

TRANSPORT STATEMENT

**LLANDUDNO JUNCTION WASTE
TRANSFER SITE
CONWY COUNTY COUNCIL**

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Contents

1. Executive Summary	1
2. Introduction	2
3. Planning Policy	4
4. Existing Accessibility	12
5. Traffic Movements	20
6. Development Proposal	24

Appendices

- Appendix A – Material Reclamation Facility Data and Forecasts
- Appendix B – Swept Path Analysis

1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

- 1.1.1 Development Planning Limited have been commissioned by Conwy County Council to provide a Transport Statement for the waste transfer site at Llandudno Junction.
- 1.1.2 The site proposals incorporate a new 16-bay waste transfer facility. The site layout plan forms part of the planning application package.

1.2 SUSTAINBLE TRAVEL

- 1.2.1 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.
- 1.2.2 The development proposals incorporate the extension of the existing footway to the south of the Fford Maelgwn carriageway in to the site. A footway will then be provided within the site, with a dedicated pedestrian access gate provided to the parking area.
- 1.2.3 The proposals also incorporate a cycle shelter for up to six cycles, i.e. around 50% of staff and visitors to the site. Staff lockers would be provided to allow storage of cycle clothing/ protection.
- 1.2.4 The site manager will be responsible for obtaining information on the local walk, cycle, bus and train routes which operate close to the site and advise staff on their travel options, particularly active travel and car share as well as by public transport.

1.3 PARKING

- 1.3.1 The proposed car park could accommodate 12 cars and five fleet vehicles. One of the car parking spaces will be provided with extra-wide dimensions, which would allow its use for disabled parking.
- 1.3.2 Of the parking spaces, electric vehicle charging will be provided to two spaces, with the provision for fleet vehicles to be determined by the fleet manager.

1.4 TRAFFIC MOVEMENTS

- 1.4.1 An assessment of the forecast traffic movements associated with the development proposals has been undertaken utilising observed visitation data from the existing Material Reclamation Facility. Projected staff and vehicle movements have been estimated based upon the proposed operations of the new facility.
- 1.4.2 It is commonly accepted that a threshold of 30 two-way vehicle trips is considered to be the minimum threshold for which detailed traffic capacity assessment may be required.
- 1.4.3 The forecast peak hourly traffic impact is in the region of 25 two-way vehicle movements to/ from the site, consisting of 19 two-way commercial vehicle movements and six two-way staff movements by private car.
- 1.4.4 The cumulative impact of the development falls below the commonly accepted threshold for detailed traffic assessment, even before discounting and historic traffic movements to/ from the site as a result of its prior commercial land usage. Consequently, the development's impacts on the local highway should be acceptable.
- 1.4.5 There are considered to be no reasonable highway reasons for refusal of the application.

2. INTRODUCTION

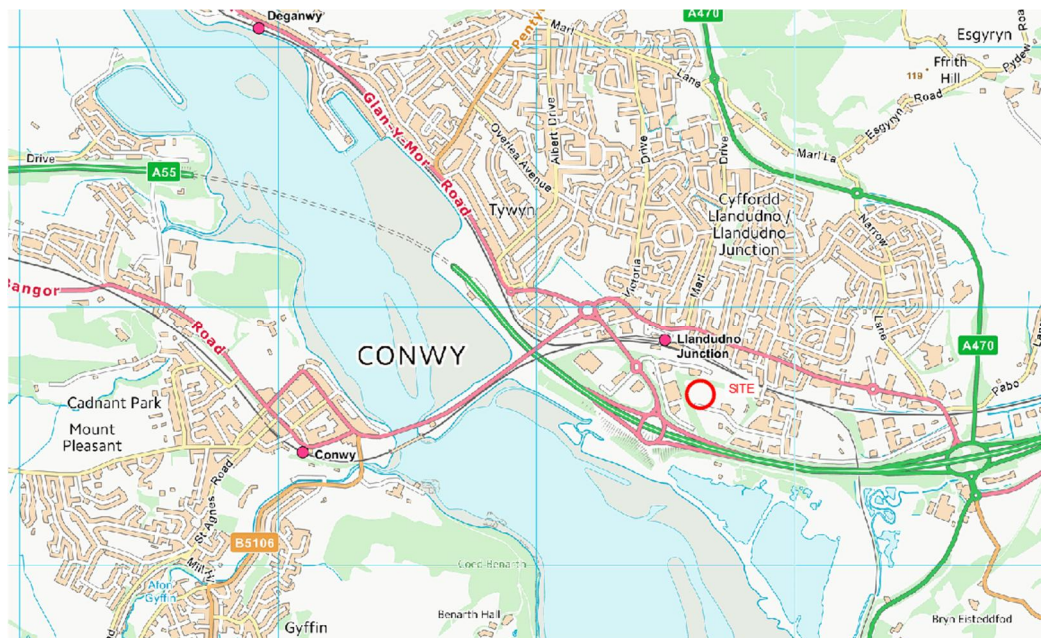
2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by Conwy County Council to provide a Transport Statement for the waste transfer site at Llandudno Junction.
- 2.1.2 This Transport Statement considers access to the development site by appropriate modes of transport and considers the implications on the wider transport networks.
- 2.1.3 This Transport Assessment has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within Planning Policy Wales (February 2021) and the Active Travel Act Guidance (July 2021)
- 2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission, which have included a pre-application response.

2.2 SITE LOCATION

- 2.2.1 The site is located within the Tre Marl Industrial Estate, Conwy. The site is accessed via Ffordd Maelgwn, which in turn meets Conway Road at the Conway Road/ Maelgwn Road priority T-junction.
- 2.2.2 The detailed site location plan forms part of the planning application package, with Figure 2.1, below, showing the location of the site in relation to the wider area.

Figure 2.1 Site Location Plan

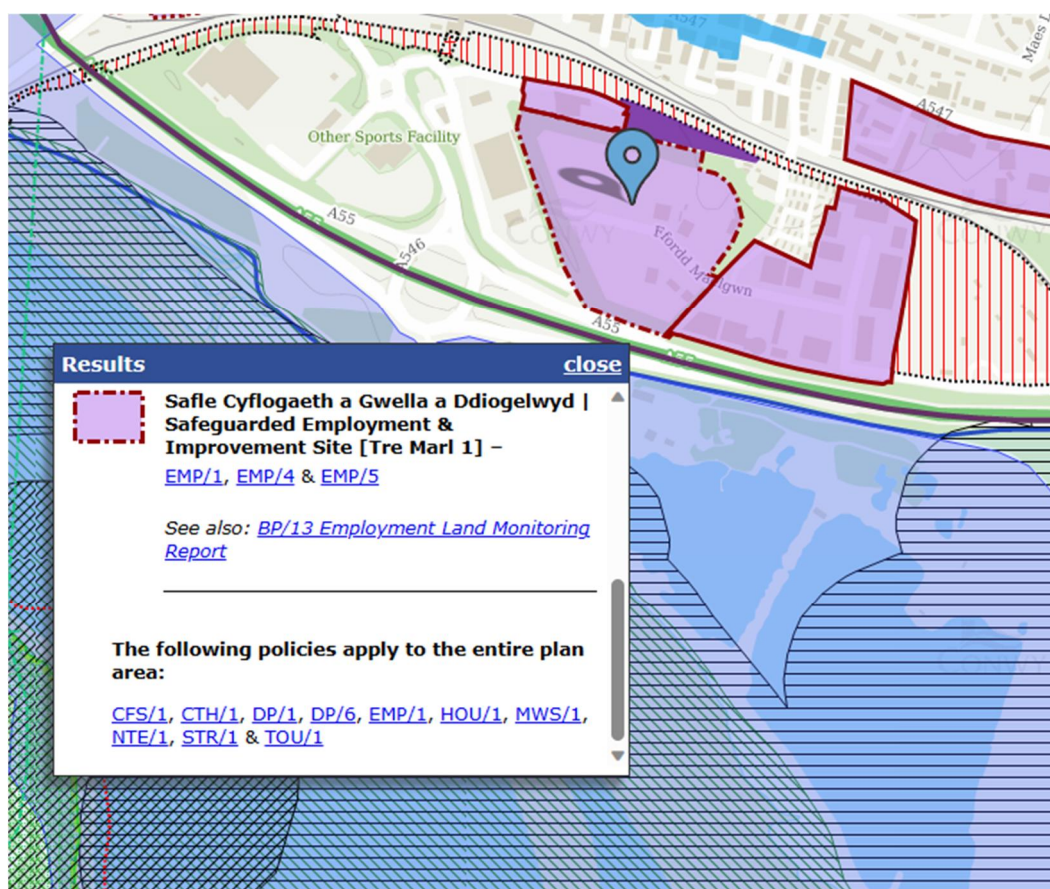


- 2.2.3 The site sits within an existing commercial/ employment area of the town, between the A55 North Wales Expressway and the mainline rail services to Llandudno Junction railway station.

2.3 EXISTING LAND USE

- 2.3.1 The site sits within the old brickworks area and has previously been utilised for car breaking, recycling and disposal. The former land use required access by heavy vehicles to transport cars and car parts to/ from the site and for onward retail and disposal.
- 2.3.2 The site will have previously accommodated private and commercial light vehicles relating to the site's operations.
- 2.3.3 Consequently, the site has previously been a traffic generating land use, including both light and heavy vehicles.
- 2.3.4 The site sits within a Safeguarded Employment and Improvement Site within the adopted Local Development Plan. The site allocation is shown below/ overleaf for ease of reference.

Figure 2.2 Local Development Plan Allocation



2.4 DEVELOPMENT PROPOSAL

- 2.4.1 The site proposals incorporate a new 16-bay waste transfer facility. The site layout plan forms part of the planning application package and shows:
- Dedicated access including weighbridges;
 - 16 bays for waste transfer operations;
 - Fuelling station for operational vehicles;
 - 12 car parking spaces;
 - 5 fleet parking spaces; and
 - Covered/ secure cycle shelter.

3. PLANNING POLICY

3.1 INTRODUCTION

- 3.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 PLANNING POLICY WALES

- 3.2.1 Planning Policy Wales (February 2021) states in the foreword that:

The planning system manages the development and use of land in the public interest, prioritising long term collective benefit, contributing to improving the economic, social, environmental and cultural well-being of Wales. It must reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, ensuring the sustainable management of natural resources and protecting, promoting, conserving and enhancing the built and historic environment.

- 3.2.2 Within Paragraph 3.3 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

- 3.2.3 *Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.*

- 3.2.4 Paragraphs 3.5 and 3.6 relate to Access and Inclusivity and state that:

3.5 Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

- 3.2.5 Paragraphs 3.12 and 3.13 relate to Movement and state that:

3.12 Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and

sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.

3.13 Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development.

3.2.6 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.6 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all;*
- *reduce the need to travel;*
- *reduce dependency on private vehicles;*
- *prioritise and support walking, cycling and use of public transport;*
- *support the uptake of Ultra Low Emission Vehicles;*
- *reduce transport related airborne pollution; and*
- *facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.*

3.2.7 Specifically regarding sustainable travel, Paragraph 4.19 states that :

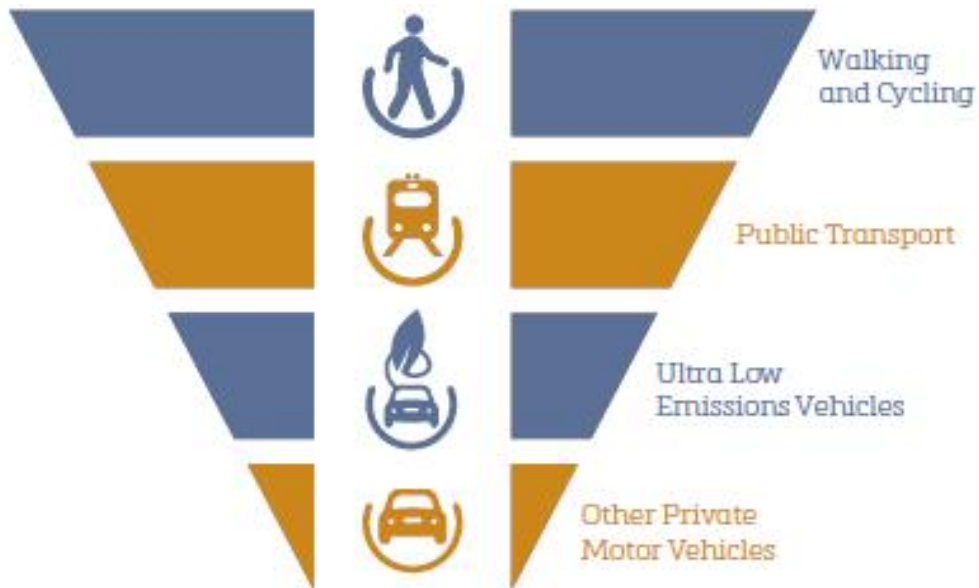
The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

3.2.8 And goes on to state in Paragraph 4.1.11 that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

3.2.9 The sustainable transport hierarchy is set out in Figure 9 (of the policy), and has been extracted for ease of reference below/ overleaf:

Extract 3.1 Extract Showing Sustainable Transport Hierarchy



3.2.10 It is clear from Planning Policy Wales that the transport user hierarchy is a key consideration in the determination of planning applications, with the key focus being on the encouragement of active travel.

3.2.11 With regard to electric vehicle charging points, Paragraphs 4.1.40 and 4.1.41 state:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development.

The provision of electric vehicle charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.

3.2.12 With regard to car parking, Paragraph 4.1.50 states:

Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

3.2.13 With Paragraph 4.1.51 stating:

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

3.2.14 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that:

TAs should be secured for developments (including extensions or changes of use) that generate significant levels of movement or are likely to have significant effects on existing patterns of movement.

3.3 ACTIVE TRAVEL ACT GUIDANCE

3.3.1 Active Travel is a key priority in the Welsh Transport Strategy. The Active Travel Act Guidance sets out that:

The circumstances for active travel planning and delivery in Wales have changed significantly over the 7 years since the making of the Active Travel (Wales) Act in late 2013 and the publication in 2014 of the original two accompanying statutory guidance documents – the delivery guidance and the design guidance

3.3.2 The vision and ambitions for active travel are set out as:

Our Vision

Is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.

Our 15-year ambitions

Are for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales

3.3.3 There are wide-ranging priorities set out within the Active Travel Act Guidance, with the promotion and improvement of walking and cycling routes being a key issue.

3.4 LOCAL POLICY

3.4.1 The Conwy Local Development Plan (2007 to 2022) was adopted in 2013. Whilst a full review of the plan is currently ongoing, the adopted plan forms current policy.

3.4.2 Within the Local Development Plan, the vision is set out as:

By 2022, the communities of Conwy will be more sustainable, offer a higher quality of life and be supported by a more balanced age structure

3.4.3 A key priority issue is set out as :

Encouraging Sustainable Transport: The dominant mode for journeys to work, including high outward commuting, is by car within the Plan Area. There is a need for improved sustainable transport use and transport infrastructure in Conwy through the development of an integrated transport system, sustainable accessibility in urban and rural areas, public transport provision, modal interchanges, increased cycling and walking facilities and the requirement of travel plans to reduce car dependency.

3.4.4 There is a clear desire for sustainable and accessible development to support the vision and priority issues.

3.4.5 This is further supported in Spatial Objective S07 which sets out the requirement to:

Concentrate development along existing and proposed infrastructure networks and, in particular, at locations that are convenient for pedestrians, cyclists and public transport.

3.4.6 Within the pre-application response, the planning authority confirmed that the proposals should be assessed against policies DP/3, DP/4, STR/2 and STR/3. These are set out below for completeness.

POLICY DP/3 – PROMOTING DESIGN QUALITY AND

REDUCING CRIME

1. All new development will be of high quality, sustainable design which provides usable, safe, durable and adaptable places, and protects local character and distinctiveness of the Plan Area's built historic and natural environment. The Council will require development to:

a) Be appropriate to, and enhance, its locality in terms of form, scale, massing, elevation detail and use of materials;

b) Meet the Council's approved standards of open space provision and parking;

c) Meet required standards of accessibility, having suitable regard to the needs of people of different ages and abilities in the design of the proposal;

d) Have regard to the impact on adjacent properties and areas and habitats supporting protected species;

e) Have regard to appropriate orientation, energy efficiency and the use of renewable energy in design, layout, materials and technology in accordance with NTE/6 – 'Energy Efficiency and Renewable Energy Technologies in New Development';

f) Provide sustainable urban drainage systems to limit waste water and water pollution and reduce flood risk in line with national guidance and Policy NTE/8 – 'Sustainable Drainage Systems'.

2. The Council will also seek, where appropriate, to:

a) Enhance the local character of buildings, heritage and open spaces;

b) Provide for a compatible mix of uses, particularly in town and village centres;

c) Incorporate landscaping within and around the development appropriate to the scale and impact of the development;

d) Integrate with existing routes to provide linked up places connecting with the wider area, in particular public facilities and green transport routes;

e) Provide developments that offer transport alternatives and promote walking, cycling and use of public transport;

f) Create safe places through the adoption of 'designing-out-crime' principles to provide natural surveillance, visibility, and well lit environments and areas of public movement;

g) Secure the retention and enhancement of features of biodiversity;

h) Incorporate areas and facilities for waste management, rainwater harvesting/storage, grey water reuse and recycling;

i) Have regard to the Authority's Road Adoption Guidelines in road design.

3. The Council will seek the contribution of an agreed percentage of the total development costs for the provision or commissioning of publicly accessible art or design improvement works in accordance with DP/5 – 'Infrastructure and New Developments' where appropriate to its location and viability.

POLICY DP/4 – DEVELOPMENT CRITERIA

1. Development proposals, where appropriate and in accordance with the policies of the Plan and the Council's Standards should provide the following:

- a) Affordable Housing for Local Need;*
- b) Safe access from the highway network and enhancement of public transport, cycling and pedestrian infrastructure;*
- c) Car parking;*
- d) Safe and secure cycle parking;*
- e) Open Space;*
- f) Safe and convenient access for all to public buildings and spaces, including those with limited mobility or those with other impairments such as of sight or hearing;*
- g) Screened storage of refuse, including recyclable materials;*
- h) A design and layout that minimises opportunities for crime;*
- i) Financial contributions towards the provision and maintenance of infrastructure, services and facilities required by the development.*

"Planning permission will not be granted, where the proposed development would have an unacceptable adverse impact "

2. Planning permission will not be granted where the proposed development would have an unacceptable adverse impact:

- a) On residential amenity;*
- b) From traffic generated;*
- c) On archaeological interests and the built form;*
- d) On the Welsh language;*
- e) On environmental conditions arising from noise, lighting, vibration, odour, noxious emissions or dust;*
- f) On ecological and wildlife interests and landscape character;*
- g) On flooding and flood risk;*
- h) On the best and most versatile agricultural land;*
- i) On quality of ground or surface water;*
- j) On essential community facilities.*

POLICY STR/2 – PARKING STANDARDS

1. Car parking provision should be in accordance with the Council's maximum standards, to reduce dependency on the car and to promote more sustainable forms of transport.

2. In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards.

3. Secure cycle storage should be provided in accordance with the Council's standards.

POLICY STR/3 – MITIGATING TRAVEL IMPACT

1. New developments will be required to mitigate the undesirable effects of travel such as; noise, pollution, impact on amenity and health and other environmental impacts.

2. Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment and a Travel Plan with the planning application. A Road Safety Audit may also be required.

3. Where the proposed development is considered to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking, in accordance with the development principles in Section 4 – Spatial Policies and Supporting Development Management Policies.

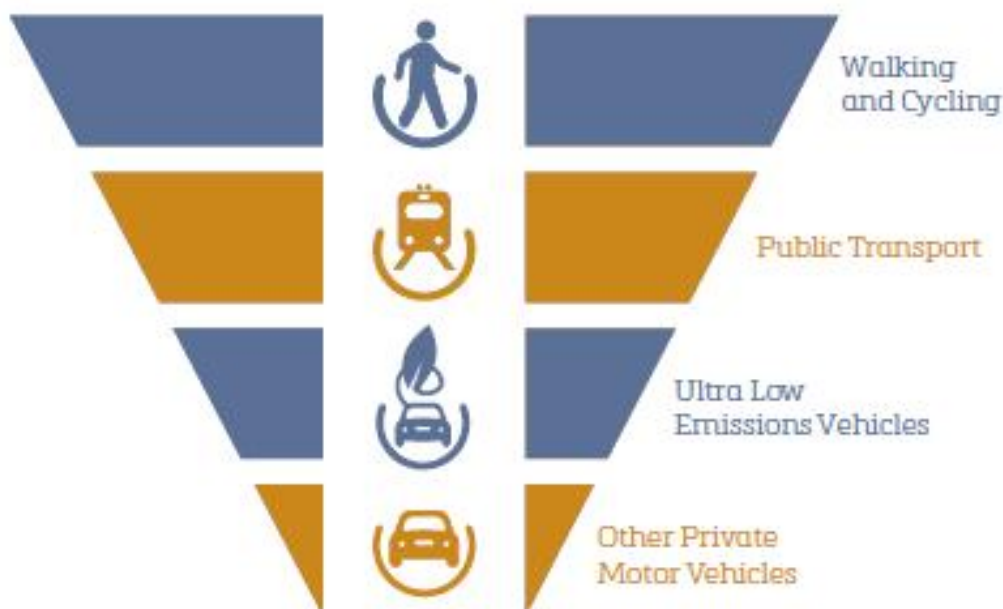
4. The Council may also require developers to submit a Transport Statement for other development proposals where there is need to understand the traffic impact of the proposal.

3.4.7 It is clear that the parking standards require site-specific consideration and aim to reduce reliance upon the car by locating development in destinations well-served by the sustainable travel networks.

3.5 SUMMARY

3.5.1 Both national and local policy relating to transport require the transport hierarchy to be given priority as part of the consideration of new developments. The sustainable transport hierarchy is summarised graphically in Planning Policy Wales Figure 9, as follows:

Extract 3.1 Extract Showing Sustainable Transport Hierarchy



3.5.2 Consideration of walking and cycling, as the highest level of the hierarchy, is given specific consideration at a national level through the Active Travel Act Guidance, which in turn results from the Active Travel (Wales) Act 2013.

3.5.3 This is specifically supported in Spatial Objective S07 which sets out the requirement to:

Concentrate development along existing and proposed infrastructure networks and, in particular, at locations that are convenient for pedestrians, cyclists and public transport.

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

- 4.1.1 Studies show that transportation accounts for one third of CO₂ emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and low carbon travel modes are to be encouraged.
- 4.1.2 This chapter reviews the existing travel opportunities to the site, focussing on active and sustainable travel modes.
- 4.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to how these may affect the way that people travel in to the future.

4.2 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

- 4.2.1 Anyone who can drive a car can drive an ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of all fossil-fuel powered vehicles by 2030, or before.
- 4.2.2 Destination charging of electric vehicles is not commonly required due to the significant distances electric vehicles can travel between charges. The development proposals would accommodate electric vehicles within the car park, with the site's management reacting to changing technologies and demands over time.

4.3 ACCESS ON FOOT

- 4.3.1 Walking and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.
- 4.3.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

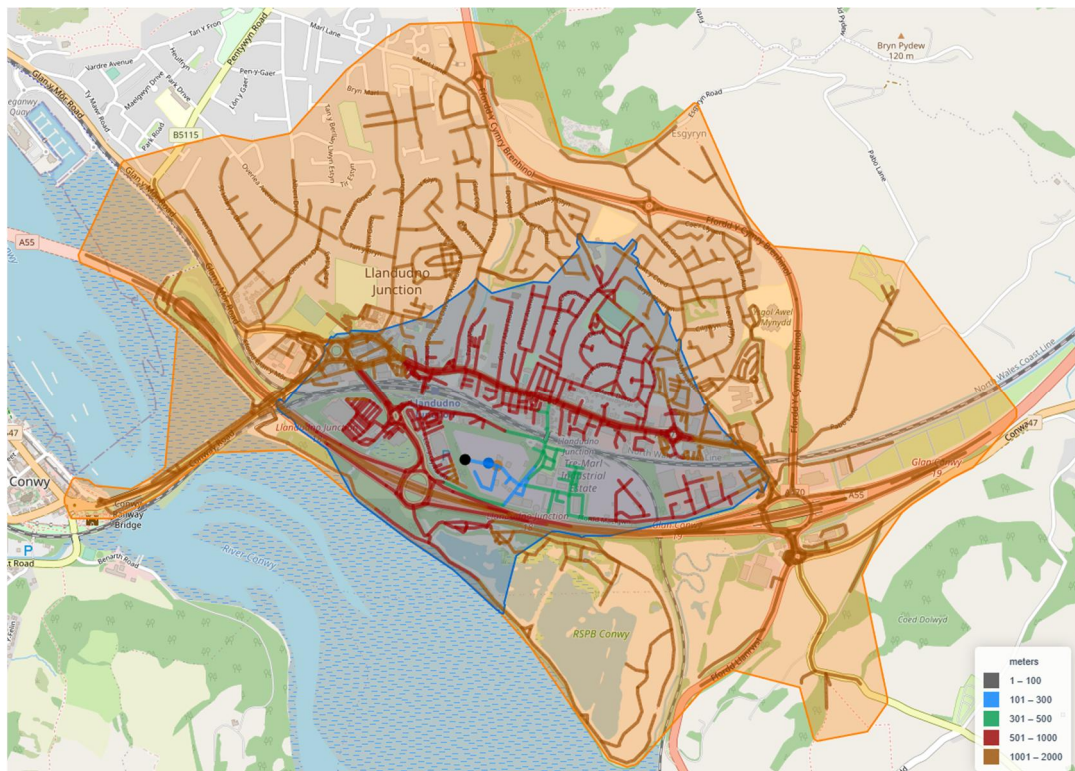
Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.3.3 Whilst Table 4.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 4.3.4 For the first circa 500m from the site the local area is predominantly industrial in nature, leading towards retail to the east, retail and leisure to the west and residential to the north.
- 4.3.5 The built form to the east terminates around Conway Road, prior to any major highway needing to be crossed.
- 4.3.6 To the north is a railway overbridge leading to Queen's Road and the residential areas of Llandudno Junction.
- 4.3.7 To the west, the pedestrian access routes lead to the A546 where a signalised pedestrian crossing is provided for safe crossing of the A road.
- 4.3.8 For this site it is reasonable to consider the 1km and 2km isochrones, however this is not the absolute limit which people are prepared to travel on foot and should be taken as a guide only. Figure 4.1 shows the 1km and 2km walking isochrones.

Figure 4.1 Walking Isochrones –1km (Blue) and 2km (Orange)



- 4.3.9 It can be seen that almost all areas of Llandudno Junction are within a 2km walking distance of the site, with only a small area to the northwest sitting just outside the 2km isochrone.
- 4.3.10 In addition, the northern tip of Conwy and eastern areas of Deganwy are within the 2km walking distance.
- 4.3.11 Local to the site, a surfaced/ lit footway is generally provided along either the southern or northern side of the Fford Maelgwn, linking to the wider footway networks. The existing footway would be extended in to the site as part of the development proposals.

- 4.3.12 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

4.4 ACCESS BY CYCLE

- 4.4.1 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.
- 4.4.2 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. The E-bike function reduces the required user-input, reducing rider exertion. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.
- 4.4.3 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.
- 4.4.4 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.
- 4.4.5 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting and leisure trips. The commonly quoted typical cycling distance is around 5 km, however for e-bike commuting these distances could frequently be exceeded, (for reference, daily leisure cycle trips of 32km or more are quite common).
- 4.4.6 In order to consider the immediate accessibility of the site, the 2km (Blue), 5km (orange) and 10km (green) isodistances have been assessed. These are shown below/ overleaf in Figure 4.2.
- 4.4.7 It can be seen from Figure 4.2 that the whole of the built form of Llandudno junction, Conwy, the majority of Deganwy, Llanrhos, Llandsanffraid Glan Conwy, Mochdre and Pentrefelin are within the 5km cycle isochrone of the site.
- 4.4.8 The 5km isochrone would extend significantly if a cyclist were to push their cycle along the footpaths to the north of the site (across the railway and towards Lon Y Gyffordd).
- 4.4.9 The highway authority are in the process of delivering Integrated Networks, with the routes approved by Welsh Government in February 2018. The 'future' map was produced in 2017 and is shown in Figure 4.3.
- 4.4.10 The council state that the proposed routes are part of a 15-year improvement programme and that the creation of the routes will depend on Active Travel scheme funding. The full extent of the delivery of these routes across the wider network has not been confirmed, however it is reasonable to assert that the delivery area would align with the isochrones set out in Figure 4.2.

Figure 4.2 2km, 5km and 10km Cycling Isochrones

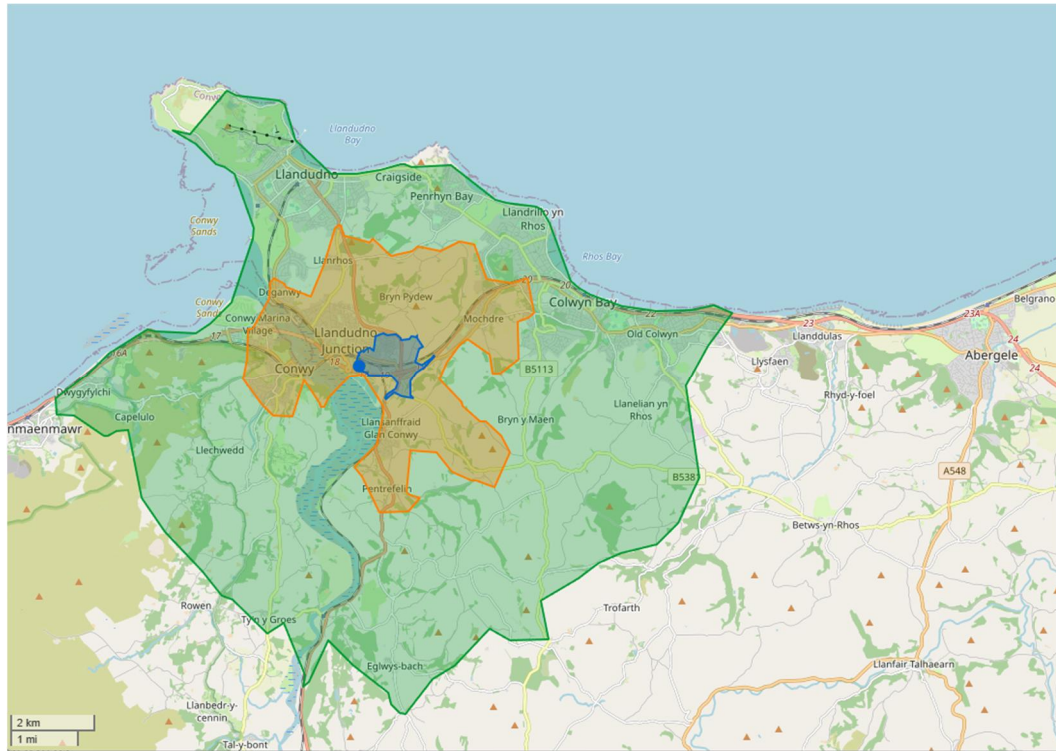
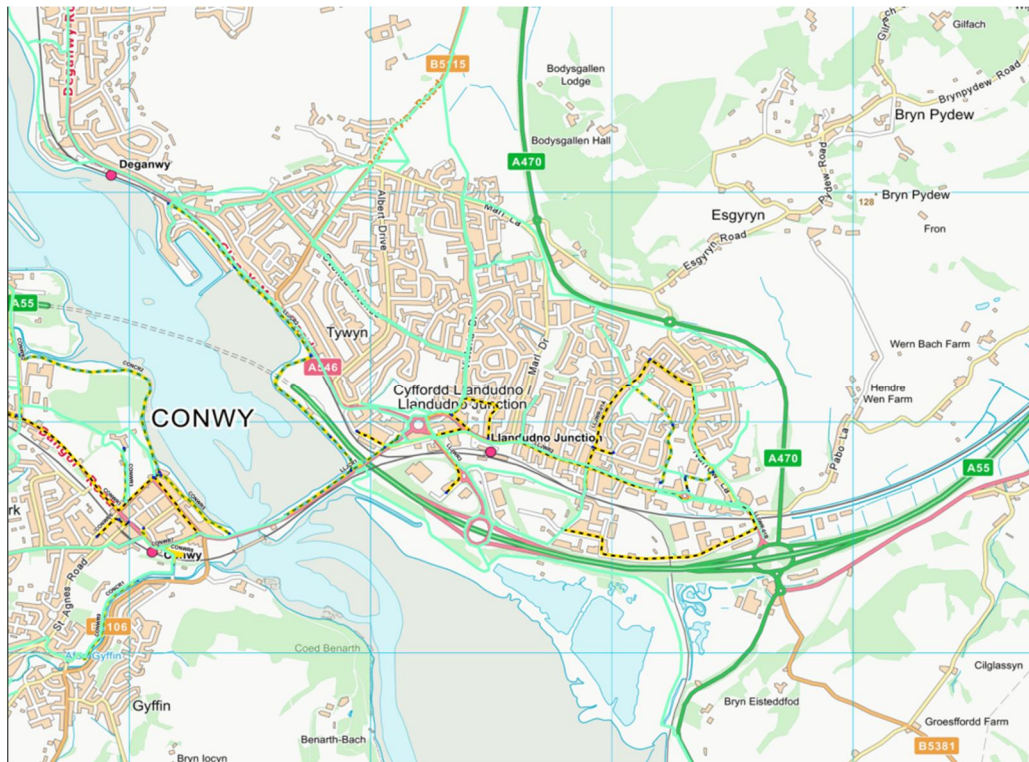


Figure 4.3 'Future' Active Travel Routes

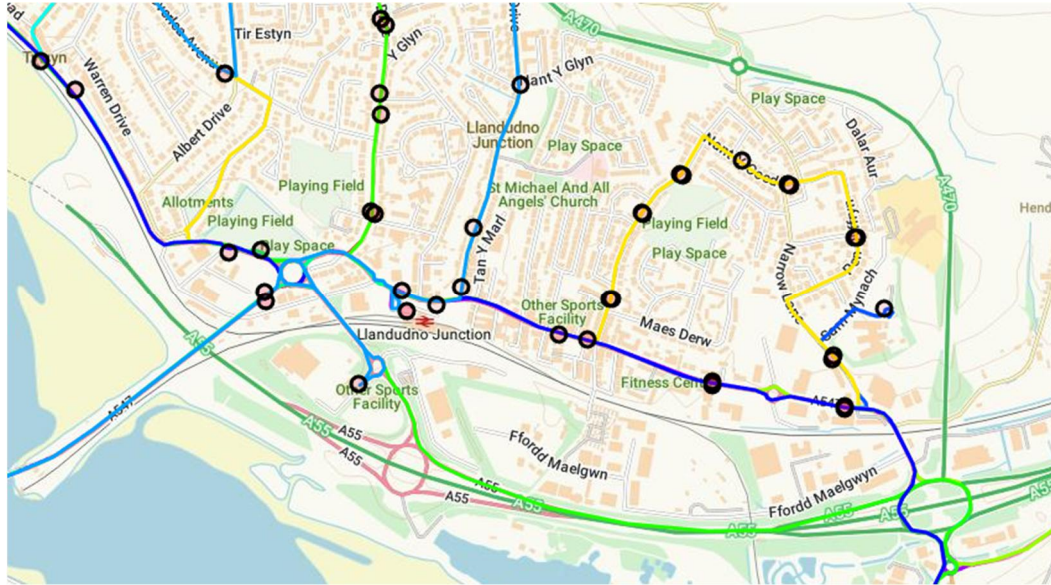


4.4.11 It is reasonable to conclude that cycling is a viable and attractive mode of transport for some visitors or staff of the site.

4.5 ACCESS BY BUS

4.5.1 The nearest bus routes to the site are shown in Figure 4.4, below/ overleaf.

Figure 4.4 Bus Route Map



4.5.2 It can be seen that the nearest bus stops are located on Conway Road, to the north of the site.

4.5.3 The walk distance to Conway Road is around 500m, based upon the walking isochrone shown in Figure 4.1. The bus stop provides access to Services 13, 24, 25 and 27 in an eastbound direction. The westbound bus stop provides additional access to Service X25.

4.5.4 The combined routes result in a typical daytime frequency of around two to four buses per hour in each direction. The most up to date timetable information is available at www.traveline.info and can be accessed online. The bus routes are summarised below:

Table 4.2 Bus Route Summary

Route	Destinations	Weekday	Evening	Saturday	Sunday
13	Llandudno – Prestatyn	Hourly	Hourly	Hourly	7 Total
24	Llandudno – Colwyn Bay	2 Total	-	1 Total	-
25	Fford Pennant – Gloddaeth Street	7 Total	Until 7pm	As weekday	-
27	Conwy Railway Station – St David's Road	Hourly	-	Hourly	-
X25	Pentre-Felin – Gloddaeth Street	1 Total	-	1 Total	-

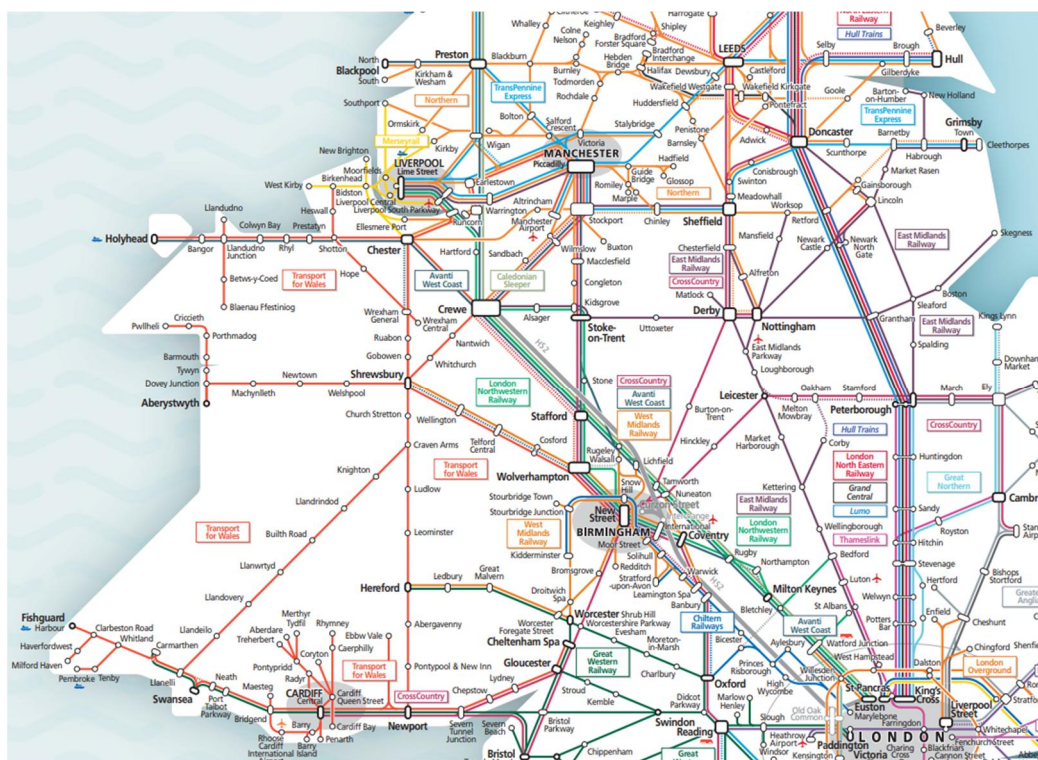
4.5.5 It can be seen that there are a number of bus stops within a reasonable walking distance of the site, which provide access to a suitable frequency of bus services to a wide range of destinations.

4.5.6 It is likely that bus travel to and from the site will be seen as attractive to some, including those working at the site.

4.6 ACCESS BY TRAIN

4.6.1 The nearest railway station to the site is Llandudno Junction. Llandudno Junction is located around 800m to the northwest of the site. The national rail network map, showing the station, has been extracted below/ overleaf in Figure 4.5.

Figure 4.5 National Rail Map



4.6.2 From Figure 4.5 it can be seen that Llandudno Junction connects to Holyhead (to the west) and Chester (to the east) for purposes of interchange to national destinations, as well as more local destinations including Llandudno, Bangor, Betws-Y-Coed and Blaenau Ffestiniog.

4.6.3 Llandudno Junction sits on the line which connects Holyhead to Manchester, via Colwyn Bay, Rhyl and Chester, as well as Holyhead to Cardiff Central. The routes also provide direct connections between the Conwy and Birmingham.

4.6.4 The rail maps for the line has been extracted below/ overleaf to confirm the locations which can be accessed along the line.

Extract 4.6 Rail Map – Holyhead to Manchester (Including Llandudno Junction)



Extract 4.7 Rail Map – Holyhead to Cardiff Central



- 4.6.5 There are typically around five trains per hour from the station, providing direct connections towards Cardiff, Holyhead, Manchester and Birmingham.
- 4.6.6 The station provides step-free access to all platforms, as well as cycle parking and a taxi office.

4.6.7 It is reasonable to assert that rail travel to the site is likely to be attractive to some.

4.7 SUMMARY

4.7.1 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.

5. TRAFFIC MOVEMENTS

5.1 INTRODUCTION

- 5.1.1 This chapter sets out the forecast traffic movements to and from the site, based upon current operational experience and observations made by the authority.
- 5.1.2 The existing operations have been made for the existing Material Reclamation Facility, with the projected increase in staff and vehicle movements estimated based upon the proposed operations of the new facility.

5.2 SHIFT PATTERNS

- 5.2.1 The existing shift patterns for the Material Reclamation Facility (MRF) are:
- 0700 – 1500 – weekdays;
 - 0800 – 1600 – weekdays ; and
 - 0700 – 1200 – Saturday.
- 5.2.2 The shift patterns for the proposed Waste Transfer Site are likely to remain the same as the existing MRF.
- 5.2.3 Due to the operational hours of the site, the staff vehicle movements typically fall outside the general networks peak hours of 08:00 to 09:00 in the AM and 17:00 to 18:00 in the PM.

5.3 STAFFING

- 5.3.1 There are currently seven employees at the MRF. Based upon the enhanced operations relating to the proposed site the number of staff on site at the proposed facility could be around 50% higher than this, at around 11.

5.4 COMMERCIAL OPERATIONS.

- 5.4.1 There are three elements to the commercial operations which are forecast to occur from the site, these are:
- Existing MRF operations;
 - Existing residual waste currently transferred to Thornccliffe; and
 - Bulk residual waste loads outwards.
- 5.4.2 Each of these operations are discussed below and, cumulatively, represent the forecast commercial vehicle movements from the proposed site.

EXISTING MRF OPERATIONS

- 5.4.3 In order to assess the commercial operations for the site, the site visitation logs from the 24th May to 31st May have been reviewed. The logs are attached at Appendix A and confirm the type of waste collected, as well as the weight of material which was disposed.
- 5.4.4 Table 5.1 sets out the summary of the daily vehicle movements for the MRF.

Table 5.1 Existing MRF Commercial Visitations

Day	Date	Vehicles
Thursday	25 th May	55

Day	Date	Vehicles
Friday	26 th May	46
Saturday	27 th May	8
Sunday	28 th May	5
Monday	29 th May	22
Tuesday	30 th May	58
Wednesday	31 st May	61

5.4.5 It is noted that the 29th May was the Spring Bank Holiday and may have had a lower than usual visitation of commercial vehicles.

5.4.6 The peak average number of current visitations to the MRF (excluding the weekend and Bank Holiday) was 55 commercial vehicles throughout the day, or 110 total two-way vehicle movements. Throughout an eight-hour working day, the average hourly visitations to the MRF are in the order of 14 two-way commercial vehicle movements.

EXISTING RESIDUAL WASTE TO THORNHILL

5.4.7 In addition to the MRF movements, there are estimated to be in the order of 15 residual waste refuse collection vehicles plus two 'other' vehicles that currently tip their materials at Thorncliffe each day. The 'refuse collection vehicles' are classified as heavy goods vehicles, whilst the 'other' vehicles are 7.5t or below. These vehicles would utilise the proposed facility, once operational.

5.4.8 The 17 vehicles which currently utilise Thornhill equate to around 34 two-way vehicle movements per day, or four two-way vehicle movements per hour.

BULK RESIDUAL WASTE OUTBOUND

5.4.9 Across the period 2022/ 2023 the MRF operations resulted in a total of 20,067 tonnes of residual waste which was transferred outbound from the site. The outbound vehicle movements contain full loads which are compact and weigh an estimated 25 tonnes per load.

5.4.10 Based upon these values there are estimated to be an average of around 17 outbound loads per week, or 3.5 loads per day.

5.4.11 The 3.5 outbound waste vehicles per day equate to around 7 two-way daily vehicle movements, or one two-way vehicle movement per hour.

FORECAST COMMERCIAL VEHICLE MOVEMENTS

5.4.12 Based upon the operations discussed above, the cumulative commercial vehicle movements are forecast as follows:

- MRF operations – 14 two-way commercial vehicle movements per hour;
- Residual waste inbound – four two-way commercial vehicle movements per hour; and
- Bulk residual waste loads outwards – one two-way commercial vehicle movements per hour.

- 5.4.13 The average commercial operations are forecast to result in 19 two-way vehicle movements, predominantly consisting of refuse collection vehicles, with a small proportion of 7.5t or below vehicles.
- 5.4.14 It is commonly accepted that a threshold of 30 two-way vehicle trips is considered to be the minimum threshold for which more detailed consideration of traffic capacity may be required. UK Government documents have previously confirmed that:
- ...there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to progress discussions*
- 5.4.15 The forecast commercial vehicle movements fall below the threshold, when considered in isolation.

5.5 FORECAST TRAFFIC IMPACTS

- 5.5.1 The peak staff movements to/ from the site are for up to 11 private cars (assuming 100% travel by car as a worst-case) spread approximately equally over the period 06:45 to 07:00 and 07:45 to 08:00 inbound in the morning peak and 15:00 to 15:15 and 16:00 to 16:15 outbound in the PM peak hour.
- 5.5.2 It is likely that not all staff would drive a car to the site, with some choosing to walk, cycle, catch public transport or travel as a vehicle passenger as part of a linked-trip or car-share trip.
- 5.5.3 In order to reduce the impacts of car travel, staff will be encouraged to travel by these sustainable modes, particularly active travel and car share as well as by public transport. Staff will be informed of their travel options and any discounted/ reduced ticketing options and/ or grants/ loans which may be available to them as part of their employment contract.
- 5.5.4 It is also likely that any residual staff car trips would be split roughly equally over the two shifts, resulting in around 5 to 6 two-way car trips relating to staff in each of the four periods set out above (two inbound and two outbound periods).
- 5.5.5 The forecast peak hour traffic impact is in the region of 25 two-way vehicle movements to/ from the site, consisting of 19 two-way commercial vehicle movements and six two-way staff movements by private car.
- 5.5.6 The cumulative impact of the development falls below the commonly accepted threshold for detailed traffic assessment, even before discounting and historic traffic movements to/ from the site as a result of its prior commercial land usage.

5.6 SUMMARY

- 5.6.1 An assessment of the forecast traffic movements associated with the development proposals has been undertaken, utilising observed visitation data from the existing Material Reclamation Facility, with the projected increase in staff and vehicle movements estimated based upon the forecast operations of the new facility.
- 5.6.2 It is commonly accepted that a threshold of 30 two-way vehicle trips is considered to be the minimum threshold for which more detailed consideration of traffic capacity may be required.
- 5.6.3 The forecast peak hour traffic impact is in the region of 25 two-way vehicle movements to/ from the site, consisting of 19 two-way commercial vehicle movements and six two-way staff movements by private car.

- 5.6.4 The cumulative impact of the development falls below the commonly accepted threshold for detailed traffic assessment, even before discounting and historic traffic movements to/from the site as a result of its prior commercial land usage.
- 5.6.5 It is considered that the proposals fall below a reasonable threshold for undertaking detailed traffic analysis and that the impacts on the local highway network should be acceptable.

6. DEVELOPMENT PROPOSAL

6.1 INTRODUCTION

6.1.1 This chapter discusses the site layout proposals.

6.2 ENCOURAGING SUSTAINABLE TRAVEL

6.2.1 As set out in Chapter 5, in order to reduce the impacts of car travel, staff will be encouraged to travel by sustainable modes.

6.2.2 The site manager will be responsible for obtaining information on the local walk, cycle, bus and train routes which operate close to the site.

6.2.3 The site manager will advise staff on their travel options, particularly active travel and car share as well as by public transport.

6.2.4 The site manager will confirm with the HR team whether there are any discounted/ reduced ticketing options and/ or grants/ loans which may be available to them as part of staff employment contracts. The site manager will distribute the information obtained to staff.

6.2.5 The site manager will consider allocating one or more car parking spaces for use by car sharers. This could be the space/ spaces closest to the staff facilities. In addition, the use of electric vehicle charging spaces could be prioritised for car sharers.

6.3 PEDESTIAN ACCESS

6.3.1 The development proposals incorporate the extension of the existing footway to the south of the Fford Maelgwn carriageway in to the site. A footway will then be provided within the site, with a dedicated pedestrian access gate provided at the entrance to the parking area.

6.4 PARKING

6.4.1 The number of staff and shift patterns have been discussed in Chapter 5.

6.4.2 In order to encourage active travel to the site a secure/ covered cycle shelter is proposed close to the entrance to the site, close to the staff facilities area.

6.4.3 The cycle shelter could accommodate up to six cycles, i.e. around 50% of staff and visitors to the site.

6.4.4 Staff at the site will be provided with lockers where they will be able to store any cycle outer clothes or protection that they may require.

6.4.5 The proposed car park could accommodate 12 cars and five fleet vehicles. One of the car parking spaces will be provided with extra-wide dimensions, which would allow its use for disabled parking.

6.4.6 The land use is sui generis and the provision of 12 car parking spaces is considered to be sufficient to allow for the proposed number of staff plus any visitors. Visitors could include environmental health or other visiting council officers, specialist servicing/ maintenance staff and/ or representatives from suppliers.

6.4.7 The proposed five fleet vehicle spaces would be for light commercial vehicles operated by the authority.

- 6.4.8 An increasing number of council vehicles are electric, with the Conwy authority leading the drive for implementing new vehicle technologies, including obtaining hybrid transit vans in 2012 and recently obtaining the first electric recycling wagon to operate within Wales. Whilst that vehicle operates in Llandudno, there are plans to extend the fleet, which could lead to a wider range of commercial electrically powered vehicles to/ from the site in the short to medium term.
- 6.4.9 Of the parking spaces, electric vehicle charging will be provided to two spaces, with the provision for fleet vehicles to be determined by the fleet manager.

6.5 SWEPT PATH ANALYSIS

- 6.5.1 In order to confirm that the operation of the site has been fully considered, swept path analysis of appropriate refuse collection vehicles has been undertaken. The swept path analysis forms part of the planning application package and is attached at Appendix B.

6.6 SUMMARY

- 6.6.1 The development proposals incorporate the extension of the existing footway to the south of the Fford Maelgwn carriageway in to the site. A footway will then be provided within the site, with a dedicated pedestrian access gate provided at the entrance to the parking area.
- 6.6.2 In order to encourage active travel to the site a secure/ covered cycle shelter is proposed close to the entrance to the site, close to the staff facilities area.
- 6.6.3 The cycle shelter could accommodate up to six cycles, i.e. around 50% of staff and visitors to the site.
- 6.6.4 The proposed car park could accommodate 12 cars and five fleet vehicles. One of the car parking spaces will be provided with extra-wide dimensions, which would allow its use for disabled parking.
- 6.6.5 Of the parking spaces, electric vehicle charging will be provided to two spaces, with the provision for fleet vehicles to be determined by the fleet manager.

APPENDIX A

DateDate Day

Thursday	25th-May	55
Friday	26th-May	46
Saturday	27th-May	8
Sunday	28th-May	5
Monday	29th-May	22
Tuesday	30th-May	58
Wednesday	31st May	61

Average number of vehicles in 37 inc weeknds
Average number of in weekdays 48.8 exc weekends 255 total visits

143 visits @ 7.5t or under

112 visits @ HGV

Residual Waste		
No of CCBC RCV's that tip residual waste at Thorncliffe per day	15	HGV
No of 'other vehicles' tipping per day (Cage tippers etc..)	2	7.5t or under

So there is an additional 17 vehicles tipping at the MRF per day.

Bulk residual waste loads out of the MRF will be:

In 22/23 we had a total of 20066.80t of residual waste, so by calculation, we should have ~2/3 possibly four bulk transfers out per day

20066.8 Total Residual Waste
25 Average load weight (
802.672 Loads per year
66.8893 Loads per month
16.7223 Loads per week
3.34447 Loads per Day

I think we are safely looking at an overall average of 60 to 70 visits per day during busy periods

43734	1	26/05/2023 14:26	MRF	GLOC	G	METAL	MX20AOK	19060	24420	5360			
43735	1	26/05/2023 14:30	OPSP	MRF	OCBC	MIXED	CX688MM	2580	3120	520			
43736	1	26/05/2023 14:43	CREST	MRF	OCBC	BLKYWST	BK19KZC	2320	3040	720			
43737	1	26/05/2023 14:52	STREETSCENE	MRF	OCBC	MIXED	CX688NJ	2580	3180	600			
43738	1	26/05/2023 15:45	BULKING	MRF	OCBC	AHP COLL	LK13FGG	4200	5080	880	46		
43739	1	27/05/2023 08:51	STREETSCENE	MRF	OCBC	MIXED	CX688ND	2580	2960	380			
43740	1	27/05/2023 09:04	BUILDERS	MRF	OCBC	SWEEP	DN18TFX	6660	7300	640			
43741	1	27/05/2023 09:33	BUILDERS	MRF	OCBC	MIXED	CX688NN	2580	2900	320			
43742	1	27/05/2023 09:42	MRF	THORNCLIFFE	HOGAN	LANDFILL	PO15UPW2	16440	22020	5580			
43743	1	27/05/2023 10:04	STSCNE	MRF	OCBC	MIXED	BG66ONP	2580	3020	520			
43744	1	27/05/2023 10:44	BUILDERS	MRF	OCBC	MIX RECYCLING	MX22MYU	2580	2560	900			
43745	1	27/05/2023 10:56	OPSP	MRF	OCBC	MIX RECYCLING	CX688NB	2580	2960	380			
43746	1	27/05/2023 15:45	OPSP	MRF	OCBC	MIXED	DX71NKD	9960	12100	2140	8		
43747	1	28/05/2023 11:46	STREETSCENE	MRF	OCBC	SWEEP	DX18TVD	6260	7820	1560			
43748	1	28/05/2023 14:08	OPSP	MRF	OCBC	MIXED	CX688NF	2620	2920	300			
43749	1	28/05/2023 14:18	STREETSCENE	MRF	OCBC	MIXED	CX688NJ	2580	2900	320			
43750	1	28/05/2023 15:52	STREETSCENE	MRF	OCBC	SWEEP	DX18TVD	6260	6520	260			
43751	1	28/05/2023 15:58	OPSP	MRF	OCBC	MIXED	DX71NKD	9960	11180	1220	5		
43752	1	29/05/2023 07:08	OPSP	MRF	OCBC	MIXED	CX688NK	2600	3060	460			
43753	1	29/05/2023 07:31	BUILDERS	MRF	OCBC	MIXED	DTY2GCK	2520	2920	400			
43754	1	29/05/2023 07:39	BUILDERS	MRF	OCBC	MIX RECYCLING	BV66ZDZ	2560	3140	580			
43755	1	29/05/2023 08:13	MRF	THORNCLIFFE	HOGAN	LANDFILL	PO15UPW2	16440	21260	4620			
43756	1	29/05/2023 08:44	OPSP	MRF	OCBC	SWEEP	CU21FGC	3020	3580	560			
43757	1	29/05/2023 09:07	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	3060	300			
43758	1	29/05/2023 09:13	STSCNE	MRF	OCBC	MIXED	CX688NE	2540	2900	360			
43759	1	29/05/2023 09:15	OPSP	MRF	OCBC	MIX RECYCLING	CX688NB	2580	3020	440			
43760	1	29/05/2023 09:45	KERBSIDER	MRF	OCBC	CARDBOARD	CV22MYU	2420	2620	220			
43761	1	29/05/2023 09:57	BULKING	MRF	OCBC	AHP COLL	CX21HXL	2540	3440	900			
43762	1	29/05/2023 10:12	BUILDERS	MRF	OCBC	MIX RECYCLING	BV66ZDZ	2560	2860	300			
43763	1	29/05/2023 10:31	BUILDERS	MRF	OCBC	CARDBOARD	DX18TFX	8560	9220	660			
43764	1	29/05/2023 10:38	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	2940	180			
43765	1	29/05/2023 11:23	BUILDERS	MRF	OCBC	MIXED	DTY2GCK	2520	2880	360			
43766	1	29/05/2023 11:25	KERBSIDER	MRF	OCBC	CARDBOARD	CV21WQJ	2440	2620	180			
43767	1	29/05/2023 11:28	TRADE	MRF	OCBC	CARDBOARD	DP17XOH	10400	9940	460			
43768	1	29/05/2023 11:33	TRADE	MRF	OCBC	PLASTIC CAN	DP17XOH	9920	9580	340			
43769	1	29/05/2023 11:49	KERBSIDER	MRF	OCBC	CARDBOARD	CP71FEF	2420	2720	300			
43770	1	29/05/2023 11:55	OPSP	MRF	OCBC	MIXED	DX18TFX	6340	7780	1440			
43771	1	29/05/2023 12:15	BULKING	MRF	OCBC	AHP COLL	CX21HXL	2540	3080	540			
43772	1	29/05/2023 12:25	KERBSIDER	MRF	OCBC	MIX RECYCLING	CV22MYU	2400	2760	360			
43773	1	29/05/2023 12:35	STSCNE	MRF	OCBC	MIXED	BG66ONP	2580	3040	540	22		
43774	1	30/05/2023 07:36	OPSP	MRF	OCBC	BSS	DTY2GKE	2440	2900	460			
43775	1	30/05/2023 07:38	STREETSCENE	MRF	OCBC	MIXED	CX688NJ	2580	2960	380			
43776	1	30/05/2023 08:02	MRF	HP	HOGAN	SWEEP	PO17UAN	16300	24620	8320			
43777	1	30/05/2023 08:02	MRF	HP	HOGAN	SWEEP	PO17UAN	16300	24620	8320			
43778	1	30/05/2023 07:45	MRF	HP	HOGAN	SWEEP	PO17UAN	16300	29260	12960			
43779	1	30/05/2023 08:24	CREST	MRF	OCBC	BLKYWST	BK19KZC	2320	2740	420			
43780	1	30/05/2023 08:26	OPSP	MRF	OCBC	MIXED	CX688NK	2600	2980	380			
43781	1	30/05/2023 08:44	CREST	MRF	OCBC	CFEPOS	CX688NU	2360	2220	680			
43782	1	30/05/2023 08:35	TRADE	MRF	OCBC	CARDBOARD	DX16ANU	11000	9780	1220			
43783	1	30/05/2023 08:42	BRYSON MOCHDRE	MRF	HOGAN	CARDBOARD	PO15UPW	18680	17240	1440			
43784	1	30/05/2023 08:43	KERBSIDER	MRF	OCBC	CARDBOARD	CV21WQJ	2440	2540	100			
43785	1	30/05/2023 08:44	TRADE	MRF	OCBC	PLASTIC	DX16ANU	9780	9580	200			
43786	1	30/05/2023 08:45	KERBSIDER	MRF	OCBC	CARDBOARD	CP13AR21	9180	9100	810			
43787	1	30/05/2023 08:50	OPSP	MRF	OCBC	SWEEP	CU21FGC	3020	3500	480			
43788	1	30/05/2023 09:00	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	3020	260			
43789	1	30/05/2023 09:13	BULKING	MRF	OCBC	AHP COLL	CX21HXL	2540	3380	840			
43790	1	30/05/2023 09:21	BUILDERS	MRF	OCBC	GREEN	MX688BO	2440	2600	160			
43791	1	30/05/2023 09:53	OPSP	MRF	OCBC	SWEEP	CU21FGE	3020	3400	380			
43792	1	30/05/2023 09:59	STSCNE	MRF	OCBC	MIXED	CX688NE	2540	2780	240			
43793	1	30/05/2023 10:12	KERBSIDER	MRF	OCBC	CARDBOARD	CV21WQJ	2440	2540	100			
43794	1	30/05/2023 10:26	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	2960	200			
43795	1	30/05/2023 10:28	OPSP	MRF	OCBC	MIXED	DX18TFX	6340	7700	1360			
43796	1	30/05/2023 10:32	KERBSIDER	MRF	OCBC	CARDBOARD	CP71FEF	2420	2640	220			
43797	1	30/05/2023 10:41	OPSP	MRF	OCBC	MIXED	CX688KM	2580	3000	420			
43798	1	30/05/2023 10:55	MRF	THORNCLIFFE	HOGAN	LANDFILL	PO15UPW2	16440	21840	5400			
43799	1	30/05/2023 10:59	STREETSCENE	MRF	OCBC	SWEEP	DN16YCR	10160	11140	960			
43800	1	30/05/2023 11:10	OPSP	MRF	OCBC	SWEEP	CU21FGC	3020	3520	500			
43801	1	30/05/2023 11:13	CREST	MRF	OCBC	BLKYWST	BK19EOR	2300	2720	420			
43802	1	30/05/2023 11:20	BUILDERS	MRF	OCBC	SWEEP	DN18TFX	6660	7480	820			
43803	1	30/05/2023 11:29	KERBSIDER	MRF	OCBC	CARDBOARD	CV21WQJ	2440	2560	120			
43804	1	30/05/2023 11:41	CREST	MRF	OCBC	BLKYWST	BF17KZJ	2540	2900	400			
43805	1	30/05/2023 11:57	DOMESTIC	MRF	OCBC	RESIDUAL	CX688NL	2540	3300	760			
43806	1	30/05/2023 12:00	KERBSIDER	MRF	OCBC	CARDBOARD	DY11NHX1	9440	9320	120			
43807	1	30/05/2023 12:08	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	2960	200			
43808	1	30/05/2023 12:13	HOGAN	MRF	OCBC	CARDBOARD	CX66GZ2	2520	3240	180			
43809	1	30/05/2023 12:36	TRADE	MRF	OCBC	CARDBOARD	DP17XOH	10160	9740	420			
43810	1	30/05/2023 12:43	TRADE	MRF	OCBC	PLASTIC CAN	DP17XOH	9740	9700	40			
43811	1	30/05/2023 12:51	BULKING	MRF	OCBC	AHP COLL	CX21HXL	2540	3240	700			
43812	1	30/05/2023 12:52	KERBSIDER	MRF	OCBC	CARDBOARD	CV21WQJ	2440	2540	100			
43813	1	30/05/2023 12:56	OPSP	MRF	OCBC	SWEEP	CU21FGE	3020	3400	380			
43814	1	30/05/2023 13:08	OPSP	MRF	OCBC	SWEEP	CU21FGC	3020	3400	380			
43815	1	30/05/2023 13:18	OPSP	MRF	OCBC	SWEEP	DN16YDC	7400	8480	1080			
43816	1	30/05/2023 13:18	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	2860	100			
43817	1	30/05/2023 13:29	BUILDERS	MRF	OCBC	MIX RECYCLING	BV66ZDZ	2560	2860	480			
43818	1	30/05/2023 13:45	OPSP	MRF	OCBC	BSS	DN16YCT	9660	10580	920			
43819	1	30/05/2023 13:46	CREST	MRF	OCBC	TEXTILES	FP18MMO	3260	2840	420			
43820	1	30/05/2023 13:59	OPSP	MRF	OCBC	MIXED	CX688NK	2600	2960	360			
43821	1	30/05/2023 14:05	STREETSCENE	MRF	OCBC	MIXED	CX688NJ	2580	2860	280			
43822	1	30/05/2023 14:09	KERBSIDER	MRF	OCBC	CARDBOARD	CV22MYU	2400	2660	260			
43823	1	30/05/2023 14:13	OPSP	MRF	OCBC	MIXED	CX688NF	2620	2980	360			
43824	1	30/05/2023 14:15	KERBSIDER	MRF	OCBC	CARDBOARD	CP71FEF	2420	2720	300			
43825	1	30/05/2023 14:25	DOMESTIC	MRF	OCBC	RESIDUAL	CX688NL	2540	2980	440			
43826	1	30/05/2023 14:37	MRF	HOGAN	OCBC	CORUM IN	PO15UPW4	16200	21400	1200			
43827	1	30/05/2023 14:41	TRADE	MRF	OCBC	MIXED REC CO MIN	DL66ELH	8560	10880	2320			
43828	1	30/05/2023 14:44	CREST	MRF	OCBC	BLKYWST	BK19EOR	2300	3040	740			
43829	1	30/05/2023 14:45	SOCIAL	MRF	SOCIAL	GREEN	CX18XH	3000	2880	120			
43830	1	30/05/2023 14:49	MRF	THORNCLIFFE	HOGAN	RESIDUAL	PO15UPW	17460	24580	7120			
43831	1	30/05/2023 23:58	TRANSO	MRF	RXC22232	OCBC	LA244890	CYLIC 5	B6660T	12940	9520	3420	58
43832	1	31/05/2023 03:45	TRANSO	MRF	RXC22232	OCBC	LA244890	CYLIC 5	B6660T	13580	8640	4940	
43833	1	31/05/2023 07:25	OPSP	MRF	OCBC	SWEEP	CU21FGC	3020	3280	260			
43834	1	31/05/2023 07:31	OPSP	MRF	OCBC	MIXED	DX18TFX	6340	7300	960			
43835	1	31/05/2023 08:01	MRF	HP	HOGAN	SWEEP	PO17UAN	16440	30360	13900			
43836	1	31/05/2023 08:18	BRINGBANKS	MRF	SAME	OCBC	PLAS Y DRE	MIX RECYCLING	DN660XJ	7040	6640	400	
43837	1	31/05/2023 08:26	CREST	MRF	OCBC	BLKYWST	BK19EOR	2300	2740	440	1168		
43838	1	31/05/2023 08:28	BRINGBANKS	MRF	PLAS Y DRE	OCBC	GLASS	DN660XJ	6640	5720	920	1227	
43839	1	31/05/2023 08:36	OPSP	MRF	OCBC	MIXED	CX21HXL	2560	3040	480	59		
43840	1	31/05/2023 08:45	BUILDERS	MRF	OCBC	CARDBOARD	BT70ZNL	2760	3040	280			
43841	1	31/05/2023 08:55	MRF	THORNCLIFFE	HOGAN	LANDFILL	PO15UPW2	16440	20840	4400			
43842	1	31/05/2023 09:10	BRINGBANKS	MRF	IST	OCBC	MIX RECYCLING	DN660XJ	6420	6300	120		
43843	1	31/05/2023 09:12	BUILDERS	MRF	HP	HOGAN	SWEEP	PN160H1	16220	28980	12860		

43885	1	31/05/2023 14:13	MRF	MRF	HOGAN	COMM IN	PN16QJH	15900	17420	1520		
43886	1	31/05/2023 14:15	OPSP	MRF	CCBC	MIXED	CX688NF	2620	3040	420		
43887	1	31/05/2023 14:24	DOMESTIC	MRF	CCBC	RESIDUAL	CX688NL	2540	3100	560		
43888	1	31/05/2023 14:45	KERBSIDER	MRF	CCBC	CARDBOARD	CP19MKC	2400	2480	80		
43889	1	31/05/2023 15:07	MRF	THORNCLIFFE	HOGAN	LANDFILL	PN16QJH1	21600	16340	5260		
43890	1	31/05/2023 15:13	CREST	MRF	CREST	BLKYWST	BX19KZC	2320	3000	680		
43891	1	31/05/2023 15:15	MRF	THORNCLIFFE	HOGAN	LANDFILL	PN16QJH1	16360	22560	6200		
43892	1	31/05/2023 15:18	BULKING	MRF	CCBC	AHP COLL	LK13FGG	4200	5960	1760	61	82400

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APPENDIX B



A CARBON NEUTRAL COMPANY
FOR THE PLANET AND FOR THE FUTURE