



TRANSPORT STATEMENT

March 2020



**Land South of
Neath Road
Abergarwed
Neath
SA11 4DD**



acstro

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Revision History

Issue 1	23 rd March 2020	

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for development on land to the south of Neath Road, Abergarwed, Neath. A location plan is provided below.



Figure 1 Location Plan

- 1.2 The site is currently vacant and is understood to have previously been the site of a car repairs garage. Planning permission exists for the development of “a new detached barn for the storage of potatoes (Use Class B8), plus retention of engineering operation for the importation of inert material”.
- 1.3 Planning permission is sought for a commercial building (B1/B8) of a similar scale to the detached barn that is currently approved. The building is to be used by a local scaffold company.

- 1.4 This document considers the transport implications of the development of the site. In particular, this Transport Statement demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided.
- 1.5 The structure of the Transport Statement is as follows:
- Section 2 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
 - Section 3 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
 - Section 4 provides a summary and conclusion.

2 Existing Conditions

- 2.1 The site is located on the northern edge of Abergarwed. It is approximately 1.5km to the west of Resolven and 9km north east of Neath.
- 2.2 The site is approximately 0.1 hectares in area. It is understood that the site was previously a car repairs garage but the land is currently vacant.
- 2.3 Planning permission exists for the development of “a new detached barn for the storage of potatoes (Use Class B8), plus retention of engineering operation for the importation of inert material” (LPA Ref: P2014/1193). The planning permission allows for the erection of a 336m² barn and the application form that accompanied the application states that the site accommodates parking provision for 10 cars and 10 light goods vehicles.

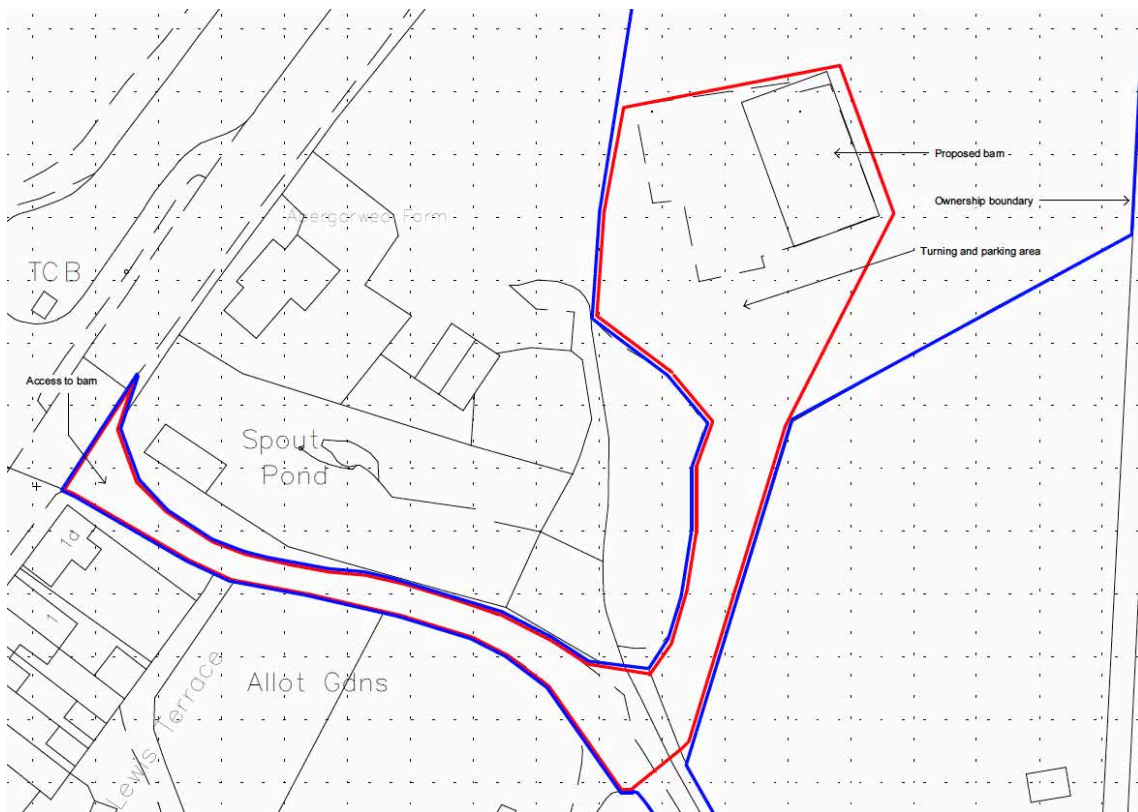


Figure 2 Permitted Development

- 2.4 We understand that the intended use of the building was for the storage, handling and packing of potatoes in bags and on pallets for the purpose of onward sale through a wholesale business based in Glynneath. It is reasonable to assume that this use would generate traffic on a daily basis and that this traffic would consist of a mix of light vehicles and larger commercial vehicles such as delivery vans and lorries.
- 2.5 The site is accessed from the B4242 (Neath Road) via a shared lane. The existing access arrangement is shown in Appendix 1.

Appendix 1 Existing Access Arrangements

- 2.6 The lane is approximately 10m wide at its junction with Neath Road. The lane reduces in width to around 5m and is able to accommodate two-way traffic movement along its whole length. Neath Road is subject to a 30mph speed limit at this location.
- 2.7 Visibility splays of 2.4 x 90m to the north-east and 2.4 x 70m to the south west are available. This exceeds the 2.4 x 43m visibility splay requirement for accesses and junctions within 30mph speed limit areas. The visibility at this junction was evidently considered to be suitable and appropriate when permission for development of the application site was granted in 2015. Visibility requirements are not contingent on the volume of traffic using the junction and it follows therefore that the junction visibility is appropriate regardless of the use of the application site.
- 2.8 Neath Road benefits from street lighting and has a footway along its southern side that links the development to Abergarwed. The footway continues uninterrupted along the B4242 to Resolven. Resolven is, approximately, a 25 to 30-minute walk from the site via this route and it is feasible that employees of the proposed development that live within this area to commute on foot.
- 2.9 Resolven can also be accessed on foot via a footbridge across the River Neath immediately to the south of the site and public footpath that links to the B4434 (Llety Dafydd / Neath Road) near the Melincourt Waterfall car park.
- 2.10 National Cycle Network (NCN) Route 46 passes adjacent to the site and provides a good quality, largely traffic-free, cycle route between the site and Neath (35 minute cycle ride) to the south west and Glynneath (30 minute cycle ride) to the north east.

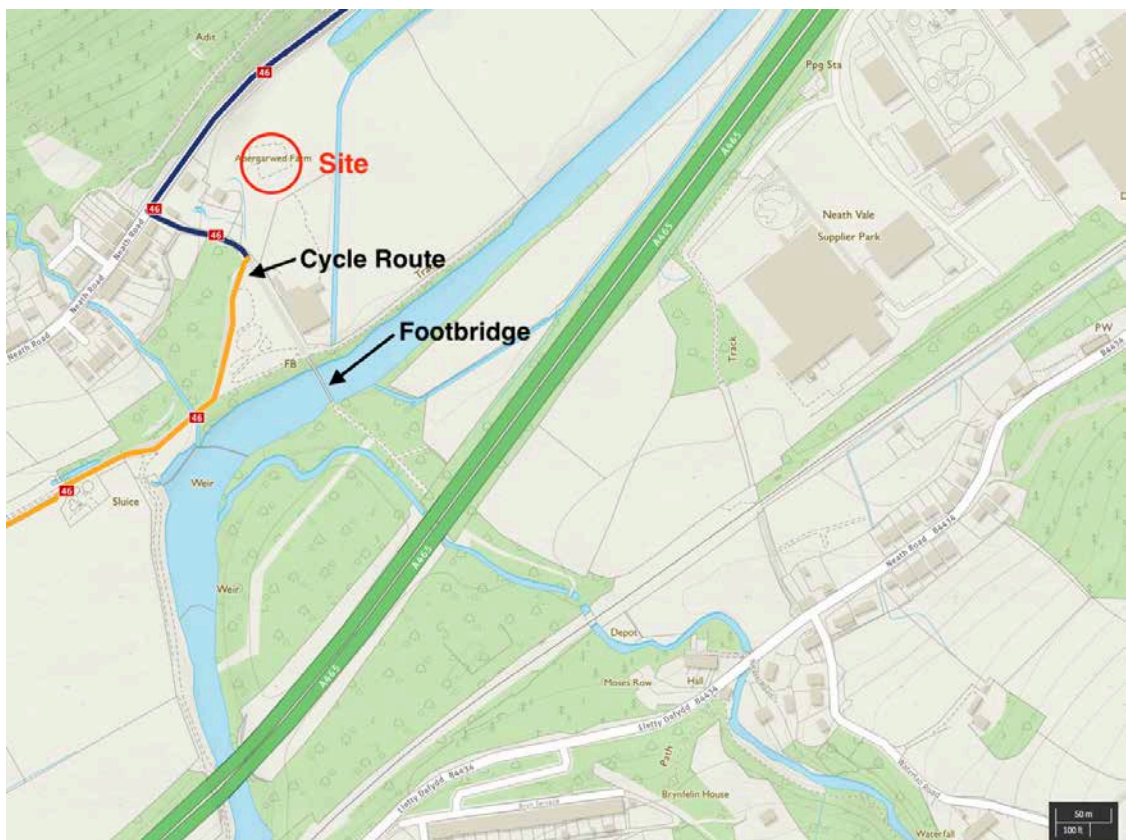


Figure 3 Cycle & Pedestrian Access

- 2.11 There are bus stops in Abergarwed, some 200m from the application site, that provide access to the 161 and X75 bus services.

Service No.	Route	Details
161	Neath – Min yr Awel	4 journeys per day in each direction (Mon – Fri)
X75	Merthyr – Resolven - Swansea	3 journeys per day in each direction (Mon – Sat)

Table 1 Bus Routes Serving Abergarwed

- 2.12 In summary therefore, the site is in an appropriate location that can be accessed by foot, cycle, public transport and motor vehicle.

3 Proposed Development

- 3.1 The proposal is to develop the site in an identical way to that which is currently permitted; that is, to construct a detached 336m² unit. However, the unit will be used as an office and storage facility for ASW Scaffolding Wales (B1/B8 uses) rather than for the storage of potatoes.

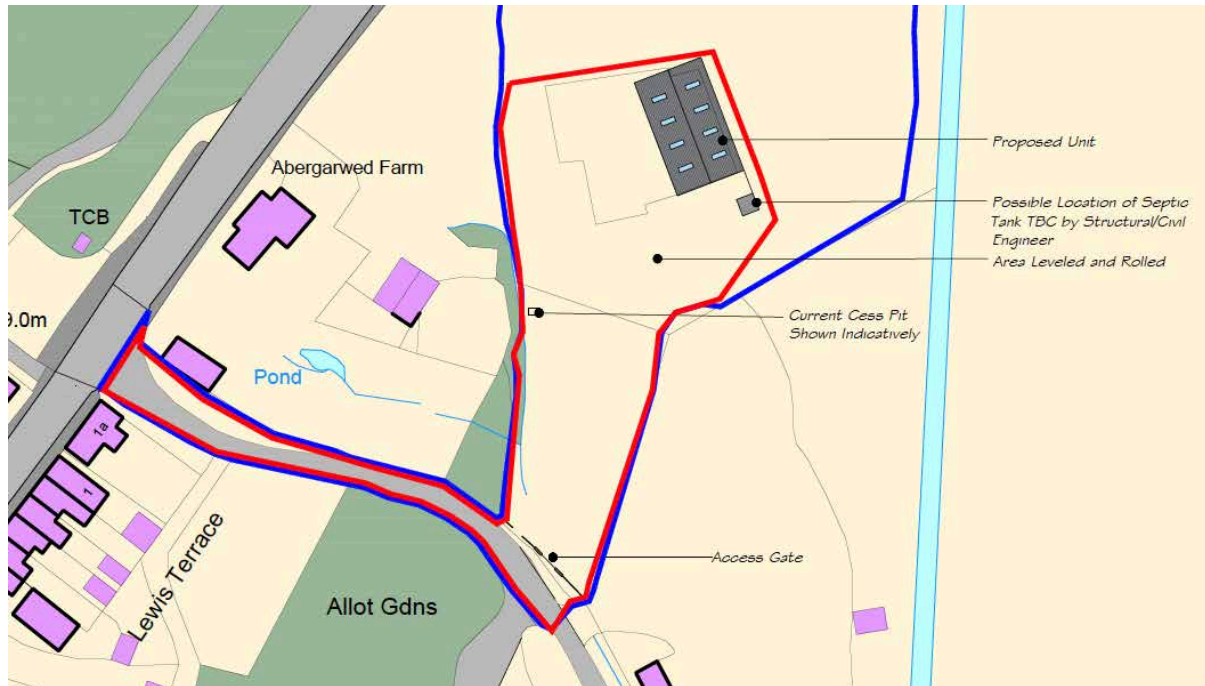


Figure 4 Proposed Development

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Trip Generation

- 3.2 The company employs a total of 13 people. Typically the workforce will arrive on site at around 8am before leaving in their respective gangs in the company's 5 lorries to work on customers' sites. The lorries will return to site at the end of the day (around 4pm) and the staff will leave for home in their own vehicles. Typically there will be nobody at the premises during the day. Occasionally a lorry will return to site during the day to collect additional supplies but this is not the norm as lorries are usually loaded in the morning with sufficient materials to satisfy the day's work.

Access & Parking

- 3.3 Access to the site will be via the shared access lane and its junction with Neath Road. This access arrangement was evidently considered to be satisfactory for the permitted development that would have generated regular movements by a variety of vehicle types including cars, vans and lorries. The mix of vehicles that will be generated by the proposed use does not differ to that which would be generated by the permitted use and as such it follows that the access arrangements are acceptable.

- 3.4 Parking provision is in accordance with the Neath Port Talbot Supplementary Planning Guidance: Parking Standards (2016). It is considered that the application site is in a 'Zone 5' location, as defined by the Parking Standards, being located in a "small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services less than hourly and then only to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars".
- 3.5 For industrial use developments that have in excess of 235m² of floor area (in zone 5 locations) 1 non-operational parking space per 80m² is required. This equates to 5 car parking spaces for this development. Between 85m² and 100m² of operational parking space is required.
- 3.6 The plan provided as Appendix 2 demonstrates that there is ample room within the site to provide the required 5 car parking spaces and up to 100m² of operational parking space. The swept path of a turning lorry is also shown, demonstrating that these vehicles are able to enter and leave the site in forward gear.

Appendix 2 Parking and Circulation

4 Construction Traffic Management Plan

- 4.1 A Construction Traffic Management Plan (CTMP) will be developed and implemented to manage and minimise the impacts of construction related traffic during the development of the site. This Chapter sets out the framework of the CTMP.
- 4.2 The CTMP will be followed by all persons and companies visiting, travelling, or delivering items to the site. Following this plan will help to reduce the negative effects of off-site construction traffic on the local environment. It will set a standard to follow which has the safety of all road users as its core value.
- 4.3 The Principal Contractor has yet to be appointed at this stage and therefore the precise method of working, programme of works and resources that the contractor will employ is not yet certain. However the Principal Contractor will take ownership of the CTMP and instigate measures and controls that are appropriate for the proposed method of working. The measures contained within the CTMP will be communicated at the following appropriate points:
- Sub-contractor Tender Enquiries
 - Letter drops / posters to the local community
 - The Pre-Start Health, Safety and Environmental meetings
 - All site inductions will include a section on the CTMP
 - During on-going Toolbox Talks throughout the course of the works
- 4.4 Close contact will be maintained with neighbours and representatives of the local community throughout the project to deal with any issues as they arise. Neighbouring residents who will be most affected by the construction of this project will be informed of any activities which may disrupt them. This will be done by a letter or personal visits in advance of the works, and will continue throughout the duration of the works. Throughout the period of the works we will have a nominated member of staff to act as a point of contact to manage liaison and handle local issues and points of concern.
- 4.5 Traffic generated throughout the construction period will be a typical mix of cars, vans, construction vehicles and lorries. The works are not expected to generate any Abnormal Indivisible Load traffic.
- 4.6 The following measures will be adopted to safely control access to the site and manage the movement of vehicles and construction plant within it.
- All drivers must report to the site office when arriving on site.
 - All drivers must adhere to site signage and 10mph speed limit.
 - Strictly no reversing without the presence of a trained banksman.
 - All drivers must wear full PPE when leaving their vehicle.
 - Any lifting equipment e.g. Hiab/Crane must have relevant certificate prior to use on-site & documents must be inspected by the Site Manager.
 - Operatives must ensure that plant, machinery, cabins and containers are secured at the end of the working day and keys removed during meal breaks.
 - All vehicle drivers must ensure that their wheels are clean prior to entering the public highway.
 - Any members of the public attempting to enter the site with a query must be accompanied to the Site Manager's Office.

- Detailed instructions on appropriate vehicle routing will be issued to all the site personnel, subcontractors and suppliers.
- 4.7 During periods of the construction there is a risk of transporting spoil (through dirty wheels) on to the road network and to mitigate this risk wheel-wash facilities will be provided.
- 4.8 The condition of the highway leading to the site will be continually monitored and road-sweepers deployed as necessary to keep the highway clear and safe.
- 4.9 Damping down exposed excavations and transitional surfaces will be adopted as and when required to prevent mud / site debris from vehicles leaving the site contaminating the local highway network, whilst also helping to suppress dust during periods of dry weather.
- 4.10 The CLOCS standard for construction logistics sets out a series of requirements for logistics operators designed to reduce the risk of collisions with vulnerable road user. The CLOCS Standard is a national industry standard and defines the primary requirements placed upon the key stakeholders associated with a construction project.
- 4.11 The Principal Contractor will be required to implement the CLOCS standard by requiring that suppliers be a member of (or working towards membership) of recognised independent audit bodies such as:
- Fleet Operator Recognition Scheme (FORS)
 - Van Excellence
- 4.12 Some of the minimum standards that for vehicles are listed below:
- Operators of vehicles over 3.5T to be accredited to FORS (Bronze) or similar
 - 3.5T+ vehicles to have prominent signage fitted
 - 3.5T+ vehicles to have side under-run protection
 - 3.5T+ vehicles to have audible warning when turning left
 - 3.5T+ vehicles to have clear all round vision via CCTV, mirrors etc
 - A management and reporting system in place for Collision Reporting
 - Driver License checks
 - Driver training and development programmes covering the safety of vulnerable road users

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The candidate site is located within walking distance of Abergarwed and Resolven and cycling distance to Neath and Glynneath. It is accessible to pedestrians and cyclists via the footway that runs alongside Neath Road, a footbridge and public footpath that crossed to the eastern side of Neath Valley and via NCN 46 that passes adjacent to the site.
- The site has planning permission for B8 use associated with the storage of potatoes. We understand that the intended use of the building was for the storage, handling and packing of potatoes in bags and on pallets for the purpose of onward sale through a wholesale business based in Glynneath. It is reasonable to assume that this use would generate traffic on a daily basis and that this traffic would consist of a mix of light vehicles and larger commercial vehicles such as delivery vans and lorries.
- Vehicular access to the site is via a shared lane that forms a junction with the B4242 Neath Road. The suitability of this access to serve development of the site has already been established through the granting of the extant planning permission.
- The proposed development of the site will generate modest levels of traffic that will occur at the start and end of the working day. The site will typically be unoccupied and generate no traffic in between these times.
- There is ample space to provide the necessary parking and manoeuvring space within the boundary of the site.
- A CTMP will be developed and implemented to control and minimise construction traffic impacts during the development of the site.

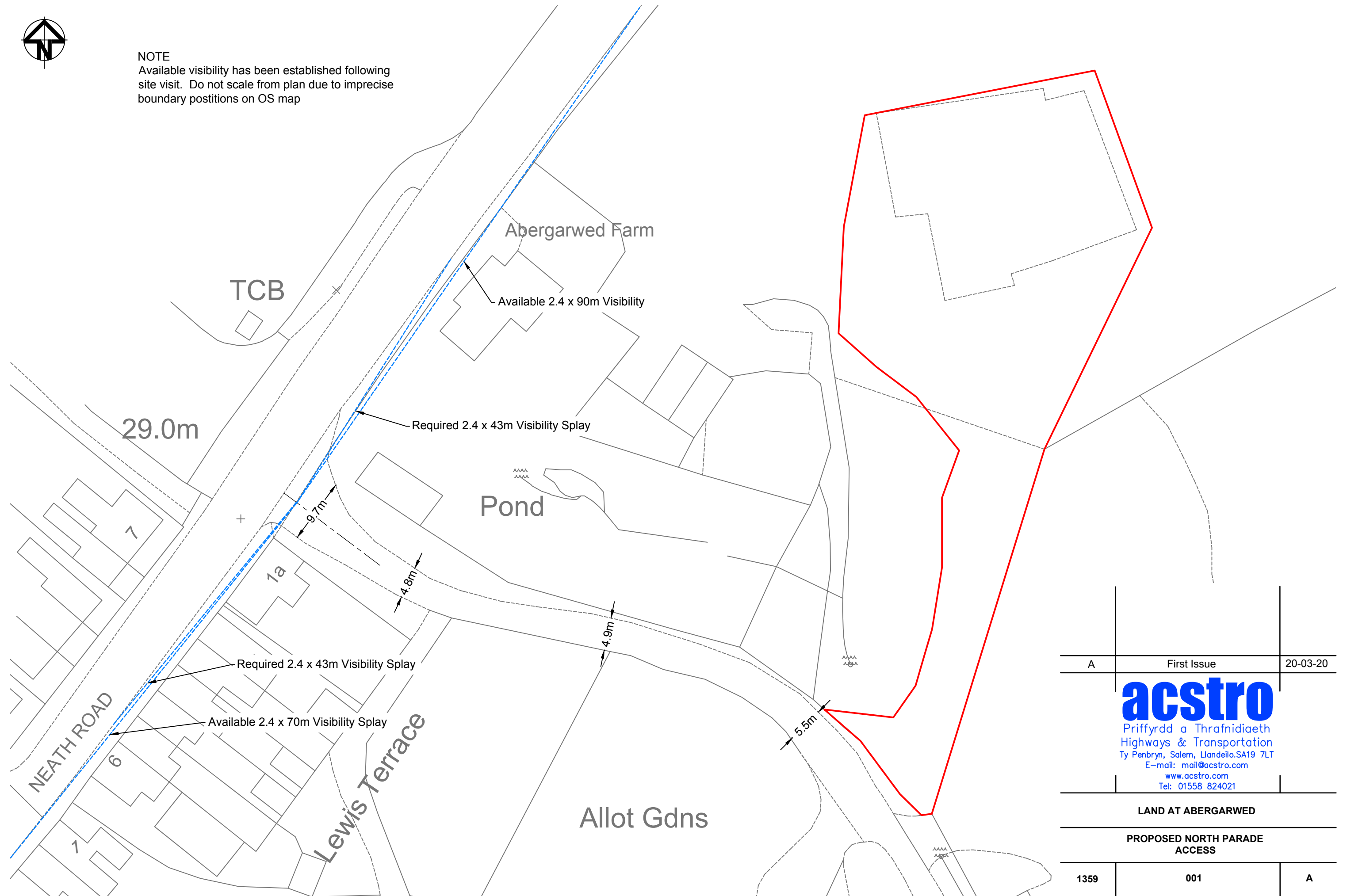
5.2 It is considered that the site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable or can be suitably mitigated.

5.3 It is concluded therefore that there are no transport related issues that should prevent the proposed development.

Appendix 1 Existing Access Arrangements



NOTE
Available visibility has been established following
site visit. Do not scale from plan due to imprecise
boundary positions on OS map

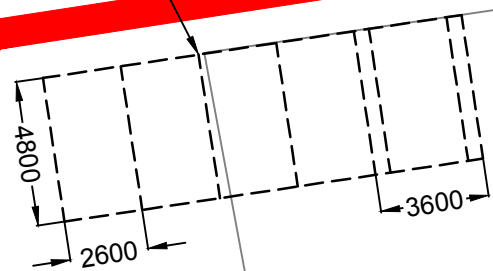


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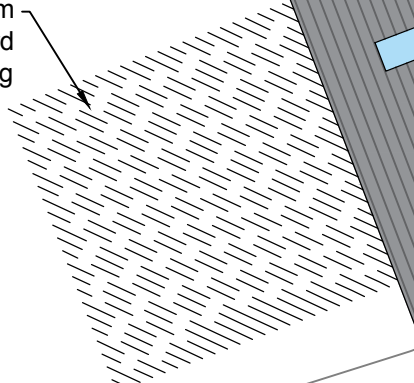
Appendix 2 Parking and Circulation



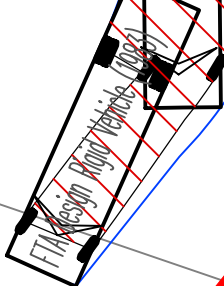
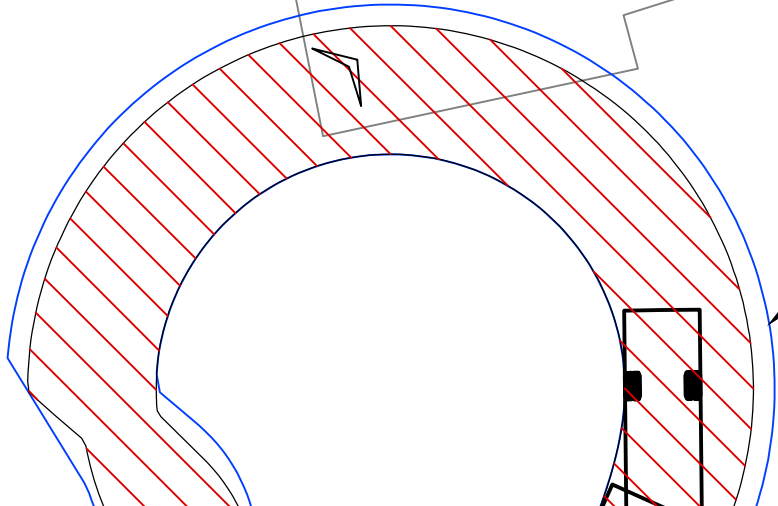
5 Car Parking Spaces (Including 1 Disabled)



Hatched Area = 100sqm
Equates to Parking Standard
Requirements for Operational Parking



Swept path of 10.5m Long Rigid
Lorry Turning Within the Site,
demonstrating that vehicles can
enter and leave in forward gear.



NOTE
Parking spaces shown are indicative and intended to demonstrate that the site can accommodate Parking Standard requirements. It is intended that parking arrangements within the site will be informal and no marked parking bays will be provided.

A	First Issue	20-03-20
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