

HGV Delivery and Servicing Statement

LAND AT CRAMIC WAY, PORT TALBOT, NEATH PORT TALBOT, SA13 1RU

This Delivery and Servicing Statement has been prepared in response to the Highway Authority's request for clarification regarding whether any of the proposed units will receive stock deliveries by Heavy Goods Vehicles (HGVs) and the location where loading and unloading activities will take place. The Highway Authority specifically requested confirmation of HGV servicing arrangements associated with the proposed development.

Proposed Use

The development comprises 12 employment units, including two trade counter units, intended for light industrial, workshop, trade counter and business uses. Whilst the majority of day-to-day deliveries are anticipated to be undertaken by vans and light goods vehicles, it is acknowledged that occasional deliveries by rigid HGVs may occur, particularly to the trade counter units.

Access Arrangements

All delivery vehicles will access and egress the site via the proposed junction with Cramic Way. The internal estate road has been designed to accommodate servicing vehicles and enables delivery vehicles to enter and leave the site in a forward gear.

HGV Servicing Strategy

The proposed development is located on a cul-de-sac and does not form part of a through route. As such, any delivery vehicle temporarily stationary within the estate road during loading and unloading activities would not obstruct through traffic or adversely affect the operation of the wider highway network.

The nature of the proposed employment uses is such that HGV deliveries are expected to be infrequent, with the majority of servicing activity undertaken by vans and light goods vehicles. It is anticipated that, under normal operating conditions, no more than one HGV would be present on site at any one time.

HGV deliveries will be undertaken from the internal estate road frontage immediately adjacent to the unit being served. The carriageway has sufficient width to accommodate occasional delivery activities whilst maintaining access for other site users.

In the unlikely event that two HGVs arrive simultaneously, deliveries will be managed to ensure safe operation. The second vehicle would be required to wait clear of the site access until the first vehicle has completed its unloading operation. Once unloading is complete, the first vehicle would reverse into the turning head provided within the development to allow the waiting vehicle to move forward and undertake its delivery. The first vehicle would then depart the site in a controlled manner.

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Given the anticipated low frequency of HGV movements, the cul-de-sac nature of the development, and the ability to manage exceptional circumstances through the above arrangement, it is considered that the proposed servicing arrangements will not result in any unacceptable highway safety or operational impacts.

This approach ensures that occasional HGV servicing can be accommodated safely and efficiently whilst maintaining access for all users of the development.

The proposed servicing area has been located to ensure that:

- Deliveries can be accommodated wholly within the site boundary.
- Vehicle manoeuvring can be undertaken safely and efficiently.
- Pedestrian and cycle routes remain unobstructed.
- The operation of neighbouring units is not adversely affected.

Delivery Frequency

The nature of the proposed development is such that HGV movements are expected to be infrequent. Typical servicing activity will comprise small commercial vehicle and van deliveries associated with individual occupiers. Any HGV deliveries are expected to occur on an occasional basis only and will generally involve stock replenishment, plant delivery, building materials or trade-related goods.

Management Measures

To ensure the safe operation of the development, occupiers will be encouraged to:

- Schedule larger deliveries outside peak arrival and departure periods where practicable.
- Ensure deliveries take place within normal business hours.
- Use designated servicing areas only.
- Avoid waiting, unloading or parking on the public highway.

Conclusion

The development can accommodate occasional HGV servicing requirements within the site boundary without reliance on the public highway. Adequate space is available for vehicle access, manoeuvring, loading and unloading, ensuring that servicing activities do not adversely affect highway safety, traffic flow or the operation of the surrounding highway network. This satisfies the Highway Authority's request for clarification regarding HGV deliveries and servicing arrangements.

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