



Proposed Small Scale Energy Recovery Facility, Clarion Close, Morryston, Swansea

Transport Statement

A103857

Biffa Waste Services Ltd (Biffa)

May 2018

Prepared on behalf of WYG Environment Planning Transport Limited.

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Document control

Document:	Transport Statement
Project:	Proposed Small Scale Energy Recovery Facility, Clarion Close, Morriston, Swansea
Client:	Biffa Waste Services Ltd
Job Number:	A103857
File Origin:	\\lds-dc-vm-002\Birmingham\Birmingham Transport Folder\Birmingham Transport Folder\Projects\A103857 BIFFA Clarion Close Morriston Swansea\Reports\TA\A103857_TS_250518_ISSUE.docx

Revision:	0	
Date:	May 2018	
Prepared by:	Checked by:	Approved By:
Ian McGrane	Shirley Dumigan	Shirley Dumigan
Description of revision:		

Revision:		
Date:		
Prepared by:	Checked by:	Approved By:
Description of revision:		

Revision:		
Date:		
Prepared by:	Checked by:	Approved By:
Description of revision:		



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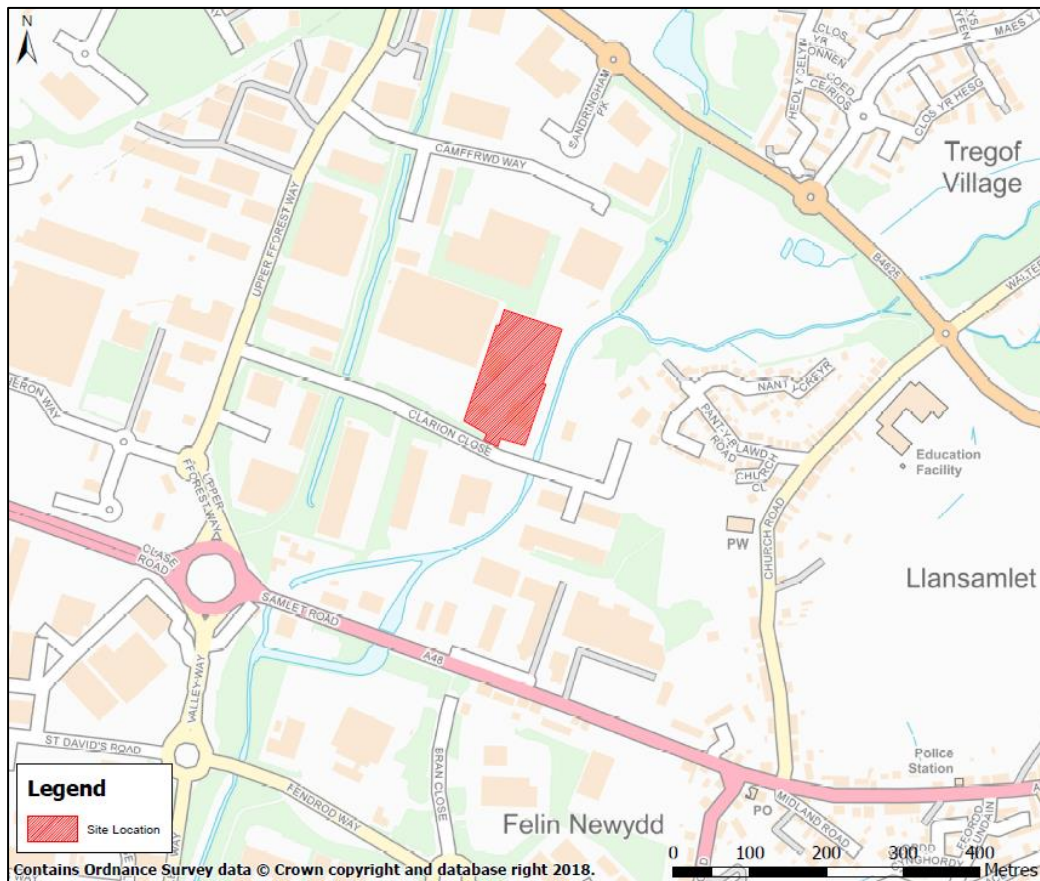
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1.0 INTRODUCTION

1.1 Preamble

1.1.1 WYG has been appointed by Biffa Waste Services Ltd (Biffa) to produce a Transport Statement (TS) report to support a full planning application for a small-scale energy recovery facility at Swansea Depot, Clarion Close, Morriston, Swansea. The site location is shown edged red in Figure 1.1 below.

Figure 1.1 – Site Location Plan



1.2 Methodology

1.2.1 The TS has been prepared in accordance with Technical Advice Note 18: Transport (Planning Policy Wales) and seeks to demonstrate that:

- The facility can be accommodated within existing highway infrastructure;



- The opportunities for sustainable transport modes have been investigated and promoted relative to the operational characteristics and location of the site;
- Adequate on-site parking is provided for staff, combined with safe parking / turning facilities for commercial vehicles; and
- Safe and suitable access to the site can be achieved for all users.

1.3 Report Format

1.3.1 The structure of this report is as follows:

- Section 2 describes the existing site and surrounding highway network;
- Section 3 outlines the development proposals, including trip generation, parking and site access; and
- Section 4 summarises the report.

2.0 EXISTING CONDITIONS

2.1 Existing Site

- 2.1.1 Biffa currently operates an existing waste management and transport depot at Clarion Close, Swansea. The depot is located within the Clarion Close industrial estate circa 5kms to the north-east of Swansea City Centre and with direct access to the A48, M4 and A4067.
- 2.1.2 The depot extends to 1.3 hectares and comprises site offices, maintenance building, a large unused storage building and on-site parking for the company's fleet of waste collection vehicles. The storage building is not used as part of the depot operations and thus currently surplus to requirements. The depot is shown outlined in red on the following drawing (Figure 2.1).

Figure 2.1 – Biffa Depot Location, Clarion Close





- 2.1.3 The depot is accessed from Clarion Close to the South and bounded to the north and west by existing industrial units. The eastern boundary is defined by the Nant y Fendrod, a tributary of the River Tawe, with further industrial units beyond. The closest residential properties are located 165m to the east of the Site and situated on the western edge of Llansamlet.
- 2.1.4 The existing depot is Biffa's 'hub' for waste collection services for Swansea and the surrounding area employing circa 40 members of staff and with a fleet of approximately 20 vehicles. The existing operations comprises the collection and transfer of trade waste from existing commercial customers in the Swansea area, this waste is then bulked up at the local Swansea Council depot (Ferryboat close, Swansea Enterprise Park) and transported to Trecatti Landfill at Merthyr Tydfil.
- 2.1.5 The depot is operational Monday to Saturday from 06.00 to 17.00 and occasional Sundays with respect to any emergency collection requirements.
- 2.1.6 The proposals seek the development of a small-scale energy recovery facility, located within the surplus storage building, to complement the existing operations at the depot by treating the collected trade waste, currently transferred to landfill, in a more sustainable and beneficial manner.

2.2 Local Highway Network, Sustainable Transport and Collision Analysis

- 2.2.1 Access into the site is provided by an existing priority junction onto Clarion Close. Clarion Close is subject to a 30mph mandatory speed and provides access onto the wider highway network through its junction with Upper Florest Way and further, onto the A48 at the Swansea Enterprise Retail Park. In order to control and prohibit on street car parking both Clarion Close and Upper Florest Way are subjected to traffic regulation order in the form of double yellow-lines.
- 2.2.2 Pedestrian access into the site is provided by a 1.8m wide footway outside the site access and along both sides of Clarion Close and towards its junction with Upper Fforest Way. The nearest bus stops to the site are located on Clase Road, approximately 600m to the west of the site access. These stops are served by the First Groups 31 and 33 bus services, which provide an hourly frequency into Swansea city centre.
- 2.2.3 Analysis of personal injury collisions for the period 2015-2017 was undertaken using the Crashmap portal. This analysis revealed that within the above period, two collisions were recorded at the junction of Clarion Close and Upper Fforest Way. The severity of these two collisions were recorded as 'slight' in nature.



3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 The proposals comprise the development of a small-scale energy recovery facility within the extant surplus storage building located on the depot site. The existing building is 38m by 30m and has a footprint of 945 sq.m.
- 3.1.2 The proposed facility will treat 21,000 tonnes per annum of commercial and trade waste currently collected by Biffa. The proposed facility will be for the sole use of Biffa and utilise the company's existing fleet of collection vehicles based at the Clarion Close depot. Consequently, the proposed facility will not significantly increase HGV movements associated with the existing depot. However, the proposals will result in a small number of additional HGV movements to landfill in respect of the disposal of ash, and this is estimated to be an average of 1-2 HGV movements per week.
- 3.1.3 Moreover, the facility will reduce the daily HGV movements between the Council's transfer station (Ferryboat Close) and the Trecatti Landfill at Merthyr Tydfil where the waste is currently exported.
- 3.1.4 Further details on the traffic generation from the proposed development is provided in a latter section of this chapter.
- 3.1.5 Collected waste brought to the facility, once weighed, will be transferred to the reception area located within the proposed treatment building. The waste will be visually inspected before being shredded and then passing through a magnet and eddy current separator to remove recyclable materials. The pre-sorted residual waste will be dried, to reduce the moisture content and thus increase the energy efficiency, before being transferred to the burner.
- 3.1.6 The proposed facility will generate circa 0.4MW of electricity that will be exported to the National Grid. The facility will operate 24/7 but waste deliveries will be limited to the existing depot opening times which are currently Monday to Saturday from 0600-1700, and occasional Sundays with respect to any emergency collection requirements.

3.2 Site Access

- 3.2.1 Vehicular access to the site is proposed via the existing priority junction on Clarion Close. Desktop observations have noted that this existing access point is appropriately designed and offers satisfactory visibility and kerb radii. As such, no mitigation is proposed at this location. Figure 3-1 provides an overview of the existing (and proposed) site access.

Figure 3.1 – Existing / Proposed Site Access



3.3 Development Impact

- 3.3.1 Development impact (trip generation) has been calculated by information provided by the client and is based upon a detailed understanding of current and proposed operations.
- 3.3.2 As already confirmed, the proposed facility will be for the sole use of Biffa and utilise the company's existing fleet of collection vehicles based at the Clarion Close depot. The existing fleet consists of 20 vehicles, and this will not increase as a result of the proposed development.
- 3.3.3 In terms of daily site operations, the client has confirmed that the 20 vehicles will leave the depot each morning, collect waste from various commercial premises and then return to the Clarion Close depot for the collected waste for treatment.



- 3.3.4 As such, the Clarion Close depot will generate a total of 40 individual commercial vehicle movements per day (20 out, and 20 in), and is equal to that associated with the existing site operations. The above process and operational characteristics (i.e. no net increase in daily trip generation) has a further benefit in that it will remove the existing requirement for commercial vehicles to visit the Ferryboat Close Depot (for bulking of waste) and subsequently visit the land fill site at Trecatti.
- 3.3.5 As such, the proposed development will result in a decrease in traffic flow on the wider network, and contribute towards improving local air and noise conditions.
- 3.3.6 The operation of the incinerator will result in the production of a residual product, namely non-hazardous ash material. The transport of this material will require between one and two HGV trips per week to a local land-fill site. The exact timings of these movements are difficult to precisely estimate and are reactive to the operation of the incinerator and generation of the ash by-product.

3.4 Parking and Staffing Levels

- 3.4.1 Car parking within the proposed development will be provided within an existing hard surfaced parking area which currently provides a total of 46 spaces. Information provided by Biffa confirms that based on current site operations 10 car parking spaces are unutilised and remain available during the day.
- 3.4.2 The proposed development will be staffed by a total of 14 new employees and operate over two 12hour shifts, with a four-day on, four-day of rotation. Accordingly, the proposed development will require a maximum staff provision of 7 employees at any one time.
- 3.4.3 As such, the availability of current parking will be sufficient to accommodate those employees who arrive by private-motor vehicle. Further, it should be noted that the proposed development is not expected to attract any regular visitors.



4.0 SUMMARY

- 4.1.1 This report assesses the transport impacts associated with the proposed development of a small-scale energy recovery facility located of Clarion Close, Morriston, Swansea. The report has assessed the transport implications of the proposed development and can be summarised as follows.
- 4.1.2 The proposed facility will treat up to 21,000 tonnes per annum of commercial and trade waste currently collected by Biffa. The facility will be for the sole use of Biffa and utilise the company's existing fleet of collection vehicles based at the Clarion Close depot. The operation of the proposed energy recovery facility will align to that of current operations i.e. Monday to Saturday and between 06:00 and 17:00.
- 4.1.3 Consequently, the proposed facility will not increase commercial vehicle movements associated with the existing depot, and the only net increase will result from the transport of a non-hazardous by-product (ash) from the incinerator. This net increase is estimated to be a maximum of two HGV movements per week.
- 4.1.4 Moreover, the facility will reduce the daily HGV movements (and consequently contribute towards CO2 savings) between the Council's transfer station (Ferryboat Close) and the Trecatti Landfill at Merthyr Tydfil where the waste is currently exported.
- 4.1.5 The proposed development will be operated by an additional 14 employees, and who will work over pre-defined shift patterns. Car parking for the additional staff has been confirmed by information provided by the client on the availability of residual spaces (equalling 10) within the existing provision of 46 spaces.
- 4.1.6 With the above in mind, this report has demonstrated the negligible impact of the development from a highways and transport perspective and therefore should be considered favourably.