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Transport Statement

**Development at
Former Caeglas Colliery
Fochriw Road
Fochriw**

June 2026

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Revision History

A	12 th June 2026	First Issue

1980-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support development at the former Caeglas Colliery, Fochriw Road, Fochriw. The general location of the site is shown in Figure 1.

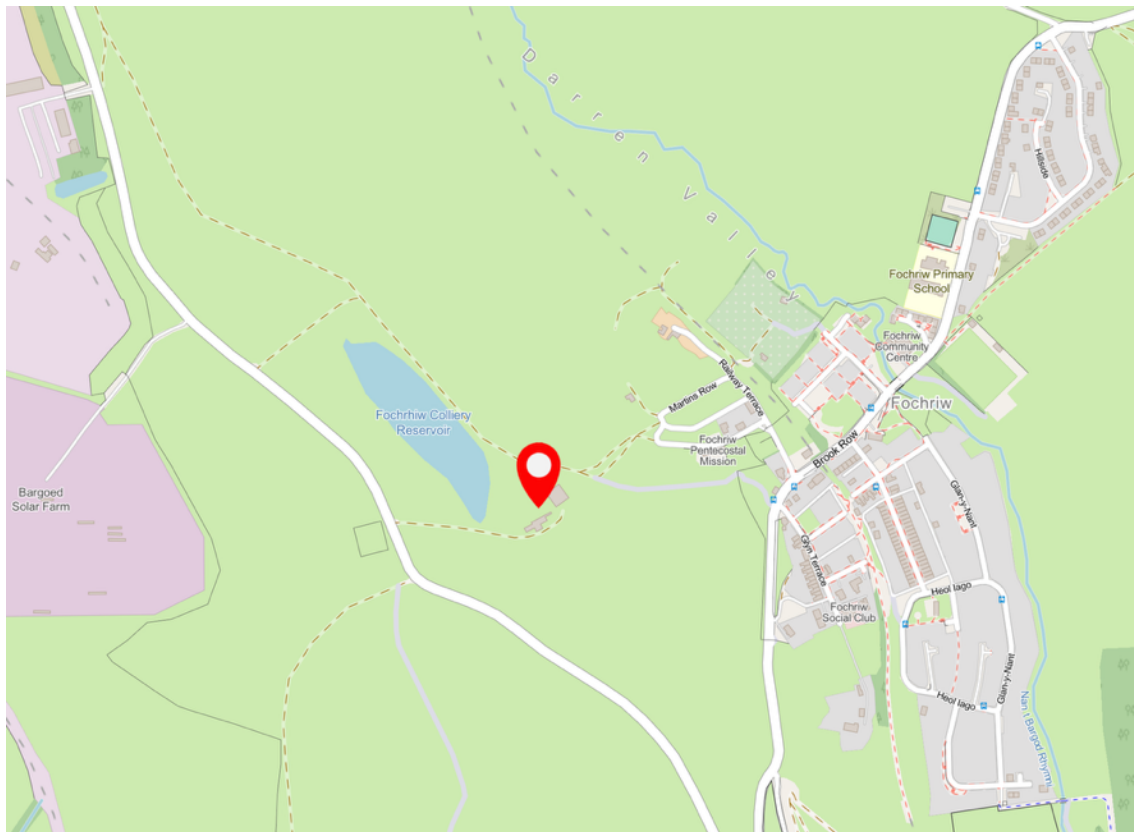


Figure 1 Location Plan

- 1.2 The planning application seeks permission for the use of the site as a waste transfer station, along with external storage of skips.
- 1.3 The proposed development has been the subject of a pre-application enquiry, with the Local Planning Authority providing its response on 12th January 2026 (Ref: SPA/25/0143). In terms of Highway related matters the pre-application response stated that:

“Any future planning application should include a Transport Statement (TS) which includes vehicle swept path drawings which demonstrates how skips will be loaded and unloaded within the site curtilage. It is noted that the proposed site layout plan as submitted is not to scale. The TS will also need to quantify the maximum number of skip movements per day, as well as staff vehicle movements.

The maximum size and weight of laden skip lorries will also need to be quantified, as there is a 7.5 tonne weight limit in place along the un-named road which lies approximately 865m to the south-east of the property. Whilst the site has a lawful garage use (under 21/0850/NCC) it is possible that laden skip lorries would be considerably heavier than the vehicles typically used as part of the extant consent. Any TS submitted would need to identify viable access route(s) to and from the application site which would not breach any weight limits which are in place."

2 Existing Conditions

2.1 The extent of the site is shown in Figure 2.

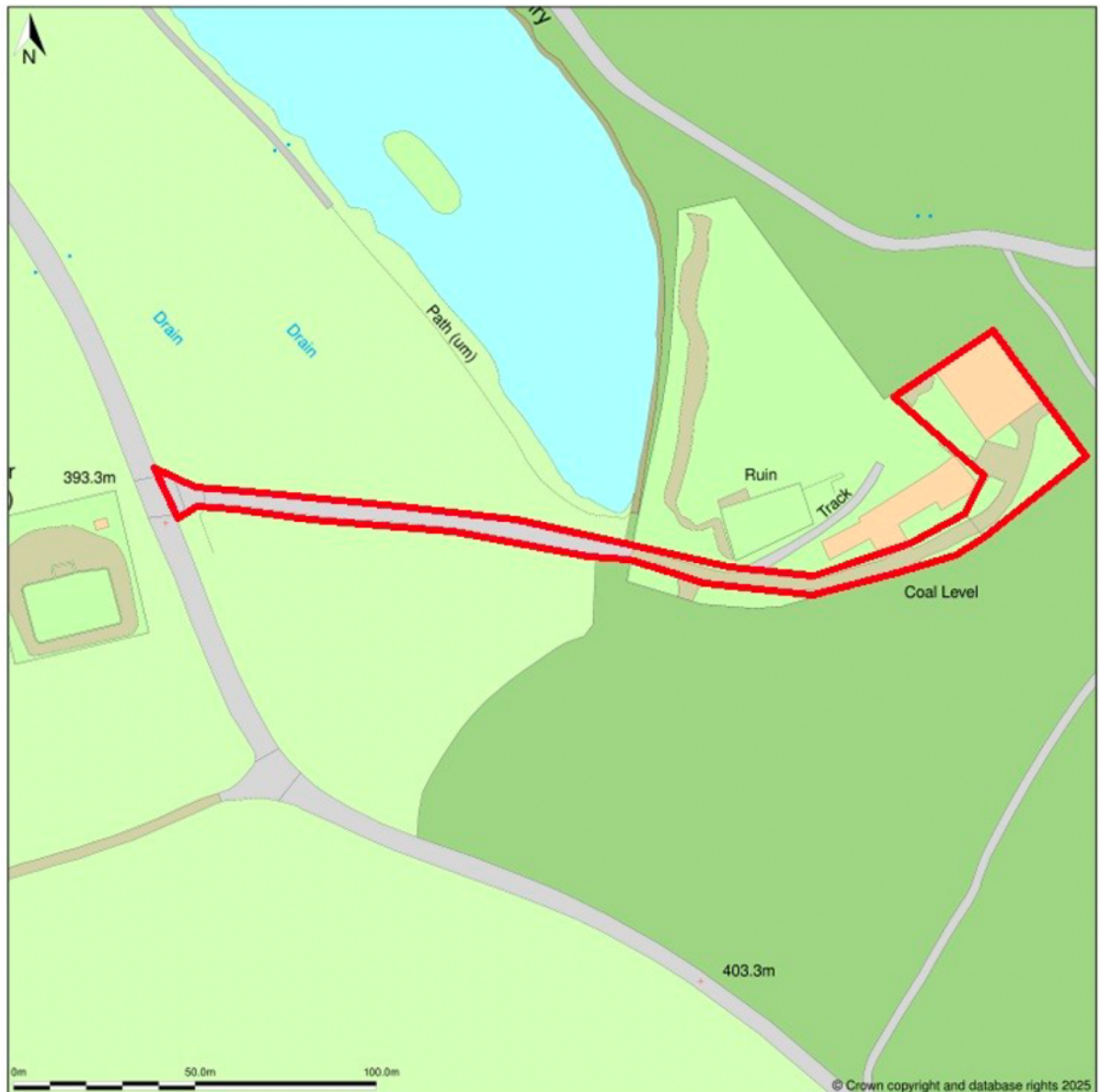


Figure 2 The Site

- 2.2 The site consists of a former mine, with associated buildings. The mining operation has ceased, the mine filled in and associated buildings removed, with the exception of the building subject to this application.
- 2.3 A permission in 2021, reference 21/0850/NCC, allowed for the retained building to remain permanently, for the storage and maintenance of mining machinery, company vehicles and plant.
- 2.4 The site is accessed via a private track leading from Fochriw Road. Fochriw Road is a C-category road that is subject to national speed limits. The highway runs through open land and the absence of roadside fences or hedges provides drivers travelling along Fochriw Road with good forward visibility and drivers leaving the application site with good visibility of approaching traffic.



Figure 3 Site Access Junction (Viewed from the North)



Figure 4 Site Access Junction (Viewed from the South)

- 2.5 Fochriw Road continues north, with connections to the Heads of the Valleys Road (A465) at Dowlais Top or Bute Town.
- 2.6 There is a 7.5 Tonne weight restriction (other than for loading) that applies to the roads within the village of Fochriw to the east of the site.

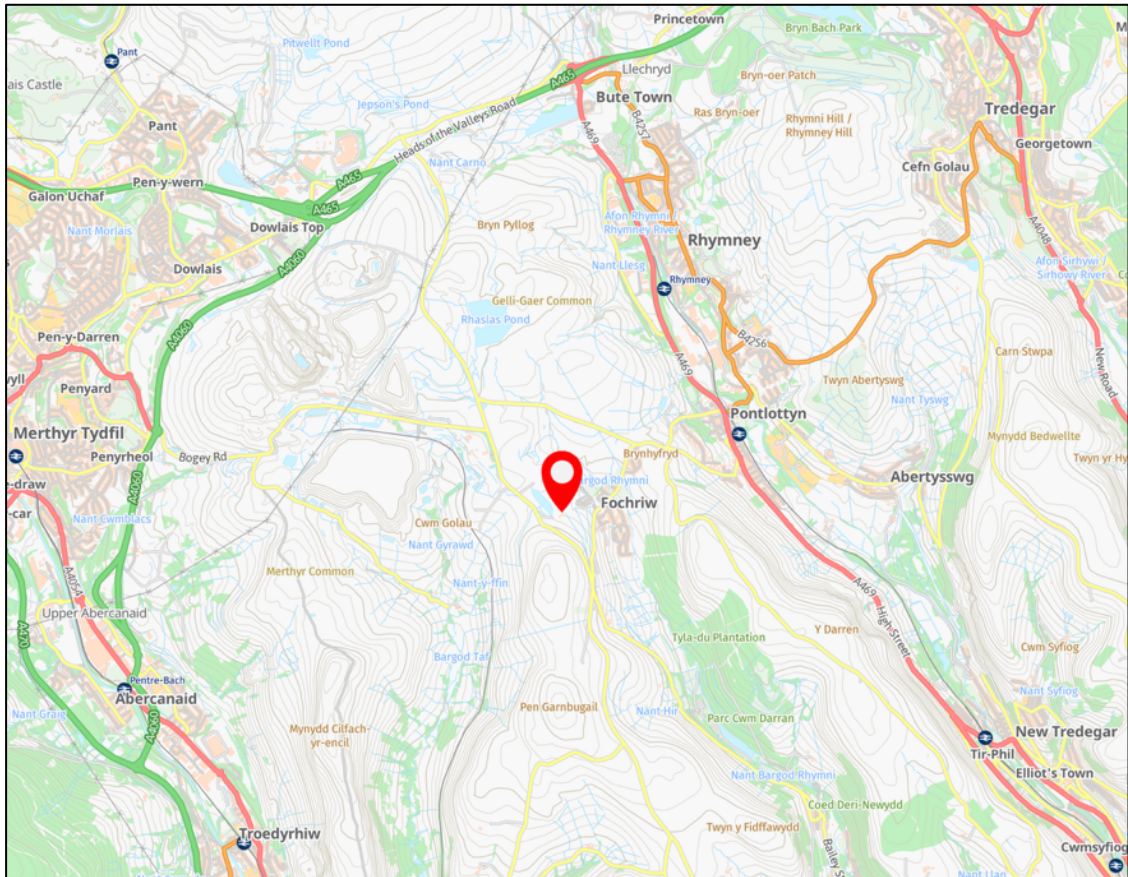


Figure 5 Highway Network

3 Proposed Development

- 3.1 The proposed development is for the change of use of the building to be used as a waste transfer station, along with external storage of skips.
- 3.2 The proposal would not require any physical works to the building or wider site. The site would sort waste brought in via skips. All waste sorted at the site would be non-hazardous and inert. The maximum amount of waste sorted would not exceed 75,000 tonnes per year, with internal storage of up to 50,000 tonnes per year.
- 3.3 Sorting of the waste would be undertaken manually, with waste separated into individual bays within the building where it would eventually be taken off site.
- 3.4 It is anticipated that there will be up to 4 members of staff on site, working between 7am and 5pm. Assuming that all drive individually to and from work, this would generate 8 vehicle movements per day; 4 arrivals at the start of the day and 4 departures at the end.
- 3.5 Material would arrive in 18 Tonne skip lorries with between 5 and 10 arrivals expected on any day. Sorted material will be transported from site in 32 Tonne Hook Loader lorries with between 5 and 10 loads dispatched per day. All loading and unloading will occur within the building.
- 3.6 Assuming a maximum of 10 loads in and 10 loads out, this would generate 40 HGV movements per day (20 arrivals and 20 departures). Over the course of the 10 hour working day, this equates to 4 movements per hour on average. This is considered to be insignificant and will have no material impact upon highway conditions.
- 3.7 Swept path analysis has been undertaken and demonstrates that there is ample manoeuvring space within the site to allow the 18 Tonne skip lorries and 32 Tonne hook loader lorries to turn within the site.

Appendix 1 Proposed Access Arrangement

- 3.8 All HGV traffic from the site will travel to or from the north via the A465 Heads of the Valleys Road. No HGV traffic will be permitted to travel south and east of the site through Fochriw due to the weight restriction that is in place.

4 Summary & Conclusion

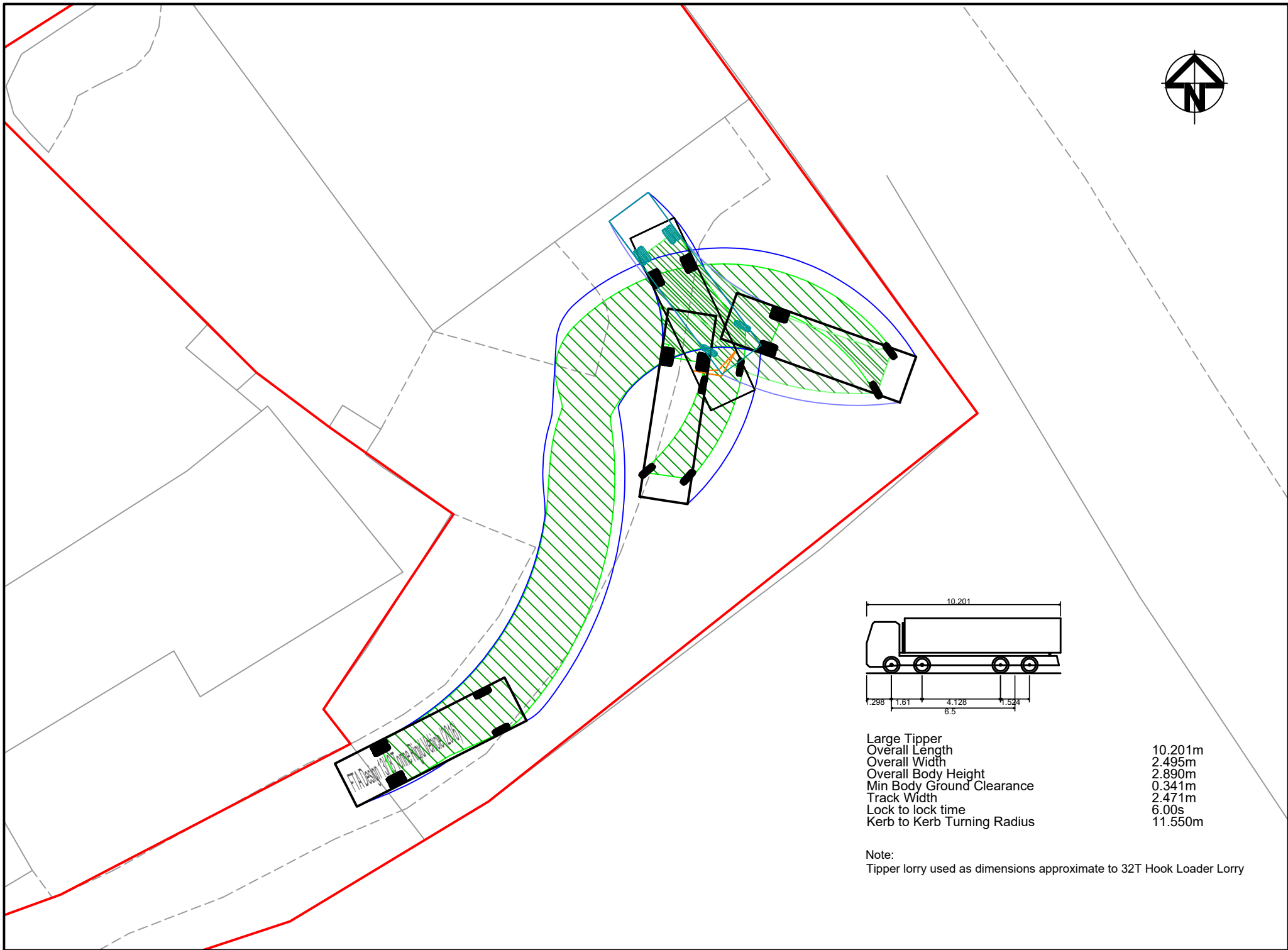
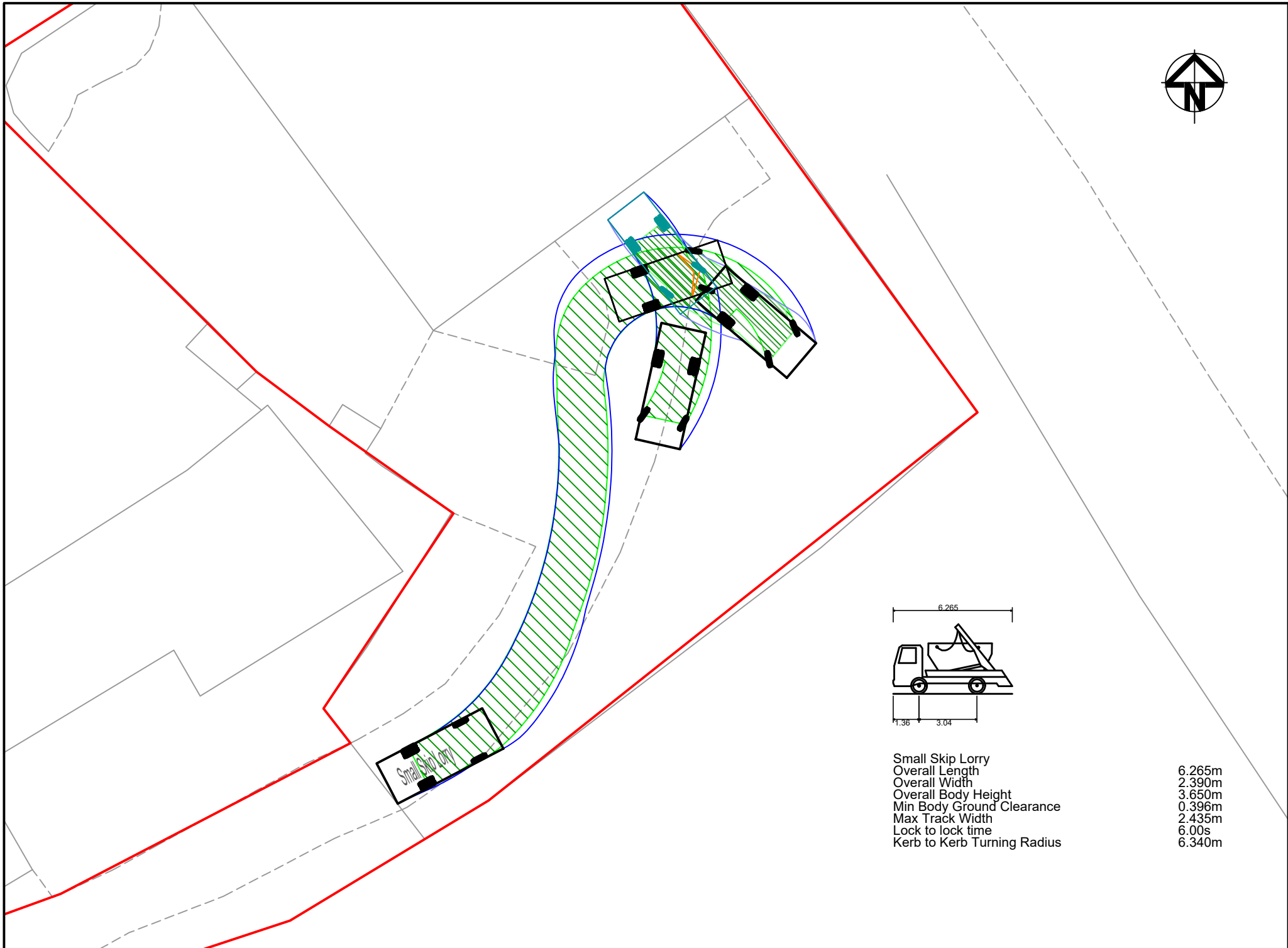
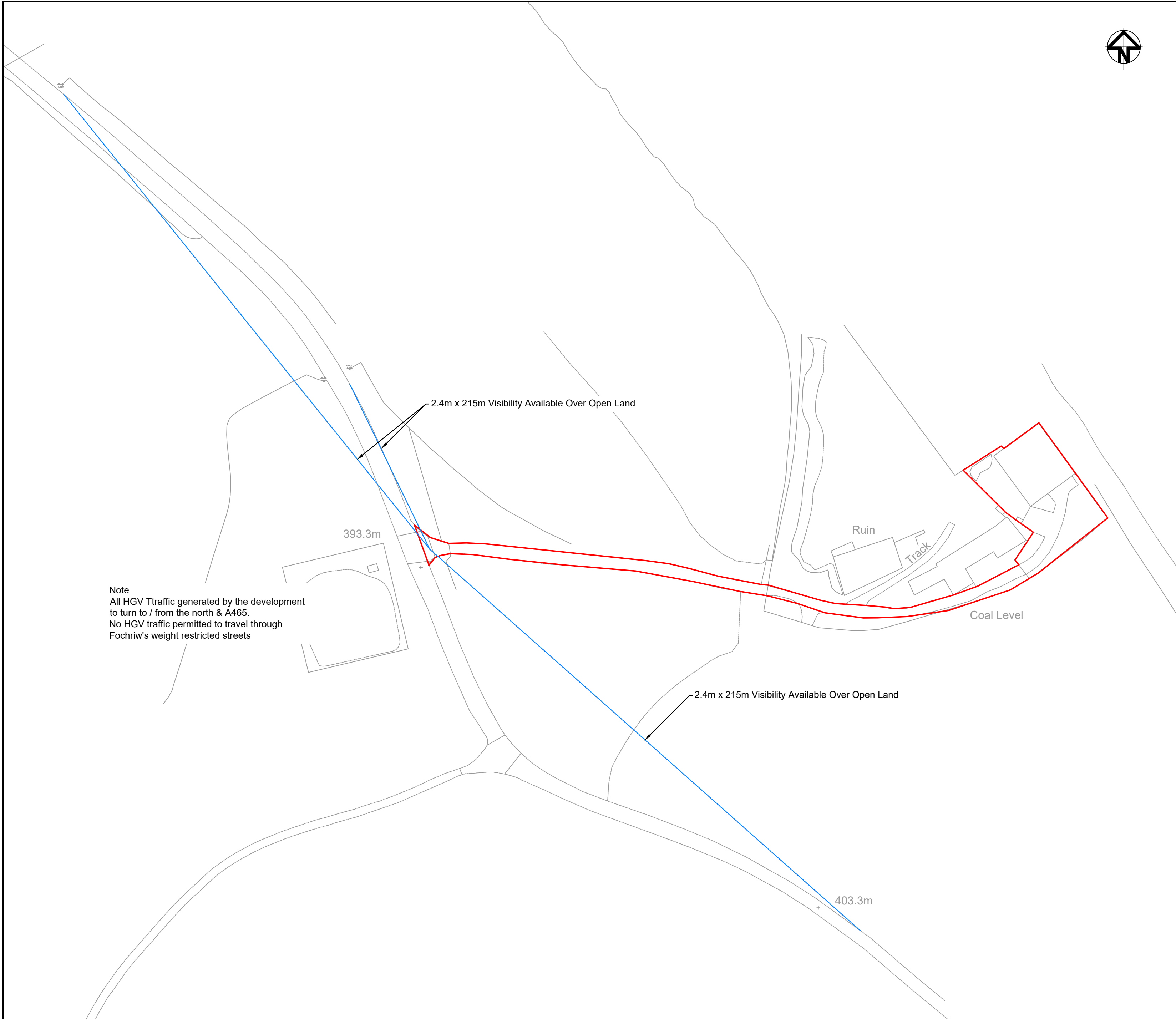
4.1 In summary this Transport Statement has demonstrated that:

- The site is located at the former Caeglas Colliery, Fochriw Road, Fochriw and is accessed via an existing private track from Fochriw Road.
- The proposal is for the change of use of the existing building to a waste transfer station, together with the external storage of skips, with no physical alterations proposed to the building or wider site.
- The development would employ up to 4 staff, generating up to 8 staff vehicle movements per day.
- Material would arrive in 18 tonne skip lorries and leave in 32 tonne hook loader lorries, with all loading, unloading and manoeuvring taking place within the site.
- On a worst-case basis, the development would generate up to 40 HGV movements per day, equating to an average of 4 movements per hour across the working day, which is considered to be insignificant in highway terms.
- Swept path analysis demonstrates that there is sufficient space within the site for the proposed 18 tonne skip lorries and 32 tonne hook loader lorries to turn and operate safely.
- All HGV traffic would travel to and from the site via the A465 Heads of the Valleys Road to the north, thereby avoiding the 7.5 tonne weight restriction through Fochriw.
- On this basis, the proposed development would not have a material adverse impact on the operation or safety of the local highway network.

4.2 Accordingly, it is considered that the proposed waste transfer station and associated skip storage are acceptable in traffic and highway terms.

4.3 It is concluded, therefore, that there are no traffic or highway reasons why planning permission should not be granted for the proposed development.

Appendix 1 Proposed Access Arrangement



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