

BRITON FERRY WHARF TRANSPORT STATEMENT



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BRITON FERRY WHARF
TRANSPORT STATEMENT

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1.0 INTRODUCTION

ExCAL Limited has been commissioned to prepare a Transport Statement in support of a planning application for the proposed quayside development of two units, which to be used to manufacture GRP storage tanks at Briton Ferry Wharf. The location of the development is shown in **Figure 1.0**. **Appendix A** includes a layout plan for the proposal.

Figure 1.0 – Site Location



This document considers the transport implications, if any, of the proposed development. This Transport Statement demonstrates that the application site is in a suitable location, that safe vehicular access to the site is provided and appropriate parking provision is available.

1.1 Development Proposals

The application site is located approx. 3.68km south-west from Neath and approx. 4.75km north-west from Port Talbot. The proposal is to construct one unit which will be accessed from an existing road to the immediate east of the proposal, as shown on the layout plan in **Appendix A**. The proposed development allows for new car parking for staff and visitors and proposed the road to the east to be extended onto site and alongside the unit.

To the west, the site is bounded by the River Neath; to the south, the site is bounded by salt marsh and, further, to the north-east is a caravan site. Both the caravan and application site use the existing road for access and have the benefit of street lighting. The proposed extended road will be 4.8m wide with a turning circle to allow manoeuvring of larger vehicles such as delivery vehicles.

2.0 POLICY CONTEXT

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

The transport related policies paragraph 4.1.1 states that 'the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport'.

Paragraph 4.1.9 states that 'the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which: -

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.'

PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom: -

- Walking and Cycling;
- Public Transport;
- Ultra-Low Emission Vehicles;
- Other Private Motor Vehicles.

It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which priorities walking; cycling and public transport ahead of the private motor vehicles.

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision ULEV charging points as part of new development.

PPW requires (4.1.53) that local authorities develop and adopt standards that set maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. Parking standards should be applied flexibly.

2.1 TAN 18 - Transportation

Planning Policy Wales Technical Advice Note 18 (TAN 18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW e.g. that development is encouraged in

Sustainable and accessible locations which will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, greenhouse gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government's sustainable development policy objectives by: -

- Promoting travel efficient settlement patterns;
- Ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and parking/servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips: and

- Ensuring new transport infrastructure allows existing transport networks to continue to perform their identified functions.

The needs of walker and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN 18 Chapter 6). Similarly all developments should be accessible by public transport (Chapter 7).

2.2 The Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

The planning system has a key role to play in facilitating active travel. PPW and TAN 18 promote walking and cycling, in line with the aims of the Active Travel (Wales) Act 2013.

This Act became effective on 25th September 2014 and will be supported by the Active Travel Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document will also benefit recreational or competitive walking and cycling. 'Walking' also includes the use of wheelchairs and mobility scooters and 'Cycling' includes the use of electric bikes but not motorcycles.

2.3 Neath Port Talbot County Borough Council – Local Development Plan (2011 – 2026)

The Local Development Plan (LDP) seeks to promote sustainable development. Policy TR 2 requires that development, amongst other things, has an appropriate and safe access and does not give rise to parking or highway concerns and that it promotes ease of access by pedestrians, cyclists and public transport users.

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied: -

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

Proposals that will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. The Authority has set out parking and access standards that developments will be required to meet in line with the 2008 Country Surveyors Society Wales Parking Standards.

3.0 LOCATION AND ACCESSIBILITY

This section of the Transport Statement identifies the existing provisions for walking, cycling and public transport use that are available to future staff and visitors of the development. It also considers connectivity between the application site and nearby local amenities.

3.1 Location

The proposed development is located at Briton Ferry Wharf, SA11 2HZ, south-west from the caravan site. The site is located approx. 700m north-west from Briton Ferry which provides a range of facilities and public transport options.

3.2 Local Facilities

The site is reasonably well placed in terms of access to nearby facilities and services. A summary of the local facilities within the vicinity of the site is set out in **Table 1.0**.

Table 1.0 – Local Facilities

Local Facility	Approx. Distance from centre of the site (metres)	Cycling Time (mins)	Walking Time (mins)
Public Transport			
Briton Ferry Health Centre Bus Stop	511	5	20
Roundabout (Swansea Motor Vehicle Auctions) Bus Stop	710	3	14
Briton Ferry Train Station	1330	5	15
Pubs / Restaurants / Shops / Food			
McDonald's	776	5	15
Neath Road (A474) – multiple outlets	1150	5	16
Tesco's Express	1420	6	17
Medical Facilities			
Waterside Medical Practice	400	6	23
Baglan Foot Clinic	415	6	23
Davies Chemists (pharmacy)	480	6	23
Local Towns / Areas			
Briton Ferry	678	3	7
Neath	3680	15	48
Port Talbot	4750	23	76

3.3 Pedestrian and Cycle Provision

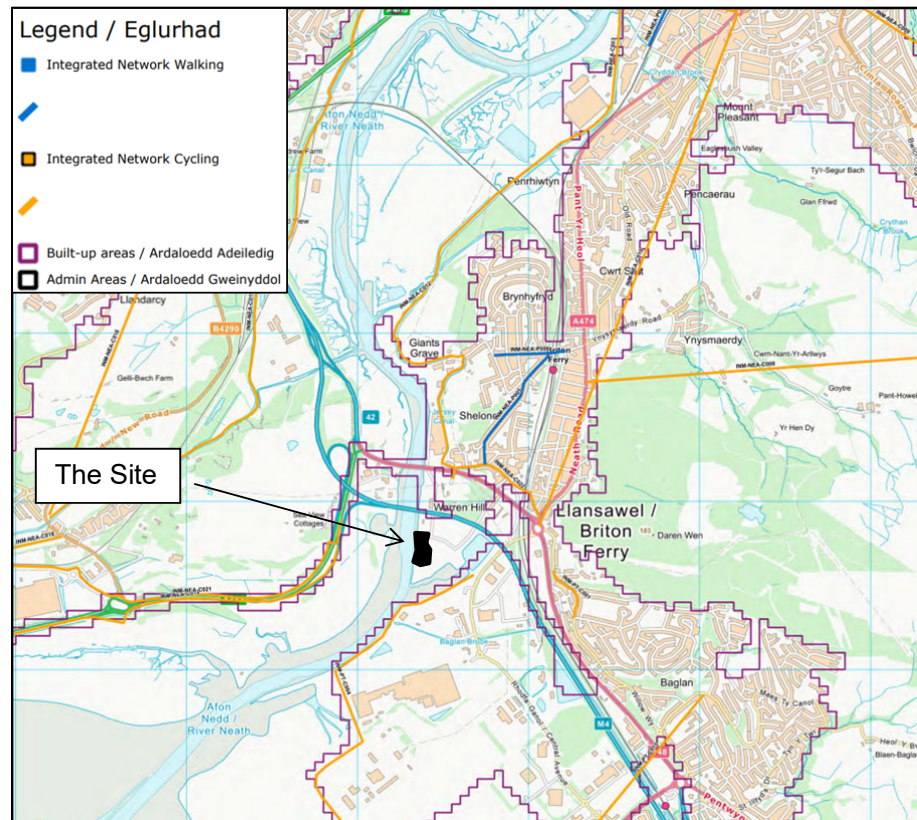
The local area offers a framework for non-motorised modes of travel with good quality pedestrian routes and roads conducive to cycling. The site is well served by cycling and pedestrian routes in its vicinity as well as a range of local services within a comfortable walkable or cyclable distance.

The Active Travel (Wales) Act 2013 requires the Welsh Councils to map and plan for suitable active travel routes. Councils are required to prepare, publish and keep under review: -

- **Existing Route Map (ERM)** – primarily intended to inform the public of the existing routes in the County Borough which the Council considers suitable for active travel and which meets the standards set out in the Welsh Government's Active Travel Design Guidance; and
- **Integrated Network Map (INM)** – setting out the Council's aspirations for the next 15 years, identifying either improvements that could be made towards the existing routes or where new routes could be developed and added to the active travel network.

The new INM for Briton Ferry was submitted to the Welsh Government in October 2017 and following a period of review, the Council received approval in February 2018. An extract of the INM is shown in **Figure 2.0**.

Figure 2.0 – Integrated Network Map (Proposed Cycle and Walking Routes)



The INM map notably shows aspirations for various cycle routes towards the north and south of site. The proposed route at the north connects Briton Ferry to Neath via Neath Road (A474). The proposed route at the south connects Briton Ferry to Port Talbot by going alongside the River Neath and towards Aberavon Beach before going west to Baglan.

It indicates that there are no official walking routes in the immediate proximity of the site, however, there is a planned walking route shown on the map which seems to be improvements in a built up area (Shelone).

3.4 Walking

The site is within reasonable proximity to pedestrian facilities. The nearest highway is Brunel Way which benefits from public transport links, street lighting and footways. Brunel Way provides a direct link to the medical facilities outlined in *Table 1.0* and connects to the A48 Briton Ferry roundabout which is also connected to Neath Road in the north where the majority of the other facilities are located.

Figure 3.0 shows the walking route from near the site entrance to Briton Ferry Health Care Centre Bus Stop on Brunel Way and *Figure 4.0* shows the walking route from the site entrance to Neath Road.

Figure 3.0 – Walking Route to Briton Ferry Health Care Centre Bus Stop

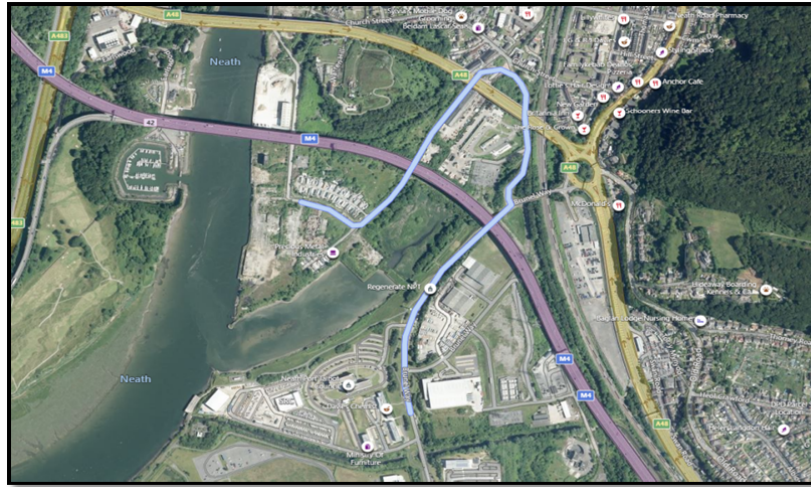


Figure 4.0 – Walking Route to Neath Road



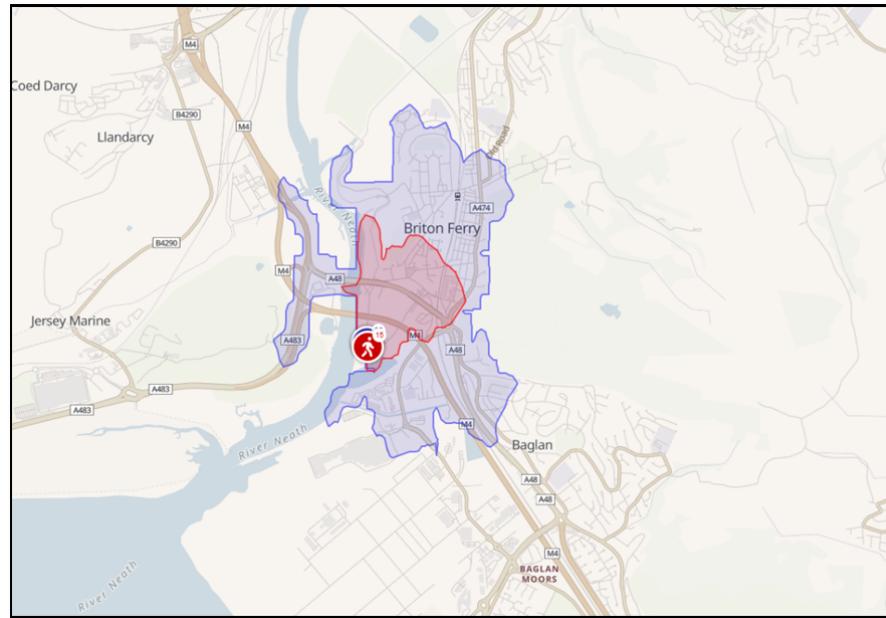
The propensity for people to walk or cycle depends on individual preferences and circumstances. Circumstances might include the purpose of the journey, the attractiveness of the journey, activity, the route, the weather and the cost of the alternatives.

The objective of land use and transport policy is to promote and encourage the choice of walking and cycling above other modes of transport when a journey is necessary. It is reasonable to suggest that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.

Though the distance that any person is likely to walk depends on their circumstance, it is fair to assume that over time, given current policies to promote community, health and wellbeing and active travel, the propensity for individuals to walk, and to walk further, will increase.

Figure 5.0 indicated the indicative isochrones of 15 (red area) to 30 (blue area) minutes walking time to and from the site assuming a comfortable average walking speed of 3mph. It can be seen that much of Briton Ferry can be reached within a 30 minute walk of the site.

Figure 5.0 – Indicative 15 and 30 minutes walking distances



3.5 Cycling

Briton Ferry has dedicated much to improving the cycling infrastructure and is more encouraged than walking, if possible. The comparison to the existing and new cycle routes proposed by the Active Travel Plan for Neath Port Talbot County Borough Council is impressive. There are even additional cycling routes in Briton Ferry which are not a part of the Neath Port Talbot County Borough Council Active Travel Plan.

Figure 6.0 shows the existing cycle route map in comparison to the site and Figure 7.0 shows the new proposed cycle routes including others.

Figure 6.0 – Existing Cycle Routes

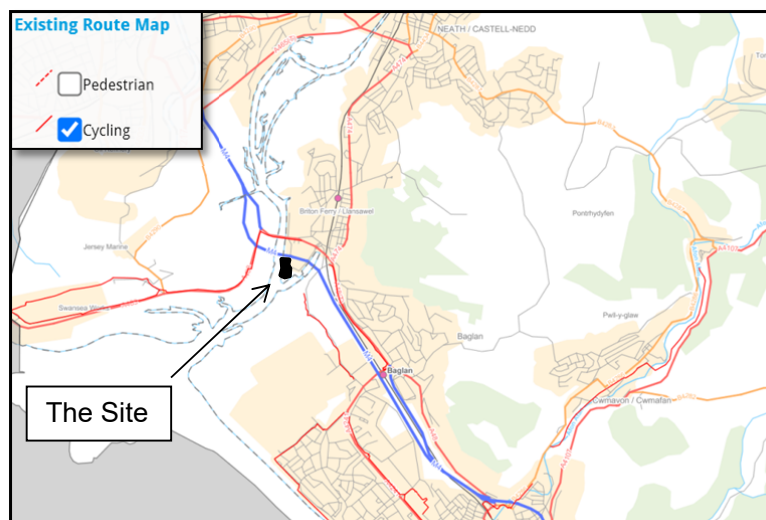
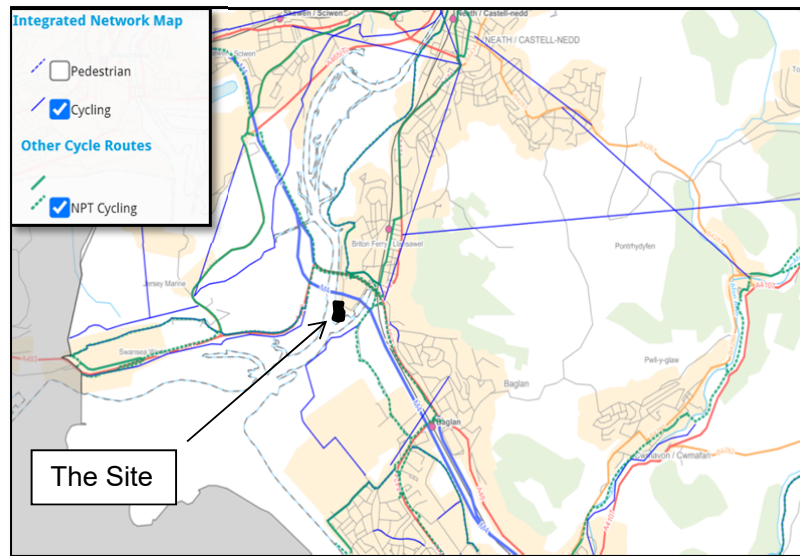


Figure 7.0 – New and Other Cycle Routes



Currently there are only a few cycle routes in the nearby area and not within close proximity to the site, however, if you compare both maps, there has been a massive increase towards the cycling infrastructure of the local areas and further.

These new cycle routes will make it more favourable for people to cycle to avoid any congested traffic from the M4 and A48. The cycle routes proposed are in close proximity of the site, the closest one estimating 3 minutes away.

One of the main cycle route improvements is the NCN 47 which connects Briton Ferry to Neath. The improvements to this route included new surfacing, barriers and signage, *Figures 8.0 and 9.0* show the before and after photos.

Figure 8.0 – Before photo (Route NCN 47)

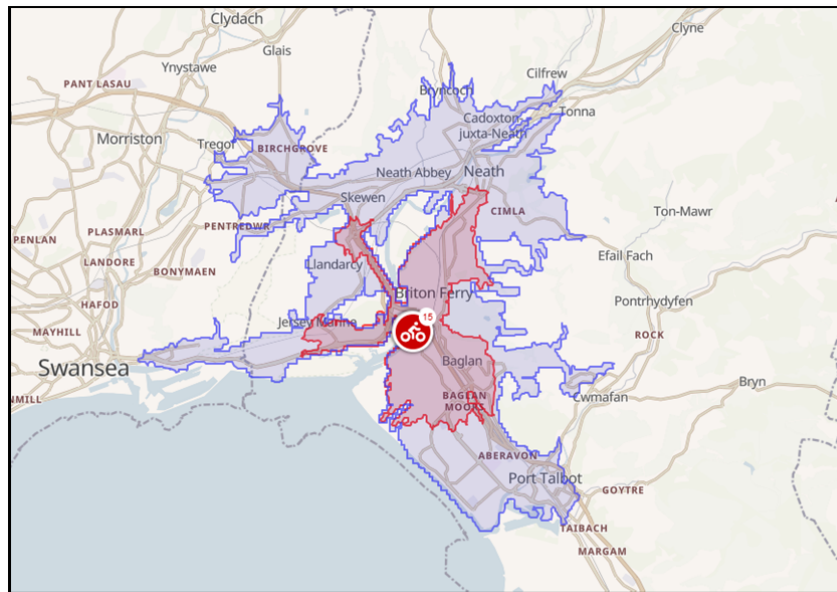


Figure 9.0 – After photo (Route NCN 47)



Figure 10.0 indicates the 15 (red area) and 30 (blue area) minute isochrones for cycling to and from the site, assuming a comfortable average cycling speed of 15mph. Sustrans has suggested that up to 9 miles is an appropriate distance for a cycling commute. At 9mph, this equates to 33 minutes covering a wide area from the site.

Figure 10.0 – Indicative 15 and 30 minutes cycling distances

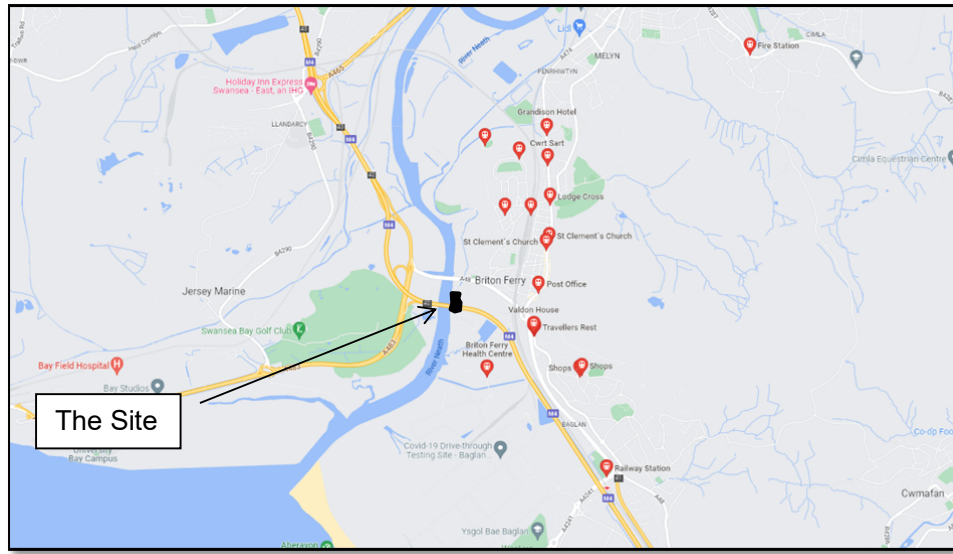


It can be seen from *Figure 8.0* that the entirety of Briton Ferry can be reached within a 20 minute cycle. Port Talbot, Neath and even towards Swansea can be reached within a 30 minute cycle.

3.6 Public Transport – Bus Services

Bus services in the area are reasonable. There are several bus stops, as shown in *Figure 11.0*, within walking or cycling distance to and from the site. The majority of these bus stops benefit from shelters.

Figure 11.0 – Bus Stops in Briton Ferry



The routes serving the closest bus stops to the site are detailed below in **Table 2.0**.

Table 2.0 – Bus Route Information

Bus Stop Location	Bus Number	Route	First Bus (M-F)	Last Bus (M-F)	Frequency (mins)	Provider
Briton Ferry Health Centre Bus Stop	87	Neath - Margam	07:51	19:05	20	First Cymru
Roundabout in A48 Briton Ferry	84	Swansea – Port Talbot	07:15	18:04	10	First Cymru
Post Office Bus Stop – Neath Road	202	Neath – Heol Morfa via Castle Bingo, Old Road, Lodge Cross	08:16	17:13	60	South Wales Transport

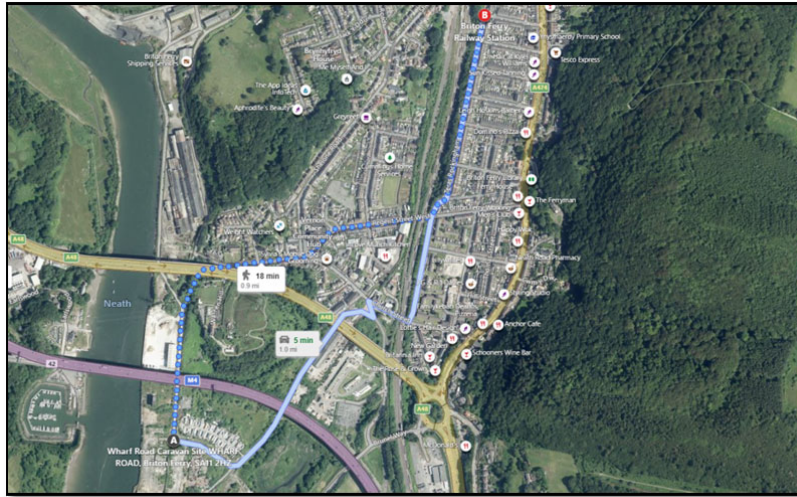
3.7 Public Transport – Train Services

There is a railway station within reasonable distance from the site. Briton Ferry train station is located approximately 0.8 miles (1330m) north-east from site which is equivalent to an 18 minute walk or a 5 minute car drive. This train station benefits from car and cycle parking and a seated area and operates Monday to Sunday.

Travelling from Briton Ferry to Cardiff and vice versa, according to 'thetrainline.com', trains typically operates every two hours and the journey time is approximately 45 minutes. Travelling from Briton Ferry to Carmarthen and vice versa, according to 'thetrainline.com', these train times vary from every 1-3 hours and the journey time is approximately 1 hour and 15 minutes.

According to 'thetrainline.com', Briton Ferry train station sees regular trains leaving at platform 1 for Carmarthen and platform 2 for Cardiff. *Figure 12.0* shows the walking and driving route from site to the train station.

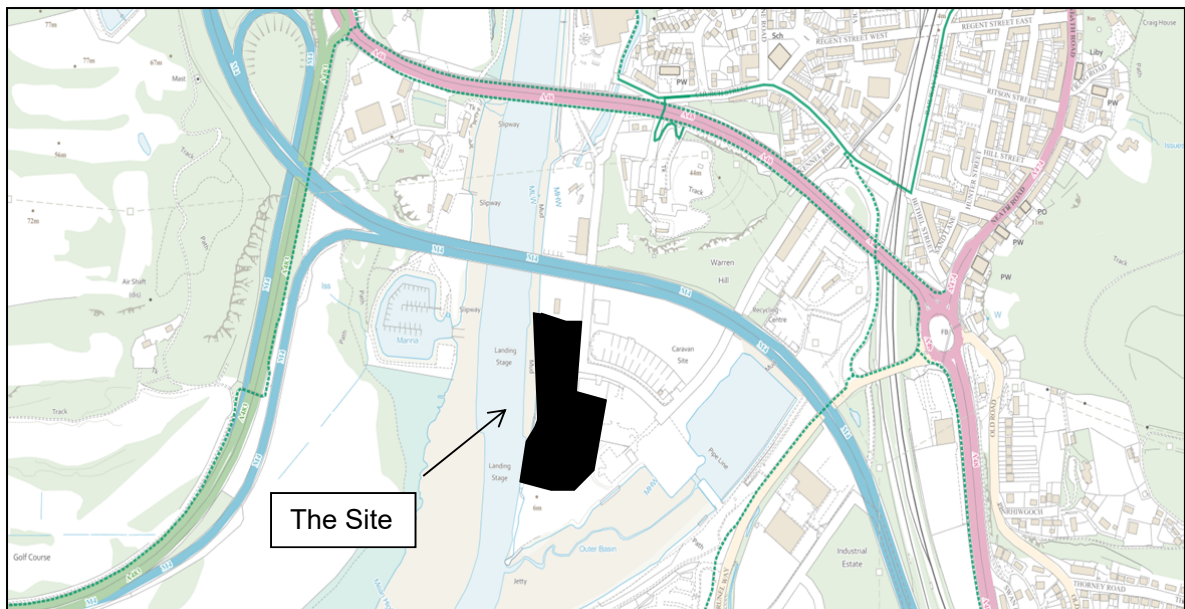
Figure 12.0 – Walking and Driving Route to Briton Ferry Train Station



3.8 Local Highway Network

The location of the site in context to the local highway network is shown in *Figure 13.0*.

Figure 13.0 – Local Highway Network



3.9 Brunel Way to the Sites' Access Road

The site is accessible from Brunel Way which connects to Briton Ferry Roundabout on the east. It benefits from street lighting and the road is in good condition. There is a footway present on both sides of the road; however, one stops here at the junction on the left hand side. The entrance from Brunel Way to the road that allows access to the site can be seen in *Figure 14.0*.

Figure 14.0 – Brunel Way at the Sites' Accessible Road (Google Image)



As the road continues round and through to site, *Figure 15.0* shows that the road conditions slightly deteriorate but is still accessible by various vehicles and Lorries and benefits from street lighting. Both Brunel Way and this road is 30mph.

Figure 15.0 – Site Entrance (Google Image)



3.10 Briton Ferry Roundabout / A48 / Brunel Way / A474

The A48 connects from the M4 and to the roundabout, parallel to McDonald's and through to Baglan. The M4 provides further links to Swansea to the west and Port Talbot to the east. The roundabout also connects to Neath Road via the A474 where all the amenities are located, this road is 30mph. The A48 is a dual carriageway with a footpath present on both sides of the road and is 50mph. *Figure 16.0* shows Briton Ferry Roundabout from the A48.

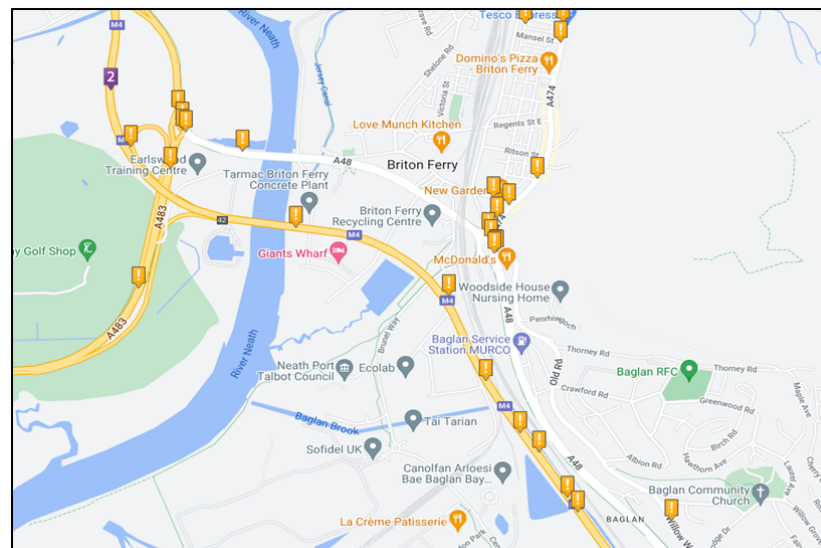
Figure 16.0 – Briton Ferry Roundabout via A48 (Google Image)



3.11 Highway Accident Analysis

Personal Injury Collision (PIC) data has been extracted from the 'Crashmap' online database for the 5 year period (2017-2021). *Figure 17.0* shows 'Slight' accidents which has happened in the area and roads connecting to and from site.

Figure 17.0 – Slight Accidents in Briton Ferry (Crashmap.co.uk)

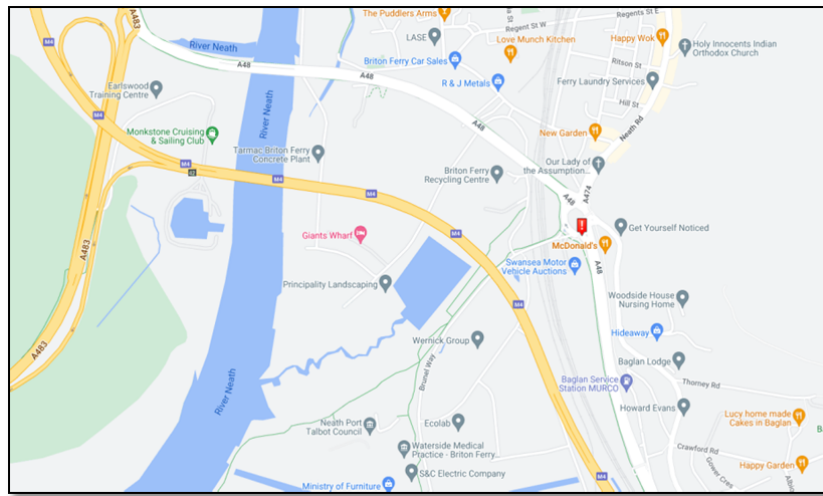


There have been several small incidents which have happened over the 5 year period. The incident which happened on the A48 occurred on 19th February 2019 at 08:19; it involved two vehicles and their occupants where two people were slightly injured. More information on this accident can be viewed in **Appendix B**.

There are a few incidents which have happened on the Briton Ferry Roundabout occurring between 2017 and 2019. The accident which occurred on the 10th March 2017 at 19:31 involved two vehicles with a driver and vehicle or pillion passenger sustaining injuries, none were fatal. More information about this can be found in **Appendix B**.

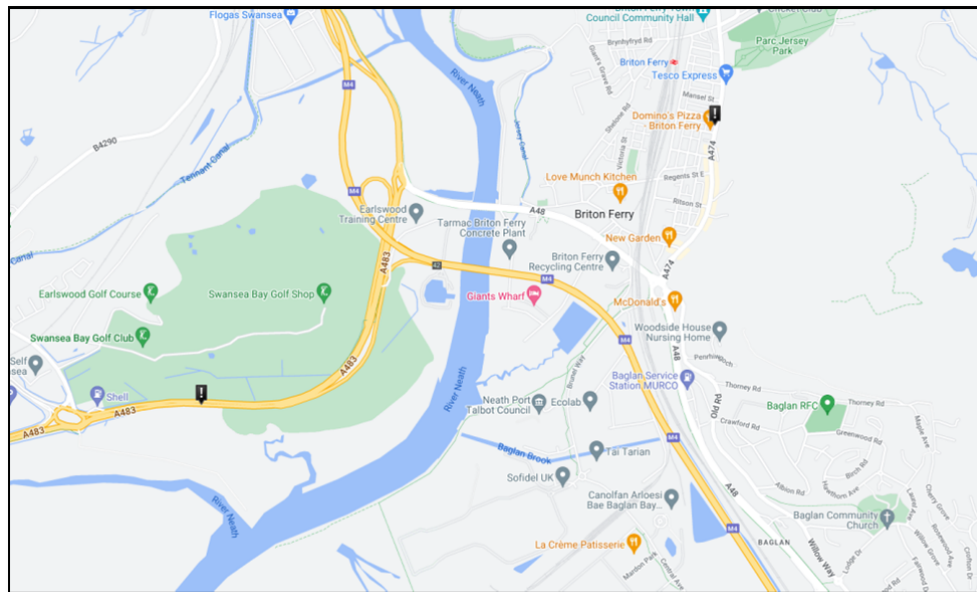
Figure 18.0 shows the 'Serious' incidents which have occurred in the 5 year period in the surrounding area of the site.

Figure 18.0 – Serious Accidents in Briton Ferry (Crashmap.co.uk)



A serious incident occurred on 27th February 2018 at 06:21 on Briton Ferry Roundabout. This accident involved one motorcycle and resulted in the driver being seriously injured. More information about this accident can be seen in **Appendix B**. No other serious incidents have been found for the 5 year period in the surrounding area. Figure 19.0 shows the 'Fatal' incidents which have occurred in the 5 year period in the surrounding area of the site.

Figure 19.0 – Fatal Accidents in Briton Ferry (Crashmap.co.uk)



The map shows that there have been two fatal accidents which have occurred between 2017 and 2021. The incident on the A483 happened on the 16th January 2020 at 07:36 involved a car and a pedestrian, the driver was slightly injured but the injuries the pedestrian sustained were fatal. The pedestrian was believed to be in the centre of the carriageway and not on a central island. **Appendix B** includes more information about this accident.

Another accident happened on the 14th June 2019 at 07:18 on the A474 near Domino's Pizza which involved a motorcycle and a goods vehicle. The goods vehicle was moving off where the motorcycle was proceeding normally on the carriageway where the vehicles collided. The driver of the motorcycle died to the injuries sustained from this accident. More information is included in **Appendix B**.

3.12 Existing Car Parking

The site currently does not have allocated parking spaces for visitors; however, there are no restrictions in place. The proposed development is shown to offer new parking for staff and visitors and to improve the access road going into and through site. More details can be seen on the Site Layout Plan in **Appendix A**.

4.0 EXISTING AND PROPOSED DEVELOPMENT

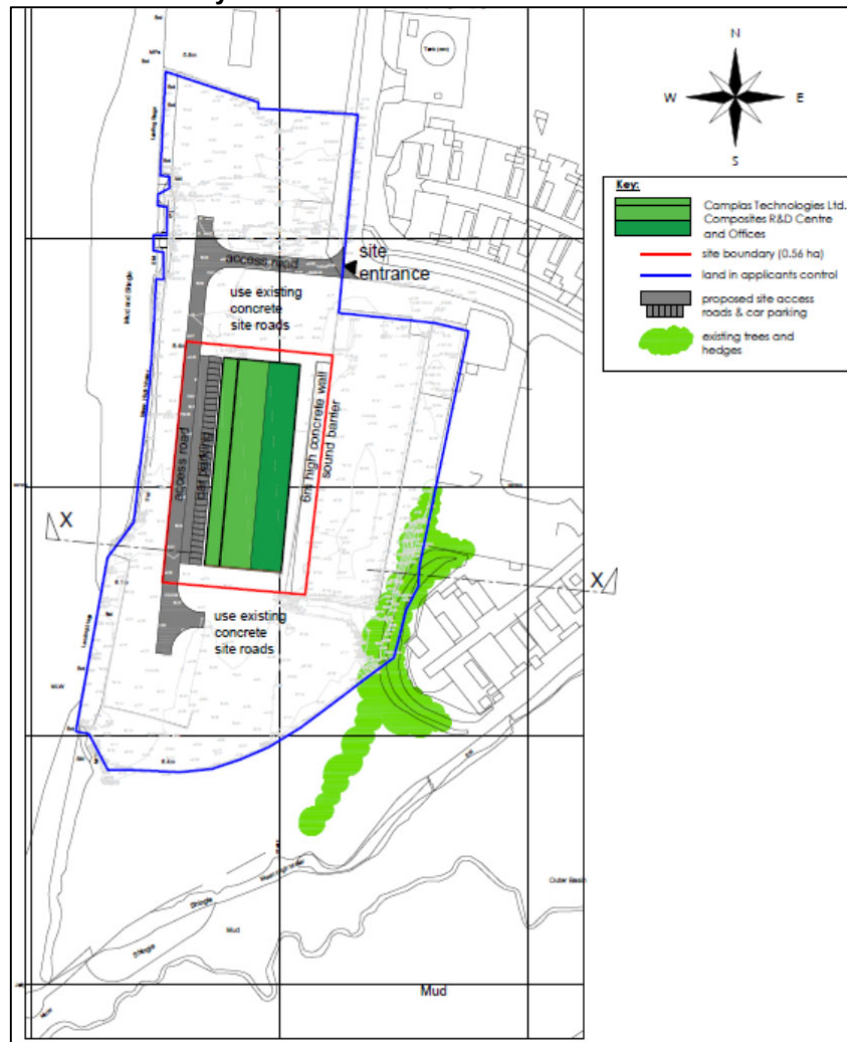
The proposed development site is located in Briton Ferry Wharf, Neath, SA11 2HZ. The site comprises of an area of wharf within Briton Ferry Industrial Estate. The site comprises principally of hard standing and a number of walls enclosing various stocking areas across the site. A small building and temporary storage containers are located within the centre of the site, whilst a concrete batching plant was located within the eastern confines of the site. The site has been utilised as a wharf facility dating back prior to 1976.

The site is currently vacant Greenfield land, bordered to the south by the A74 (M) and to the north by the B7076 public road. A domestic dwelling sits on the western boundary of the site.

The indicative proposals at this stage are for a GRP Production Facility, houses with a warehouse style building with large sectional loading doors on the north and south elevations, with car parking on the west site as shown in **Appendix A** and *Figure 20.0*.

Whilst the exact operational times are not known, it is anticipated that the site would likely operate anytime between 06:00 and 21:00.

Figure 20.0 – Indicative Site Layout Plan



It is to be assumed that alongside car parking spaces, there will be bicycle parking implemented in to the design layout in accordance with the new Cycle Parking and Security Standards June 2021. This standard issues guidance, absolute requirements and context specific requirements regarding bicycle parking. To meet these standards the client must:

- Follow the qualitative guidance in the overall approach to design;
- Meet all the applicable Absolute Requirements that apply to individual elements of the design; and
- Document any deviations from the Context Specific Requirements noted as context specific and the reasons why they cannot be met.

Electrical car charging points should also be considered for new developments. Currently, the Office for Zero Emission Vehicles (OZEV) is offering grants to businesses to buy Electric Vehicle (EV) charging points.

4.1 Travel Plan

Typically, a site of this size would not require the introduction of a travel plan. Policy TR2 'Design and Access of New Development' states Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation. Travel Plans will be required as a condition of planning consent for all development proposals of greater than 1,000m² gross floor areas, for 100 or more residential units and commercial developments with over 20 employees.

Traffic generation for this site will be low and the site will not exceed the above requirements for a Travel Plan.

4.2 Vehicle Access

The main vehicle access to the site will be the access road coming off Brunel Way. The proposed development uses the existing site entrance and proposes to extend the road through the site and alongside the two units. *Figures 14.0 and 15.0* show the access road connecting off Brunel Way and the entrance to the site.

The proposed extension within the site is to be 4.8m wide with footways either on one side or on both sides and with a turning circle to allow manoeuvring of larger vehicles such as delivery vehicles. The site road will provide access to allocated parking spaces on site for staff and visitors. The 4.8m minimum carriageway width will ensure that a vehicle can pass a cyclist or pedestrian on a 1-way system comfortably, as indicated in Manual for Streets Section 7.

Fire service vehicles and removal vehicles are also able to circulate through and around the site via the proposed road.

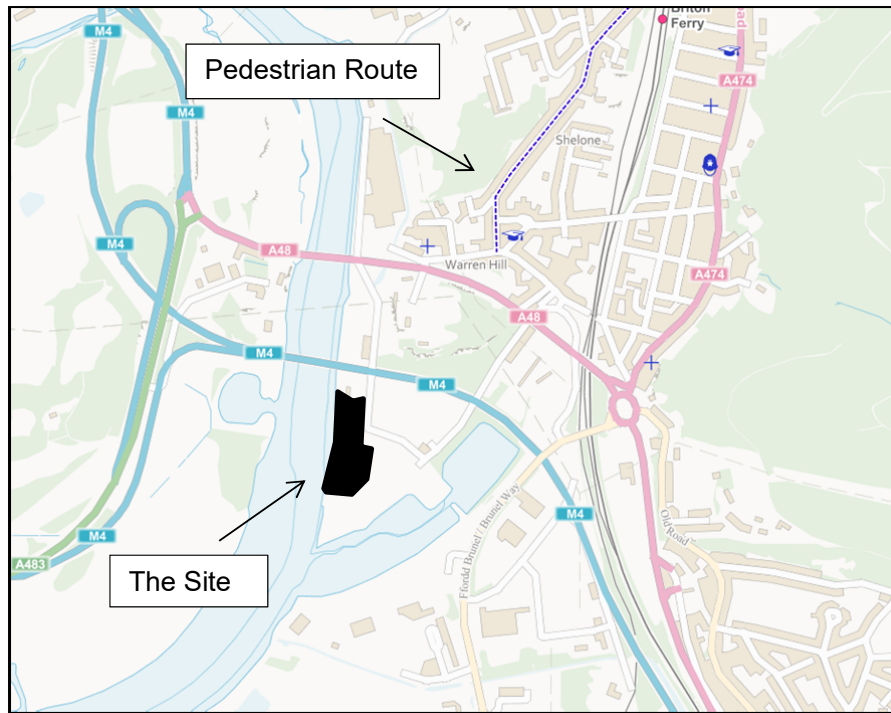
4.3 Pedestrian and Cycle Access

There is no main pedestrian access directly to site. The nearest pedestrian access route is approximately 580m from the centre of site and can be seen in *Figure 21.0*. Pedestrians entering the site can use this access route to connect onto the sites' access road in the north. The access road benefits of street lighting.

There are many proposed cycle routes under the INM aspirations (see *Figures 6.0 and 7.0*). The route closest to the centre of the site, the same distance to the walking route, is quite an on-road route that connects Brunel Way to facilities in Briton Ferry. This route allows access to the train station and the various bus stops near site and connects the site to Neath and Port Talbot. **Appendix C** illustrates all the current cycle routes and improved cycle routes in Briton Ferry.

Travel choices exist to future residents, in that there is the option to cycle to local facilities and public transport, or to walk; both via on road or less trafficked recreational routes.

Figure 21.0 – Nearest Pedestrian Route



4.4 Vehicle Parking

NPT Supplementary Planning Guidance Parking Standards (2016) were referred to in order to determine the quantum permitted for the development site. Due to the indicative proposals, we have assumed the three possible types of development this would fall under. **Tables 3.0** and **4.0** provides a summary of these standards.

Table 3.0 – NPT Parking Standards – Summary of Parking Spaces

Type of Development	Operational	Non-operational
Industrial Warehouses	See Table 4.0	1 space per 140m ²
Industry	See Table 4.0	1 space per 120m ²
Storage Warehouses	1 commercial space per 500m ²	Nil

Table 4.0 – Operational Requirements

Gross Floor Area (GFA) m ²	100	250	500	1000	1001	2000
Minimum Operational Requirements m ²	70	85	100	150	150	200

Above 2000m², the required minimum operational area should be taken as 10% of GFA.

The current master plan indicates the following: -

- Unit 1 – $84\text{m} \times 25\text{m} = 2100\text{m}^2$;

On the basis of this, the minimum permitted parking provision would be known as shown in **Table 5.0**.

Table 5.0 – Summary of Permitted Parking Space Numbers using NPT Parking Standards

Type of Development	Parking Area/Spaces - Operational	Parking Spaces – Non-operational	Total Spaces
Industrial Warehouses	Unit 1 – 10% of $2100\text{m}^2 = 210\text{m}^2$ = 41 Spaces	Unit 1 – $5100 / 140 = 37$ Spaces	78 Spaces
Industry	Unit 1 – 10% of $2100\text{m}^2 = 210\text{m}^2$ = 41 Spaces	Unit 1 – $2100 / 120 = 18$ Spaces	59 Spaces
Storage Warehouses	Unit 1 – $2100 / 500 = 5$ Spaces	Nil	5 Spaces

4.5 Cycle Parking

NPT Supplementary Planning Guidance Parking Standards (2016) were referred to in order to determine the cycle parking provision for the proposed development. The assumptions which have been made for vehicle parking have also been used for cycle parking.

Cycle parking should be located in a safe, secure and convenient place with the appropriate signing to be provided to indicate the locations for short and long term cycle parking. They should be located in areas that are visible and under surveillance, through CCTV or other security means.

The summary of cycle parking standards is shown in **Table 6.0**.

Table 6.0 – Summary of Permitted Cycle Parking Numbers using NPT Standards

Type of Development	Short Stay	Long Stay
Industry	1 stand per 1000m^2	1 stand per 500m^2
Industrial Warehouses & Storage Centres	No requirement	1 stand per 500m^2

On the basis of this, the minimum number of cycle stands is shown in **Table 7.0**.

Table 7.0 – Summary of Permitted Cycle Parking Space Numbers using NPT Parking Standards

Type of Development	Short Stay	Long Stay	Total Number
Industry	Unit 1 – 2100 / 1000 = 3 Stands	Unit 1 – 2100 / 500 = 5 Stands	9 Stands
Industrial Warehouses & Storage Centres	No requirement	Unit 1 – 2100 / 500 = 5 Stands	5 Stands

5.0 HIGHWAY NETWORK ASSESSMENT

The development comprises of one commercial unit, and the traffic effect from the site is anticipated to be low. The focus should not be on traffic impact, but on accommodating people movement and providing safe and efficient Active Travel routes to key local amenities.

Whilst the site benefits from reasonably good accessibility to amenities, an overview of the likely traffic effect is provided in the following.

5.1 Trip Generation and Traffic Effect

Traffic surveys are carried out to measure how many people travel to a site, by what mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to/from a land use, by comparing it with trip generation from existing comparative sites of the same land use.

The likely vehicular generation from the A48 heading towards Briton Ferry Roundabout has been derived from the road traffic section on the Government website. The AADF (Annual Average Daily Flow) for the A48 over a 5 year period (2016-2020) can be seen in **Table 8.0**.

Table 8.0 – AADF (2016-2020) for the A48

Year	Count Method	Pedal Cycles	Two Wheeled Motor Vehicles	Cars and Taxis	Buses and Coaches	Light Goods Vehicles	Heavy Goods Vehicles	All Motor Vehicles
2020	Estimated using previous year's AADF	0	109	17603	100	2672	611	21094
2019	Manual Count	0	185	26199	164	3361	732	30640
2018	Estimated using previous year's AADF	150	237	25008	164	4195	1010	30612
2017	Estimated using previous year's AADF	146	226	25093	169	4006	994	30488
2016	Manual Count	158	224	25103	165	3760	957	30210

Based on the existing flow distribution on the A48 surveys, it is known that typically over 30,000 vehicles pass through daily. We are only partially including 2020's figure due to the circumstances in that year.

Estimates of the trip generation associated with the operation of the manufacture of GRP storage tanks have been determined on a first principles approach based upon site operating hours, delivery times, staff and visitors.

Core operational trip generation assumptions are set out below: -

- Site operational times 08:00 – 18:00;

- Site open to delivery/collection for effectively 278 days (5.5 days per week, minus public holidays) per year;
- Material typically delivered/collected over a daytime period, 08:00-17:00 Mon-Fri and 08:00-13:00 Saturday;
- Estimated employment – 30 staff.

We are assuming that the proposed development would provide employment for around 30 new full-time operational and maintenance staff, working a combination of shift and daytime working hours. It is assumed that at any one time, there could be 15 members of staff working at the site.

Given that the most recent historical use of the site was a concrete batching plant, whilst there are no records of the exact number of HGV movements per week, it is assumed based on other concrete batching plants in the UK that the average HGV movements per day was approximately 42 (21 HGV's into site and out of site) based on the UK average.

The new development will consist of the manufacturing, storage and transport of GRP tanks. Although the proposals intend to utilise the dock on site for a large number of the anticipated movements, potentially reducing the level of traffic movement on-site with regard to HGV's, HGV transportation of product will still be required as part of these proposals.

Although it is not anticipated that HGV movements on site will **exceed** 42 movements per day, there is the potential that **up to** 42 HGV movements per day will be required as part of these proposals. Given that the previous site usage allowed for up to 42 HGV movements to be made per day (based on UK averages), it not anticipated that the HGV movements as part of these proposals will have an additional impact on traffic levels on the A48.

Based on a 5.5 working day week, this could lead to a maximum of 231 HGV movements per week.

On the basis of this, the total daily trip generation of the proposal, including goods vehicles, would be less than 72 two-way movements a day (up to 15 cars and 21 HGVs per day). This level of trip generation would not give rise to any notable impact on the local highway network. Indeed, with typical daily demand on the A48 of circa 30,000 vehicles per day, the level of impact the proposed development would be less than 0.25%.

6.0 SUMMARY AND CONCLUSION

Camplas Technology propose to develop one unit for the manufacturing of GRP storage tanks and associated infrastructure on Briton Ferry Wharf, SA11 2HZ.

The main vehicle access to the site will be via Brunel Way which connects to the site's access road. It is proposed to provide an extension that will serve the site that will run alongside both buildings. The proposed road will be 4.8m to allow for all vehicle types, including emergency services to access the site.

The site is reasonably well placed in terms of access to nearby local facilities and services such as medical services, restaurants and public transport provision. The local towns, Neath and Port Talbot are also local to the site.

A new shared footpath/cycle path connection is proposed, approximately 580m north-east to the site which provides a link through Briton Ferry, where all the facilities are and heads north to Neath. South to the site, there is also another proposed cycle path which opens the opportunity to connect to Baglan and Port Talbot both on the road and near the coast. This connection provides an opportunity to enhance and improve the current access in the area and encourage better integration of sustainable modes of travel.

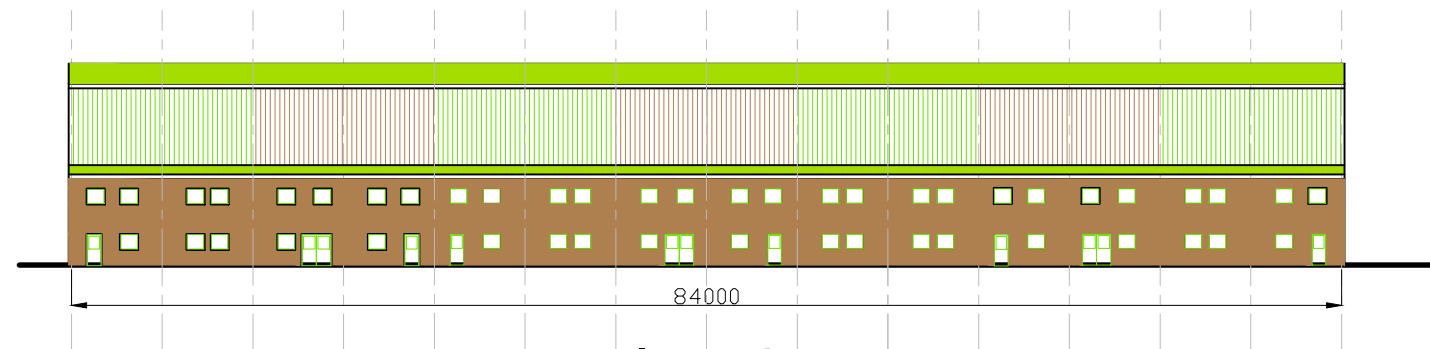
As such this is a good place to locate new industrial units and complies with contemporary transport planning policy.

The traffic movement of the site has proposed to maintain the same allowance as of the previous uses of the site, meaning the proposed development is forecast to have up to 72 two-way trips during an AM / PM peak respectively (up to 15 cars and 21 HGVs per day) which is not considered to be material or detrimental to highway capacity or highway safety.

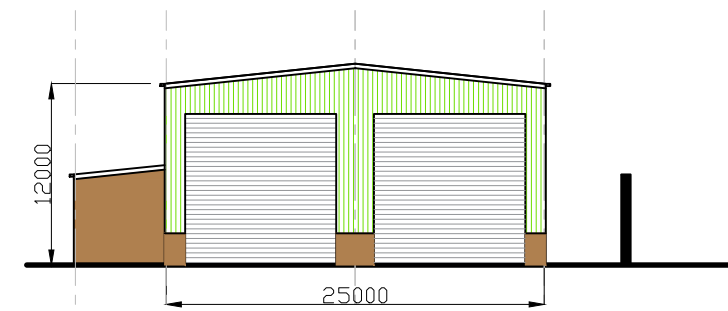
Being this development is reasonably well located, encourages better integration of sustainable modes of travel and offers travel choice and inclusive mobility for most modes of travel and as such should be supported by the Council.

APPENDIX A

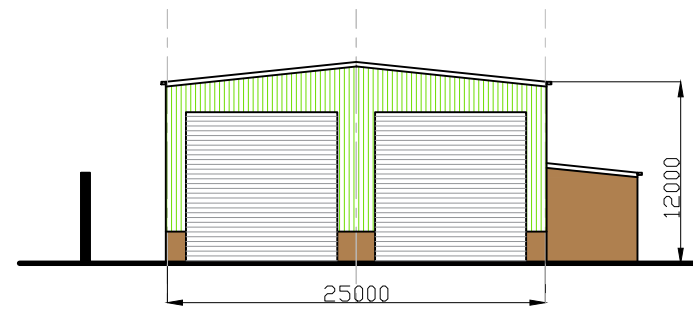
Drawings



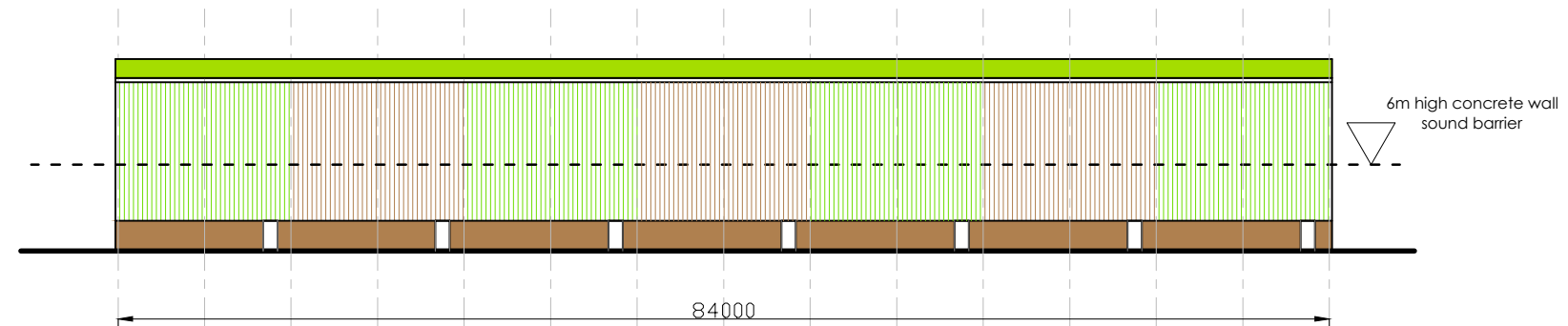
west elevation



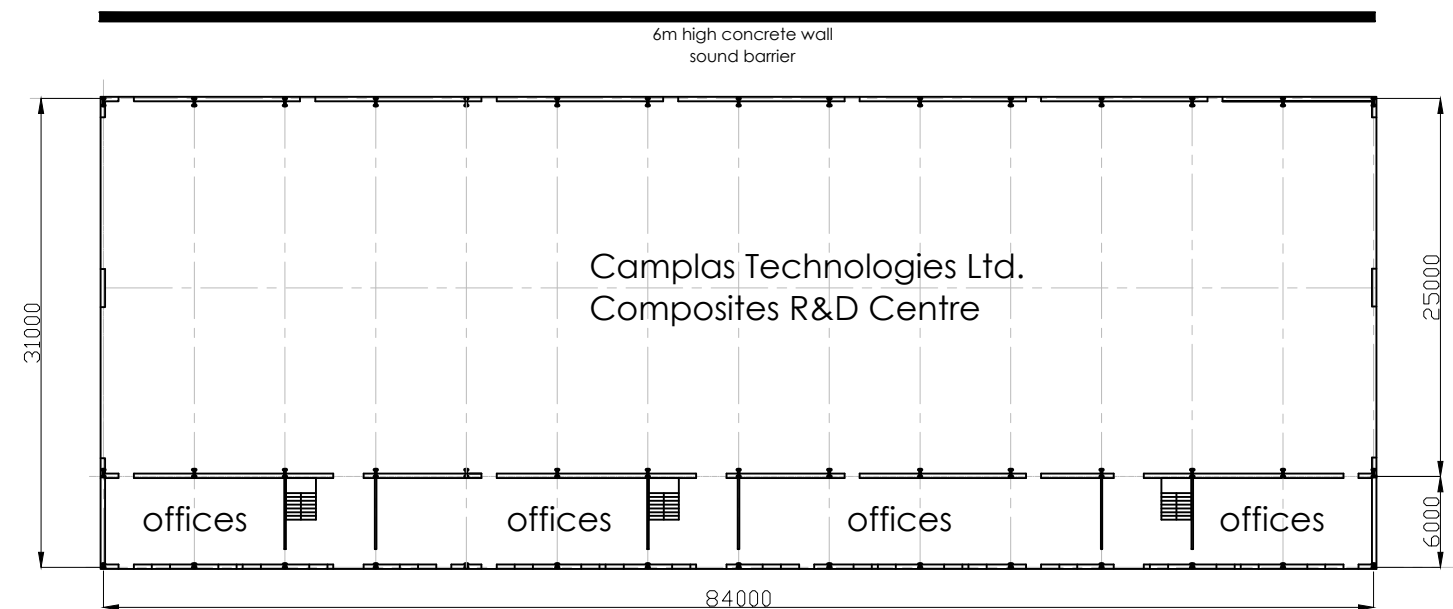
south elevation



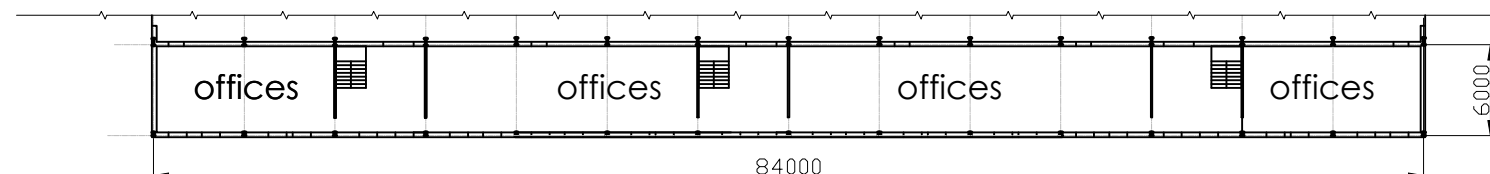
north elevation



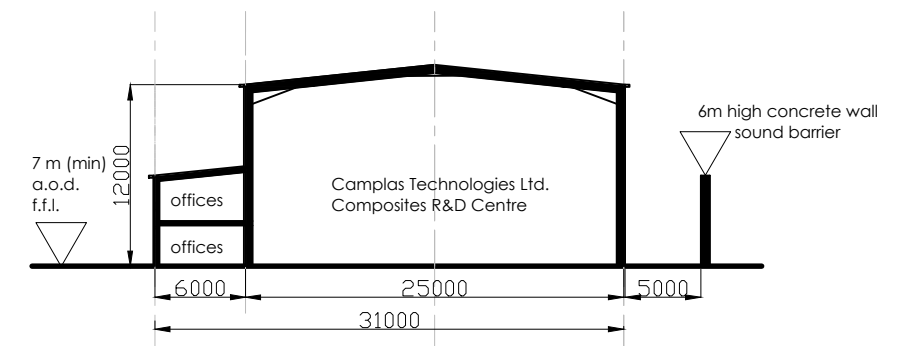
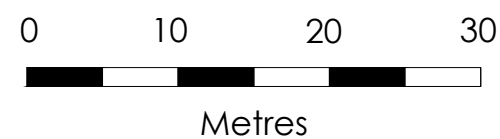
east elevation



ground floor plan



first floor plan



section

Notes:

Camplas Technologies Ltd. Composites R&D Centre and Offices

- 84m x 25m x 12m to eaves
- FFL to be 7.00 metres a.o.d (min.)
- External materials: Fairfaces concrete blockwork and steel profiled cladding (colours to be confirmed)

Rev A External materials note amended 30/12/22

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Project:
Proposed Camplas Technologies Ltd. Composites R&D Centre, Briton Ferry Wharf

Dwg. Title:
Plans & Elevations

Client:
Camplas Holdings Ltd.

Scale:
1/500

Drawing No:
04

Drawn By:
MS

Checked By:
N/A

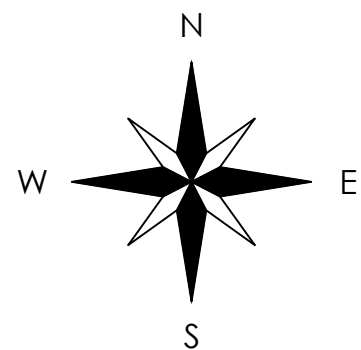
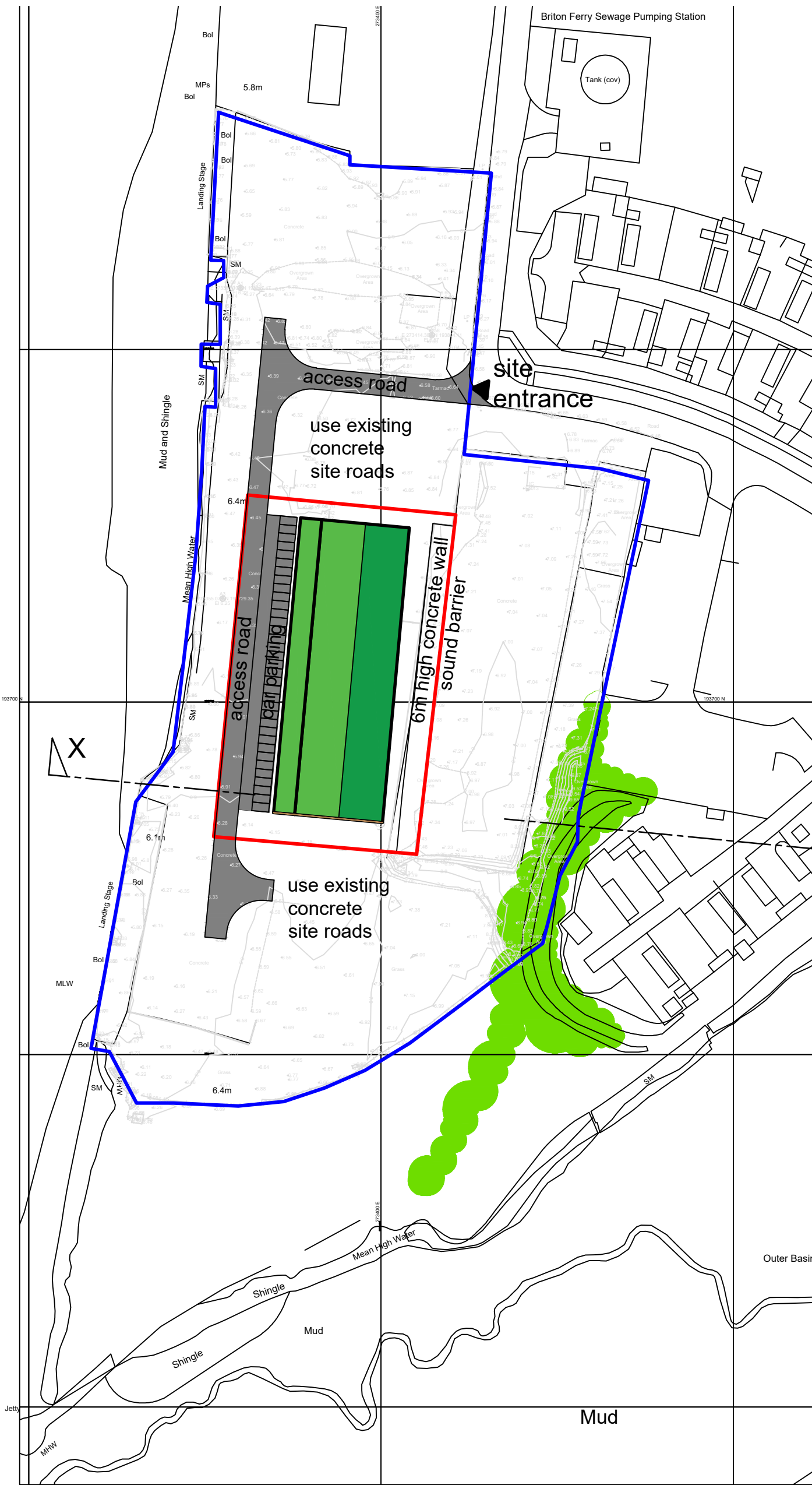
Date:
09/11/2022



Tel: 01994 240 366

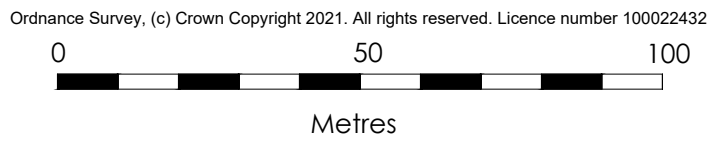
Mob: 07970 420322

Email: Gerald@Geraldblainassociates.co.uk
Address: 15 St John Street, Whitland, SA34 0AN



Key:

- Camplas Technologies Ltd. Composites R&D Centre and Offices
- site boundary (0.56 ha)
- land in applicants control
- proposed site access roads & car parking
- existing trees and hedges



**Rev A Access point, internal roads and parking amended
20/12/222**

Notes:

Camplas Technologies Ltd. Composites R&D Centre and Offices

- 84m x 25m x 12m to eaves
- FFL to be 7.00 metres a.o.d (min.)
- External materials: Fairfaces concrete blockwork and steel profiled cladding (colours to be confirmed)

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Project:	Proposed Camplas Technologies Ltd. Composites R&D Centre, Briton Ferry Wharf
Client:	Camplas Holdings Ltd.
Scale:	1/1250 @A3
Drawing No:	03
Drawn By:	MS
Checked By:	N/A
Date:	09/11/2022
Dwg. Title:	
Proposed Block Plan	



Tel: 01994 240 366
Mob: 07970 420322
Email: Gerald@Geraldblainassociates.co.uk
Address: 15 St John Street, Whitland, SA34 0AN

APPENDIX B
Crash Map Reports

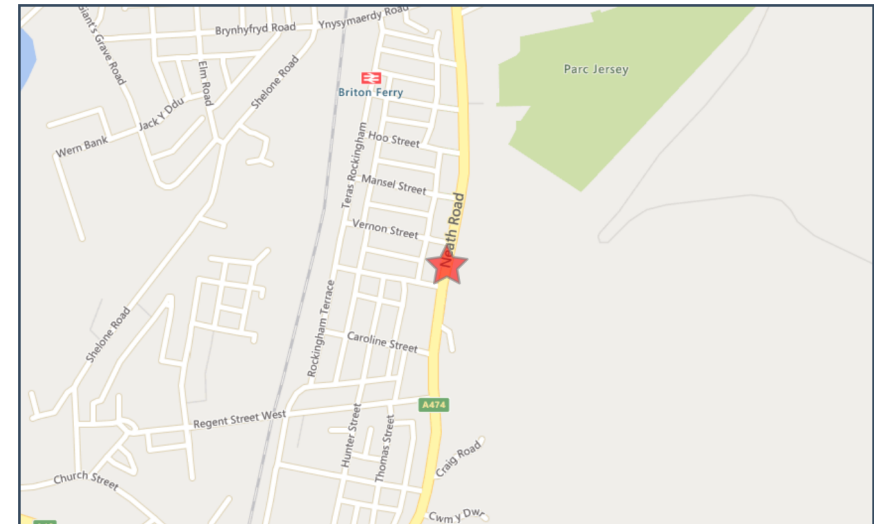


crashmap.co.uk

Validated Data

Crash Date: Friday, June 14, 2019 **Time of Crash:** 7:18:00 PM **Crash Reference:** 2019621900791

Highest Injury Severity:	Fatal	Road Number:	A474	Number of Casualties:	1
Highway Authority:	Neath Port Talbot	Number of Vehicles:	2	OS Grid Reference:	274301 194517
Local Authority:	Neath Port Talbot County Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	18	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	9	Male	36 - 45	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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crashmap.co.uk

Validated Data

Crash Date: Thursday, January 16, 2020 **Time of Crash:** 7:36:00 AM **Crash Reference:** 2020622000130

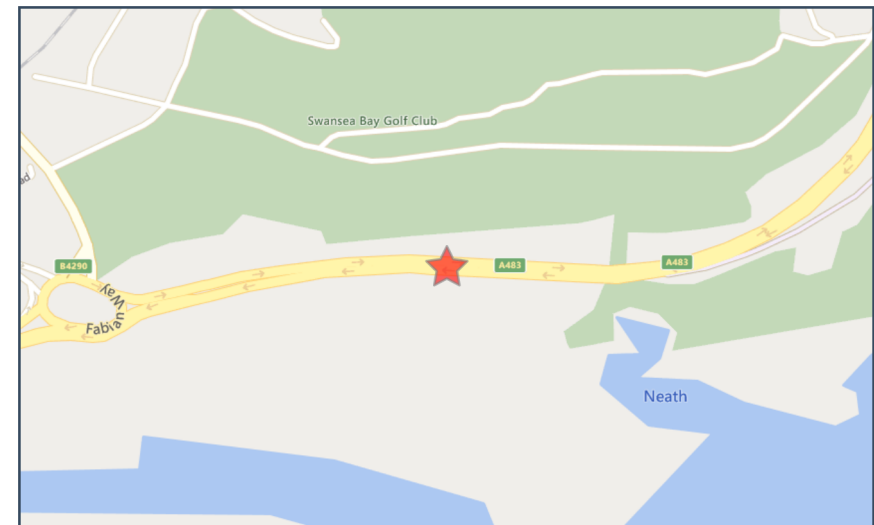
Highest Injury Severity: Fatal
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A483

Number of Casualties: 2

Number of Vehicles: 1

OS Grid Reference: 272151 193422



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	36 - 45	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside
1	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, February 27, 2018 **Time of Crash:** 6:21:00 AM **Crash Reference:** 2018621800228

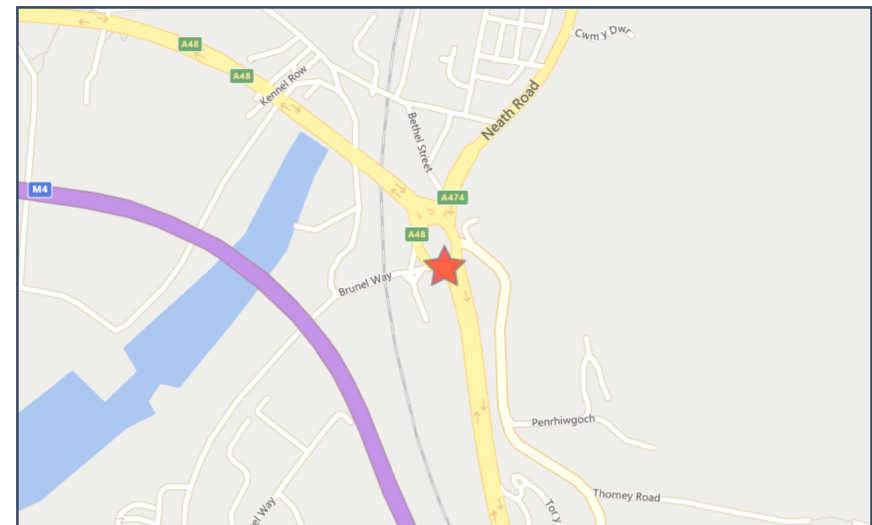
Highest Injury Severity: Serious
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Snow
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A48

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 274064 193801



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	2	Female	36 - 45	Vehicle is slowing down or stopping	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Friday, March 10, 2017 **Time of Crash:** 7:31:00 PM **Crash Reference:** 2017621700411

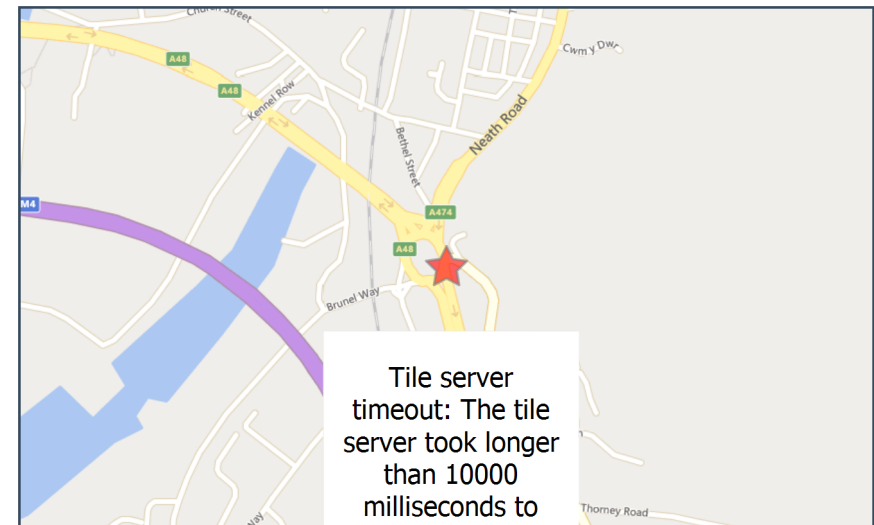
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A48

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 274084 193826



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)		8 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

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crashmap.co.uk

Validated Data

Crash Date: Tuesday, February 19, 2019 **Time of Crash:** 8:19:00 PM **Crash Reference:** 2019621900545

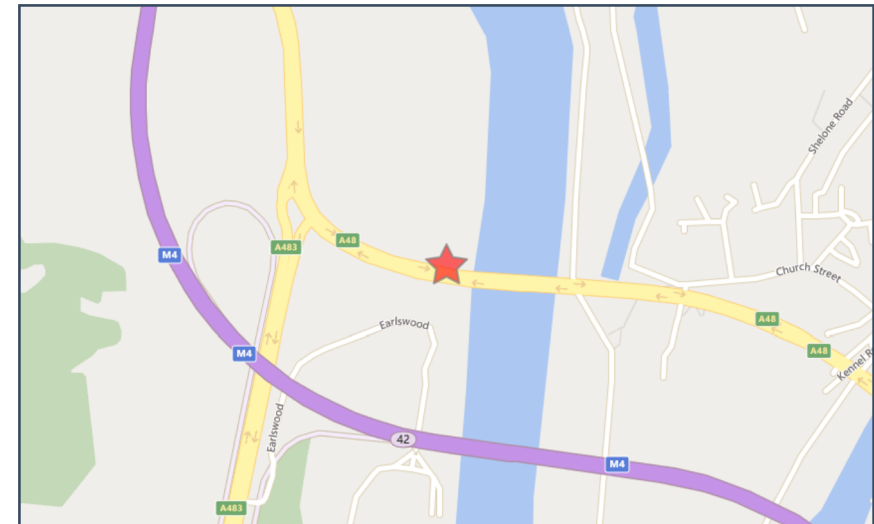
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A48

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 273215 194231



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		8 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX C

Briton Ferry to Neath – Cycle Routes

Briton Ferry to Neath

