**TRANSPORT NOTE**

**PROPOSED FISHING LAKES AND ASSOCIATED WORKS**

**PANT WILKIN STABLES, ABERTHIN**

**COWBRIDGE**

**[ADL REF: 4692, 15th August 2022]**

**1.0 Introduction**

1.1 ADL Traffic and Highways Engineering Ltd have been instructed to prepare this Transport Note, to provide information regarding the number of additional movements that the proposed fishing lakes on-site at Pant Wilkin Stables, Cowbridge would generate.

1.2 This information request has originated from the Highway Authority who have also confirmed the following:

***“In principle, it is considered that the proposals would not have a material impact along the adjacent highway subjected to the highway improvement works for the access being completed on A48.”***

1.3 As such, the proposed development would gain access via the recently consented (2020/00720/FUL) site access junction with right turn lane onto the A48.

1.4 The proposed fishing lake will be equipped with 18 parking spaces.

**2.0 Vehicular Trip Generation**

2.1 It should be noted that typically, visitors to a fishing lake spend at least five to six hours to fish. Based on this, each car parking space would get used twice a day.

2.2 If all 18 car parking spaces get used, as a worst-case scenario, the daily trip generation would be 36 arrivals and 36 departures.

2.3 This is a worst-case scenario, because there will be a proportion of visitors to this lake arriving from within the site itself i.e., from the existing holiday lodges as well as those which are being proposed as part of a separate planning application.

2.4 Assuming 50% of the trips are internal trips, this would equate to 18 new arrivals and 18 new departures on a daily basis.

2.5 Such an increase in daily traffic on the A48 is considered to be imperceptible in traffic engineering terms.

2.6 Notwithstanding the above, the approved site access on the A48 is considered to be adequate to meet the vehicular demand associated with the proposed development.

**3.0 Construction Vehicle Trip Generation**

3.1 In addition to the vehicular trip generation set out above for the operational phase of the development, the Highway Authority also requested the Applicant set out the likely vehicle trips generated during the construction phase of the development, and if material is to be imported into the site.

3.2 The Applicant confirms that the total volume of fill material required would be circa 90,000m3. This would be delivered to site via 8-wheel tipper lorries or articulated tippers over an 18-month period with a full-time dozer on site.

3.3 Based on the following reasonable assumptions, the number of construction vehicle trips can be predicted:

* Total fill material: 90,000m3
* Construction period: 360 days (20 working days per month \* 18 months)
* Construction vehicle capacity: 15m3 - 33m3 (8-wheel tippers or arctic tippers)
* Total No. loads: 2,727 - 6,000 (90,000m3 ÷ 33m3 or 15m3)
* No. loads per day: 8 – 17
* **No. loads per hour: 1 – 2 per hour** (assuming 10hr working day)

3.4 As per above, the number of construction vehicle trips is predicted to be one or two per hour. This is not considered to be severe and would not result in any perceptible impact on the road network.

3.5 Using the recently consented access, lorries can pull in fully off the A48 and there is a layby for anyone waiting. A full-time dozer on site would be used for levelling off the delivered material and shaping the site continuously.

**4.0 Conclusions**

4.1 The proposed fishing lake development will not result in any adverse traffic impact, given that there would be no more than only 18 new vehicular arrivals and 18 new vehicular departures per day.

4.2 The approved site access junction on the A48 is considered to be adequate to meet the vehicular demand of the proposed development.

4.3 The number of construction trip during the construction phase of development would be only one to two trips per hour and this is not considered to be severe.

4.4 Therefore, there are no highway reasons to refuse this planning application.