

Superseded

Transport Planning Consultants
Ymgynghorwyr Cynllunio Trafnidiaeth



Project Number	T23.101	Project Name	Neath Industrial Estate
Contact/Participants	NPT Highways	Date	20 July 2023
Noted by	Asbri Transport Limited		
Subject	Planning application 22/1092 Land adjoining Macron Store -proposed cladding of façade & roofs		

Technical Note

1 Introduction

1.1 Background

- 1.1.1 Asbri Transport Limited have been appointed by Mr. Huw Jenkins to produce a Technical Note to address highway matters concerning the proposed recladding of an existing steel skeleton frame at the above site (planning application ref. 22/1092). The proposed development site is located on an existing industrial estate accessed via Neath Abbey Road in Neath.
- 1.1.2 The Highway Authority issued comments on the planning application dated 9th February 2023. These are included in full at **Appendix A**.
- 1.1.3 Asbri Transport understand that the site benefits from planning permission and that the application is simply for the re-cladding of an existing super-structure present at the site.
- 1.1.4 Since issue of these comments there have been several informal technical submissions to the highway authority that predominantly focus on HGV swept-path analysis of both the internal site layout and the Industrial Estate access roads.
- 1.1.5 Asbri Transport understand that the latest position of the Highway Authority is as detailed in the email dated 24/4/23 that is included at **Appendix B**.
- 1.1.6 This Technical Note seeks to address the following matter as detailed by the highways officer in the email dated 24/4/23

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“Our comment in regards to the junction with Neath abbey road is required to have more detailed review, as this is due to the increased trip rate of larger vehicles using this access into the industrial estate. With 3 x 10.5m vehicles having the capacity of providing multiple trips a day, if one of these vehicles was to be leaving the site, while the other 2 were entering along the access road, there is a limited amount of space for these to pass each other without having to reverse and manoeuvre with multiple other vehicles also using this road to access other stores. The only break within the DAYS parking area is approximately 10.5m therefore not large enough for the vehicle to be able to pull in to allow another vehicle to pass.”

2 Existing Situation

2.1 Site Location

- 2.1.1 The site is located on land at Neath Abbey Industrial Estate, Neath, to the south of the A474 Neath Abbey Road. The site is north of the A465 trunk road and west of Neath town centre.
- 2.1.2 The site location is shown in **Figure 2.1**.

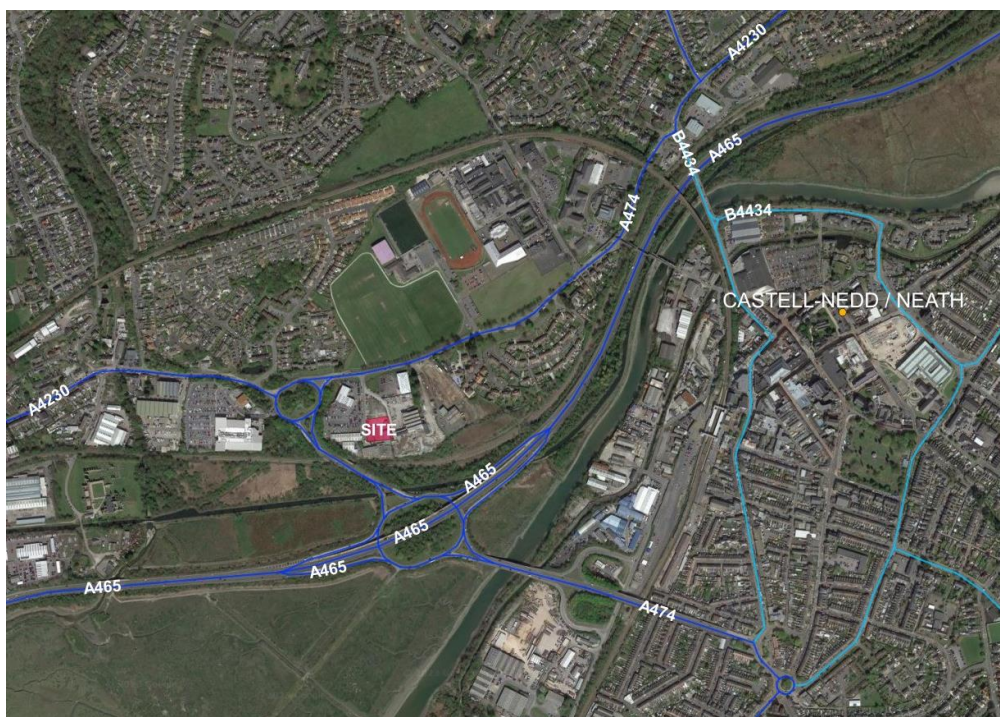


Figure 2.1 Site location

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- 2.1.3 The local highway network is shown in **Figure 2.2**. As can be seen, the site is situated directly off Neath Abbey Road on a small industrial estate which hosts a car dealership and garage.



Figure 2.2 Local Highway network

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3 Development Proposals and Access Strategy

- 3.1.1 A planning application (planning application ref. 22/1092) awaits determination that proposes the recladding of an existing steel skeleton frame at the above site.
- 3.1.2 There is an on-carriageway parking bay demarcated on the industrial estates westernmost access road. This bay when occupied by parked vehicles restricts the road to one-way working.
- 3.1.3 The Highway Authority have expressed concern about the incidence of vehicular conflict in the vicinity of the Industrial Estates access junction with Neath Abbey Road.
- 3.1.4 Furthermore, the Highway Authority have commented on parking provision, internal HGV circulation and visibility at the site accesses. There has been a series of informal exchanges with officers of the Highway Authority regarding access visibility, parking provision and the site's internal layout.
- 3.1.5 As a consequence of these submissions, Asbri Transport understand that the Highway Authority's remaining concern is that of vehicle conflict at the industrial estate's priority junction with Neath Abbey Road.

3.2 Access Strategy

- 3.2.1 This Technical Note references a revised access strategy to the application site. The site is proposed to be entered via the westernmost industrial estate access road and exited by way of the estates access road that abuts the site's eastern boundary. 'No Entry' signs will be erected at the site exit.
- 3.3 **Appendix C** details a revised internal site layout showing both car and HGV parking bays.
- 3.4 **Appendix D** also includes a series of swept-path exercises that demonstrate the site may be accessed satisfactorily by both rigid and a maximum length articulated heavy good vehicles.
 - 3.4.1 All HGV's will enter the site by way of the western site entrance and exit by way of the eastern site exit. This revised access strategy proposing a one-way working

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system for HGV's entering and exiting the site will reduce significantly any potential for HGV conflict on the Industrial Estate's westernmost access road and in the vicinity of the site access junction with the classified road network

- 3.4.2 HGVs exiting the site will have visibility of traffic conditions at the Industrial site access junction with Neath Abbey Road. This scenario is shown on **Appendix E**.

4. Conclusion

- 3.4.3 Asbri Transport Limited have been commissioned by Mr. Huw Jenkins to produce a Technical Note to address outstanding highway matters for the proposed recladding of an existing steel skeleton frame at the above site as proposed in planning application ref. 22/1092.

- 3.4.4 As detailed there has been a series of informal exchanges with officers of the Highway Authority regarding access visibility, parking provision and the site's internal layout. As a consequence of these submissions, it is understood that the Highway Authority's remaining concern is that of vehicle conflict at the Industrial Estate's priority junction with Neath Abbey Road.

- 3.4.5 The revised access strategy detailed in this Technical Note proposes a one-way working system for HGV's entering and exiting the site. This will reduce significantly any potential for HGV conflict on the Industrial Estate's westernmost access road (which will only be used by inbound hgv's to the site) and conflict in the vicinity of the site access junction with the classified road network.

It is considered that the site can be safely accessed by goods vehicles and that satisfactory access visibility can be provided. Furthermore this Technical Note has demonstrated that hgv's can deliver to the site and that commercial hgv parking is provided to the adopted parking standards. Satisfactory use of the site has been demonstrated by the swept-path analysis of hgv's included with this Technical Note.

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Appendices

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Appendix A

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS OBSERVATIONS

PLANNING APPLICATION NO: 2/3/22/1092/00
APPLICANT: MR HUW JENKINS
LOCATION: LAND ADJOINING MACRON STORE, NEATH
ABBEY ROAD INDUSTRIAL ESTATE, NEATH,
NEATH PORT TALBOT, SA10 7BR
PROPOSAL: PROPOSED CLADDING OF FACADE & ROOFS OF
EXISTING STEEL SKELETON FRAME INDUSTRIAL
BUILDING & RECLADDING OF EXISTING PART-
CLADDED CONCRETE FRAME INDUSTRIAL
BUILDING INCLUDING NEW ROLLER SHUTTER
ACCESS DOORS & ALUMINIUM POLYESTER
COLOUR COATED WINDOWS & DOORS

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐

MY HIGHWAYS OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-

The following concerns have been identified:

1. The current number of parking spaces shown on the plan is not compliant. The parking standards a minimum of 16 spaces are required as non-operational spaces. In addition a further 3 commercial spaces should be included within the site plans, as this is understood to be used as a builders merchants these spaces should be suitable for size of vehicle used.
2. As there will be multiple large delivery vehicles based at the site, vehicle tracking will need to be provided to show the movement of these vehicles when the parking spaces are occupied.
3. The parking spaces are currently drawn as 4.8 x 2.6m, these are acceptable for a standard car, however due to the type of commercial space it should be reviewed if these should be extended.

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- 4. There should be 6m reversing distance between parking spaces, this is not achieved at pinch point of the northern parking spaces.
- 5. There is only one existing access and egress point from the highway, it should be demonstrated that delivery vehicles can access the turning area when all spaces are occupied, including the commercial spaces, to be able to leave the site in a forward gear.
- 6. All doorways show parking spaces to be placed in front of these, this would not be suitable to allow access and egress of the premises in regards to pedestrian safety.
- 7. At least one disabled parking space should be provided to comply with the local authority's Parking Standards.
- 8. The existing highway currently is used for on-street parking, visibility splays have not been provided in accordance with Manual for Streets. The splay in accordance with MfS for a 30mph street would be 2.4m x 43m.

NOTES TO APPLICANT

For the construction of a vehicular crossing over the footway, you should contact the Highways and Engineering Manager of Neath Port Talbot County Borough Council at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (Tel.No. 01639-686760 or 686756). If you propose to do the work yourself you should contact the above prior to commencing any works within the highway in order to arrange the necessary indemnity and specification for the works.

BT

SIGNED:  DATE: 09/02/2023
pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: OBS221092

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Appendix B

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RE: Neath Abbey Industrial Estate

 Delyth A. Thomas <d.a.thomas@npt.gov.uk>
To: Patrick O'Connor - Asbri Transport
Cc: Chloe Dyer

 Follow up. Start by 24 April 2023. Due by 24 April 2023.
You replied to this message on 15/05/2023 15:07.

  Reply  Reply All  Forward

Mon 24/04/2

The additional yellow lines do assist the visibility and agree that they would be beneficial, however I must reiterate that these orders (and what is existing) are not enforceable by the Authority as they are located on a privately owned highway therefore it is the responsibility of the landowner to enforce to compliance.

The concern regarding slow moving vehicles approaching from the existing macron site is also agreeable, we required to be shown the available visibility splay to be provided on a drawing to indicate what would be available.

As highlighted in previous comments, the entrance within the planning application will need to be made wider to be able to accommodate the 16.5m articulated vehicles which are to using this as their access and egress point off the highway.

Our comment in regards to the junction with Neath abbey road is required to have more detailed review, as this is due to the increased trip rate of larger vehicles using this access into the industrial estate. With 3 x 10.5m vehicles having the capacity of providing multiple trips a day, if one of these vehicles were leaving the site, while the other 2 were entering along the access road, there is a limited amount of space for these to pass each other without having to reverse and manoeuvre with multiple other vehicles also using this road to access other stores. The only break within the DAYS parking area is approximately therefore not large enough for the vehicle to be able to pull in to allow another vehicle to pass.

I trust the above is of assistance?

Kind regards

Delyth Thomas
SAB & Highway Team Manager (West) / SAB & Priffordd Arweinydd Tim (Gorllewyn)
SAB & Highway Development Control / SAB & Rheoli Datblygu Priffyrdd

Neath Port Talbot County Borough Council / Cyngor Bwrdddeistef Siriol Castell-nedd Port Talbot
The Quays, Brunel Way, Neath SA11 2GG / Y Ceiau, Ffordd Brunel, Castell-nedd, SA11 2GG

Tel/Ffôn: 01639 686404
Email / E-bost: d.a.thomas@npt.gov.uk
www.npt.gov.uk/sab

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

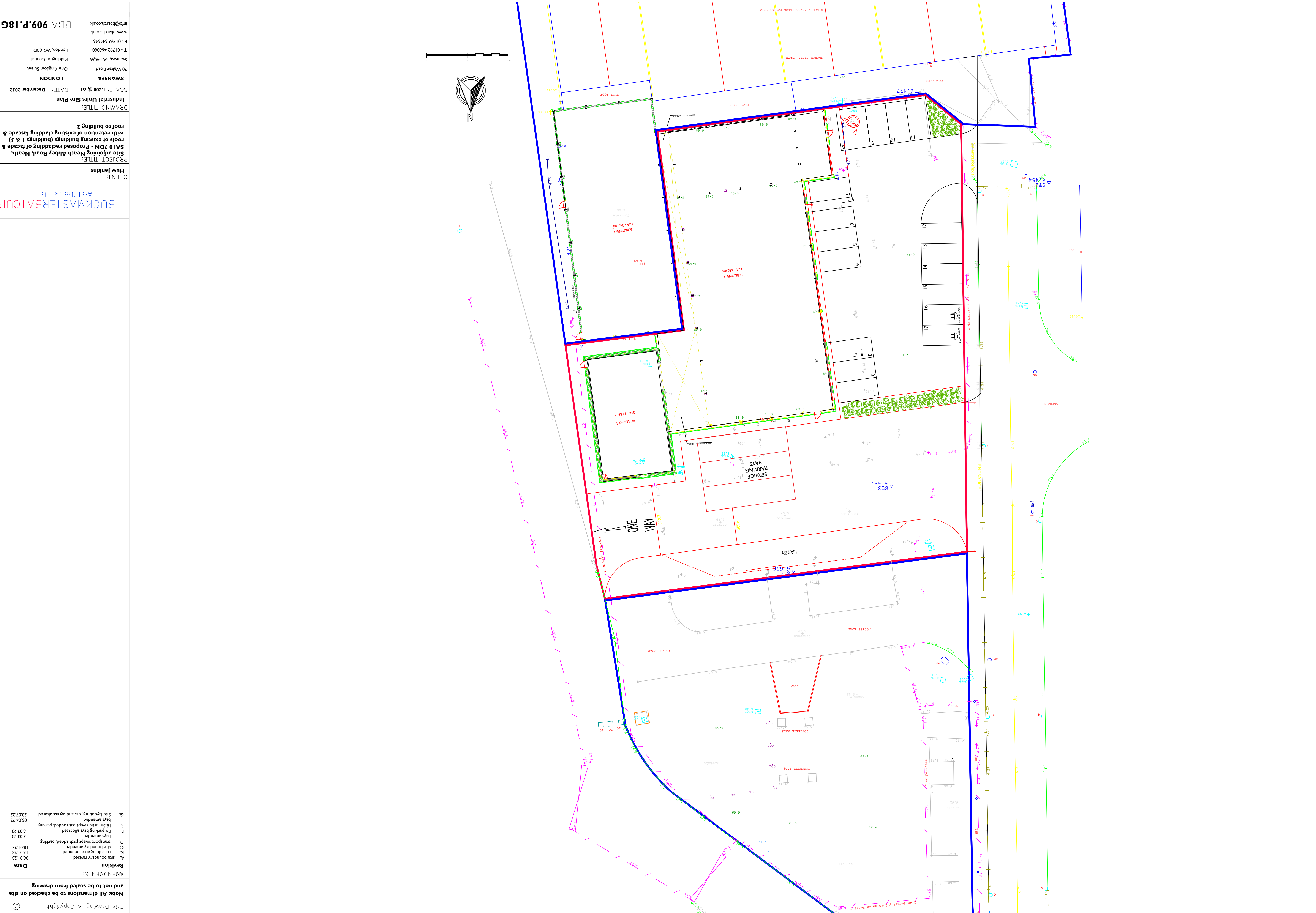


DARPARU GWELL GWASANAETHAU AR-LEIN | DELIVERING BETTER SERVICES ONLINE



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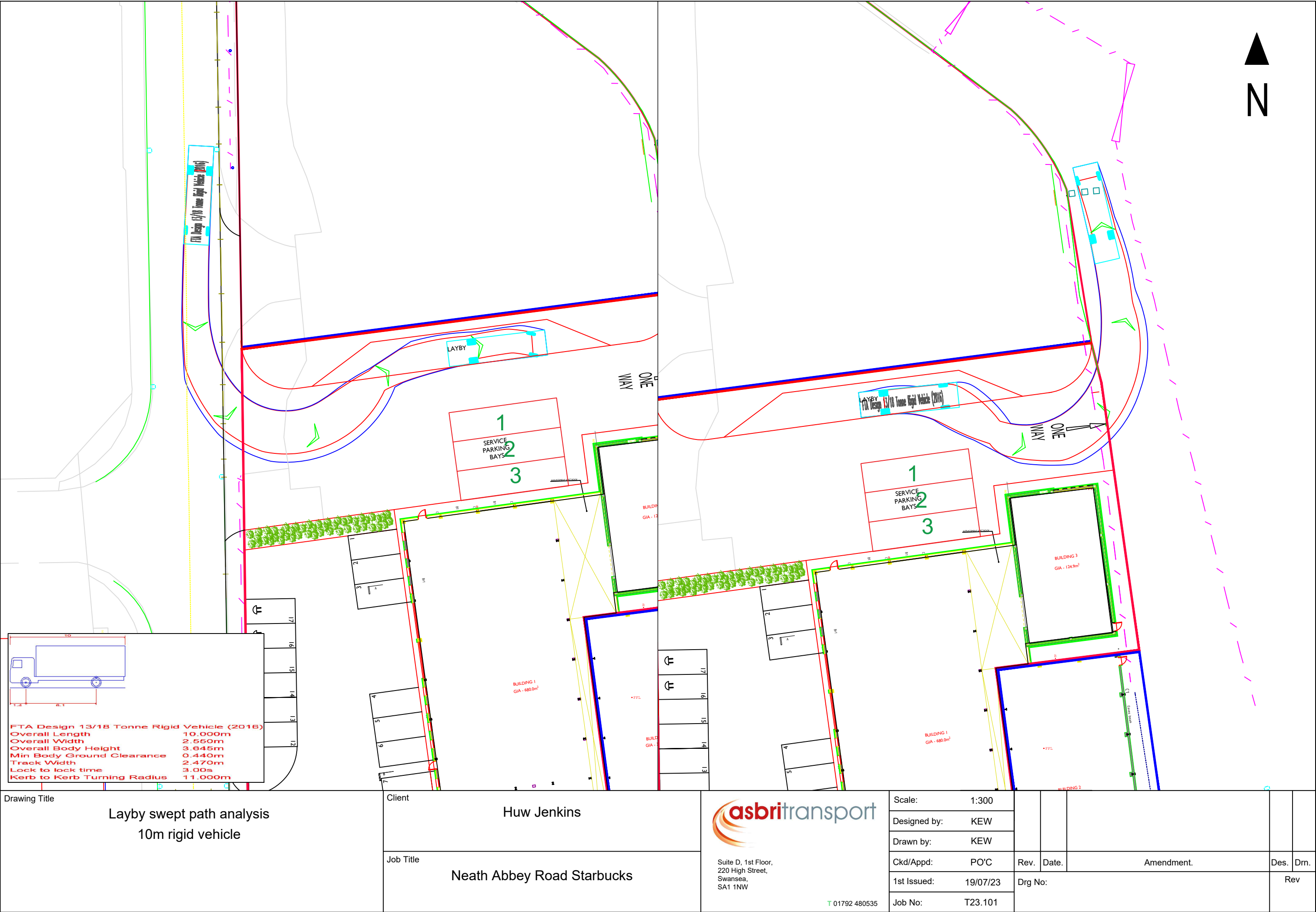
Appendix C



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Appendix D

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Rigid Truck Dimensions:

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Building Details:

Building	GIA
BUILDING 1	680.0m ²
BUILDING 2	340.3m ²
BUILDING 3	124.9m ²

Service Parking Bays: 1, 2, 3

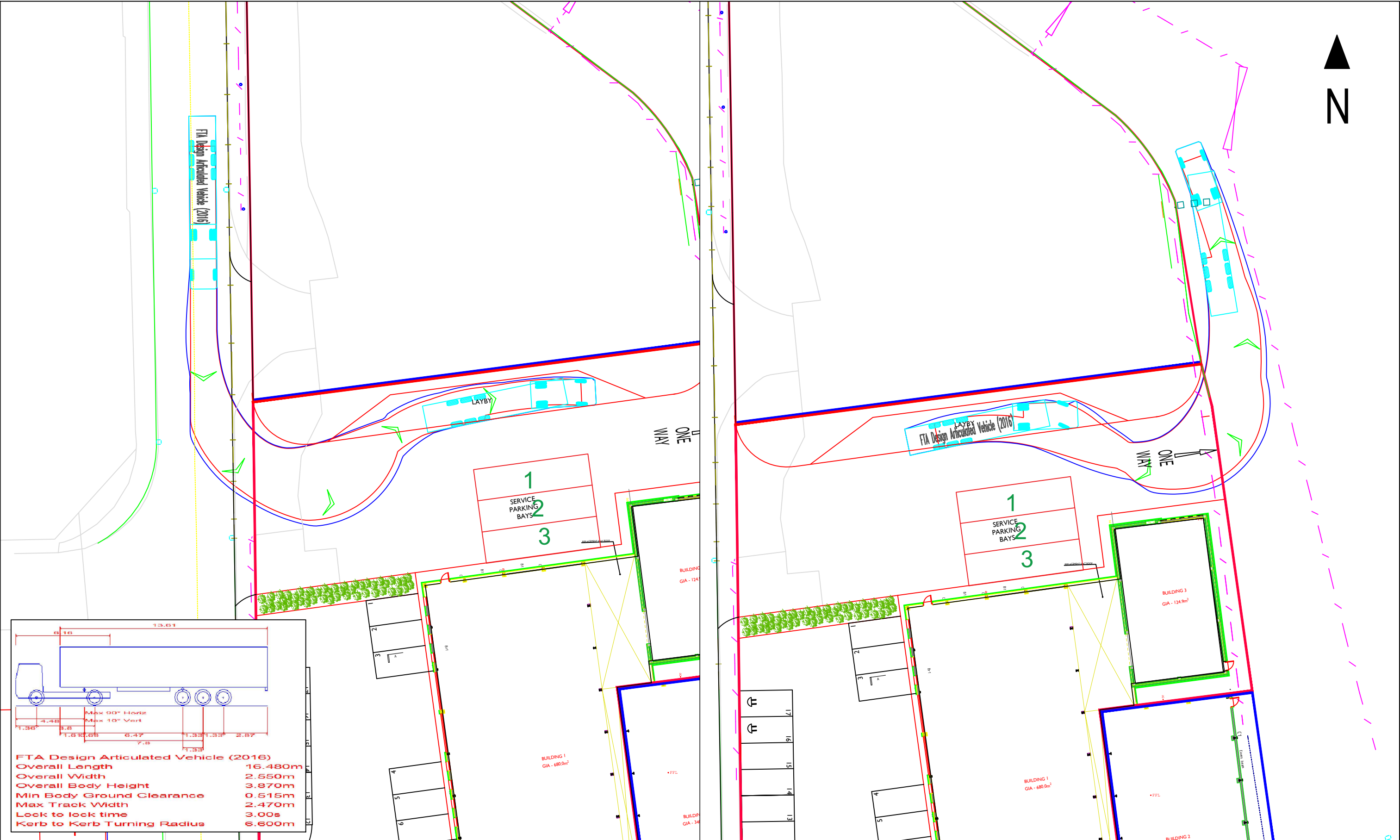
Layby: Rigid Truck

ONE WAY

North Arrow: N

Drawing Title Layby swept path analysis 12m rigid truck	Client	Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:300						
		Designed by:		KEW							
		Drawn by:		KEWKEW							
	Job Title	Neath Abbey Road Starbucks			Ckd/Appd:	PO'C	Rev.	Date.	Amendment.	Des.	Drn.
					1st Issued:	19/07/23	Drg No:				Rev
					Job No:	T23.101					

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Drawing Title Layby swept path analysis 16.5m articulated vehicle	Client Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:300						
	Designed by:		KEW							
	Drawn by:		KEW							
	Job Title Neath Abbey Road Starbucks			Ckd/Appd:	PO'C	Rev.	Date.	Amendment.	Des.	Drn.
				1st Issued:	19/07/23	Drg No:				Rev
				Job No:	T23.101					

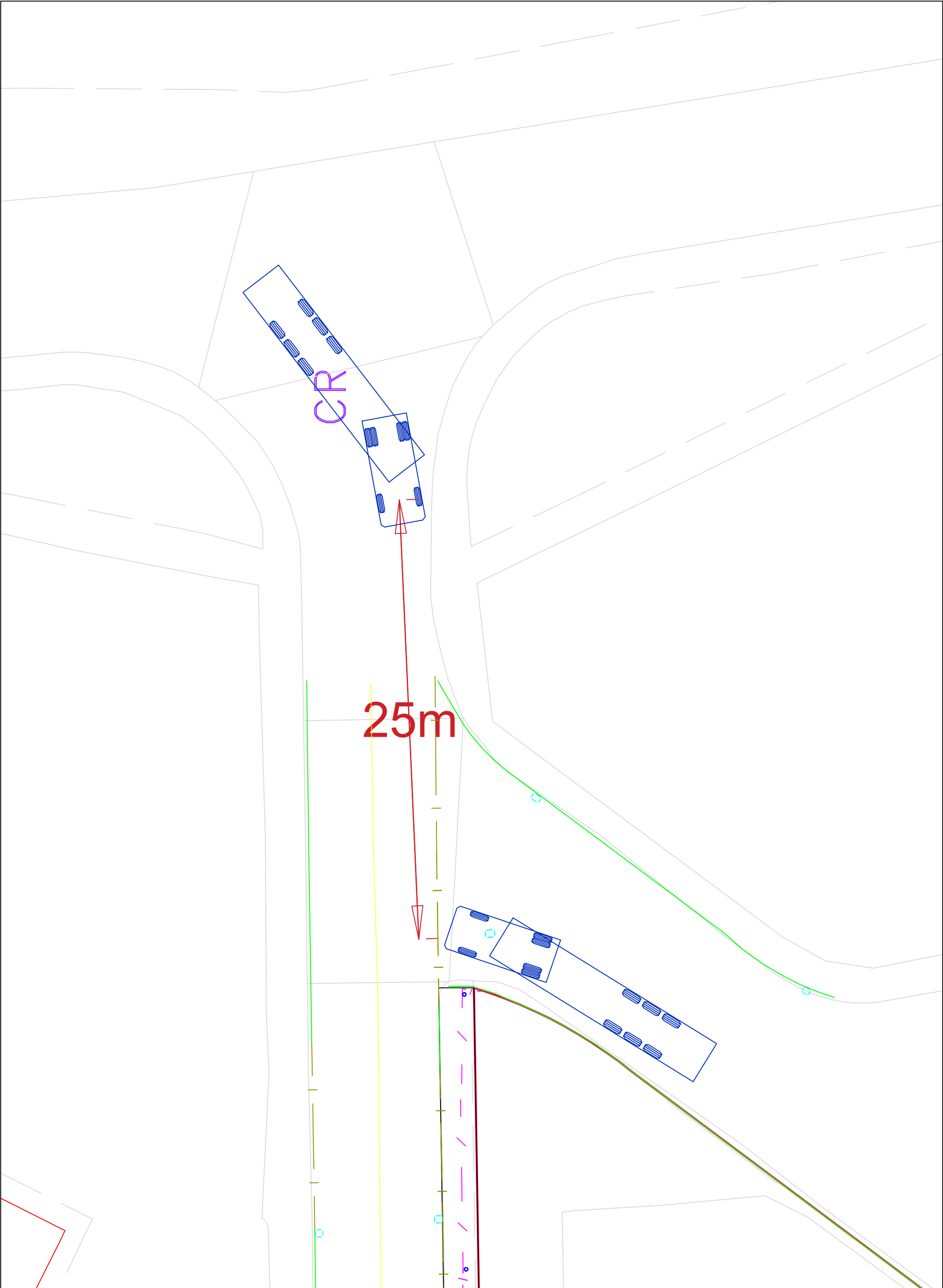
The drawing consists of four panels showing a swept path analysis for a 10m rigid vehicle. The vehicle is shown in the bottom right panel with dimensions: Overall Length 10.000m, Overall Width 2.550m, Overall Body Height 3.645m, Min Body Ground Clearance 0.440m, Track Width 2.470m, Lock to lock time 3.00s, and Kerb to kerb Turning Radius 11.000m. The analysis shows the vehicle's path through the service bays, with a 'LAYBY' area and a 'ONE WAY' street. The drawing is titled 'Service bays swept path analysis 10m rigid vehicle' and is for 'Neath Abbey Road Starbucks'.

FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to kerb Turning Radius	11.000m

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Appendix E

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Drawing Title Forward visibility	Client Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale: 1:200							
			Designed by: KEW							
			Drawn by: KEW							
	Job Title Neath Abbey Road Starbucks			Ckd/Appd: PO'C	Rev.	Date.	Amendment.		Des.	Drn.
				1st Issued: 20/07/23	Drg No.					Rev
				Job No: T23.101						