

Alan Hatton

From: Colin_Simpson@flintshire.gov.uk
Sent: 06 May 2014 11:04
To: Alan Hatton
Subject: Re: Deeside Energy Recovery Facility - Transport Scoping Advice
Attachments: pic05529.jpg

Alan

Thank you for your submission; I can confirm that the scope of your proposed transport assessment is acceptable.

There are a number of consented developments within the vicinity of the site and a number of others that are currently under construction however none of these are of a nature requiring TIAs. On that basis I would suggest that there is no additional traffic from committed development to be included within your junction assessment but suggest that an allowance for growth up to year of opening be made in the usual way.

Regards, Colin
Colin Simpson

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Cc: "sue-thomas@flintshire.gov.uk" <sue-thomas@flintshire.gov.uk>
Date: 29/04/2014 11:44
Subject: Deeside Energy Recovery Facility - Transport Scoping Advice

Good morning Colin,

Further to our recent discussion I write to confirm our intended approach for the forthcoming Transport EIA Chapter for the above project.

In brief, the nature of the works is for the development of an Energy Recovery Facility (ERF) and associated infrastructure, with an input of up to 200,000tpa of municipal and commercial/industrial wastes, as part of the North Wales Residual Waste Management Project. The development will be located within the Deeside Industrial Park, Flintshire, accessed via Weighbridge Road (see attached site location plan).

As you're aware the application site has already been subject to preliminary assessment and scoping discussions. The site was identified by Entec UK Ltd. in its Draft Site Appraisal Report (November 2010) for the North Wales Waste Partnership as one of two sites in North Wales having limited development constraints.

Flintshire County Council (FCC), as the relevant planning authority, previously provided a scoping opinion in relation to the site proposals at Deeside Industrial Park following submission of a Scoping Report produced by Entec UK Ltd. in February 2010. In terms of local issues, FCC previously commented that the local highway network is of a high standard.

The previous scoping opinion stated that: 'A Traffic Impact Assessment of the immediate local access and highway network should be undertaken, to demonstrate that the local highway network has the capacity to accommodate the increased highway movements, including predicted flows, junction capacity and local routing of all traffic movements to and from the development'.

FCC also requested that '...Consideration should be given to the hours of operation, frequency of movement and types of vehicle visiting the development site'. It was also advised that '...the assessment should include the cumulative effects with the traffic generated by other existing development utilising the local and private highway network...'. FCC also expected that the assessment should also deal with any unique measures or issues that may arise, together with any proposed local access improvements that may be necessary.

Included within the previous Scoping Opinion was an internal FCC memorandum from the Head of Highways & Transportation confirming that there is no objection in principle to the details contained in the Scoping Report produced by Entec, suggesting that the applicant makes early contact with the Highways Development Control Section in order that the Scope for a Transport Assessment can be agreed. It is for this reason that I write to you now; the following text outlines our intended scope for the Transport Assessment:

Scope of Works

The assessment of traffic impacts would be undertaken in accordance with Planning Policy Wales Technical Advice Note 18: Transport (March 2007) and The Environmental Assessment of Road Traffic, published by the Institute of Environmental Assessment. Following EIA assessment, an assessment of suitable mitigation measures, if appropriate, would be considered.
Production of Transport EIA Chapter

The key components of the Transport EIA Chapter for the development will be as follows:

- An initial site accessibility appraisal for the application site would be undertaken considering staff and visitor requirements with particular reference to pedestrian, cycle and public transport connectivity between the site and local facilities, amenities and residential catchment areas;
- National, County and Local Transport Planning Policy would be investigated for the proposed use and the suitability of the site examined in this context;
- Collation of existing or new traffic flow data to provide a base for traffic impact analysis;
- Based on the requirements of the LHA, an examination of the trip generation of committed developments in the local area may be necessary for cumulative assessment;
- The traffic generation of the existing site operation/consent would be assessed;
- Details of all proposed traffic movements in and out of the site (including likely distribution and HGV routes) determined during the Method Statement stage would be detailed;
- Undertake a traffic impact assessment considering the

proposed vehicle movements against background highway network traffic flows;

- Engage with client to establish the likely staffing levels at the proposed facility together with anticipated shift patterns and typical staff travel habits. This would inform both the future trip generation of the proposal and also shape the proposed on-site parking provision;
- Consideration would be given to the suitability of the existing/proposed site access and road layout with vehicle swept path tracking provided as necessary;
- Highway safety and traffic accident data would be assessed for the areas under consideration to ensure the proposed use would not exacerbate any existing incident patterns;
- Parking provision for the proposed use would be reviewed to ensure compliance with local parking standards, developer aspirations and effective site operation;
- The internal site layout would be reviewed for the purposes of deliveries, servicing arrangements, vehicle circulation, pedestrian routes, visibility and road width;
- The environmental impact of development traffic would be fully considered in accordance with national guidelines; and
- Mitigation requirements would be considered and advised where necessary.

Junction Modelling

It is considered that the site would require the following junction capacity assessments:

- The Deeside Industrial Estate access road (Weighbridge Road)/A548 roundabout junction would require analysis using the traffic modelling programme ARCADY. The assessment would consider weekday AM and PM peak period network scenarios for opening and future years using standard traffic growth methodology and committed development data.
- The A548 is subject to average daily flows of 13,000-15,000 vehicles. The A548/A494 Interchange is a large junction designed to accommodate these high daily traffic flows. It is unlikely that the level of proposal traffic would adversely affect the operation of this junction, particularly as site operational traffic would have a limited impact on network peak periods. It is therefore proposed that a link impact assessment is undertaken on the A548 and that, subject to the results of the link capacity assessment, modelling of the A548/A494 Interchange is considered unnecessary.

Please can you confirm that the above scope of works is acceptable to you? In your response please can you also highlight any committed development in the nearby proximity to the application site that is likely to affect the base data for assessment, as this is likely to have moved on significantly since the previous scoping advice was issued back in 2010.

Many thanks Colin, if you have any queries please do not hesitate to contact me; my details are shown below.

As always timescales are fairly tight on this one, I therefore look forward to hearing from you shortly.

Best regards,

Alan

Alan Hatton