

NEATH SHRIMP FARM

TRANSPORT STATEMENT – ADDENDUM_V2

FEBRUARY 2024

1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement Addendum has been produced to respond to Neath and Port Talbot County Borough Councils (NPTCBC) comments.
- 1.1.2 Application REF: 2/3/23/0845/00
- 1.1.3 Updated Drawings Attached as **Appendix B** and as follows:
 - SK01 - RevC
 - SK02 - RevC
 - SK03 - RevC
 - SK04 - RevC
 - SK05 - RevB
- 1.1.4 Comments summarised below (and attached as **Appendix A**):

NPTCBC Comment 1

Auto tracking should be provided to show the HGV's can access and egress the parking spaces. Please provide the CAD file for verification of the auto tracking. The parking spaces should also be widened to suitably fit a HGV, the space requirements can be located within the NPTCBC Parking Standards, appendix C. If as noted there will be no HGV parking – however as the transport statement states that there will be 1-2 HGV deliveries per week. Parking for these vehicles will be required to be utilised when required.

NPTCBC Comment 2

The reversing distance appears to be greater than 60m, this is not acceptable – a turning area should be provided closer to the access. We would not be able to accept that the vehicles would turn inside the facility. A suitable turning area should be provided. The proposed gradient of the ramp should also be provided.

NPTCBC Comment 3

In accordance with Sewers for Adoption 7 edition, section D4.3 – the site layout for a pumping station has additional requirements that including a parking space for the tanker, this should be included within the plans provided.

**NPTCBC Comment 4**

To allow for safe pedestrian access, there should be a gap within the parking spaces against the building to allow pedestrians to gain access to the footway.

NPTCBC Comment 5

The reduction in the parking standards is acceptable as it has been supported by the transport statement, if the use of the facility was to change in the future, a new Transport Statement would need to be submitted to ensure the parking arrangement are suitable.

2.0 RESPONSE TO COMMENT

2.1 Entran Response 1

- 2.1.1 HGV parking is now provided for with an extended layby above the pumping station layby.
- 2.1.2 See attached **SK01_RevB**.
- 2.1.3 It is noted that, whilst the pumping station layby is in use there will be 1No. HGV space available however, this is anticipated to be very infrequent and therefore, whilst this maybe the case occasionally there will always be 1No. HGV parking space at all times which is sufficient for the operation of this development.
- 2.1.4 When the pumping station is not being attended to there will be 2No. spaces available.
- 2.1.5 AutoCAD drawings will be provided with the submission of this Addendum for verification.
- 2.1.6 Comment addressed and no further work considered necessary.

2.2 Entran Response 2

- 2.2.1 Turning area for small vehicles using gate 2 is now provided. See **SK05_RevB** attached as **Appendix B**.
- 2.2.2 Turning for HGV's is now not required and a one-way circulation through the car park with an entry only to the south side provides entry and exit in a forward gear for a 16.5m HGV. See attached **SK04_RevC** attached as **Appendix B**.
- 2.2.3 In this regard, reversing distances reduced to less than 10m for smaller deliveries and no reversing required for HGV's therefore, comment addressed, and no further work considered necessary.
- 2.2.4 **SK02_RevC** and **SK03_RevC** are also attached to demonstrate the swept paths of a large car and a 7.5T Box Van.

2.3 Entran Response 3

- 2.3.1 Layby provided at 8m x 3m adjacent to the pumping station. See **SK01_RevC** attached as **Appendix B**.
- 2.3.2 Comment addressed and no further work considered necessary.

2.4 Entran Response 4

- 2.4.1 Footway provided at 2m as shown on **SK01_RevC** attached as **Appendix B**.
- 2.4.2 Comment addressed and no further work considered necessary.



2.5 Entran Response 5

2.5.1 Noted and agreed.

3.0 CONCLUSION

3.1 As set out in this Addendum all comments raised by NPTCBC have now been addressed with no further work considered necessary.



APPENDIX A

NPTCBC Response

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: 2/3/23/0845/00
APPLICANT: MR LEE TANNER
LOCATION: THE METAL BOX, MILLAND ROAD INDUSTRIAL
ESTATE, NEATH, SA11 1NJ
PROPOSAL: CONVERSION OF REAR SECTION OF EXISTING
BUILDING TO CREATE A SHRIMP FARM
(AQUACULTURE BUSINESS) INCLUDING
RECONFIGURATION AND CLADDING OF ROOF
TO PROVIDE ADDITIONAL HEIGHT CLEARANCE
TOGETHER WITH ANCILLARY ALTERATIONS
AND DRAINAGE (AMENDED ROOF
ORIENTATION)

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 16.01.24 ARE AS FOLLOWS:-

Concerns have been identified.

1. Auto tracking should be provided to show the HGV's can access and egress the parking spaces. Please provide the CAD file for verification of the auto tracking. The parking spaces should also be widened to suitably fit a HGV, the space requirements can be located within the NPTCBC Parking Standards, appendix C. If as noted there will be no HGV parking – however as the transport statement states that there will be 1-2 HGV deliveries per week. Parking for these vehicles will be required to be utilised when required.
2. The reversing distance appears to be greater than 60m, this is not acceptable – a turning area should be provided closer to the access. We would not be able to accept that the vehicles would turn inside the facility. A suitable turning area

should be provided. The proposed gradient of the ramp should also be provided.

3. In accordance with Sewers for Adoption 7th edition, section D4.3 – the site layout for a pumping station has additional requirements that including a parking space for the tanker, this should be included within the plans provided.
4. To allow for safe pedestrian access, there should be a gap within the parking spaces against the building to allow pedestrians to gain access to the footway.
5. The reduction in the parking standards is acceptable as it has been supported by the transport statement, if the use of the facility was to change in the future, a new Transport Statement would need to be submitted to ensure the parking arrangement are suitable.

BT

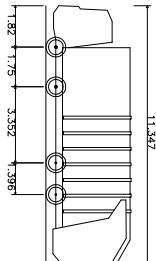
SIGNED:  DATE: 05/02/2024
pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: OBS230845RECON



APPENDIX B

Updated Drawings



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 3.352m
Overall Height 3.290m
Min. Body Ground Clearance 0.7504m
Track Width 2.500m
Lock to lock time 6.009s
Wall to Wall turning Radius 11.330m

REV	DATE	REVISION DETAILS	BY



2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

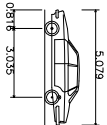
PROJECT TITLE
PROPOSED SHRIMP FARM
NEATH

DRAWING TITLE
SWEEP PATH ANALYSIS
LARGE 4 -AXLE REFUSE

CLIENT / ARCHITECT

STATUS

SCALE	DRAWN	APPROVED	REV
1:500	AT A3	DJA	
CHECKED	RVW	RVW	
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	21.2.24	SK02	C



Large Car (2006)
Overall Length 5.079m
Overall Width 2.025m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

REV	DATE	REVISION DETAILS	BY



2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

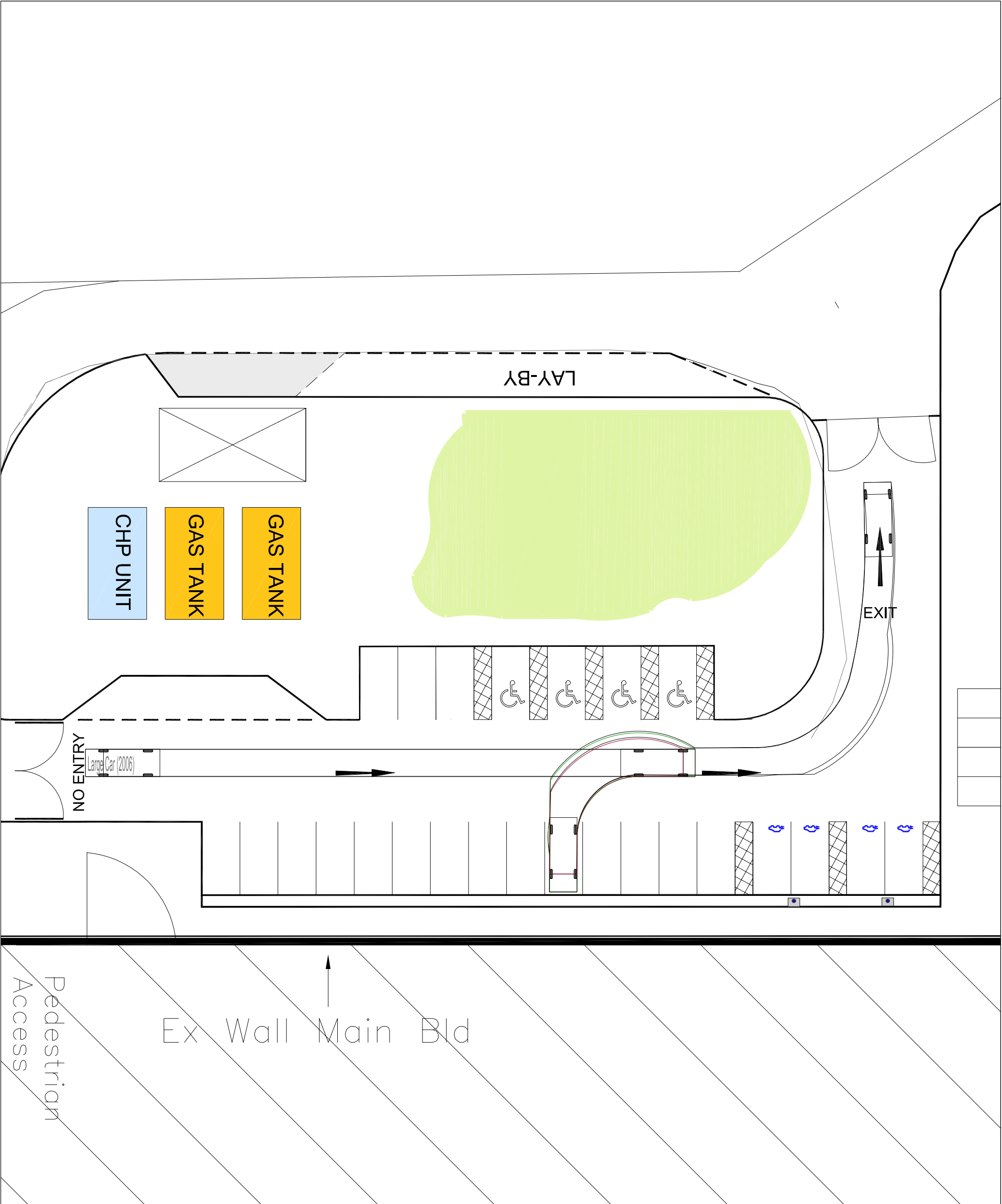
PROJECT TITLE
PROPOSED SHRIMP FARM
NEATH

DRAWING TITLE
SWEEP PATH ANALYSIS
LARGE CAR

CLIENT / ARCHITECT

STATUS

SCALE		DRAWN	
1:500	AT A3	DJA	
CHECKED		APPROVED	
RVW		RVW	
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	21.2.24	SK03	C







2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE **PROPOSED SHRIMP FARM
NEATH**

DRAWING TITLE **SWEPT PATH ANALYSIS - 7.5T BOX VAN**

DATE 21.2.24

SCALE 1:250 AT A4

STATUS

DRAWN DJA

CHECKED RW

APPROVED RW

DRG SIZE

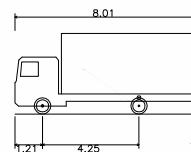
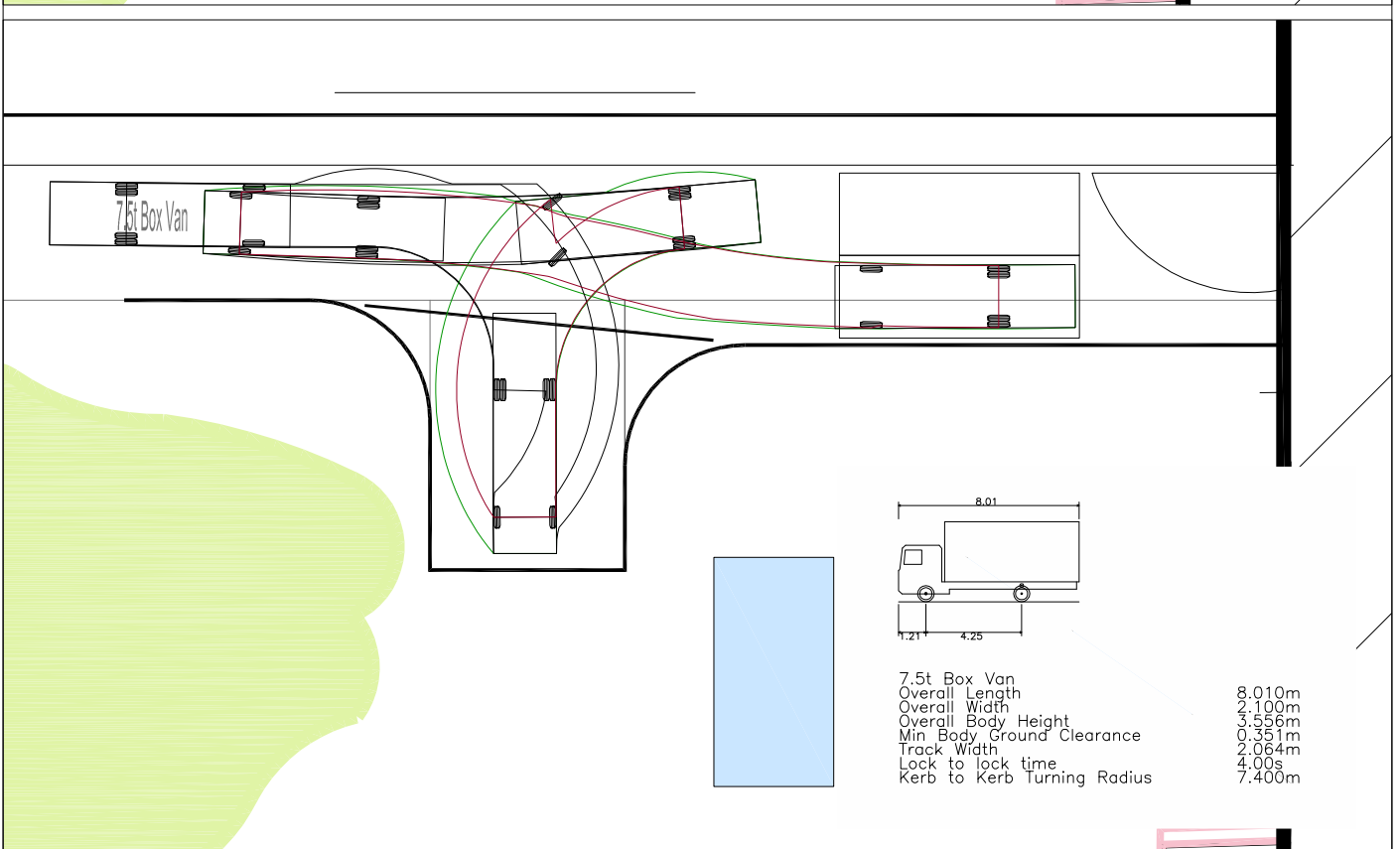
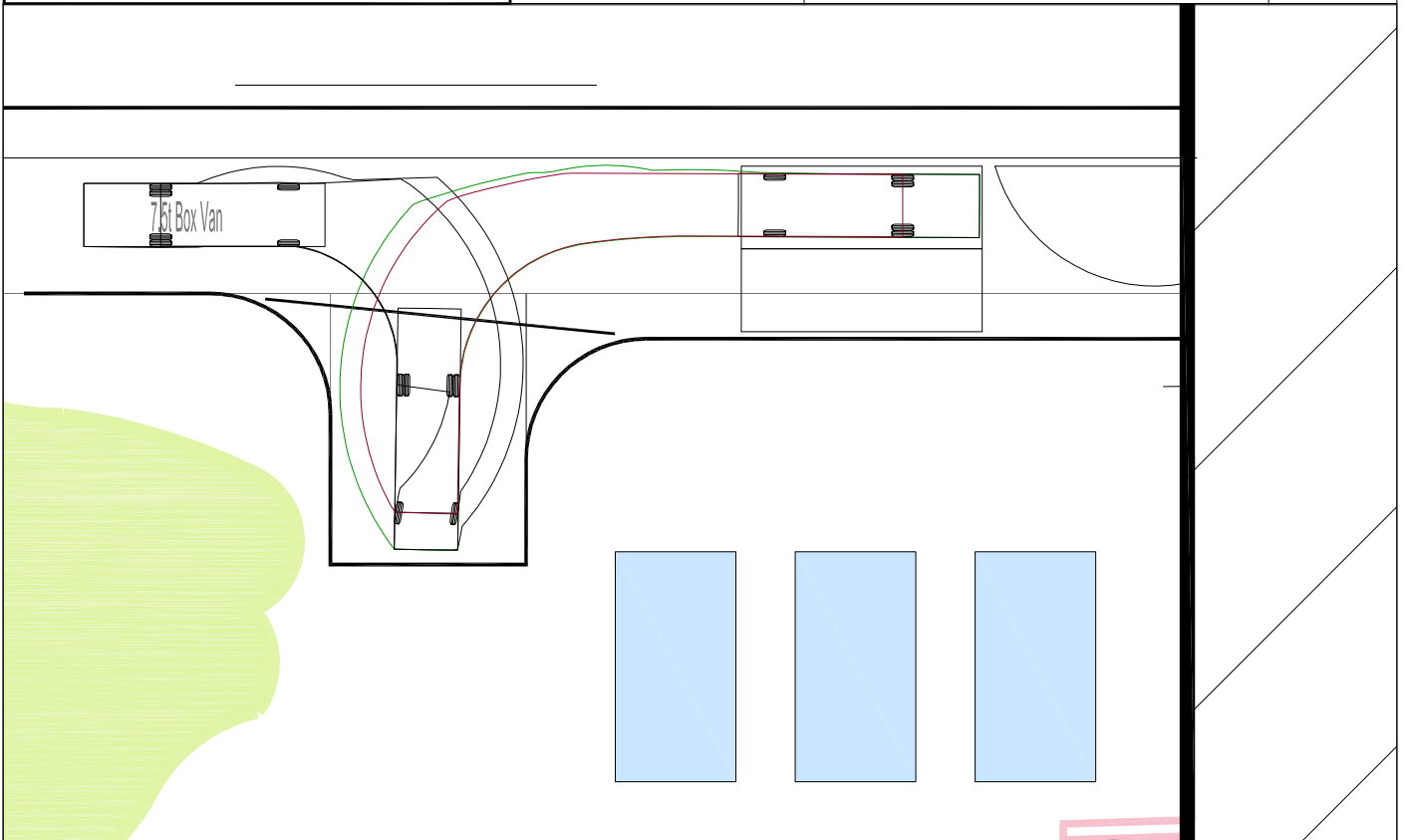
A4

DRAWING NUMBER

SK05

REV

B



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min. Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m