

2774-01-TN01
January 2023

**APPLICATION UNDER SECTION 73 OF THE TOWN AND COUNTRY
PLANNING ACT 1990 (AS AMENDED) TO VARY CONDITION 1
OF PLANNING PERMISSION P2020/0671**

MARGAM GREEN ENERGY PLANT, PORT TALBOT, SA13 SNW

Technical Note

Prepared on behalf of:

Margam Green Energy Limited



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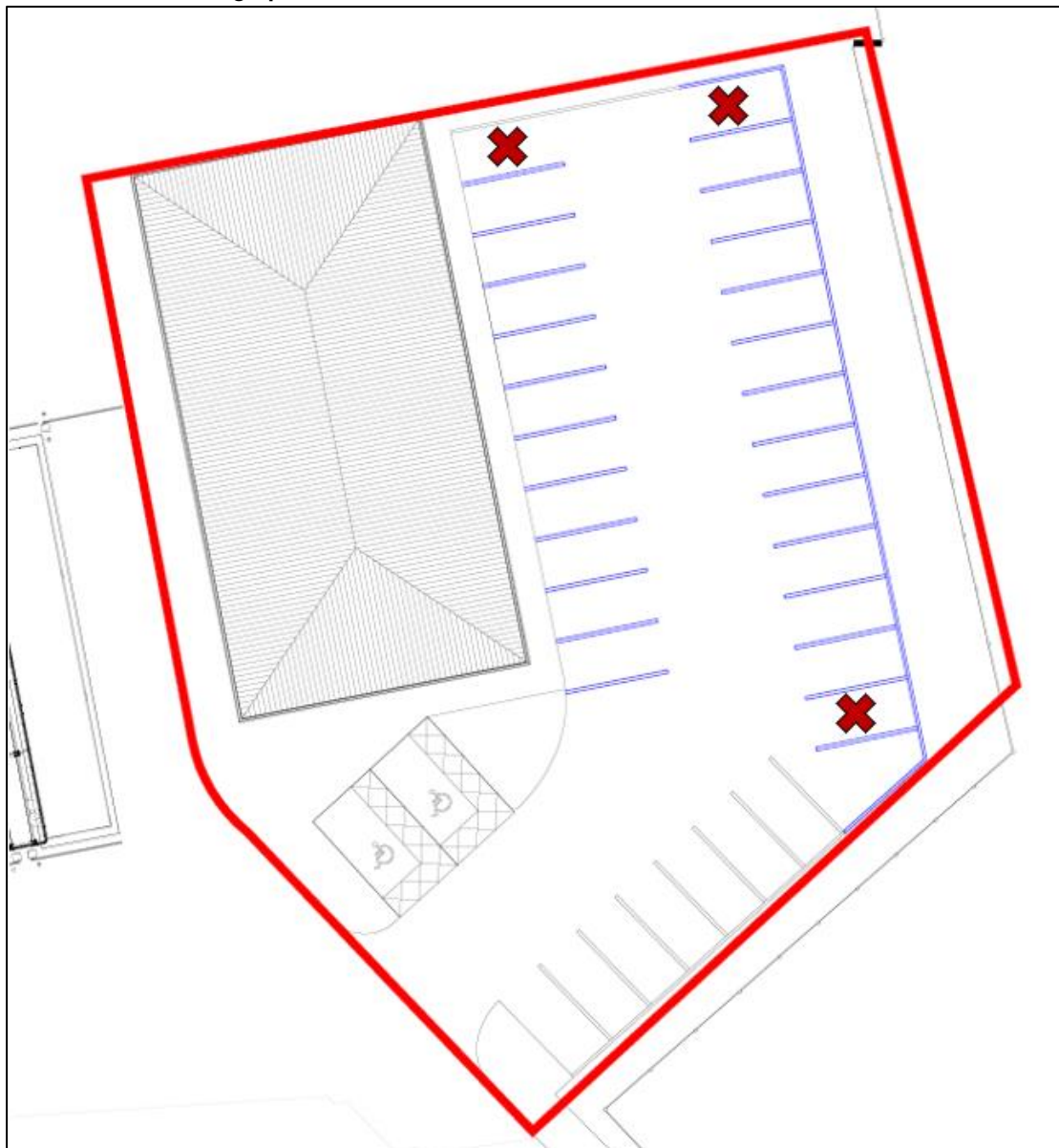
1. INTRODUCTION

- 1.1 This Technical Note has been prepared by Axis on behalf of Margam Green Energy Ltd ('the Applicant') to respond to comments received from the Local Highway Authority (LHA) at Neath Port Talbot County Borough Council (NPTCBC) on application reference P2022/0971, which has been made under Section 73 (S73) of the Town and Country Planning Act 1990 (as amended) to vary condition 1 of planning permission reference P2020/0671.
- 1.2 The Local Planning Authority (LPA) at NPTCBC provided Axis with a copy of the LHA's consultation comments on 4th January 2023, a copy of this email correspondence is contained within **Appendix A** to the rear of this Technical Note (TN).
- 1.3 This TN responds to each of the points raised by the LHA and is structured as follows:
- Section 2: Design and Layout of the Proposed Car Park;
 - Section 3: Turning Facility; and
 - Section 3: Proposed Bin Store Location.

2. DESIGN AND LAYOUT OF THE PROPOSED CAR PARK

- 2.1 With reference to **Drawing Number 2774-01-09** which has been submitted as part of the planning application, the LHA raise concern that conflict will occur between vehicles attempting to access / egress the proposed two car parking spaces which are located directly adjacent to the northern boundary of the car park along with the first space of the proposed additional spaces, which is angled adjacent to the last space within the currently approved car parking layout at the eastern boundary.
- 2.2 The car parking spaces that are of concern to the LHA are marked on **Plan 2.1** for ease of reference.

Plan 2.1 – Car Parking Spaces of Concern to the LHA



- 2.3 Swept path analysis of a large car accessing and egressing the spaces marked on **Plan 2.1** has been undertaken. This is shown on **Drawing Number 2774-01-ATR01** in **Appendix B**.
- 2.4 **Drawing Number 2774-01-ATR01** demonstrates that each of the three identified spaces can be safely and satisfactorily accessed by a large car, without encroaching onto nearby bays. It should be noted that the northern boundary of the northern-most spaces will comprise a low kerb, thereby allowing vehicle body overhang within the area to the north to facilitate a car to manoeuvre into these bays.
- 2.5 The LHA have also commented as follows:
- “Where a 90 degree car parking layout is proposed a 6 metre reversing/manoeuvring distance is required between each block of spaces with a suitable turning facility. The car parking spaces shall be 4.8m x 2.6 m, with the accessible spaces being 4.8m x 3.6m.”*
- 2.6 The dimensions of the car parking bays and aisle width are shown on Drawing Number **2774-01-ATR01 (Appendix B)**. This demonstrates the following:
- The aisle is 6m wide;
 - The accessible car parking bays are 3.6m x 6m; and
 - All other, standard car parking bays are 2.4m x 4.8m.
- 2.7 Whilst it is acknowledged that the width of the standard car parking bays are marginally below the width required by NPTCBC (i.e. by 0.2m), the swept path analysis demonstrates the ability of a large car to safely and satisfactorily access the car parking spaces located within the car park, without encroaching onto nearby bays. This therefore demonstrates that all car parking bays would be accessible at any one time and so the dimensions of the proposed car park are therefore considered to be acceptable in their current form.
- 2.8 It should also be noted that the design of the proposed car park accords with guidance contained in Manual for Streets (MfS). Specifically, Figure 8.18 and paragraph 8.3.51 of MfS set out that for 90-degree perpendicular spaces, a 6.0m aisle width and 2.4m wide bays are typically required.

2.9 Moreover, paragraph 8.3.53 of MfS states the following:

“Where space is limited, it may not be possible to provide for vehicles to get into the spaces in one movement. Some back and fore manoeuvring may be required. This is likely to be acceptable where traffic volumes and speeds are low.”

2.10 When having regard to the above, and the principle of the proposed changes to the car park which is to address current issues with indiscriminate parking and associated safety issues, it is considered that the layout and dimensions of the proposed car park are acceptable.

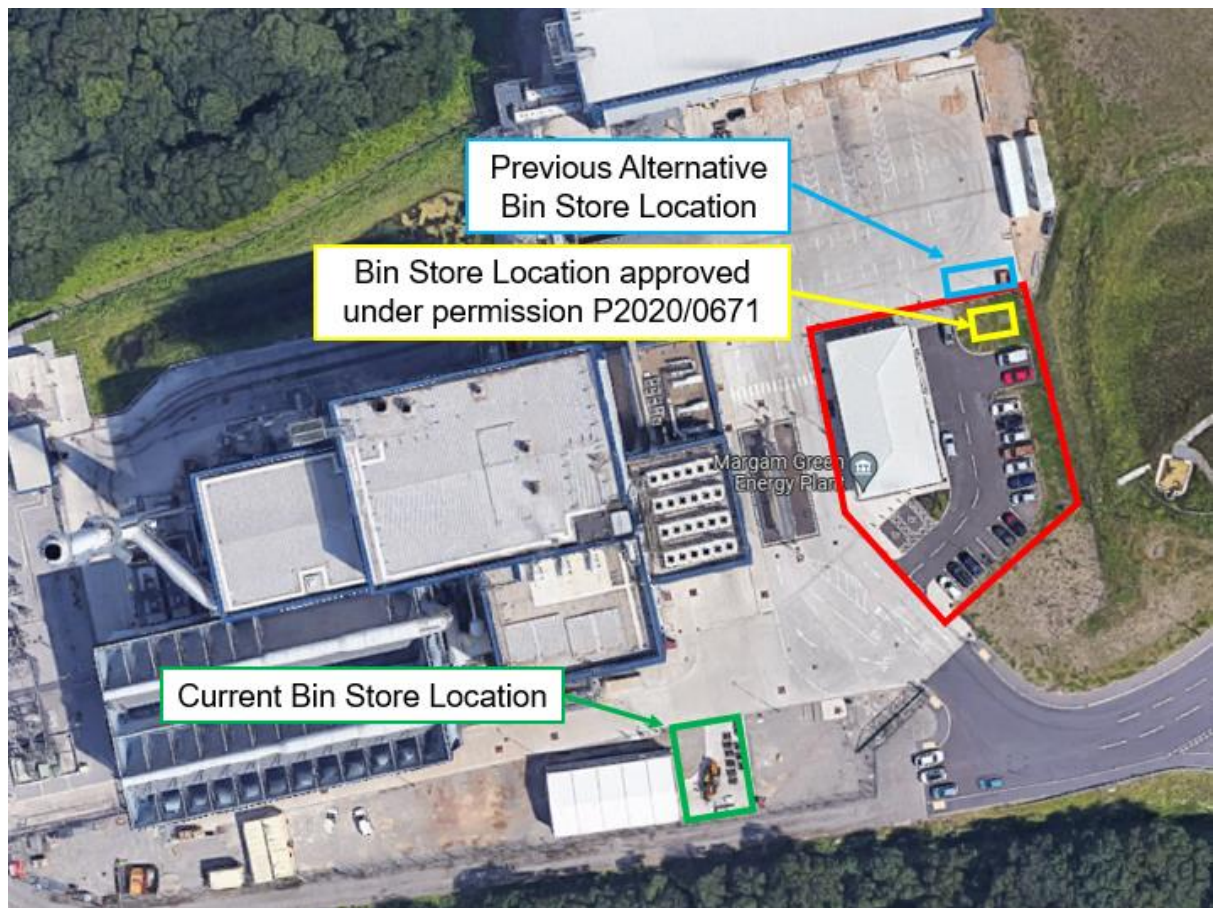
3. TURNING FACILITY

- 3.1 The LHA have stated that a turning facility, as per the current layout, will need to be incorporated into any new design to enable all vehicles to access, manoeuvre and egress the car parking spaces safely.
- 3.2 It is noted that a turning facility was originally constructed within the car park to facilitate refuse collection vehicles accessing the bin store, which was originally planned to be located within the north-eastern corner of the car park.
- 3.3 However, as set out in **Section 4** of this TN, the bin store is now located on the southern boundary of the wider site, outside of the car park, and the turning head facility is currently used to accommodate overspill parking.
- 3.4 Having regard to the existing bin store location, refuse collection vehicles do not therefore require access to the proposed car park and a turning facility to accommodate such vehicles is not necessary in this context.
- 3.5 In reality, it is considered that a 3.5T panel van (or similar) would be the largest vehicle to require access to the proposed car park, albeit occasionally. **Drawing Number 2774-01-ATR01** shows that it will be possible for a panel van to access, manoeuvre within the site and egress in a forward gear without the need for a dedicated turning facility.
- 3.6 The above therefore demonstrates that the car park will operate safely and satisfactorily without a turning head, and that this thereby provides more space for additional car parking spaces.

4. BIN STORE LOCATION

- 4.1 The LHA have requested details of the existing and proposed bin store location.
- 4.2 The application Cover Letter (reference 2774-01/ADMINIS73/AR/LM, dated 16th November 2022) sets out that the proposed increase in the amount of car parking at the Administration Building would necessitate the removal of the previously approved bin store area (a bin store area is currently provided on existing hardstanding, northeast of the Administrative Building), amongst other things.
- 4.3 **Plan 4.1** shows the approved location of the bin store, the recent location of the bin store and its current location, which is on the southern boundary of the site.

Plan 4.1 – Approved, Previous and Current Bin Store Locations



- 4.4 The current bin store location is considered to be most appropriate, being located adjacent to the site access and in an area which minimises conflict with existing HGV movements and the operation of the car park.

APPENDIX A – LHA COMMENTS

Alex Bannister

From: Matthew Griffiths <m.griffiths5@npt.gov.uk>
Sent: 04 January 2023 12:57
To: Laura Mackey
Subject: P2022/0971 - Margam Green Energy - Amendments to admin building

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Laura,

Further to the above application. I have had the following issues raised by the Local Highways Authority regarding the proposed revised layout to the site:

1. Drawing Number 2774-01-09 indicates conflict will occur between vehicles attempting to access/egress the proposed 2 car parking spaces directly adjacent to the Northern boundary of the car park (annotated in blue) along with the first space of the proposed additional spaces (annotated blue on plan) angled adjacent to the last space within the currently approved car parking layout (annotated black on plan) at the Eastern boundary. A turning facility as per the current layout will need to be incorporated into any new design to enable all vehicles to both access, manoeuvre and egress the car parking spaces safely.
2. In the interest of clarity where a 90 degree car parking layout is proposed a 6 metre reversing/manoeuvring distance is required between each block of spaces with a suitable turning facility. The car parking spaces shall be 4.8m x 2.6 m, with the accessible spaces being 4.8m x 3.6 m.
3. There is no reference to the location of the existing bin store location that the applicant wishes to remove. We will require a plan detailing its current location and where it is proposed to be relocated to, or justification for its removal before comment can be given.

Could you consider the above and advise if you intend to submit revised information addressing these issues?

Kind regards,
Matthew

Matthew Griffiths

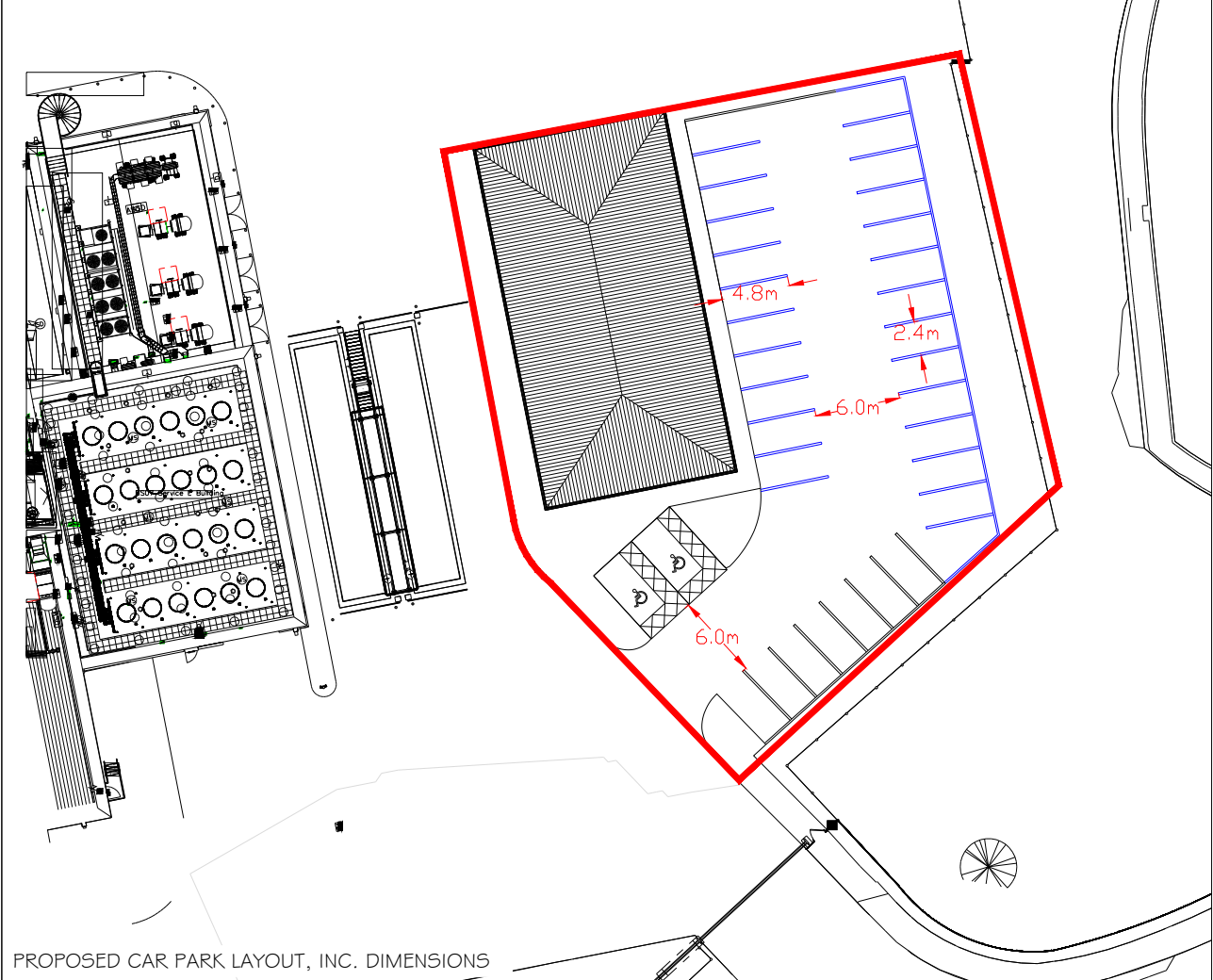
Senior Planner – Uwch Cynllunydd
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: 01639 686729

Email / E-bost: m.griffiths5@npt.gov.uk

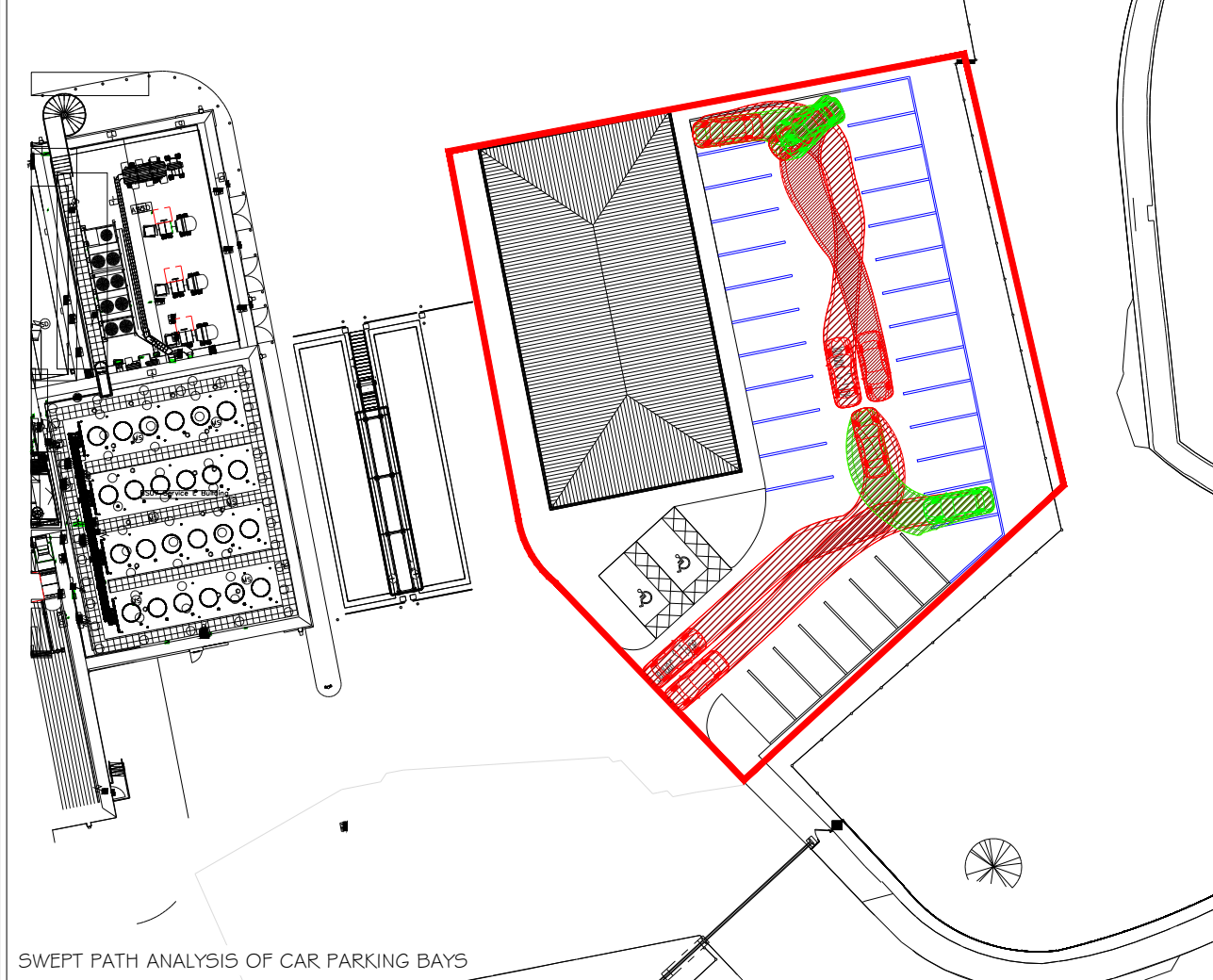
Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni
We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

If you would like to use Welsh when dealing with the Council please click [here](#)
Os hoffech ddefnyddio'r Gymraeg wrth ddelio â'r Cyngor os gwelwch yn dda cliciwch [yma](#)

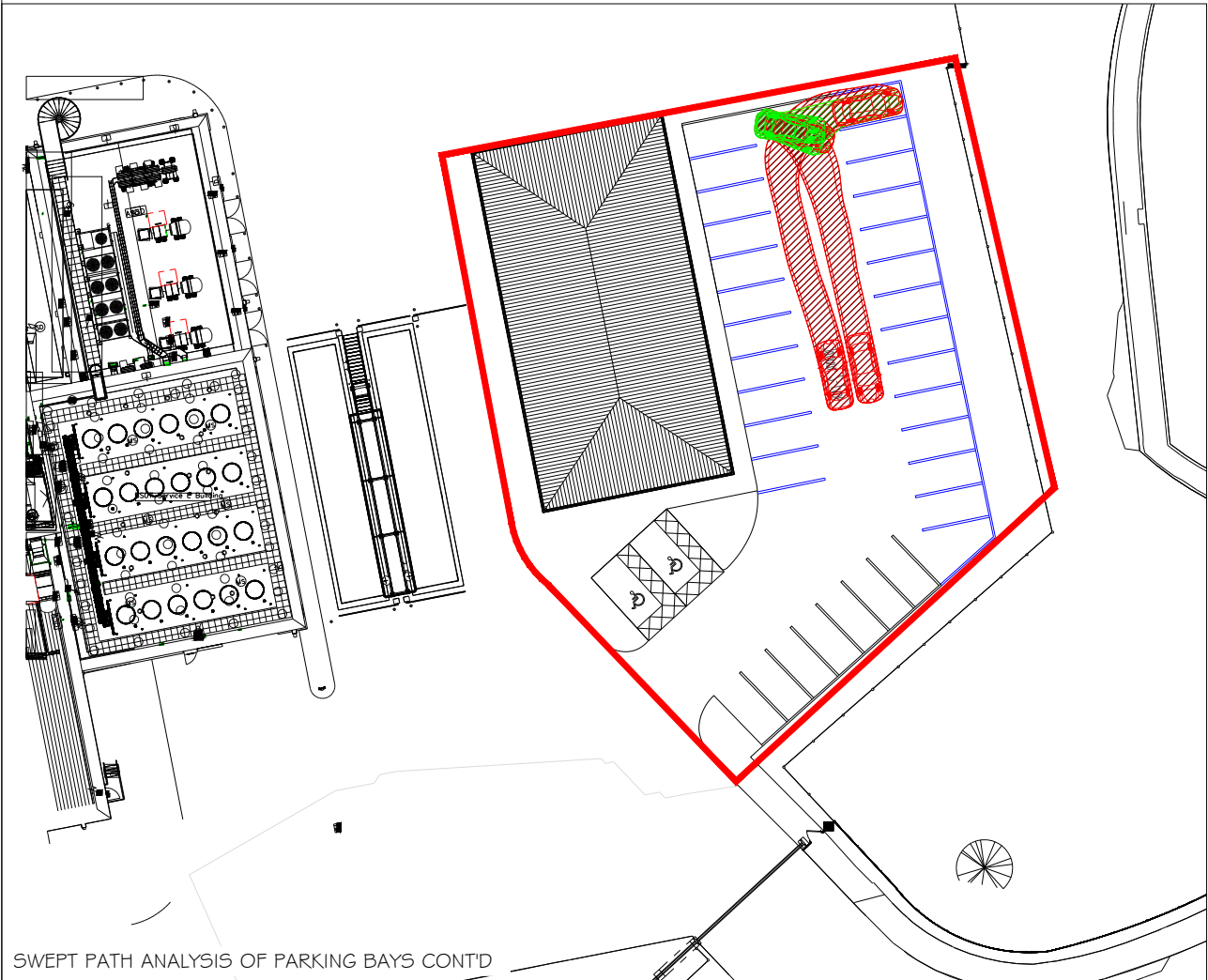
APPENDIX B – DRAWING NUMBER 2774-01-ATR01



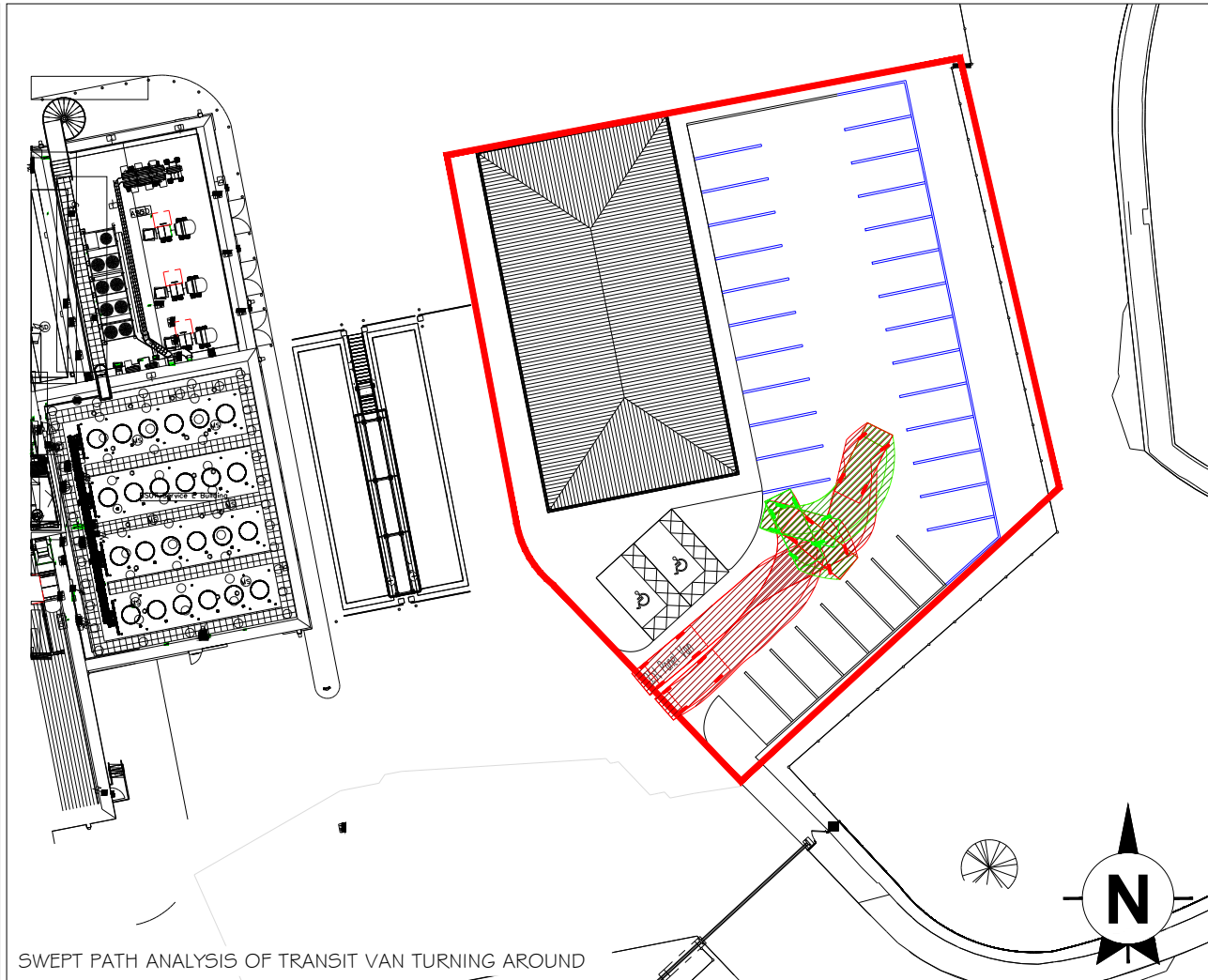
PROPOSED CAR PARK LAYOUT, INC. DIMENSIONS



SWEPT PATH ANALYSIS OF CAR PARKING BAYS



SWEPT PATH ANALYSIS OF PARKING BAYS CONT'D



SWEPT PATH ANALYSIS OF TRANSIT VAN TURNING AROUND

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• Revision History • Date

Revision History	Date

APPLICATION SITE BOUNDARY

VEHICLES USED IN TRACKING:



Jaguar S-Type
Overall Length 4.939m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



35t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.339m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

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0844 8700 007		www.axisped.co.uk		
client: ECO2				
project: MARGAM ADMIN BUILDING				
drawing title: CAR PARK LAYOUT - SWEPT PATH ANALYSIS				
date: 16-01-2023		drawn by: AB	checked: --	
drawing number: 2774-01-ATRO1		status: --		
scale(s): 1:500@A3		rev: --		
planning environment design				