

Project Number	T23.101	Project Name	Neath Industrial Estate
Contact/Participants	NPT Highways	Date	26 th September 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 14th August 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 A meeting was held with officers of the Local Planning Authority and the Highway Authority on 19th September 2023.
- 1.1.5 This Technical Note seeks to address the observations of the Highway Authority included at **Appendix A**.

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**.

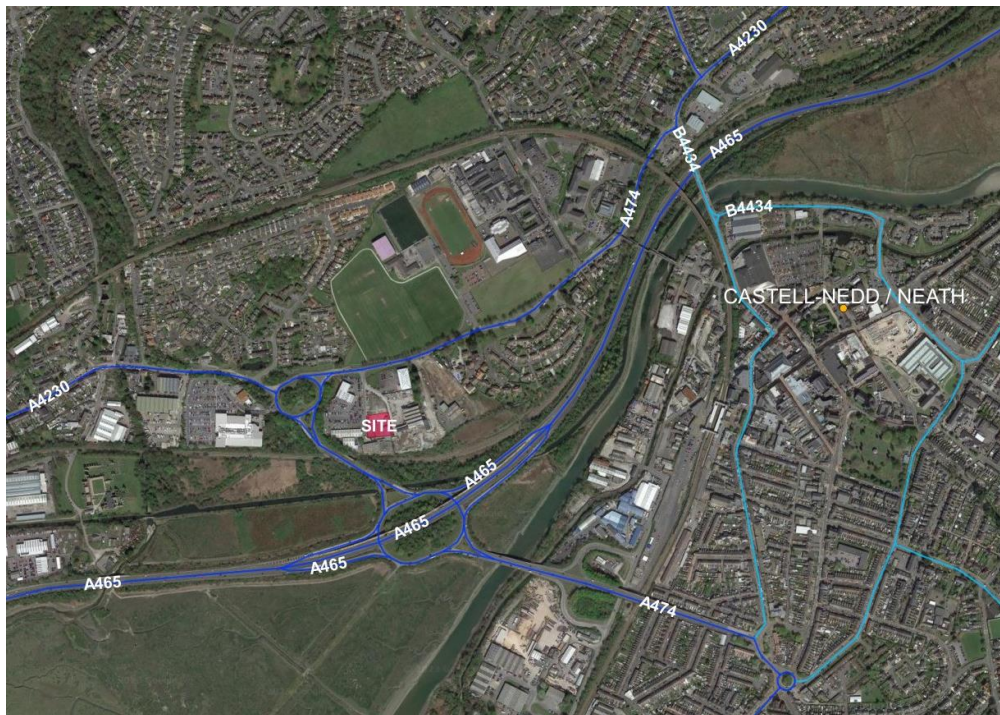


Figure 2.1 Site location

- 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 an industrial estate which hosts a car dealership and garage a builders yard, an inert waste operation and other small retail and small industrial units.



Figure 2.2 Local Highway network

3 Highway Authority comments 14th August 2023

- 3.1.1 Dealing with the Highway Authority's comments in turn.

- 3.1.2 Point 1 states:

1. Visibility splays to be provided for all junctions, the new exit of the one-way system, and the existing junction that is to be utilised to ensure that the junction is suitable for additional trips.

- 3.1.3 **Figure 3.1** details the visibility splays available at the site accesses and internal Industrial Estate junction. Suitable visibility of vehicles entering the industrial estate is available for exiting vehicles.

- 3.1.4 Point 2 states

2. The car parking spaces are to be at least 2.6m x 4.8m, larger spaces would be suggested due to the type of vehicles that will be in attendance.

3.1.5 All customer parking bays are drawn to these dimensions. Bays 1 – 3 in the service yard area are drawn at 3m by 11m.

3.1.6 Point 3 states:

3. The north-west section of the car park, would require notation that no parking in this area, as spaces 1 & 2 would not have the required 6m reversing distance.

3.1.7 **Figure 3.1** shows 'Keep Clear' and hatched carriageway markings.

3.1.8 Point 4 states:

4. Tactile paving would be required to be added on footpath crossings.

3.1.9 **Figure 3.2** details the provision of tactile paving.

3.1.10 Point 5 states:

5. How are goods to be unloaded and loaded onto vehicles within the layby and service parking bays, and into the building?

3.2 Goods will be unloaded with fork lift trucks or manually and moved internally within the site with fork-lifts or pallet trucks in a manner deemed safe and appropriate by the site operator.

3.2.1 Point 6 states

6. Service bay 3 is concerning due to the proximity of the footway when reversing to leave the space. A solid barrier such as fencing would need to be in place for pedestrian safety.

3.2.2 **Figure 3.2** notes that an Armco barrier or similar will be installed to protect pedestrians.

3.2.3 Point 7 states:

7. Signage would be required for the one way entrance, and approved vehicles only to ensure it is not used as a through-way.

3.2.4 Entry and No Entry signs and carriageway markings are shown on **Figure 3.2**

3.2.5 Point 8 states:

8. Does the applicant have the access rights to the lane that leads to Celtic Stone? How often does Celtic Stone have large deliveries? Would there be an area to wait to allow vehicles to enter to avoid clashes? The scheme needs to ensure that it can maintain the free-flow of existing traffic.

3.2.6 The planning applicant has rights of access to the entry and exit points that are shown on the accompanying drawings. HGVs exiting the access site will have satisfactory visibility of both inbound and outbound traffic from the Celtic Stone site.

3.2.7 Point 9 states

9. All pinch points are required to be included on auto-tracking layouts to ensure these are true to site conditions.

3.2.8 The swept path analysis is based on a topographical survey supplemented with OS mapping data and validated with on-site observations in order to ensure it is a realistic representation of the real-world conditions. This is noted in **Figure 3.3**.

4. Capacity of the Industrial Estate site access junction

3.2.9 Junction turning counts were undertaken of a Thursday a.m. peak period 0700- 1000 and Saturday 1100 – 1400 period on 7th and 9th September 2023.

3.2.10 Week-day and Saturday junction turning counts video footage has been reviewed. The principal Industrial site access junction with Neath Abbey Road and the Estates internal junctions were all observed to be operating safely and within capacity without any apparent issues.

3.2.11 **Appendix B** shows several screen-shots of turning movement at the junction and shows traffic conditions at the junction that provides access to the LBS and Celtic Stone sites.

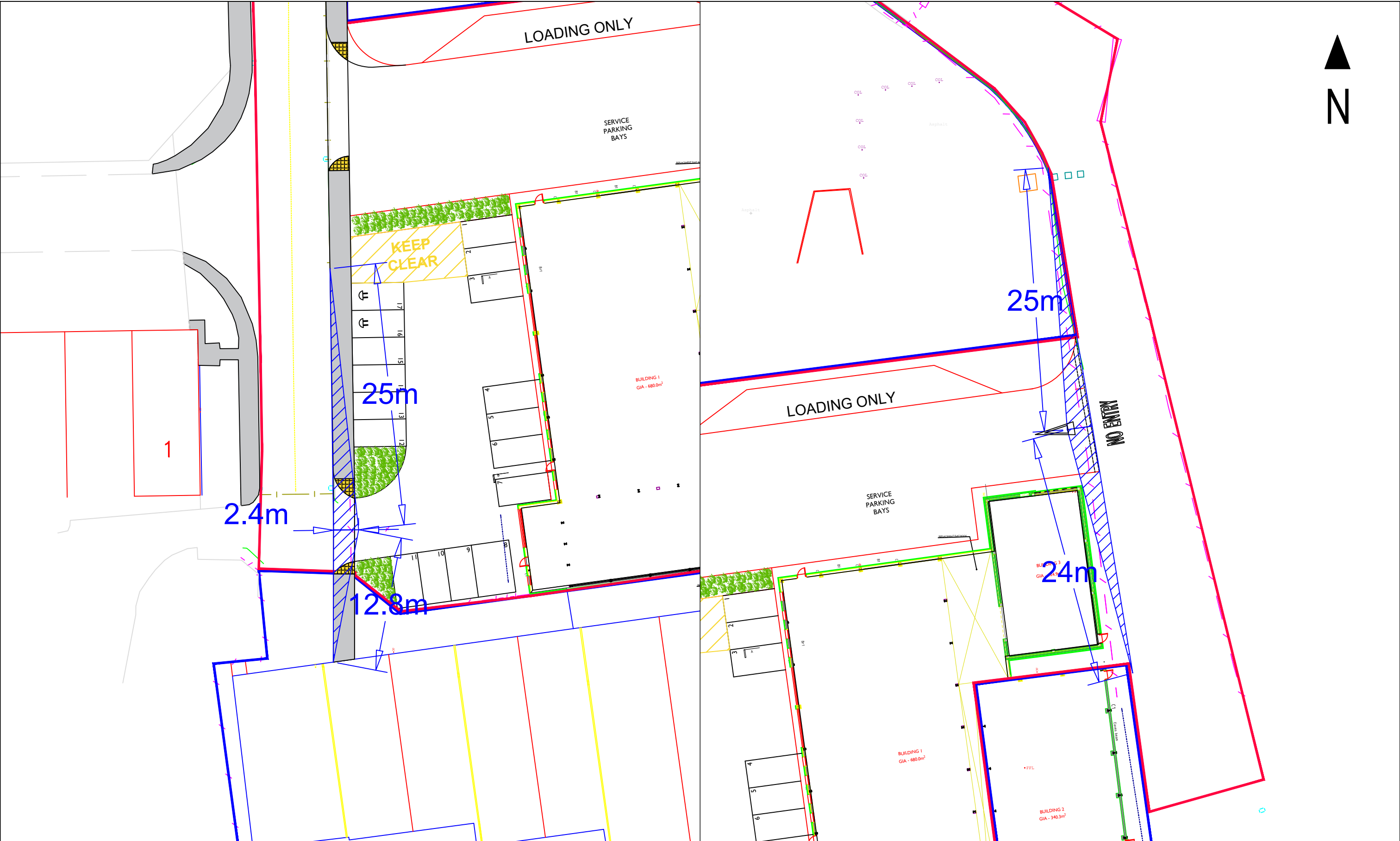
3.2.12 It is also of note that the majority of the hgv's observed accessing the Estate are rigid hgv's and the number of articulated hgv's was low.

3.2.13 The video footage can be supplied in full to the Highway Authority and LPA on request.

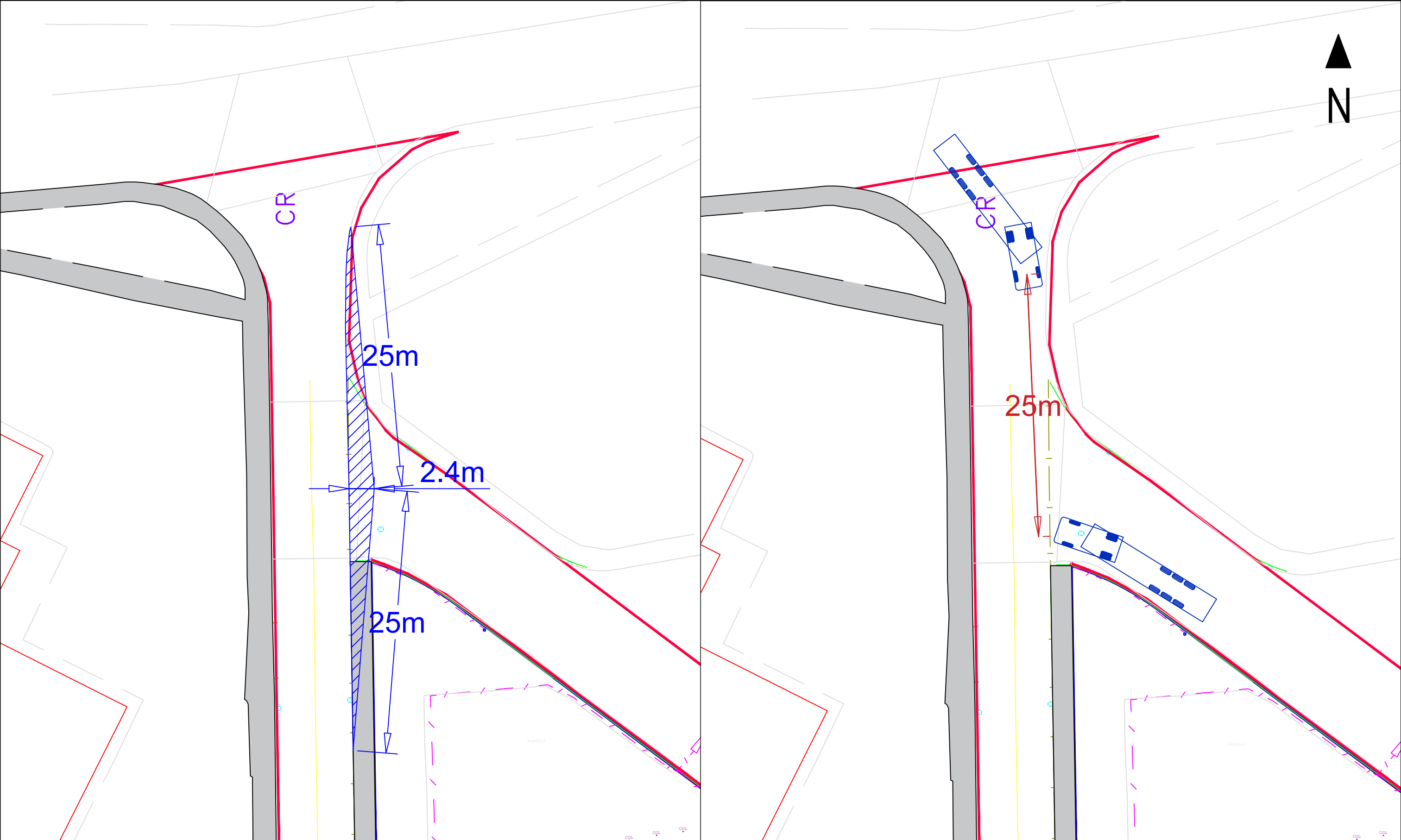
4 Conclusion

- 4.1.1 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.
- 4.1.2 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 principal remaining concern is that of vehicle conflict at the Industrial Estate's priority junction with Neath Abbey Road.
- 4.1.3 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 and conflict in the vicinity of the site access junction with the classified road network.
- 4.1.4 It is considered that the accompanying figures address all the comments of the Highway Authority dated 14th August 2023.
- 4.1.5 It is considered that the site can be safely accessed by both goods and lights vehicles. Furthermore this Technical Note has demonstrated that hgvs can safely deliver to the site and that parking is provided to the adopted parking standards.
- 4.1.6 Satisfactory use of the site has been demonstrated by the swept-path analysis of hgvs included with this Technical Note.
- 4.1.7 Week-day and Saturday junction turning counts have been undertaken in September and all video footage has been reviewed. The principal Industrial site access junction and the internal junctions were all observed to be operating safely and within capacity.
- 4.1.8 As such it is not considered that the proposed operations will have a noticeable impact on the operation of the local highway network and should therefore be supported by officers.

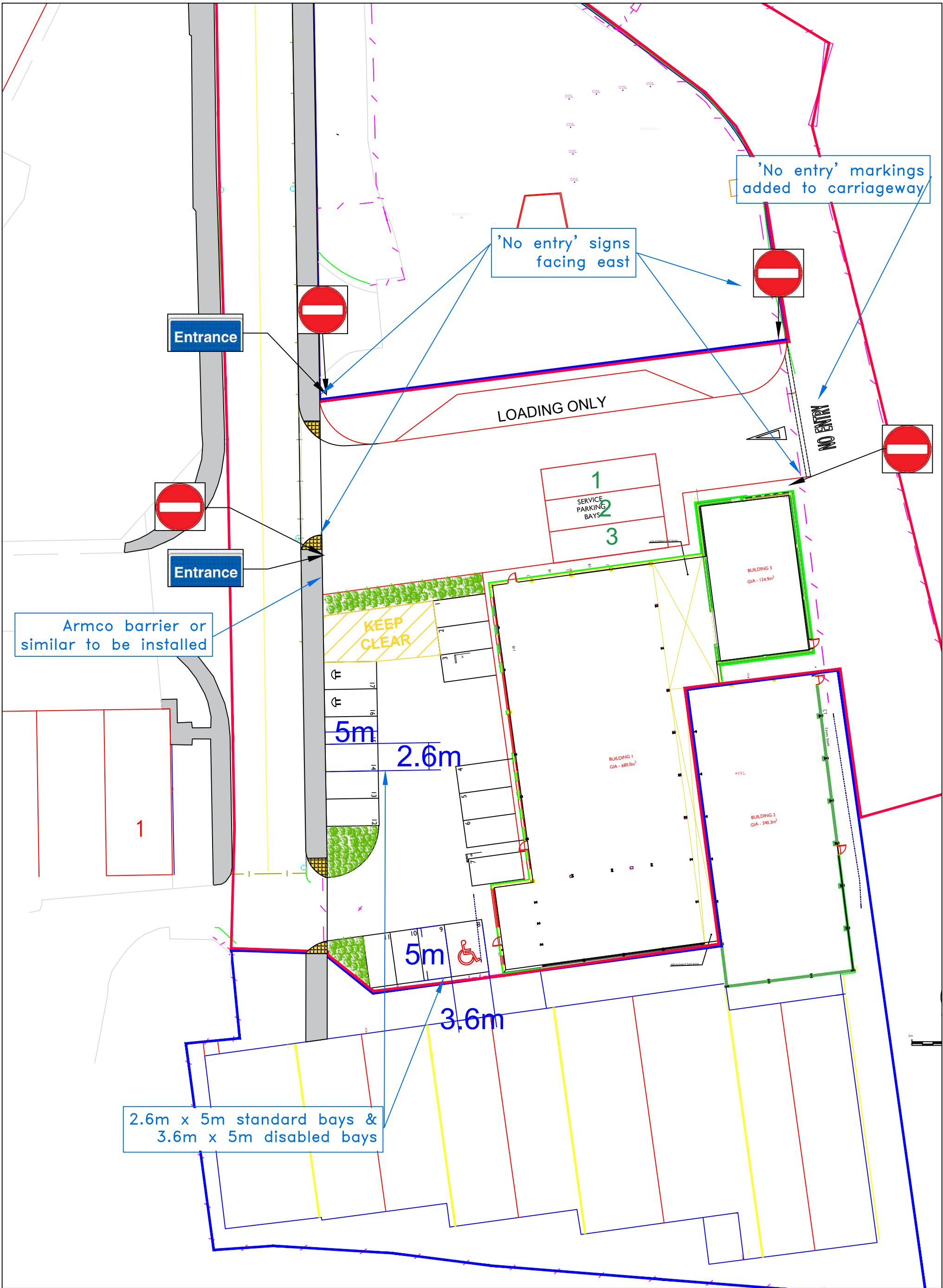
Figures



Drawing Title 2.4m x 25m visibility splay & maximum visibility splay	Client Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:750						
	Designed by:		KEW							
	Drawn by:		KEW							
	Job Title Neath Abbey IE		Ckd/Appd:	PO'C	Rev.	Date.	Amendment.	Des.	Drn.	
			1st Issued:	26/09/23	Drg No:				Rev	
			Job No:	T23.101	Figure 3.1					



Drawing Title 2.4m x 25m visibility splay & forward visibility splay	Client Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:750						
	Designed by:		KEW							
	Drawn by:		KEW							
	Job Title Neath Abbey IE		Ckd/Appd:	PO'C	Rev.	Date.	Amendment.	Des.	Dm.	
	1st Issued:		26/09/23	Drg No:				Rev		
	Job No:		T23.101	Figure 3.1						



Drawing Title Design improvements	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 IE		Ckd/Appd: PO'C	Rev.	Date.	Amendment.			Des.	Drm.
			1st Issued: 26/09/23	Drg No.					Rev	
			Job No: T23.101	Figure 3.2						



Drawing Title	Service bays swept path analysis 10m rigid vehicle	Client	Huw Jenkins	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:500													
		Designed by:	KEW																
		Drawn by:	KEW																
	Job Title	Neath Abbey IE				Ckd/Appd:	PO'C	Rev.	Date.	Amendment.				Des.	Drn.				
						1st Issued:	26/09/23	Drg No:				Figure 3.3				Rev			
						Job No:	T23.101												

Appendices

Appendix A

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 AND
ROOFS OF EXISTING STEEL SKELETON FRAME
INDUSTRIAL BUILDING AND RECLADDING OF
EXISTING PART-CLADDED CONCRETE FRAME
INDUSTRIAL BUILDING INCLUDING NEW
ROLLER SHUTTER ACCESS DOORS AND
ALUMINIUM POLYESTER COLOUR COATED
WINDOWS AND 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 RECONSULTATION DATED 24TH JULY 2023 ARE AS FOLLOWS:-

Concerns have been identified –

1. Visibility splays to be provided for all junctions, the new exit of the one-way system, and the existing junction that is to be utilised to ensure that the junction is suitable for additional trips.
2. The car parking spaces are to be at least 2.6m x 4.8m, larger spaces would be suggested due to the type of vehicles that will be in attendance.
3. The north-west section of the car park, would require notation that no parking in this area, as spaces 1 & 2 would not have the required 6m reversing distance.
4. Tactile paving would be required to be added on footpath crossings.

5. How are goods to be unloaded and loaded onto vehicles within the layby and service parking bays, and into the building?
6. Service bay 3 is concerning due to the proximity of the footway when reversing to leave the space. A solid barrier such as fencing would need to be in place for pedestrian safety.
7. Signage would be required for the one way entrance, and approved vehicles only to ensure it is not used as a through-way.
8. Does the applicant have the access rights to the lane that leads to Celtic Stone? How often does Celtic Stone have large deliveries? Would there be an area to wait to allow vehicles to enter to avoid clashes? The scheme needs to ensure that it can maintain the free-flow of existing traffic.
9. All pinch points are required to be included on auto-tracking layouts to ensure these are true to site conditions.

NOTES TO APPLICANT

BT SIGNED:  DATE: 14/08/2023
pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: OBS221092RECON 24.7.23

Appendix B



