and sustainable infrastructure.

1.2 Scope and Report Structure

- 1.2.1 In July 2020, scoping discussions have been undertaken with FCC Highways by email to agree the trip generation calculations, means of access and the TS context. **Appendix 2** includes the scoping email and response received.
- 1.2.2 FCC highways confirmed that based on the predicted increase in vehicular flows of 10% (as detailed further in this TS), the impact on the highway is likely to be marginal.
- 1.2.3 Since the scoping was undertaken, the site layout plan has been updated several times. However FCC highlighted that introducing a one way system on the northern section of Standard Road and where it currently meets Globe Way will need to be considered, as this forms part of the adopted highway boundary.

- 1.2.4 FCC suggested it may be necessary to consider stopping up the highway should this still be proposed.
- 1.2.5 TS has therefore been prepared to detail the existing highway conditions, development proposals, access arrangements and the proposed trip generation.
- 1.2.6 The TS report is structured as follows:
- **Section 2** describes the existing conditions, review of Personal Injury Collision data and sustainable infrastructure;
 - **Section 3** describes the development proposals and the proposed access arrangements;
 - **Section 4** details the existing and proposed trip generation; and
 - **Section 5** provides the summary and conclusions.
- 1.2.7 The TS has been prepared in accordance with the recommendations and thresholds set out in Planning Policy Wales, Technical Advice Note (TAN) Chapter 18: Transport.
- 1.2.8 The proposed recycling facility would have a GFA of circa 2,208sq.m. hence a net increase of 1,558sq.m. from the existing facility. In accordance with TAN 18, a full Transport Assessment is not necessary for an industrial development of less than 5,000sq.m, therefore a TS is considered to be sufficient to accompany the planning application.

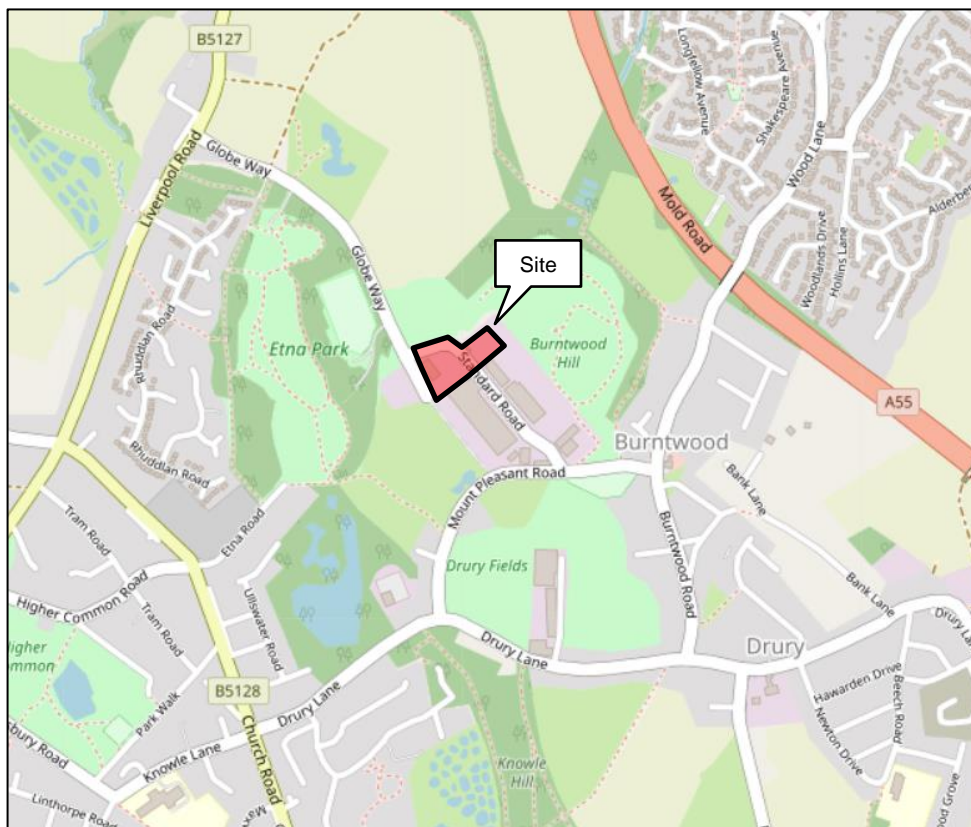
2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The Site is located within Spencer Industrial Estate, circa 1.4km northeast of Buckley Town Centre in Flintshire. The WTS is situated at the corner of Standard Road and Globe Way.

2.1.2 The Site location plan is illustrated in **Plan 2.1** below.

Plan 2.1: Site Location Plan



2.2 Existing Operation and Waste Process

2.2.1 The Site processes waste from Monday to Saturday with baling and waste collections taking place throughout the week. This will continue with the proposed WTS unit, albeit the site will be rationalised to increase the efficiency of Site operations.

2.2.2 The WTS is currently used for bulking and baling of dry recyclable materials and food waste which are collected by specialised refuse collection vehicles (RCVs) at the kerbside, mainly throughout Flintshire.

- 2.2.3 The materials are typically separated at the kerbside. They are then brought by the RCVs to the WTS where each waste stream is tipped into individual bays.
- 2.2.4 From there, the waste is either bulked into large skips to be sent for processing at another site via articulated HGVs, or it is first processed through baling equipment to increase the payload for onward transportation.
- 2.2.5 The range of waste streams currently processed at the MRF include:
- Glass
 - Plastics bales
 - Aluminium bales
 - Steel bales
 - Paper and cardboard mixes
 - Used beverage cartons
 - HH batteries
 - Food
- 2.2.6 These waste streams will continue to be processed at the proposed WTS in a similar fashion as currently, albeit more efficiently with the revised Site layout scheme.
- 2.2.7 In terms of on-site staff, there are currently six operatives. As part of the proposals, this could potentially change to four operatives over two shifts.
- 2.2.8 The WTS operates between 07:00 and 20:00 Monday to Saturday. The Site is closed on Sundays and Bank Holidays. This will not change as part of the proposed redevelopment.
- 2.2.9 Kerbside collection RCVs arrive to the Site twice a day for tipping. The first tip is typically between 10:00-12:00 and the second is typically between 15:00-16:00. The later hours of the day until 20:00 are for processing the waste that has been delivered to the Site.
- 2.2.10 The monthly throughput of waste stream recorded at the Site between April 2019 and March 2020 is detailed in **Appendix 3** and summarised in **Table 2.1** below.

Table 2.1: Monthly Waste Throughput

Month	Total Collected (Tonnes)	Recycled (Tonnes)
Apr-19	1,171	1,163
May-19	1,600	1,202
Jun-19	1,344	992
Jul-19	1,538	1,142
Aug-19	1,373	1,005
Sep-19	1,488	1,125
Oct-19	1,553	1,150
Nov-19	1,457	1,074
Dec-19	1,487	1,084
Jan-20	1,856	1,384
Feb-20	1,166	803
Mar-20	1,524	1,110
Total	17,937	13,236

- 2.2.11 The WTS saw a sustained increase in tonnage waste over the past year. This is predicted to increase further with higher demand and generation of recyclable household waste. As a result, FCC have suggested that processing capacity should be futureproofed by 10%.
- 2.2.12 The future trip generating potential of the redevelopment has therefore been based on an increased demand of 10%, as discussed further in **Chapter 4.0** of this report.

2.3 Surrounding Highway Network

- 2.3.1 Locally, the Site is surrounded by several industrial units accessed from Standard Road and Globe Way.
- 2.3.2 Standard Road is a single carriageway road with a useable width of between 5.5m and 7.5m. Areas for parking and servicing are provided on either side of the carriageway.
- 2.3.3 To the south, Standard Road links to Mount Pleasant Road, which in turn connects to Drury Lane to the south and Burntwood Road to the east. Burntwood Road provides access to the wider residential area, including public transport facilities.

2.3.4 To the northwest of the Site, Standard Road meets Globe Way at a large T-junction. Globe Way has a carriageway width of between 6.5m and 7.0m. A footway is provided on the eastern side of the carriageway, linking to the wider footway network on Liverpool Road.

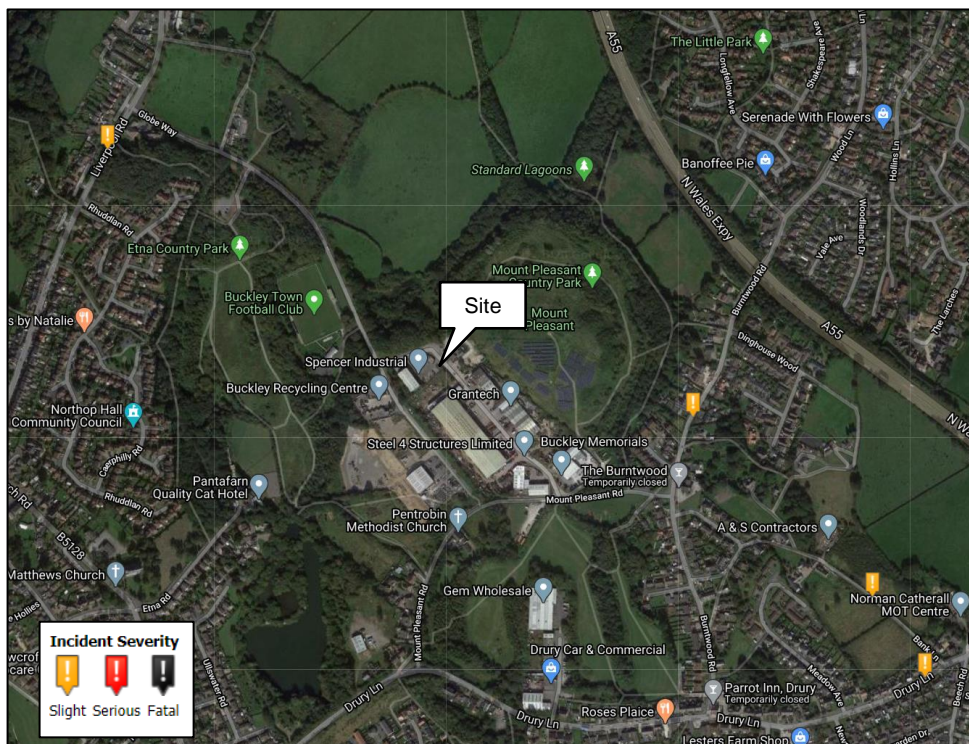
2.3.5 Liverpool Road is a distributor road providing the most convenient access to the strategic road network, namely the A494 via St David's Park Interchange and the A55 via junction 34.

2.4 Personal Injury Collision (PIC) Record

2.4.1 The online Crashmap resource (www.crashmap.co.uk) has been reviewed to determine if any PICs have taken place in proximity of the Site.

2.4.2 The most recently available five-year period (2015-2019 inclusive) has been used as the evidence base for this review, as shown in **Plan 2.2** below.

Plan 2.2: Personal Injury Collision – Crashmap Extract

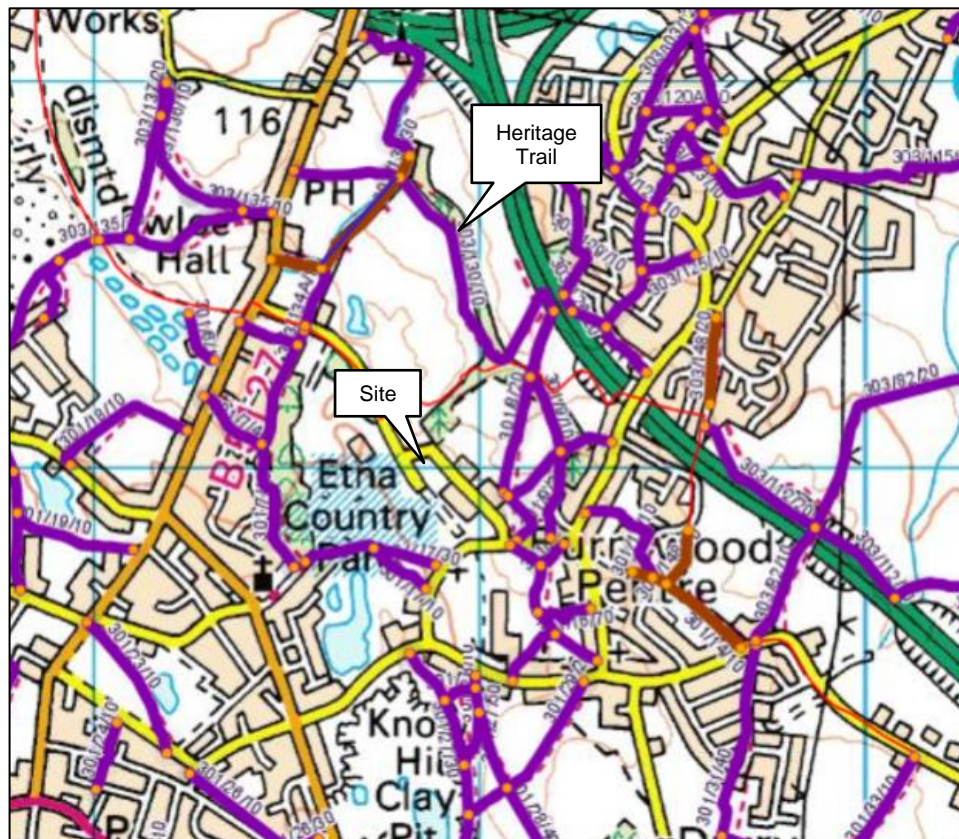


2.4.3 As shown, no PICs took place along Globe Way and Standard Road. There are also no cluster of PICs in proximity, with only one PIC of slight severity that took place on Liverpool Road and Burntwood Road. As such, there is no evidence of an existing highway safety issue that would be worsened by the proposed redevelopment.

2.5 Surrounding Sustainable Infrastructure

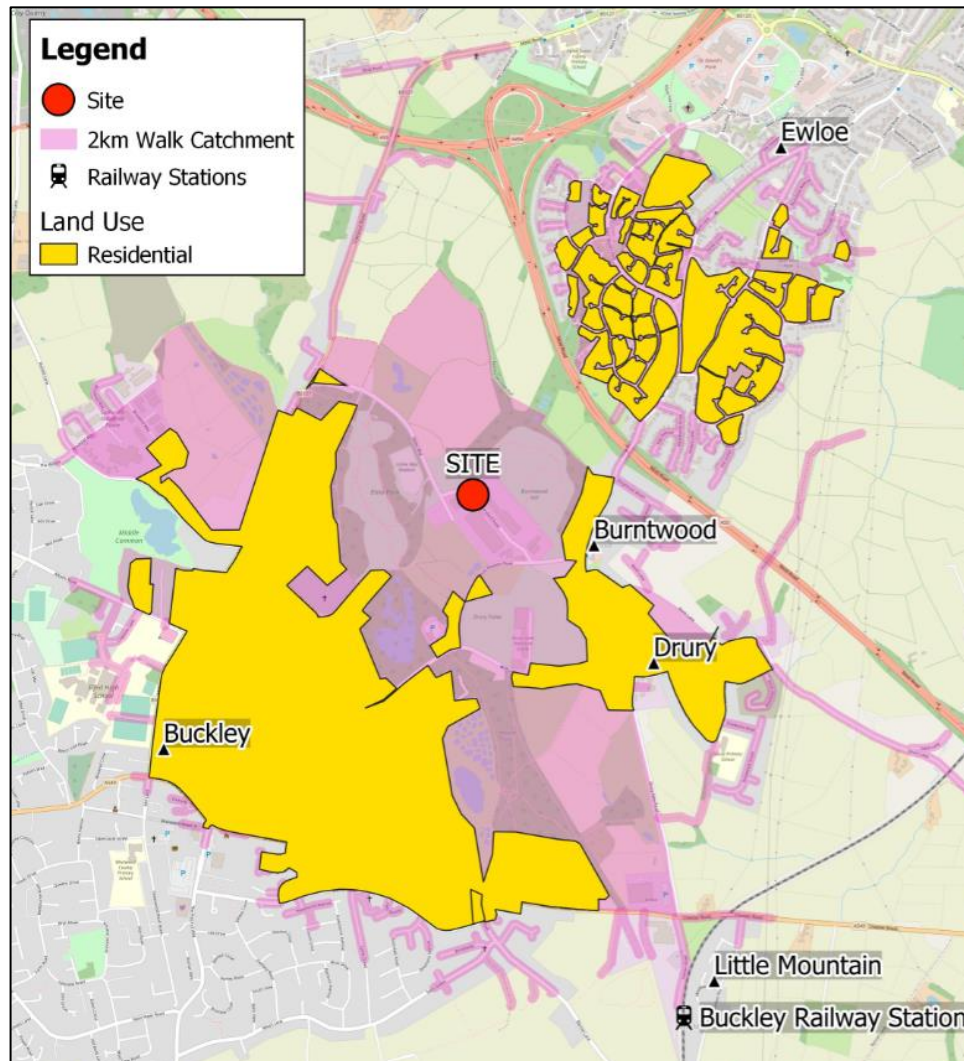
- 2.5.1 Footways are provided along Mount Pleasant Road and Globe Way with the width ranging between 1.2m and 2.0m. The footways link to the wider sustainable infrastructure associated with the residential areas in proximity.
- 2.5.2 A Public Right of Way (PRoW) is also provided to the east of Spencer Industrial Estate. The Llwybr Treftadaeth (Heritage Trail) PRoW can be accessed from Mount Pleasant Road, Globe Way and Liverpool Road, hence providing for pedestrian and cycling trips. **Plan 2.3** below shows the PRoW network in proximity of the Site.

Plan 2.3: Public Right of Way Network



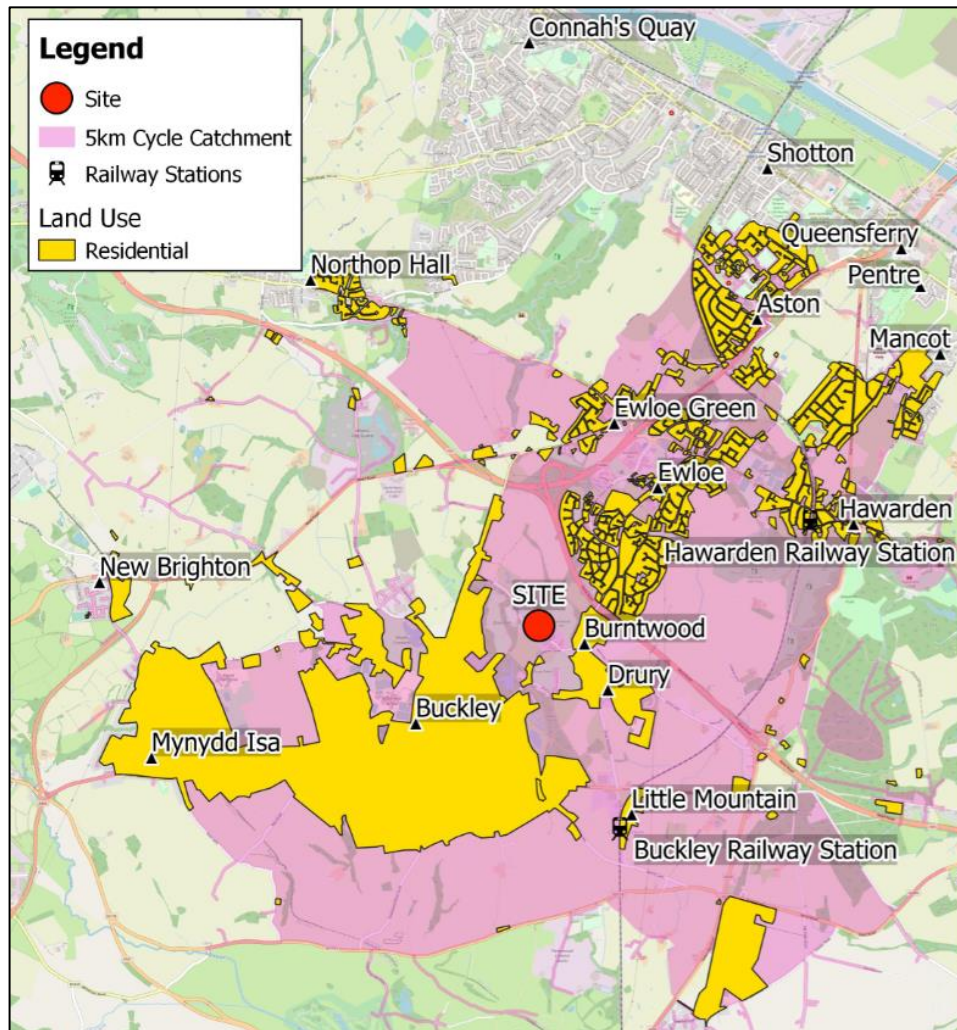
- 2.5.3 The CIHT's "Guidelines for Providing for Journeys on Foot" suggests journeys up to 2km could be made by walking. **Plan 2.4** shows a 2km walking catchment from the Site, demonstrating that most of Buckley's residential areas are within this walking distance, including Bruntwood, Drury and parts of Ewloe.

Plan 2.4: 2km Walking Catchment



- 2.5.4 The nearest bus stops to the Site are located on Burntwood Road, near its junction with Mount Pleasant Road. Both northbound and southbound bus stops are circa 510m walking distance (<6 minutes) to/from the Site.
- 2.5.5 Bus services 4/4S run between Mold Bus Station and Chester City Centre, via Buckley, Bruntwood and Ewloe. Bus service 4 operates between 06:16 and 17:52 on hourly basis, Monday to Saturday. Bus service 4S operates late afternoons Monday to Saturday and hourly on Sundays.
- 2.5.6 It is also recognised in previous guidance that cycling has the potential to substitute short car journey trips, particularly those under 5 km, and to form part of a longer journey by public transport. **Plan 2.5** illustrates a 5 km catchment from the Site.

Plan 2.5: 5km Cycling Catchment



2.5.7 As shown, several areas are within a 5km cycling distance, including Buckley and Hawarden Railway Stations. Buckley, Ewloe and the surrounding residential areas are also within cycling distance. Cycling is therefore a realistic proposition for staff working at the proposed redevelopment.

3.0 DEVELOPMENT PROPOSALS

3.1 Overview

3.1.1 The proposed redevelopment comprises demolition of the existing WTS and replacement with a larger unit, including visitor and welfare facility, and vehicle charging station. The road network between Standard Road and Globe Way will be rearranged to accommodate the larger unit.

3.1.2 The GFA of the existing unit is circa 650sq.m. The proposed WTS unit would be circa 2,208sq.m. thereby resulting in a net increase of 1,558sq.m. The proposed site layout plan is contained in **Appendix 1** for reference.

3.2 Site Access Arrangements

3.2.1 Vehicular access to the Site will be taken from a realigned Standard Road. The current alignment of Standard Road where Globe Way meets Standard Road to the north will be largely stopped-up to accommodate the WTS building. A new realigned Standard Road will be created to the southeast of the proposed WTS building and offered up for adoption by the Local Highway Authority. The stopping up of that section of the existing Standard Road that will be achieved via S247 of the Town and Country Planning Act following the grant of planning permission of the redevelopment.

3.2.2 The new alignment of Standard Road will connect to Globe Way via a new priority-controlled junction, including a new left turn lane from Globe Way, and is designed to allow for two-way HGV movement.

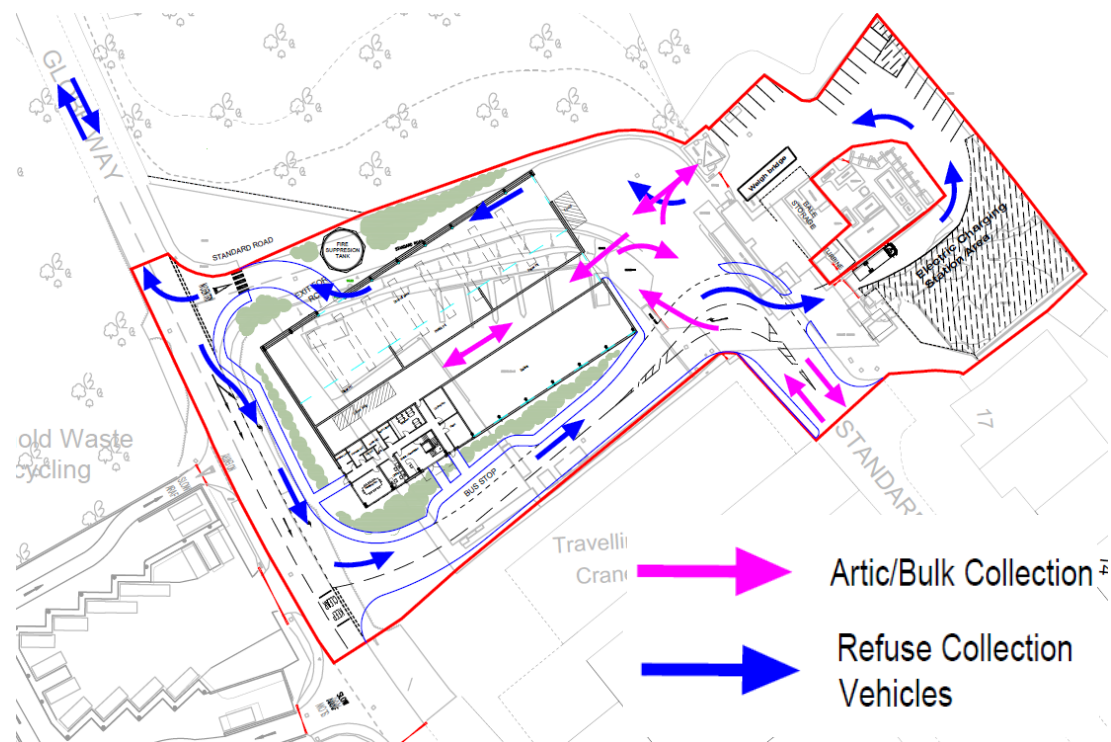
3.2.3 The formation of the left turn lane will allow vehicles to access the new alignment of Standard Road even if a queue of vehicles is waiting to enter the household waste recycling centre on the opposite side of Globe Way.

3.2.4 A one-way system will be created within the site so that RCVs can use the facilities in a more efficient way. RCVs will enter the site from the new section of Standard Road, loop around the north-eastern part of the site, stop on a new weighbridge position and then enter the building to drop waste, where it will be processed by on-site staff into different bays. The RCVs will then exit the building via an opening on its north-western elevation, exiting via a priority junction (at the location of the existing Globe Way / Standard Road junction) onto Globe Way.

3.2.5 HGVs will access the site in a different manner, entering the site from a south-eastern direction via Standard Road. Once inside the site the HGVs will reverse into the loading bay on the north-eastern elevation of the building before being loaded with process waste bales. The HGVs will then exit via Standard Road via the same direction they entered.

3.2.6 The vehicle routing operations described above are shown figuratively on **Plan 3.1** below:

Plan 3.1: Vehicle Routing Plan



3.2.7 **Appendix 1** also includes the following swept path assessment drawings:

- Drawing 2738-01-ATR01 – 16.5m Articulated HGV
- Drawing 2738-01-ATR02 – 11.2 Refuse Vehicle
- Drawing 2738-01-ATR03 – Single Decker Bus

3.2.8 These drawings demonstrate that the realigned highway network around the site and internal layout will operate satisfactorily.

3.2.9 It should be noted that the access arrangements are currently shown as 'indicative' and are subject to changes following further consultation with FCC.

3.3 Car Parking Provision

- 3.3.1 A car park of 20 spaces are proposed in the north-eastern area of the Site, to be accessed from the realigned Standard Road. The increased parking provision is to accommodate visitor parking demand (e.g. part of school visits or public exhibitions) and increased operatives on shifts due to increased demand.
- 3.3.2 There will also be a vehicle charging station situated in the eastern corner of the site with two stands for electric buses.

4.0 TRIP GENERATION

4.1 Introduction

4.1.1 This section of the report details the current and forecast future trip-generating potential of the WTS. It also includes reference to the catchment area of the Site.

4.2 Trip Generation

Principles of Operation

4.2.1 As mentioned previously, operations at the proposed WTS will remain unchanged. This includes main catchment areas and working hours.

Current HGV Trips

4.2.2 Based on information received from the WTS, the current inbound HGV movements are shown in **Table 4.1** below. The raw data is included in **Appendix 4** for reference.

Table 4.1: Inbound HGV Movements (Per Day)

Vehicle	Numbers	Operating Days
Kerbside Collection RCVs	32	Monday to Saturday
Scatter (rural) Caged Vehicle	1	Monday to Thursday
Trade Vehicle	1	Monday to Thursday

4.2.3 As mentioned previously, the kerbside collection RCVs arrive to the Site twice a day for tipping. The first tip occurs between 10:00-12:00 and the second occurs between 15:00-16:00. The kerbside collection RCVs are not stored overnight on site as they arrive from other facilities around Flintshire, hence only generating 'inward trips' from 10:00.

4.2.4 As there are two tips a day, the inward frequency of kerbside collection HGVs is therefore 32 trips. With the scatter caged and trade vehicles, the total inward vehicle movements Monday to Saturday is therefore 34 trips. The scatter caged and trade vehicles do not tip twice a day, hence only generating one inward trip each.

4.2.5 In addition to the abovementioned trips, the site also attracts one inward and outward vehicle trip per week associated with the cleanser.

4.2.6 **Table 4.2** below shows the current outbound HGV movements from the MRF.

Table 4.2: Outbound HGV Movements (Frequencies as Noted)

Collection	Frequency	Operating Days
Glass	3 per week	Monday, Wednesday and Friday
Plastic Bales	2 per week	Mondays and Fridays
Aluminium Bales	1 per month	On Request
Steel Bales	2 per month	On Request
Paper and cardboard mixes	8 per week	X2 Monday to Thursday
Used Beverage Cartons	1 per 6 months	On Request
HH Batteries	2 per month	On Request
Food	8 skips per week	X2 Monday to Thursday
Process Rejects Skip	2 per week	On Request

4.2.7 Excluding occasional infrequent 'on request' trips, an average of around 6 outbound bulk HGV trips currently occur on Mondays, 4 on Tuesdays, 5 on Wednesdays, 4 on Thursdays and 2 on Fridays.

Total Current Large Vehicle Trip Generation

4.2.8 From the above inbound and outbound trips, and allowing for the arrival and departures movements associated with these trips, the current daily two-way HGV trip generation is summarised in **Table 4.3** below.

Table 4.3: Current Daily Two-way Large Vehicle Trips

Day	In	Out	Two-way
Monday	40	40	80
Tuesday	38	38	76
Wednesday	39	39	78
Thursday	38	38	76
Friday	35	35	70
Saturday	32	32	64
Weekly Average	37	37	74

4.2.9 As shown, an average of 74 two-way large vehicle trips are currently being generated per day at the WTS across the week. Most of these trips are associated with the kerbside collection RCVs, with a total of 64 two-way trips being generated Monday to Saturday.

4.2.10 Most of these trips (RCVs) occur outside the typical peak hours of the highway network, between 10:00-12:00 for the first tip and 15:00-16:00 for the second tip.

Total Future Large Vehicle Trip Generation

4.2.11 As mentioned previously, the WTS saw a sustained increase in tonnage waste in 2019/2020. It is predicted that recyclable household waste will continue to rise and as a result, a 10% uplift has been suggested by FCC to futureproof against this potential rise in demand. Therefore the future large vehicle trip generation has been increased by 10% as shown in **Table 4.4** below.

Table 4.4: Future Daily Two-way Large Vehicle Trips

Day	In	Out	Two-way
Monday	44	44	88
Tuesday	42	42	84
Wednesday	43	43	86
Thursday	42	42	84
Friday	39	39	77
Saturday	35	35	70
Weekly Average	41	41	81

4.2.12 As shown, the average two-way large vehicle trips would increase to an average of 81 trips per day across the week. Again, most trips would occur outside the typical peak hours of the highway network, between 10:00-12:00 for the first kerbside collection tip and 15:00-16:00 for the second kerbside collection tip.

4.2.13 Compared to the current large vehicle movements, on average, only 7 additional HGVs would be generated per day by the proposed redevelopment. This is not anticipated to have a perceptible impact on the safety and capacity of the highway network.

4.2.14 The uplift in waste-related large vehicle trips is an inevitable consequence of increased demand / population across the county, and the proposed facility will be able to accommodate this uplift in a safe and satisfactory manner.

Future Staff and Visitor Trips

4.2.15 In terms of on-site staff, there are currently six operatives. As part of the proposals, this could possibly change to four operatives over two shifts.

4.2.16 Public visits (other than on-site meetings / conferences) will mainly include educational exhibitions for schools in Flintshire. At this stage the frequency of such visits is unknown; however, school trips could be made by bus and the site layout includes an area to allow suitable bus parking.

4.3 Catchment Area

4.3.1 The current catchment area of the WTS and the destinations covered by the kerbside collection RCVs over the week are as follows:

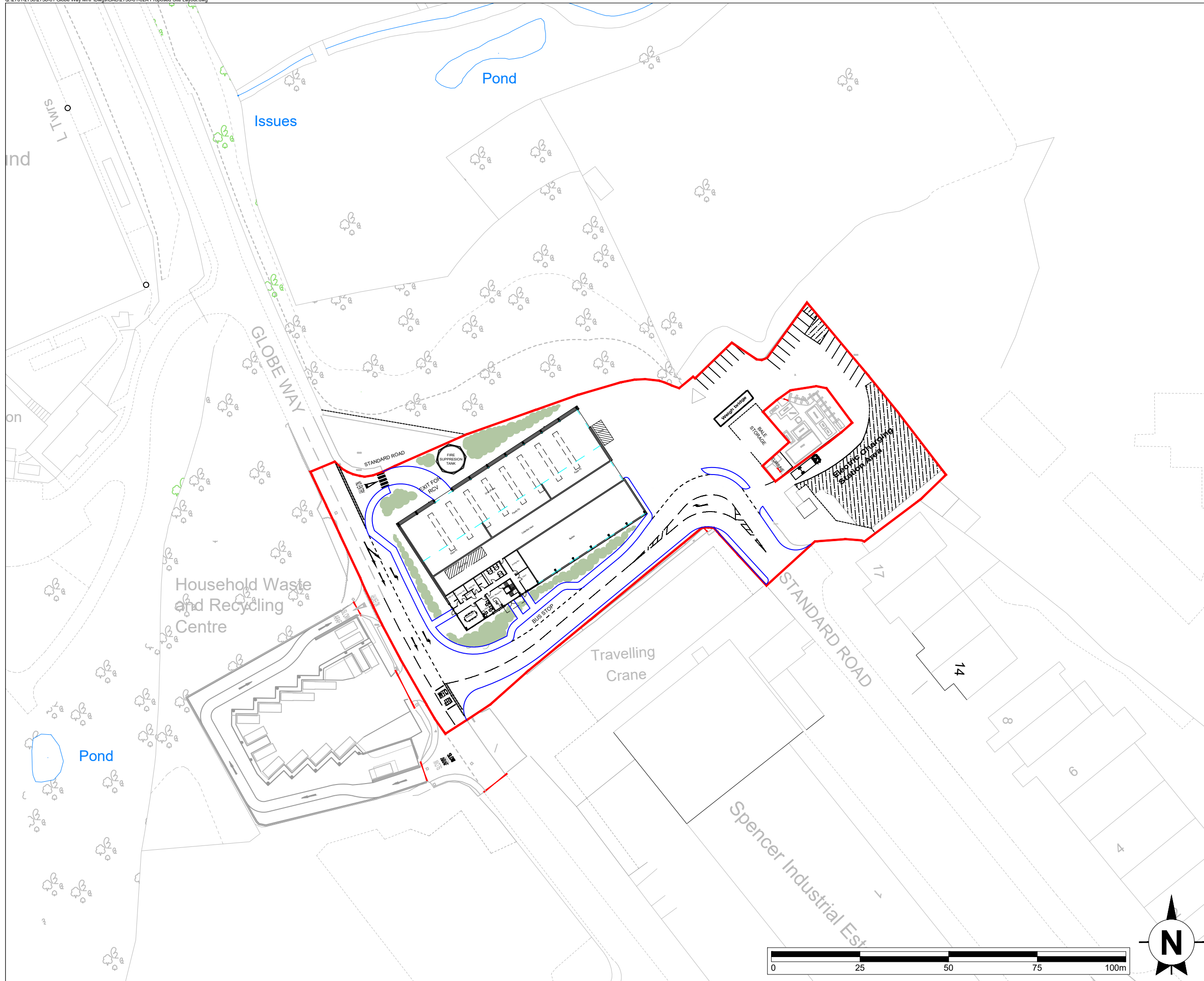
- **Mondays:** Mynydd Isa, Buckley, Mold, Pantymwyn and Gwernaffield, Nercwys and Cilcain.
- **Tuesdays:** Penymynydd and Penyffordd, Caergwrle, Caergwrle Cymau, Leeswood, Treuddyn, Hope, Saltney, Broughton, Bretton, Saltney Ferry, Llanfynydd and Ffrith.
- **Wednesdays:** Hawarden, Sandycroft, Mancot, Buckley, Ewloe, Drury, Higher Kinnerton, Queensferry, Sandycroft and Saltney Ferry
- **Thursdays:** Aston, Shotton, Connah's Quay, Garden City, Sealand, Saughall, Northop and Ewloe Green.
- **Fridays:** Oakenholt, Flint, Northop Hall, Flint Mountain, Bagillt, Sychdyn, New Brighton, Bryn y Baal, Pentre Halkyn, Lixwm, Brynford, Rhes y Cae and Caerwys.
- **Saturdays:** Bagillt, Holywell, Greenfield, Talacre, Gronant, Mostyn, Penyffordd, Rhewl, Caerwys, Nanerch, Gwespyr, Trelogan and Pen-y-ffordd.

4.3.2 The catchment area will not change as part of the proposals; hence the trip distribution would remain as existing – i.e. mainly via the A550, A494 and A55.

5.0 SUMMARY AND CONCLUSIONS

- 5.1.1 Axis has been appointed by FCC to prepare this TS to accompany a planning application for the demolition of an existing WTS at Spencer Industrial Estate off Globe Way in Flintshire. The proposals involved the redevelopment of the Site to feature a larger WTS and associated rearrangement of the surrounding highway network.
- 5.1.2 The operation of the existing and proposed WTS involves the importation of recyclable household waste from kerbside collection, the processing and bulking of the recycled materials and bagged food waste, and then exportation elsewhere via large articulated vehicles.
- 5.1.3 The road network around the site will be reorganised to improve the efficiency of the site, including a new section of Standard Road that will involve the forma stopping-up of a section of the existing Standard Road.
- 5.1.4 The WTS currently generates, on average, 74 two-way large vehicle trips Monday to Saturday. Most of these trips are associated with the kerbside collection RCVs arriving and departing the Site twice each day.
- 5.1.5 To futureproof the WTS processing capacity, FCC have suggested the Site should be capable of accommodating a 10% increase in the amount recyclable household waste throughput. Therefore, large vehicle trips are forecast to increase to 81 two-way trips, on average, across the week.
- 5.1.6 Most of these large vehicle trips would occur outside the typical peak hours of the highway network, mainly between 10:00-12:00 and 15:00-16:00. These are the current and proposed kerbside collection tipping periods, which would take place twice a day.
- 5.1.7 As the proposed redevelopment would result in an increase of only 7 large vehicle trips per day, this is not anticipated to have a perceptible impact on the safety and capacity of the highway network.
- 5.1.8 From a traffic and highway safety perspective, the scheme is therefore commended to FCC for approval.

APPENDIX 1 - PROPOSED SITE LAYOUT PLAN AND SWEPT PATH PLANS



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Revision History		Date
A	ROAD AND BUILDING ADJUSTED	13-11-20

- Application Boundary
- Indicative Landscape Planting

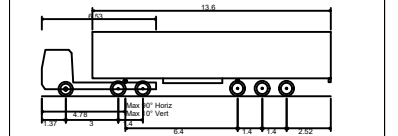
Chester Office: West House 8/ans Bletton Chester CH4 8DH	South Manchester Office: Cavendish House 74 Water Lane Wilmslow SK9 6SL	axis
client: FLINTSHIRE COUNTY COUNCIL		
project: STANDARD ROAD WASTE TRANSFER STATION		
drawing title: PROPOSED SITE LAYOUT		
date: October 2020	drawn by: SM	checked: SH
drawing number: 2738-01-02		status: --
scale(s): 1:1000@A3	rev: A	
planning environment design		



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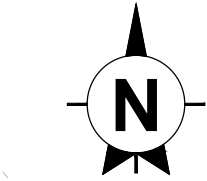
Revision History	Date



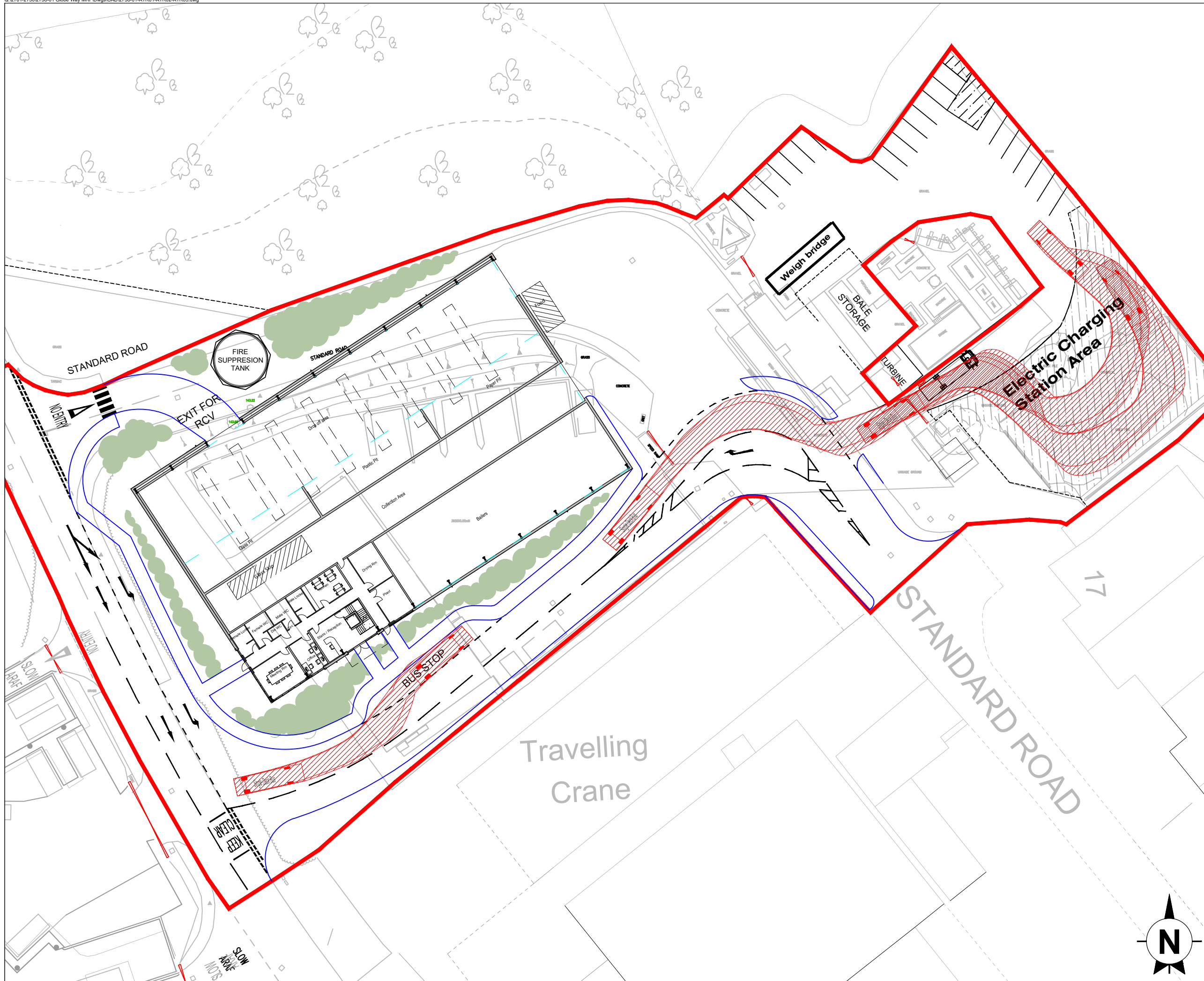
Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.651m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

aste

Travelling Crane



Chester Office: Well House Square Brerton Chester CH4 8DH	South Manchester Office: Canalside House 78 Water Lane Wilmslow SK9 8BB	
0844 8700 007 - www.axisped.co.uk		
client: FLINTSHIRE COUNTY COUNCIL		
project: STANDARD ROAD WASTE TRANSFER STATION		
drawing title: SWEEP PATH ANALYSIS PLAN 16.5M ARTICULATED VEHICLE		
date: 13-11-20	drawn by: LK	checked: LK
drawing number: 2738-01-ATRO1	status: PRELIM	
scale(s): 1:500@A3	rev: --	
planning environment design		

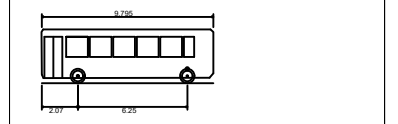


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• Revision History • Date

Revision History	Date



Single Deck Bus	9.795m
Overall Length	2.530m
Overall Width	3.070m
Overall Body Height	0.306m
Min Body Ground Clearance	2.322m
Track Width	6.00s
Lock to lock time	10.111m
Kerb to Kerb Turning Radius	

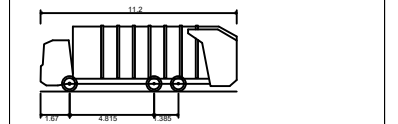
Chester Office: Wolf House Farm Brerton Chester CH4 8DH	South Manchester Office: Canalside House 74 Water Lane Wilmslow SK9 8BB	axis 0844 8700 007 - www.axisped.co.uk
client: FLINTSHIRE COUNTY COUNCIL		
project: STANDARD ROAD WASTE TRANSFER STATION		
drawing title: SWEPT PATH ANALYSIS PLAN SINGLE DECKER BUS		
date: 13-11-20	drawn by: LK	checked: LK
drawing number: 2738-01-ATRO3	status: PRELIM	
scale(s): 1:500@A3	rev: --	
planning environment design		



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• Revision History • Date

Revision History	Date



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

Travelling Crane

Electric Charge Station Area

STANDARD ROAD

Waste

WASTE WAY

STANDARD ROAD

STANDARD ROAD

STANDARD ROAD

STANDARD ROAD

Chester Office: Wolf House Farm Brerton Chester CH4 8DH	South Manchester Office: Canalside House 78 Water Lane Wilmslow SK9 8SB	axis 0844 8700 007 www.axisped.co.uk
client: FLINTSHIRE COUNTY COUNCIL		
project: STANDARD ROAD WASTE TRANSFER STATION		
drawing title: SWEPT PATH ANALYSIS PLAN 1 1.2M REFUSE VEHICLE		
date: 13-11-20	drawn by: LK	checked: LK
drawing number: 2738-01-ATRO2	status: PRELIM	
scale(s): 1:500@A3	rev: --	
planning environment design		

APPENDIX 2 – SCOPING EMAIL

From: Colin Simpson <colin.simpson@flintshire.gov.uk>

Sent: 02 July 2020 08:40

To: Ahmad Huneidi <ahmadhuneidi@axisped.co.uk>

Cc: Lee Kendall <leekendall@axisped.co.uk>; Steven Parry <steven.parry@flintshire.gov.uk>; Nic Houston <nic.houston@flintshire.gov.uk>

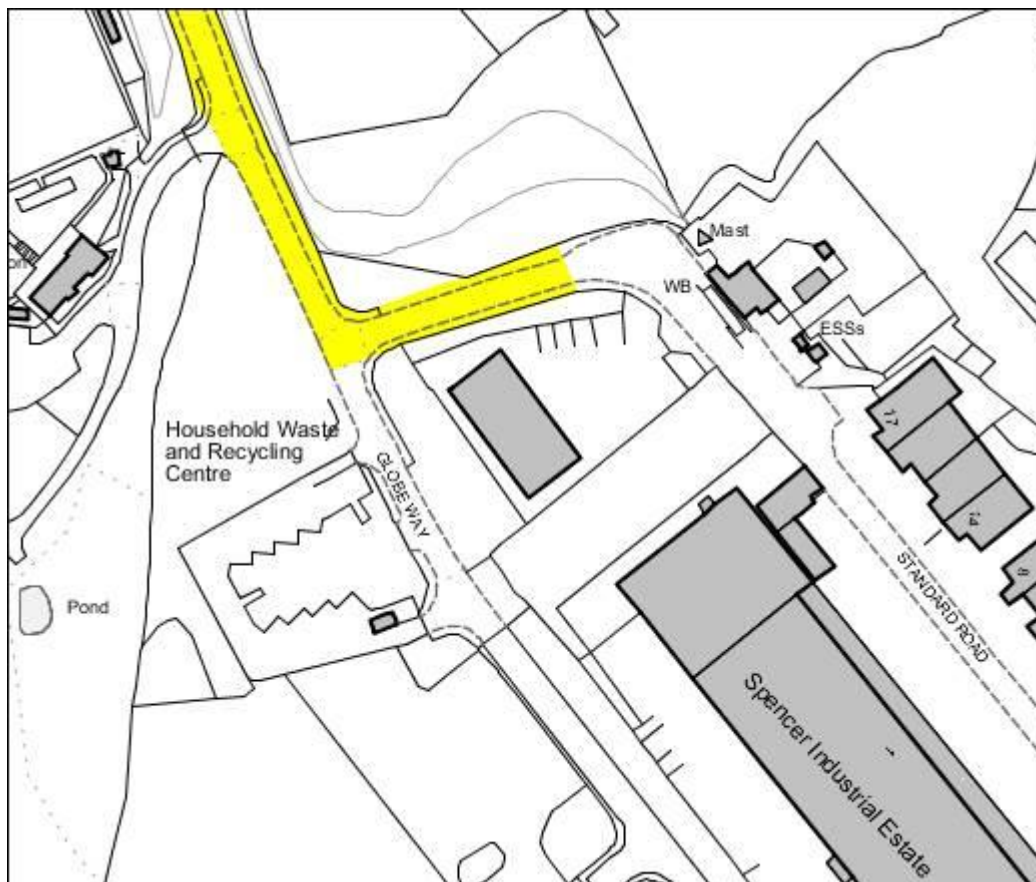
Subject: RE: Proposed Materials Recycling Facility - Spencer Industrial Estate, Buckley

Morning Ahmad

Apologies for this delayed response; I have recently missed a few days due to sickness (thankfully not covid related).

Based upon the predicted increase in vehicular flows of 10% or less, the impact of traffic flows on the highway is likely to be marginal. Preparation of a short statement comparing existing and proposed movements should be adequate to support a planning application.

The proposed layout indicates the introduction of a one way system on a section of Standard Road with a return via Globe Way; the extents of adopted highway need to be considered. The following coloured section indicates the recorded extent of public highway. Any operational areas should be clear of the highway and the imposition of a one way restriction on a cul-de-sac section of highway does not appear to be appropriate; it may be necessary to consider stopping up or further highway dedication. I have copied Streetscene colleagues into this response and no doubt we will discuss these issues further.



Regards, Colin

Colin Simpson BTEch CEng MICE MCIHT
Senior Engineer | **Uwch Beiriannydd**
Highways Development Control | **Rheoli Datblygu Priffyrdd**
Planning and Environment | **Cynllunio a'r Amgylchedd**
Flintshire County Council | **Cyngor Sir y Fflint**
County Hall | **Neuadd y Sir**
Mold | **Yr Wyddgrug**
CH7 6NF | **CH7 6NF**

From: Ahmad Huneidi [<mailto:ahmadhuneidi@axisped.co.uk>]
Sent: 17 June 2020 17:50
To: Colin Simpson <colin.simpson@flintshire.gov.uk>
Cc: Lee Kendall <leekendall@axisped.co.uk>
Subject: Proposed Materials Recycling Facility - Spencer Industrial Estate, Buckley

Hi Colin,

It was good speaking with you earlier today.

As discussed, we're working with Nic Houston and Steven Parry at Flintshire County Council (FCC) on a site off Standard Road at Spencer Industrial Estate (CH7 3LY).

The proposals involves demolition of the existing Materials Recycling Facility (MRF) and replacement with a larger MRF, including visitor centre and rearrangement of the road system around the site. I've attached first draft of proposed layout plan. The location is shown in the plan below.



The existing MRF floor area is around 650 sq.m. This would increase to circa 1890 sq.m. hence a net increase of 1240 sq.m. Most trips associated with the existing MRF are generated outside the typical morning and evening peak hours, expect for 6 on-site operators / handlers.

In terms of HGV traffic, as operations would remain largely the same as existing, HGV movements have been calculated based on initial information provided by FCC. However an uplift of 10% was suggested for future demand.

The current HGV movements / frequency at the site are as follows:

In Wards		Out Wards		
Recycling Collection Vehicles Kerbside	16	Glass	3 loads per week	Mon, Weds, Fri
On site	Mon, Tues, Weds, Thurs	Plastics (Bales)	2 loads per week	Mon, Fri
1st Tip	10am- 12pm	Alu (Bales)	1 load per month	on request
2nd Tip	3pm- 4pm	Steel (Bales)	2 load per month	on request
Scatter (rural) Caged Vehicle	1	Paper mixed with Card	8 Loads per week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
On site	Mon, Tues, Weds, Thurs	Used Beverage Cartons	1 load 6 months	on request
Trade	1	HH Batteries	2 boxes per month	on request
On site	Mon, Tues, Weds, Thurs	Food	8 x skips week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
Cleanser	1 per week	Process rejects skip	2 per week 40cubic yard	on request

As shown, the highest generator would be recycling collection HGVs, tipping at the site twice a day (10-12 AM and 3-4 PM), hence 32 arriving and 32 departing Monday to Thursday. However such trips will occur outside the peak hours of the highway network.

A daily breakdown can be calculated as follows:

Current HGV Trips			
Daily Split*	In	Out	2-way
Monday	34	38	72
Tuesday	34	36	70
Wednesday	34	37	71
Thursday	34	36	70
Friday	1	2	3

*Excluding 'On Request' and once a month HGV movements.

Therefore an increase of 10% on the above HGV movements would have minimal impact on the operation of the highway network.

In terms of reporting, I envisage a Transport Statement would be sufficient to support the planning application, as the development's GFA net increase is less than the 5,000 sq.m. threshold set out in

the Welsh Technical Advice Note on Transport (B2 industrial land use or similar). Therefore no highway capacity assessments will be undertaken as part of this planning application, and the traffic generation would be calculated on first principle as detailed above.

As for the proposed visitors centre, I'm waiting for additional information from FCC as to how would this operate (i.e. educational / school visits?). However, it would be great to get your views on the above.

I look forward to your response Colin, however please let me know if you have any queries.

Regards,

Ahmad Huneidi
Senior Transport Planner

APPENDIX 3 – DETAILED TONNAGE DATA

TOTAL Kerbside Recycling - Both Sites

Month	KS Glass	KS-Cans Steel	KS -Cans Alu	KS- MP	KS-P&C	KS - Cartons	Collected FW	FW minus reject	FW Reject	Collected Total	Recycling
Apr-19	306.540	34.250	10.874	103.640	458.360	0	388.02	380.43	7.59	1301.68	1294.10
May-19	451.210	27.620	11.310	119.680	438.700	0	397.72	387.86	9.86	1446.24	1436.38
Jun-19	339.450	20.220	0.000	72.280	462.440	0	352.68	341.78	10.896	1247.070	1236.174
Jul-19	311.760	17.220	53.700	108.420	417.680	0	395.24	386.07	9.17	1304.02	1294.85
Aug-19	395.840	13.860	11.180	87.760	387.260	0	367.16	356.08	11.08	1263.06	1251.98
Sep-19	277.760	18.940	11.445	109.500	457.580	12.52	362.50	362.13	0.37	1250.25	1249.88
Oct-19	412.720	10.000	11.305	86.420	496.260	0	403.240	388.850	14.390	1419.945	1405.555
Nov-19	282.660	40.750	0.000	109.540	459.760	0	382.740	375.214	7.526	1275.450	1267.924
Dec-19	423.770	20.580	21.625	58.200	482.800	0	402.240	389.530	12.710	1409.215	1396.505
Jan-20	480.830	19.600	11.254	152.540	564.340	0	472.04	467.24	4.80	1700.60	1695.81
Feb-20	226.560	19.620	11.085	60.360	367.820	0	363.56	354.57	8.99	1049.01	1040.02
Mar-20	426.600	19.480	11.214	76.180	493.520	0	414.14	405.64	8.50	1441.13	1432.63
TOTAL	4335.700	262.140	164.992	1144.520	5486.520	12.520	4701.280	4595.406	105.874	16107.672	16001.798
Q1	1097.200	82.090	22.184	295.600	1359.500	0.000	1138.420	1110.074	28.346	3994.994	2869.448
Q2	985.360	50.020	76.325	305.680	1262.520	12.520	1124.900	1104.283	20.617	3817.325	2811.348
Q3	1119.150	71.330	32.930	254.160	1438.820	0.000	1188.220	1153.594	34.626	4104.610	2950.834
Q4	1133.990	58.700	33.553	289.080	1425.680	0.000	1249.740	1227.455	22.285	4190.743	3034.468

Standard THROUGHPUT

month	KS Glass	KS-Cans Steel	KS -Cans Alu	KS- MP	KS-P&C	KS - Tetra Pak	Collected FW	FW minus reject	FW Reject	Total Collected	wdf recycling
Apr-19	306.540	34.250	10.874	103.640	327.680	0	388.02	380.43	7.59	1171.004	1163.415
May-19	339.330	27.620	11.310	119.680	316.260	0	397.72	387.86	9.86	1599.779	1202.059
Jun-19	226.770	20.220	0.000	72.280	330.560	0	352.68	341.78	10.896	1344.294	991.614
Jul-19	255.330	17.220	53.700	108.420	321.740	0	395.24	386.07	9.17	1537.721	1142.481
Aug-19	254.310	13.860	11.180	87.760	282.300	0	367.16	356.08	11.08	1372.651	1005.491
Sep-19	253.360	18.940	11.445	109.500	357.520	12.52	362.50	362.13	0.37	1487.916	1125.416
Oct-19	306.760	10.000	11.305	86.420	346.740	0	403.240	388.850	14.390	1553.315	1150.075
Nov-19	226.000	40.750	0.000	109.540	322.960	0	382.740	375.214	7.526	1457.204	1074.464
Dec-19	254.390	20.580	21.625	58.200	340.160	0	402.240	389.530	12.710	1486.725	1084.485
Jan-20	367.210	19.600	11.254	152.540	366.400	0	472.04	467.24	4.80	1856.287	1384.247
Feb-20	170.500	19.620	11.085	60.360	186.680	0	363.56	354.57	8.99	1166.377	802.817
Mar-20	257.000	19.480	11.214	76.180	340.080	0	414.14	405.64	8.50	1523.734	1109.594
TOTAL	3217.500	262.140	164.992	1144.520	3839.080	12.520	4701.280	4595.406	105.874	17937.438	13236.158
Q1	872.640	82.090	22.184	295.600	974.500	0.000	1110.074	28.346	1138.420	28.346	2275.360
Q2	763.000	50.020	76.325	305.680	961.560	12.520	1104.283	20.617	1124.900	20.617	2189.722
Q3	787.150	71.330	32.930	254.160	1009.860	0.000	1153.594	34.626	1188.220	34.626	2190.056
Q4	794.710	58.700	33.553	289.080	893.160	0.000	1227.455	22.285	1249.740	22.285	2091.488

APPENDIX 4 – WTS TRAFFIC MOVEMENTS & CALCULATIONS

Standard Road Waste Transfer Station - Client Info

In wards	Current	Future
Recycling Collection Vehicles Kerbside	16	same
On site	Mon, Tues, Weds, Thurs	same
1st Tip	10am- 12pm	same
2nd Tip	3pm- 4pm	same
Scatter (rural) Caged Vehicle	1	same
On site	Mon, Tues, Weds, Thurs	same
Trade	1	same
On site	Mon, Tues, Weds, Thurs	same
Cleanser	1	same
On site	once per week	same

Out	Current	Future
Glass	3 loads per week	Mon, Weds, Fri
Plastics (Bales)	2 loads per week	Mon, Fri
Alu (Bales)	1 load per month	on request
Steel (Bales)	2 load per month	on request
Paper mixed with Card	8 Loads per week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
Used Beverage Cartons	1 load 6 months	on request
HH Batteries	2 boxes per month	on request
Food	8 x skips week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
Process rejects skip	2 per week 40cubic yard	on request

Planning & Permitting

Name	Address	ENV Permit Ref	Planning Ref	Current Opening /Conditions	Future
Standard Transfer Station (A11)	Spencers Industrial Estate, Buckley, CH7 3LY	EPR/YP389FR/V002	49740	5. The recycling operations hereby permitted shall only be carried out between: 07:00 to 20:00 hours Monday to Saturday. There shall be no operations on Sundays or Bank/Public Holidays unless otherwise agreed in writing with the Minerals and Waste Planning Authority.	

Standard Road Waste Transfer Station - Vehicle Movement Calculations

In Wards	
Recycling Collection Vehicles Kerbside	16
On site	Mon, Tues, Weds, Thurs
1st Tip	10am- 12pm
2nd Tip	3pm- 4pm
Scatter (rural) Caged Vehicle	1
On site	Mon, Tues, Weds, Thurs
Trade	1
On site	Mon, Tues, Weds, Thurs
Cleanser	1
On site	once per week

Out Wards		
Glass	3 loads per week	Mon, Weds, Fri
Plastics (Bales)	2 loads per week	Mon, Fri
Alu (Bales)	1 load per month	on request
Steel (Bales)	2 load per month	on request
Paper mixed with Card	8 Loads per week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
Used Beverage Cartons	1 load 6 months	on request
HH Batteries	2 boxes per month	on request
Food	8 x skips week	2 Mon, 2 Tues, 2 Weds, 2 Thurs - sometimes Friday
Process rejects skip	2 per week 40cubic yard	on request

Use	Frequency	Operation	Cumulative Daily Trips		
			in	out	Two-way
Recycling Collection Vehicles Kerbside	x16 HGVs per day	Monday to Thursday. Trips to/from the facility are made twice per day between 10:00-12:00 and 15:00-16:00	32	32	64
Scatter (rural) Caged Vehicle	x1 HGV per day	Monday to Thursday	1	1	2
Trade	x1 HGV per day	Monday to Thursday	1	1	2
Cleanser	Once a week (assumed every Friday)				
Glass	x3 HGVs per week	Monday, Wednesday & Friday			
Plastics (Bales)	x2 HGVs per week	Monday & Friday			
Alu (Bales)	x1 HGV per month	On Request			
Steel (Bales)	x2 HGVs per month	On Request			
Paper mixed with Card	x8 HGVs per week	Monday to Thursday	1	1	2
Used Beverage Cartons	x1 HGV per 6 months	On Request			
HH Batteries	x2 HGVs per month	On Request			
Food	x8 HGVs per week	Monday to Thursday	1	1	2
Process rejects skip	x2 HGVs per week	On Request			

Current HGV Trips			
Daily Split*	In	Out	Two-way
Monday	40	40	80
Tuesday	38	38	76
Wednesday	39	39	78
Thursday	38	38	76
Friday	35	35	70
Saturday	32	32	64
Weekly Average	37	37	74

*Excludes On Request Trips

Future HGV Trips (+10%)			
Daily Split	In	Out	Two-way
Monday	44	44	88
Tuesday	42	42	84
Wednesday	43	43	86
Thursday	42	42	84
Friday	39	39	77
Saturday	35	35	70
Weekly Average	41	41	81

Note:
Client confirmed in 8th July
Email tipping takes place on
Fridays and Saturdays.