

Unit D North Bank Road, Port Talbot

Transport Note

Client: **PTB Properties**

31 July 2024

Document Reference: **C24120/TN01**

QUALITY MANAGEMENT

REPORT DETAILS

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Client	PTB Properties	
Project Name	Unit D North Bank Road, Port Talbot	
Report Title	Transport Note	
Report Ref.	TN01	
Project No.	C24120	
Date	31/07/2024	

ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Final	31/07/2024	AC	DC	First Issue

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1. INTRODUCTION

- 1.1.1 Apex Transport Planning (“Apex TP”) has prepared this Transport Note (TN) to provide further information in response to comments provided by the highway authority, Neath Port Talbot County Borough Council (NPTCBC), in relation to the planning application (reference: P2024/0212). The application is for the construction of industrial unit comprising 4 no. self-contained units, with unit 1-2 operating as a class 7 MOT centre for vans and cars, and units 3-5 for B2 or B8 use class, on land off North Bank Road, Port Talbot, SA13 1RE.
- 1.1.2 The application was validated in April 2024 and the LHA provided initial comments dated 10th May 2024 and further comments following a re-consultation which were dated 18th June 2024. The most recent comments have raised queries regarding visibility splays, operational vehicle requirements, layout and parking. Some of the comments dated 10th May have already been addressed and therefore this TN considers the most recent comments only, and provides further information to address these queries.
- 1.1.3 This TN has been set out with the LHA’s comments in **navy boxes**, with the text that follows providing the Apex response, supplemented by drawings which have been included as appendices. NPTCBC’s full highway consultation comments are attached at Appendix A.
- 1.1.4 The site layout plan has been revised in relation to the comments received by NPTCBC, with the revised layout provided in Appendix B. The site access has also been amended with the access point being located to the north of the existing access to improve vehicle manoeuvring within the site. The revised site access arrangements, together with internal measurements and visibility splays onto North Bank Road are provided in Appendix C.

2. VISIBILITY SPLAYS

“Vision splays should be annotated on a suitably scaled drawing in accordance with TAN 18. It appears the vision splays have been drawn in accordance with Manual for Streets which only applies to streets.”

- 2.1.1 TAN 18 has been used to calculate the required visibility splays at the access. The document states that the visibility requirements in ‘Table B is designed for roads in built up areas where actual or design speeds are 60km/h or below (not applicable to trunk roads). Figures in Table B may be interpolated from this table or calculated as in Manual for Streets’.
- 2.1.2 North Bank Road is subject to a 20mph speed limit and therefore visibility splays of 2.4m x 25m, in line with Manual for Streets (MfS) and TAN 18, have been provided on drawing C24120-ATP-DR-TP-0001 (attached at Appendix C). This drawing demonstrates that the required visibility can be achieved at the proposed access.
- 2.1.3 To the north of the access the visibility is provided to the end of the unadopted road, as this is a cul-de-sac. Given vehicles would not be approaching from this direction, unless turning slowly, this is appropriate and safe and good visibility is also provided to the shared footway / cycleway route.

3. OPERATIONAL VEHICLE REQUIREMENTS

“What is the largest vehicle that will service the development?”

- 3.1.1 The applicant has confirmed that the maximum vehicle will be a LGV (up to 3,500 kg).

- 3.1.2 Swept path analysis has been undertaken demonstrating that a LGV (shown as a large panel van) can access the units. The swept path analysis drawing is attached at Appendix D.

4. LAYOUT

“Vehicles servicing/loading at the easternmost unit will conflict with vehicles using the access point to the site. The unit should be moved away from the access to improve this. Where will vehicles be servicing units 3-5 park when loading/unloading? If the units are used for distribution (B8) then they need 35% of the GFA available for loading/unloading in accordance with our standards.”

- 4.1.1 The conflict between vehicles servicing/loading at Unit 5 and vehicles using the access point to the site has been considered within the revised site layout and access arrangements. The site access has been relocated to the north to avoid any potential conflict and remove any safety concerns. The proposed general access arrangement design is shown on drawing C24120-ATP-DR-TP-0001 (attached at Appendix B).
- 4.1.2 All units can be accessed via an LGV, as shown in the swept path analysis drawing attached at Appendix D. The LGV parking spaces can also accommodate vehicles whilst waiting for their MOT. No loading/unloading will take place from these spaces.

“Will the development be gated? Gates should open inwards, be see-through and shown on the submitted drawings. It appears from the drawing that any inwards opening gates would conflict with the easternmost unit.”

- 4.1.3 The development will not be gated. Please see the revised layout attached as Appendix B.

5. PARKING

“Parking for the M.O.T centre element should be 1 lorry space (with 20% of the GFA of the M.O.T centre around it for loading/unloading) and 2 car/LGV spaces per service bay in accordance with our SPG Parking Standards (Oct 16).”

- 5.1.1 The revised layout demonstrates the provision of one HGV space, in line with the parking standards, to accommodate a maximum vehicle size of 10m in length. However, it is unlikely that a HGV will be required to access the site, as the largest vehicle size as informed by the applicant would be a light goods vehicle of up to 3,500 kg. Swept path analysis demonstrating a 10m HGV accessing/egressing the site and the HGV parking bay is shown at Appendix E.
- 5.1.2 The revised layout arrangement provides more space for vehicle manoeuvring around the site, as well as space in front of each unit for manoeuvring. When required a LGV can also stop outside the frontage of each unit – i.e. for short term deliveries, or for operational purposes when moving vehicles into and out of each service bay. As such, the revised layout provides an improvement over the previous layout in this regard.
- 5.1.3 The revised layout provides a total of 10 car parking spaces (two per service bay) in line with the parking standards, with additional operational LGV spaces. Swept path analysis of the car parking spaces and LGV parking is attached as Appendix F.

6. SUMMARY AND CONCLUSIONS

- 6.1.1 This Transport Note has considered the response from the LHA in full and provides further information to overcome its concerns with regard to the development proposals.

6.1.2 A summary of each comment has been set out as follows:

- Visibility splays – the appropriate visibility can be achieved
- Operational vehicle requirements – LGVs of up to 3,500 kg are the maximum vehicles required
- Access – concerns regarding conflicts have been addressed through the relocation of the proposed access
- Servicing/loading – LGVs can appropriately access all service bays, and LGV spaces can accommodate vehicles waiting
- Site gates – the development will not be gated
- Parking – has been provided in line with standards

6.1.3 All concerns raised have been addressed within this note and as such we trust that the highway authority is able to provide a positive response on the application.

Appendix A NPTCBC Highway's Comments

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

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

HEAD OF ENGINEERING & TRANSPORT

DRAINAGE OBSERVATIONS

PLANNING APPLICATION NO: 2/3/24/0212/00
APPLICANT: MR DESMOND BEVAN
LOCATION: UNIT D , NORTH BANK ROAD, PORT TALBOT,
SA13 1RE
PROPOSAL: CONSTRUCTION OF INDUSTRIAL UNIT
COMPRISING 4 NO. SELF-CONTAINED UNITS,
WITH UNIT 1-2 OPERATING AS A CLASS 7 MOT
CENTRE FOR VANS AND CARS AND UNITS 3, 4
AND 5 FOR A B2 OR B8 USE CLASS.

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	☐
SAB (SAB approval is required)	☐

MY HIGHWAYS OBSERVATIONS ON THIS RECONSULTATION DATED 12.06.24 ARE AS FOLLOWS:-

Not all of my previous comments (dated 10.05.24) have been addressed. I therefore still have the following concerns:

1. Vision splays should be annotated on a suitably scaled drawing in accordance with TAN 18. It appears the vision splays have been drawn in accordance with Manual for Streets which only applies to streets.
2. What is the largest vehicle that will service the development?
3. Vehicles servicing/loading at the easternmost unit will conflict with vehicles using the access point to the site. The unit should be moved away from the access to improve this. Where will vehicles servicing units 3-5 park when

loading/unloading? If the units are used for distribution (B8) then they need 35% of the GFA available for loading/unloading in accordance with our standards.

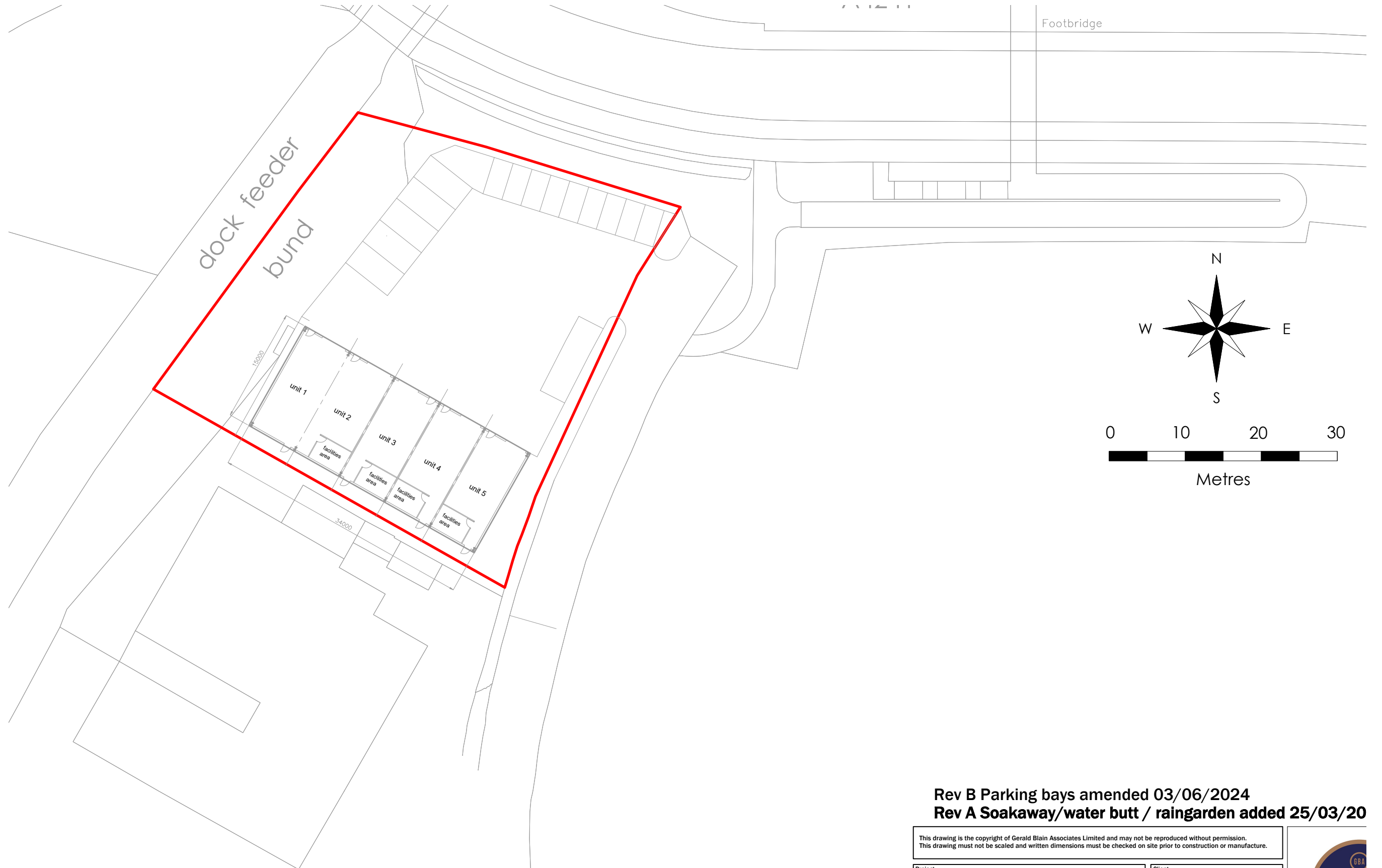
4. Will the development be gated? Gates should open inwards, be see-through and shown on the submitted drawings. It appears from the drawing that any inwards opening gates would conflict with the easternmost unit.
5. Parking for the M.O.T centre element should be 1 lorry space (with 20% of the GFA of the M.O.T centre around it for loading/unloading) and 2 car/LGV spaces per service bay in accordance with our SPG Parking Standards (Oct 16).

NOTES TO APPLICANT

SIGNED: NF  DATE: 18/06/2024
pp HEAD OF ENGINEERING & TRANSPORT

DRAINAGE REF: OBS240212RECON 12.06.24

Appendix B Revised Site Layout



Rev B Parking bays amended 03/06/2024
Rev A Soakaway/water butt / raingarden added 25/03/20

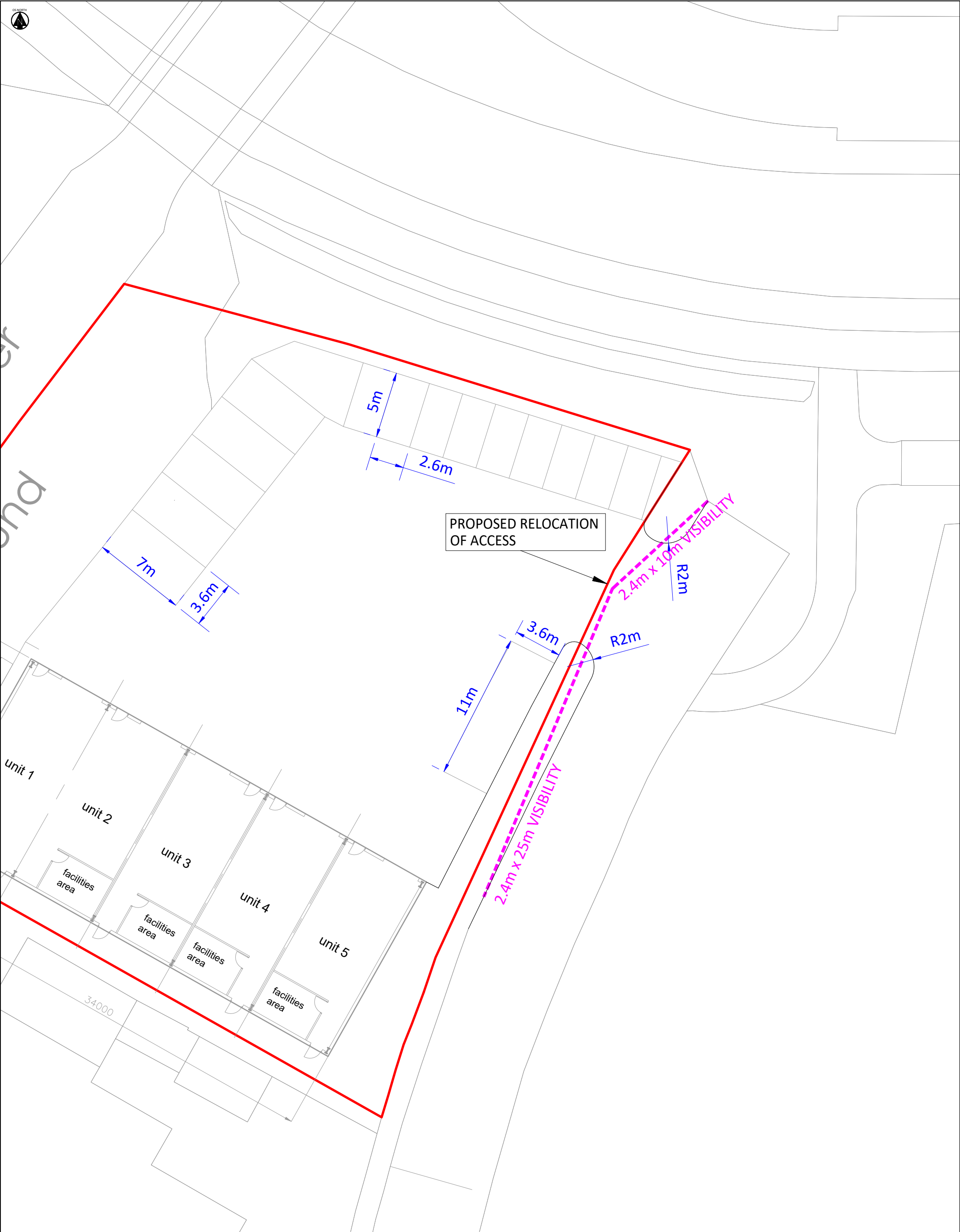
This drawing is the copyright of Gerald Blain Associates Limited and may not be reproduced without permission. This drawing must not be scaled and written dimensions must be checked on site prior to construction or manufacture.	
Project: Proposed Class 7 M.O.T. Test Centre at Unit D North Bank Road, Port Talbot SA13 1RE	Client: PTB Properties
Dwg. Title: Proposed Block Plan	Scale: 1/500 @A3
	Drawing No: 03
	Drawn By: MS
	Checked By: N/A
	Date: 25/04/2023



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ASSOCIATES**
Architects
&
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Appendix C Access Arrangement Design and Visibility Splays



SCALE BAR

0m5m10m

SCALE BAR (1:250)

NOTES

1. General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.

2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.

3. Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432

4. Please do not scale from this drawing.

REVISIONS

P01	29/07/24	First Issue	AC	DC
Rev	Date	Description	By	App

Apex

TRANSPORT PLANNING

CLIENT

GJP

PROJECT

NORTH BANK ROAD, PORT TALBOT

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apexp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
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TITLE

PROPOSED ACCESS ARRANGEMENT DESIGN

VISIBILITY SPLAY BASED ON 20mph SPEED LIMIT

PROJECT NO.

C24-120

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

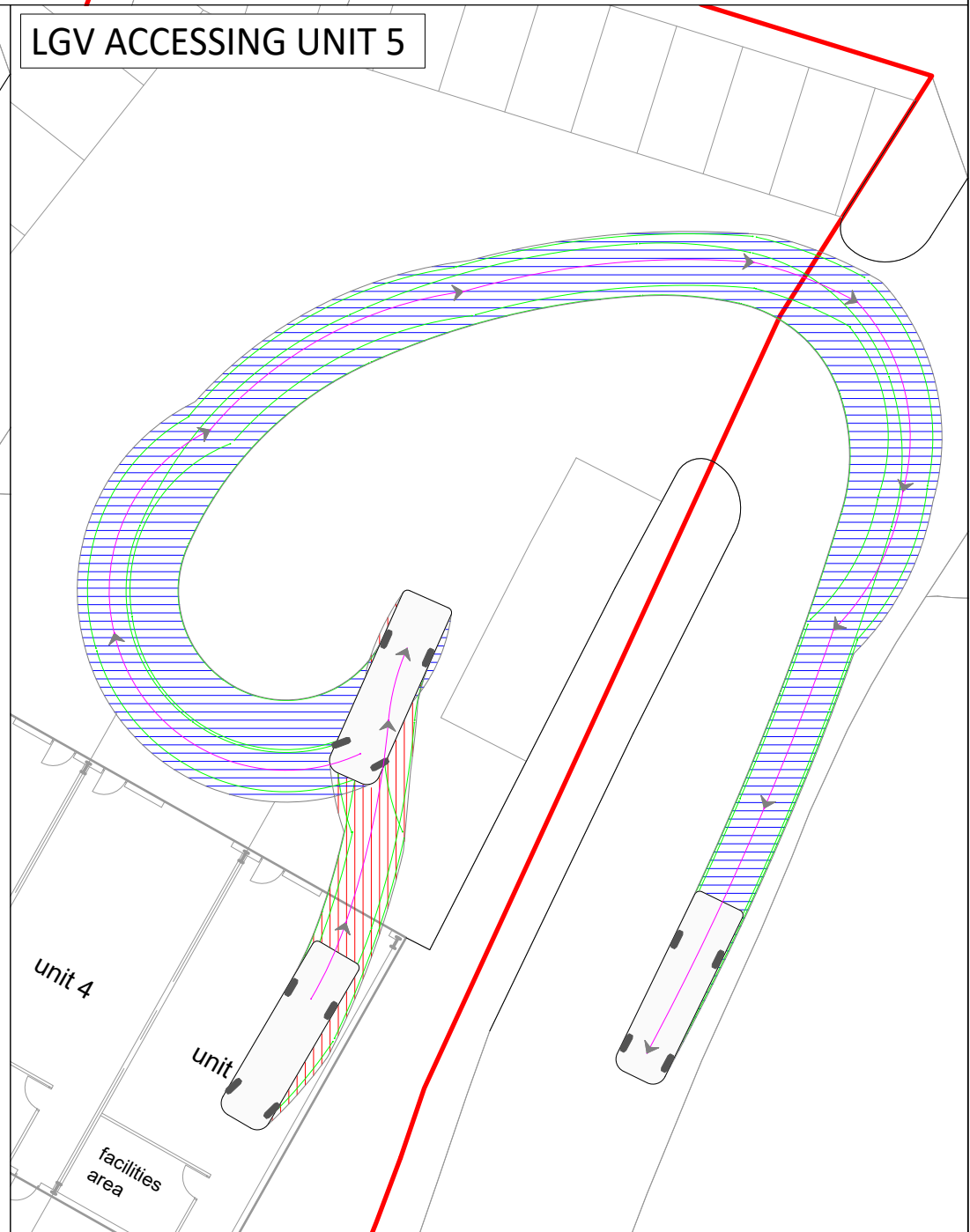
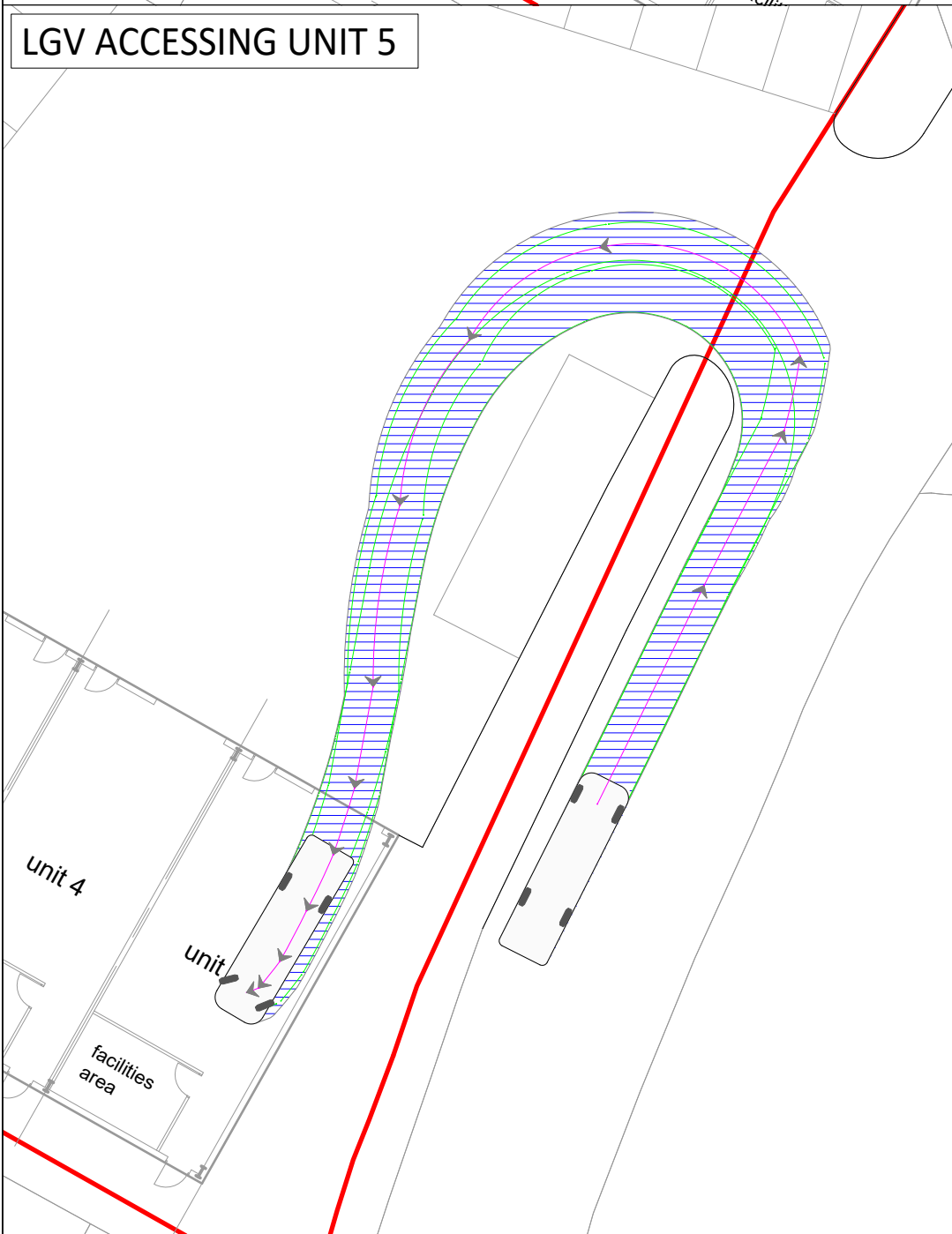
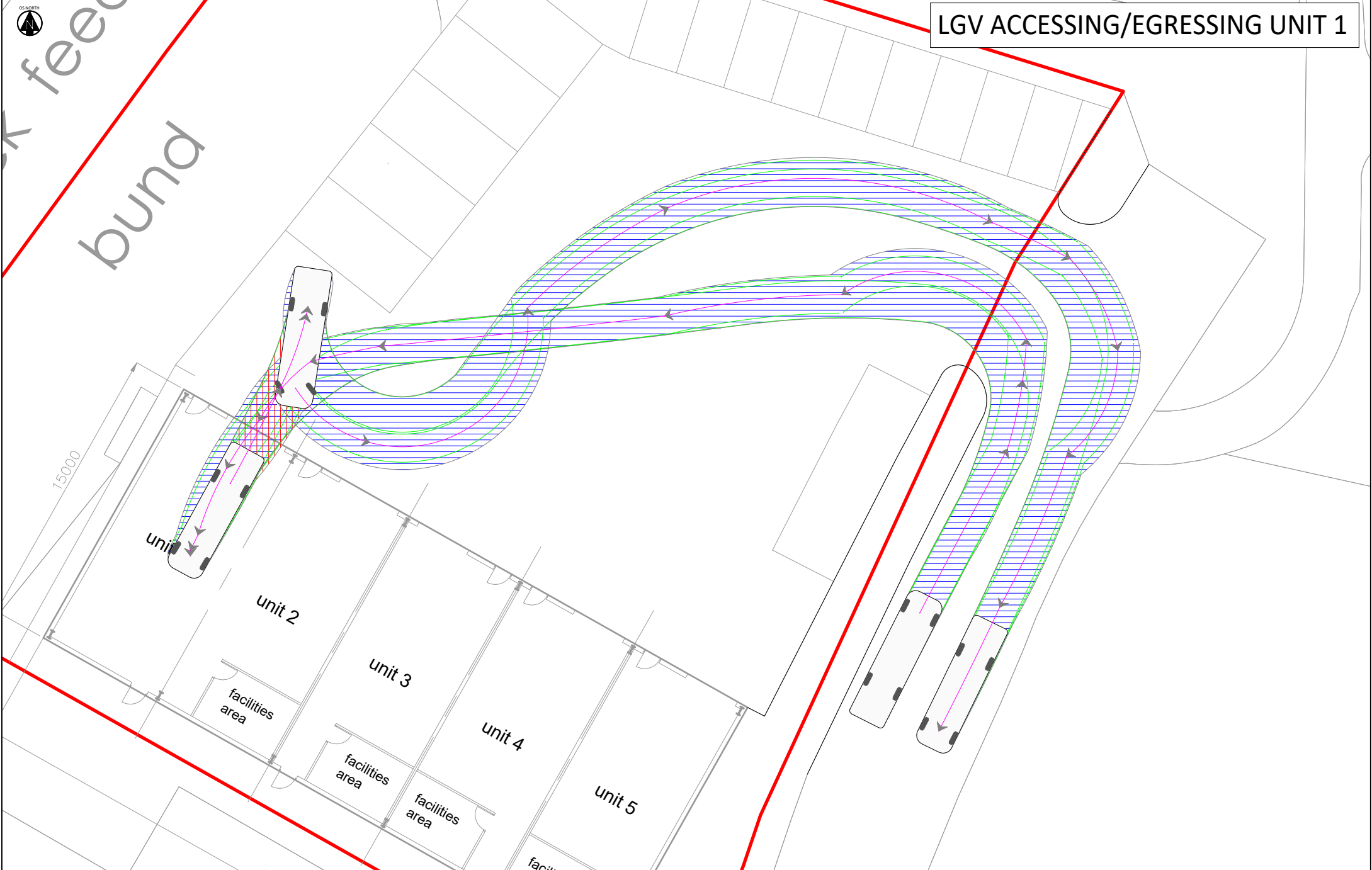
STATUS

S2

DRAWING NO.

C24120-ATP-DR-TP-0001

Appendix D LGV Swept Path Analysis of Units



SCALE BAR

SCALE BAR (1:250)

NOTES

2012 Mercedes Sprinter XL

Width : 1.99 meters
Track : 1.95
Lock to Lock Time : 6.0
Steering Angle : 41.0

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS

Rev	Date	Description	By	App
P01	29/07/24	First Issue	AC	DC

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TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
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BS1 6PU
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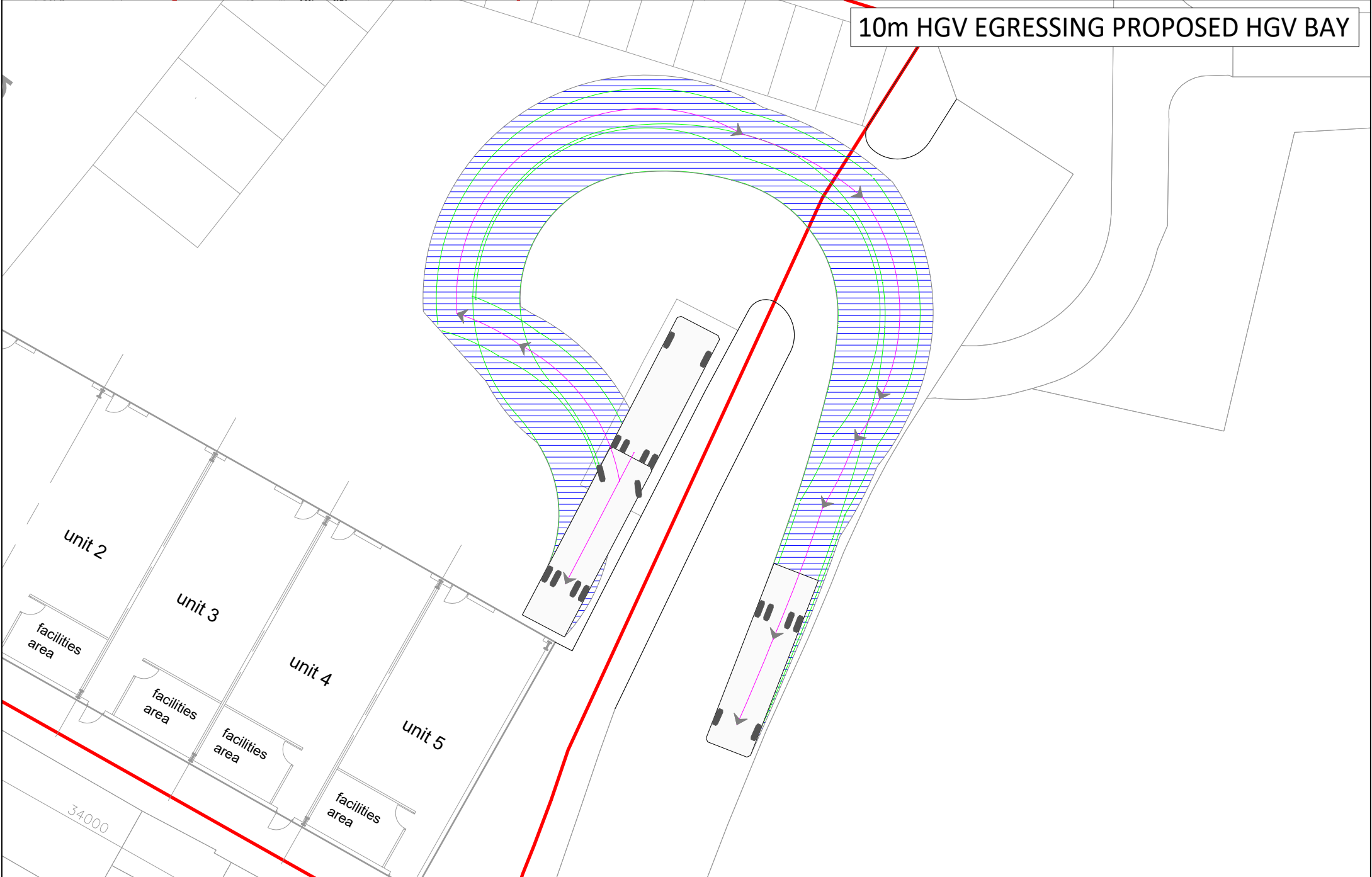
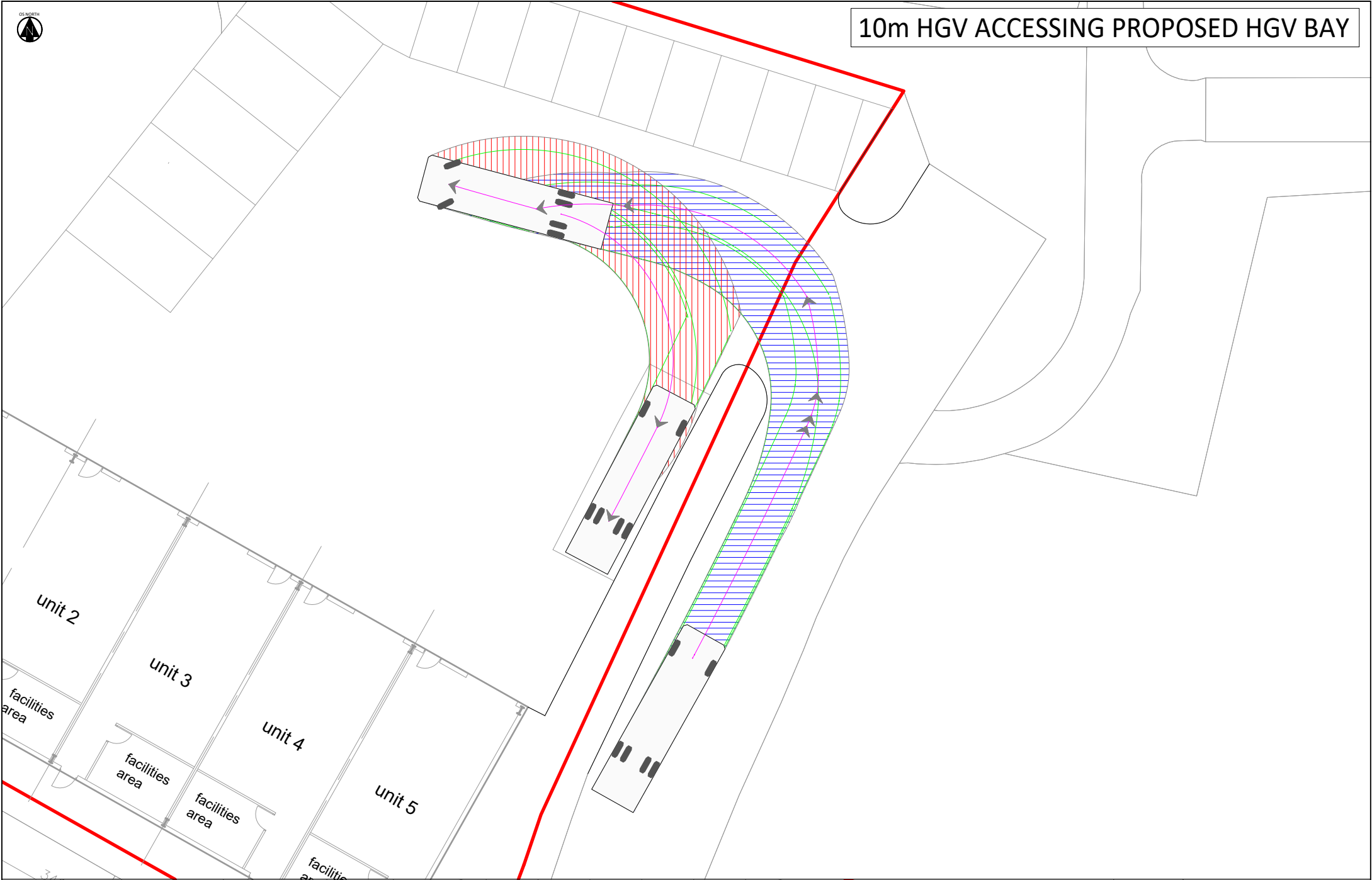
CLIENT
GJP

PROJECT
NORTH BANK ROAD, PORT TALBOT

TITLE
SWEPT PATH ANALYSIS OF LGV
ACCESSING/EGRESSING UNITS 1 AND 5

PROJECT NO. C24-120	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C24120-ATP-DR-TP-0002	

Appendix E HGV Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

NOTES

10.00

LRIGID

Width : 2.50 meters

Track : 2.47

Lock to Lock Time : 6.0

Steering Angle : 37.6

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS

Rev	Date	Description	By	App
P01	29/07/24	First Issue	AC	DC

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TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
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t: 02920 619 361
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t: 0117 427 0414
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CLIENT
GJP

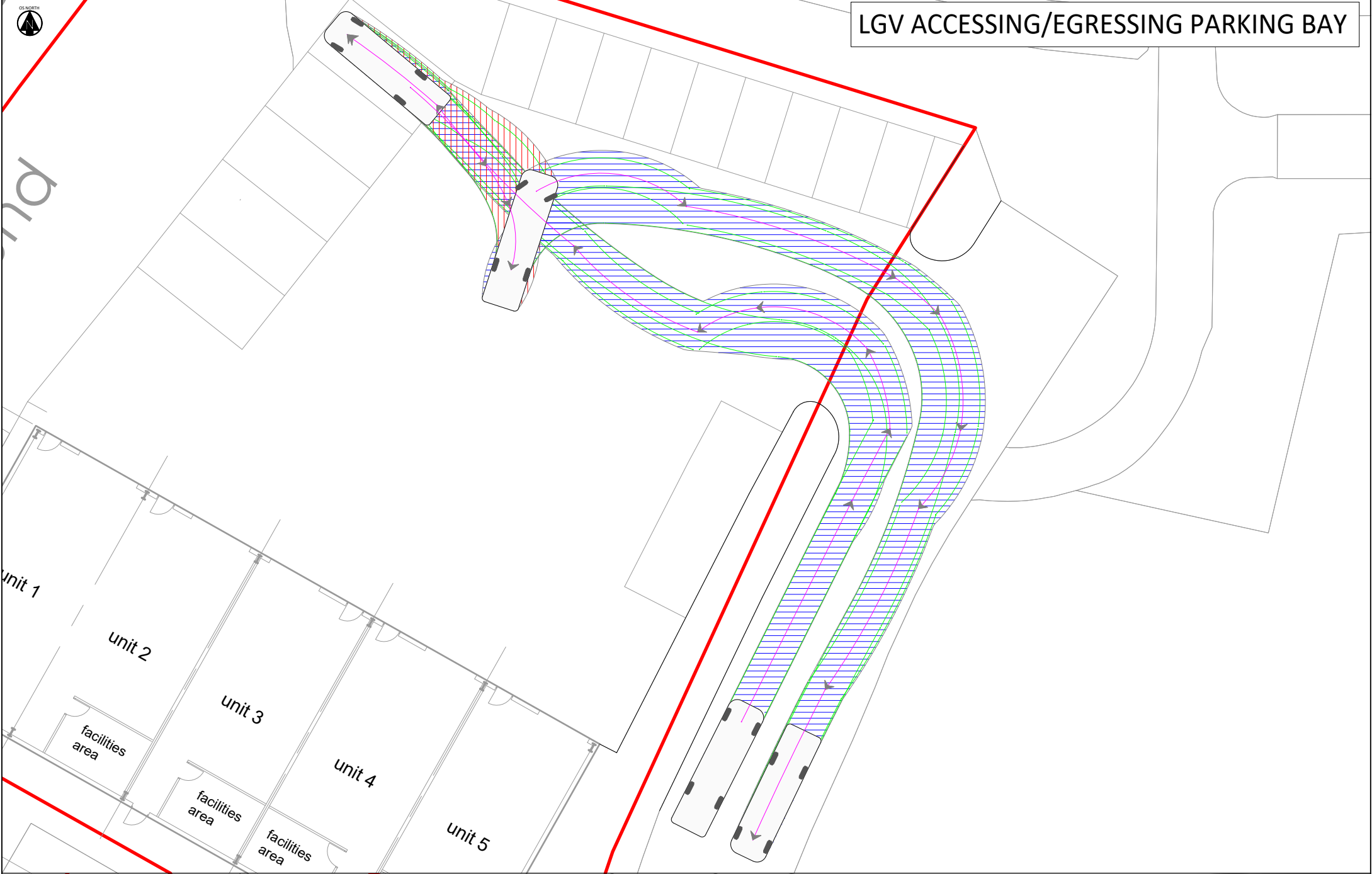
PROJECT
NORTH BANK ROAD, PORT TALBOT

TITLE
SWEEP PATH ANALYSIS OF 10m HGV

PROJECT NO. C24-120	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	
DRAWING NO. C24120-ATP-DR-TP-0003	

STATUS S2

Appendix F LGV and Large Car Swept Path Analysis of Parking Spaces



LGV ACCESSING/EGRESSING PARKING BAY



LARGE CAR ACCESSING/EGRESSING PARKING BAY

SCALE BAR

SCALE BAR (1:250)

NOTES

LRIGID

Width	: 2.50	meters
Track	: 2.47	
Lock to Lock Time	: 6.0	
Steering Angle	: 37.6	

FORWARD

REVERSE

2010 BMW 5-Series

Width	: 1.86	meters
Track	: 1.85	
Lock to Lock Time	: 6.0	
Steering Angle	: 36.9	

FORWARD

REVERSE

REVISIONS

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P01	29/07/24	First Issue	AC	DC

Apex
TRANSPORT PLANNING

CLOCKWISE
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e: bristol@apexp.co.uk

CLIENT
GJP

PROJECT
NORTH BANK ROAD, PORT TALBOT

TITLE
SWEEP PATH ANALYSIS OF PROPOSED
PARKING BAYS

PROJECT NO. C24-120	SCALE @ A3 1:250	
STATUS DESCRIPTION INFORMATION		STATUS S2
DRAWING NO. C24120-ATP-DR-TP-0004		