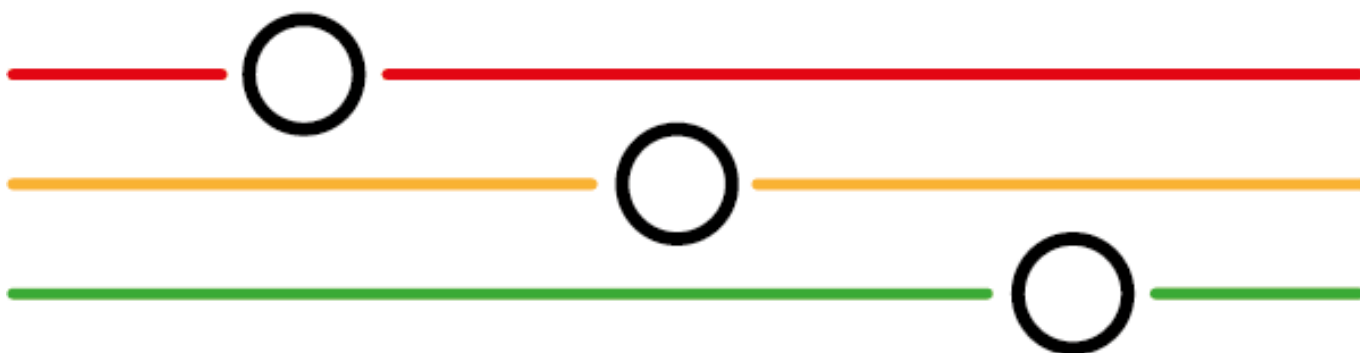




Days Rental Ltd

Proposed Change of Use Development,
Neath Abbey Road, Neath Abbey, Neath

Service and Delivery Management Plan

3710825



JANUARY 2026

Report Details

Report Number:	3710825-SMP
Report Title:	Service and Delivery Management Plan, Proposed Change of Use Development, Neath Abbey Road, Neath Abbey, Neath
Client:	Days Rental Ltd
Date:	13 January 2026
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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed Days Rental Ltd to prepare a Servicing, Delivery and Refuse Management Plan (SMP) in order to provide a strategy for managing the servicing/delivery and refuse collection operations at a proposed change of land use from a car sales unit (Use Class Sui Generis) to B8 units with ancillary trade counters, located to the south of Neath Abbey Road, Neath Abbey, Neath.

The application site was subject to pre-application discussions with NPTC in July 2025 (Pre-Application Reference: Q2025/0149), for the change of use from Sui Generis vehicle dealership to Class B8 with ancillary trade counter use and associated development. The comments provided by the LHA indicated that a SMP should be provided as part of any application;

“This should include, but not be limited to, details of the number of deliveries, times of deliveries, type of vehicle, arrangement and management of opening of access gates, refuse collection provision and details of how deliveries will be managed without causing conflict with school pick and drop off times together without having an unacceptable impact upon local amenity”.

Therefore, this SMP has been produced in support of the forthcoming planning application at the site and considers servicing and deliveries for the retail building, including the following operational aspects:

- Delivery and servicing arrangements;
- Number and types of deliveries;
- Time of deliveries; and
- Location of deliveries.

A Transport Statement has also been produced, by DTP, in support of the forthcoming application (Document Reference: DTP-3710825-TS) and should be read in conjunction with this report.

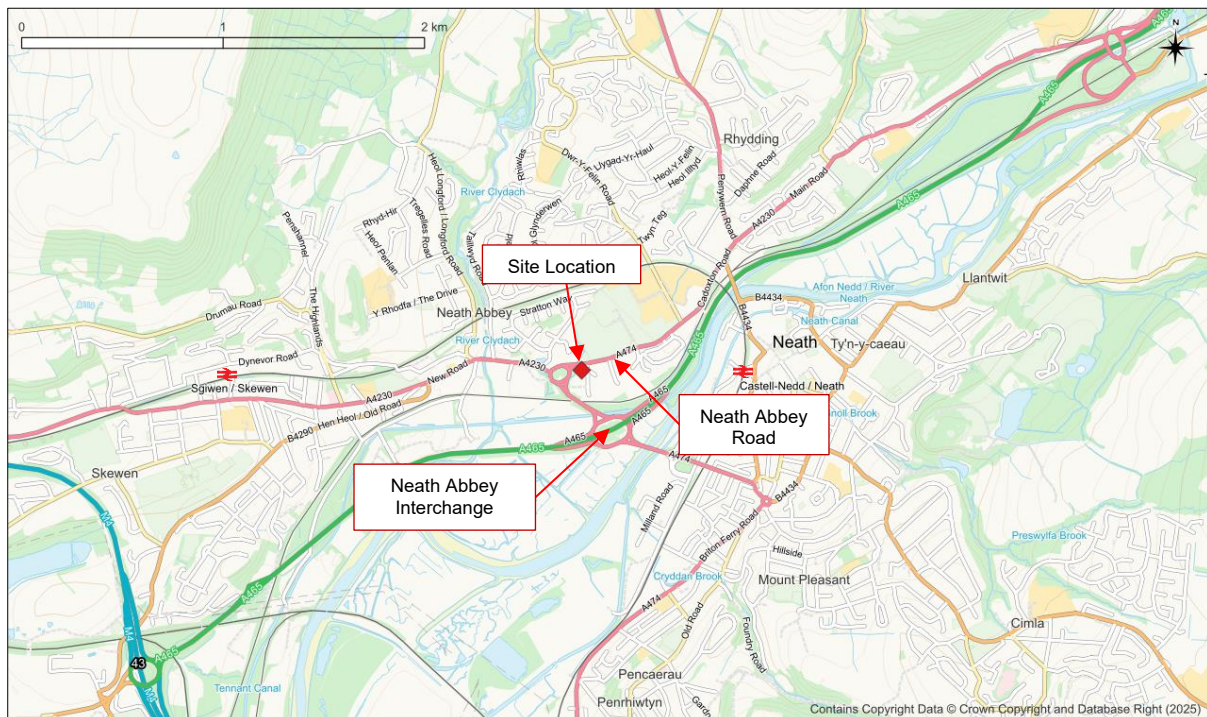
2 Site Location

2.1 General

The application site currently comprises a former car sales site, to the south of Neath Abbey Road. Situated around 320m north-west of Neath Abbey Interchange, 1km north-west of Neath Town Centre and approximately 10km north-east of Swansea City Centre.

The location of the site is shown at **Figure 2.1**:

Figure 2.1 – Site Location Plan



2.2 Primary Site Access Routes

It is anticipated that the primary access route to the development will be taken via the A465 and A474 with vehicles routing from Neath Abbey Interchange, to the south of the site. All vehicles will access the site via Neath Abbey Road and the existing site access junction.

Various refuse/recycling centres are located to the south of the A465, it is anticipated that a local refuse company such as these will be used to service the site, where it is likely that refuse vehicles will use the same route (via the A465 and A474), to avoid passing through local centres.

2.3 Proposed Development Site

The development proposals for the site comprise the change of use from a car dealership (Sui Generis) to B8 units, with ancillary trade counter facility. As part of the proposed development the area of vehicle parking to the south of the site will be retained by the applicant, for continued use for vehicle parking and storage not associated with the current application.

It is proposed the existing building at the site is retained as existing with minor alterations to the internal layout of the site to provide two B8 units, with ancillary trade counter facilities. As part of the proposed development a larger unit will be created with a Gross Floor Area (GFA) of around 1,128m² and a smaller unit with a GFA of approximately 329m².

It is noted that Unit 1 has a mezzanine level that would be utilised for storage only and would not be part of the public floor area of the unit.

The existing access junction along the eastern edge of the site, off the unnamed access road will be retained as existing to serve the proposed site.

As part of the development the area to the south of the existing building, currently used for vehicle parking/storage, will provide a servicing/delivery yard shared between the proposed units, where each unit will be supported by a dedicated delivery door.

The proposed development will be supported by 20 parking bays, inclusive of two mobility impaired bays and two EV charging bays. A total of six operational spaces will be provided to the rear of the units, with three spaces per unit.

3 Delivery and Servicing Strategy

3.1 Delivery/Servicing Details

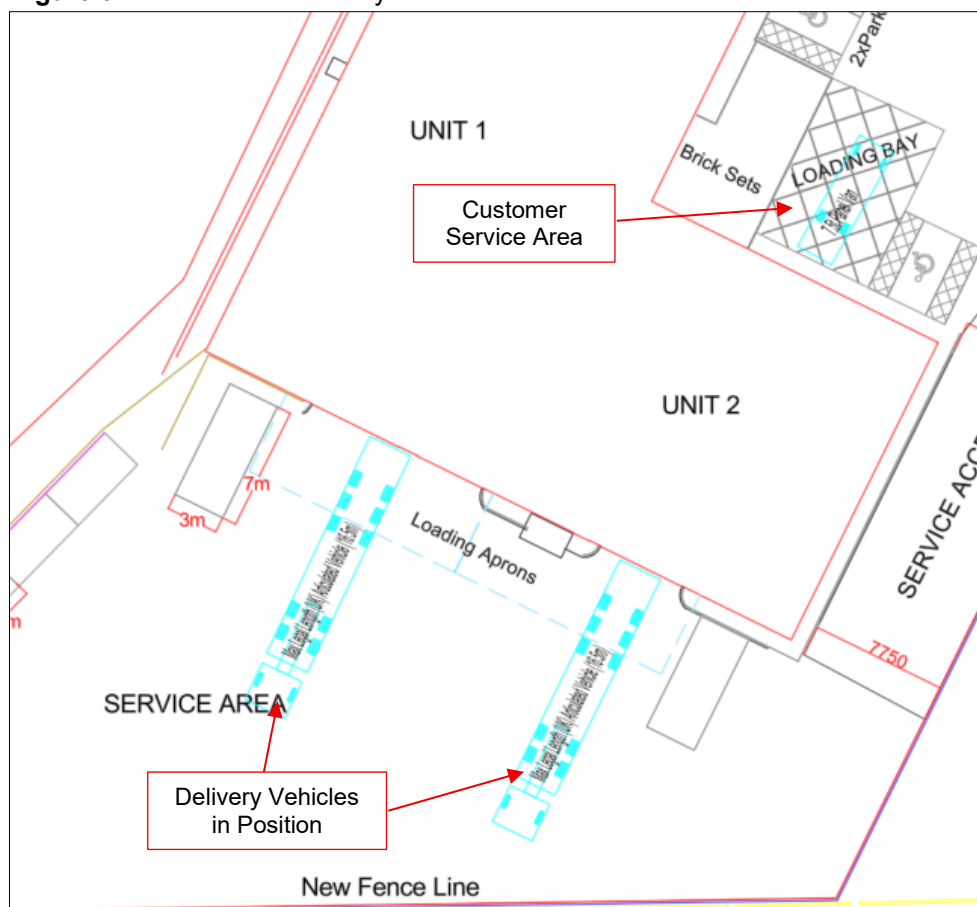
The proposed development comprises the introduction of two B8 units on land currently comprising a vacant car dealership. It is anticipated that deliveries will be undertaken several times a week, as stock is required to be replenished. Details regarding the location for deliveries as well as the type, frequency and duration are detailed below.

3.2 Location of Deliveries

The proposed site will be supported by a shared servicing and delivery yard, with each unit supported by a dedicated delivery door. The servicing yard will be located to the south of the existing building, supported by a turning circle to the west. A loading bay would be provided adjacent to Unit 2, within the car parking area, for customer pick-ups only. No HGV access would be permitted in this area.

The swept path analysis submitted at **Appendix 1** demonstrates that a 16.5m articulated vehicle can suitably manoeuvre into the dedicated delivery yard. The anticipated servicing and delivery vehicles would enter and exit the site in a forward gear, as shown in **Figure 3.1**.

Figure 3.1: Location of Delivery Vehicles in Position



3.3 Delivery Types and Times

It is anticipated that the units will require stock deliveries, undertaken in the early AM or later in the PM period, outside of peak times, multiple times per week. No deliveries shall take place during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times.

It is noted that the primary use of the site, as trade counter units, requires regular stock deliveries either in the early AM periods or later in the PM period, outside of peak times. As such deliveries would not be anticipated to take place at a similar time to school drop offs at the adjacent school site. Notwithstanding this, no deliveries over 7.5t shall take place during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times.

Regular refuse collection will be undertaken by a refuse vehicle no larger than the delivery vehicle for the site, typically comprising twice weekly collections. A private waste company will be procured for refuse collection instead of a council collection. This will provide a greater degree of control for the site operator around vehicle collection times.

Refuse collection for the unit will make use of the dedicated servicing yard located to the south of the existing building. All refuse collections are expected to take around five minutes.

3.4 Delivery Details and Vehicle Types

The following provides the schedule of deliveries for the proposed use:

Use	Rate	Hours	Notes
Units	Around four times weekly	Typically, in the early AM, outside of peak hours of operation.	Frequent deliveries up to four times weekly, typically in the early AM or late PM. Deliveries are expected to take no longer than 20 minutes.
Refuse collection	Around twice per week	Between 09:00 and 17:00	Refuse collection is expected to take no more than five-minutes for the wider site and will be requested to be undertaken outside of site operation.

Use	Vehicle Type
Units	Truck sizes are articulated vehicles up to 16.5m
Refuse Collection	Commercial waste agreement allows specific vehicles to be agreed for each commercial site, will be smaller than the delivery vehicle.

3.5 Delivery Co-ordination

As noted above, deliveries and refuse collection for the site will be requested to be undertaken outside of typical highway peak hours, either early or late in the day.

Deliveries across the wider site will be co-ordinated to ensure that only a single delivery/refuse vehicle is accessing the site at any given time. Advanced computerised planning tools (such as Paragon) will be utilised, which enables the requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned.

The site is allocated a 1-hour delivery slot, and the delivery will take place within this. Notification of the planned delivery is emailed to the store and the delivery managed appropriately. On the day of the delivery, the GPS system will then automatically email the store 30-minutes prior to the vehicles arrival.

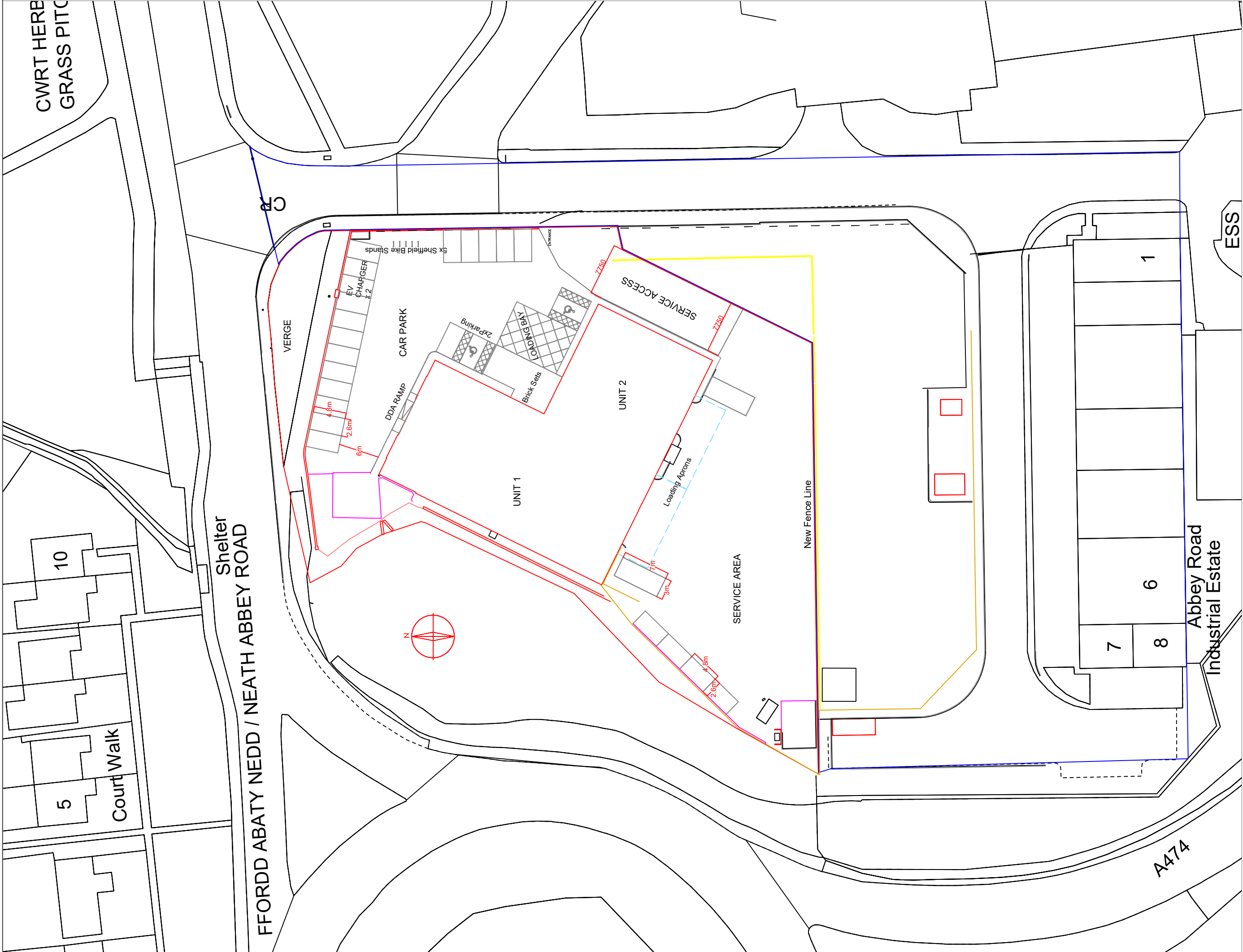
3.6 Review and Management

This SMP forms a live document that will be the responsibility of the store managers and wider site operator to update and maintain.

The operation of deliveries will be monitored by the site manager and should issues arise this will be reviewed and updated in agreement with the operator and area manager if required.

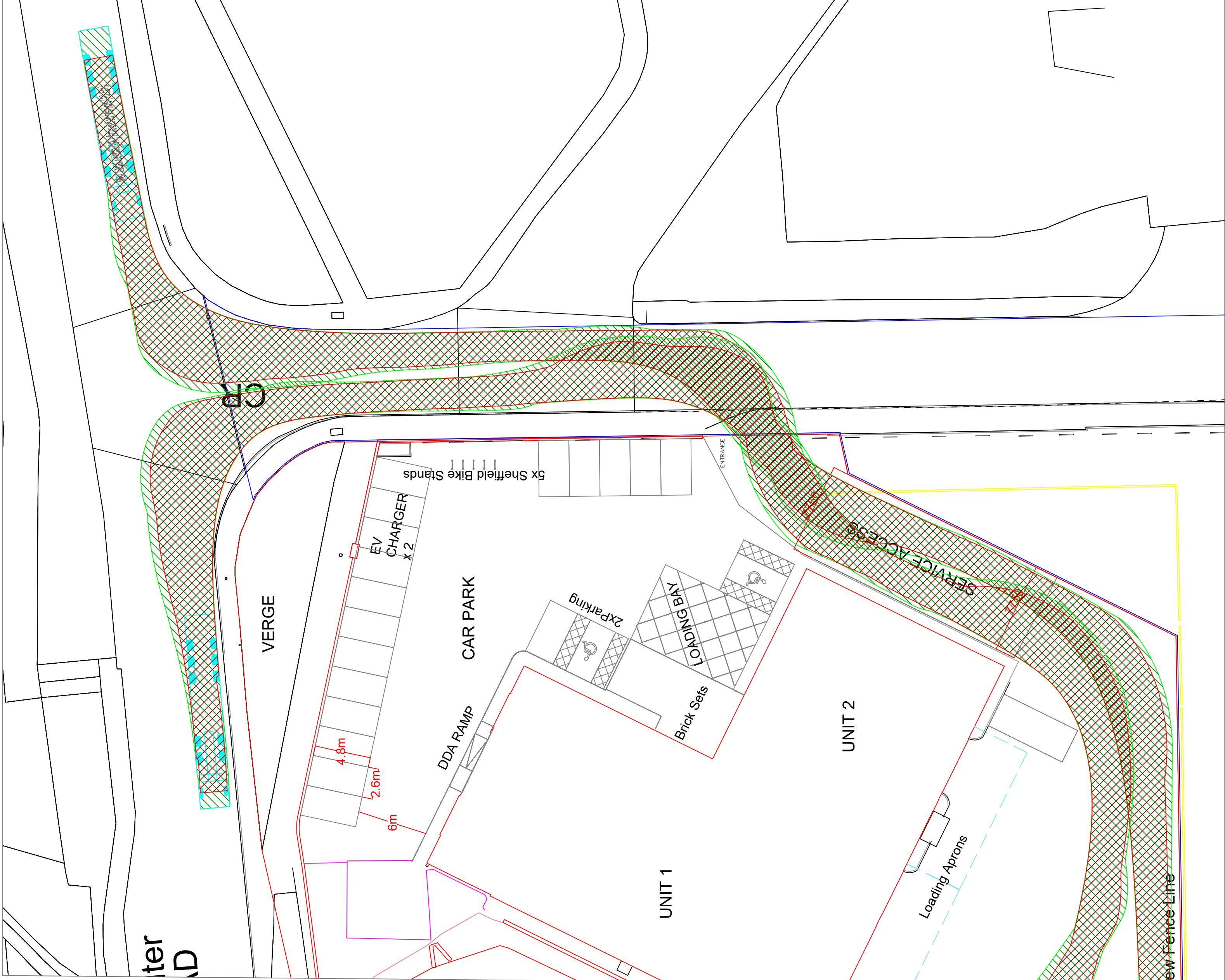
Appendix 1

Swept Path Analysis



Proposed Site Layout - Scale 1/500

Swept Path Analysis - 16.5m Articulated Vehicle - Scale 1/250



Notes

All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval. NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

C	09/01/26	Architect Layout Update	SA
B	19/11/25	Architect Layout Update	SA
A	13/10/25	Architect Layout Update	GS
-	12/09/25	First Issue	GS

Rev.	Date	Revisions	Drawn

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+44 (0) 7411 751 693
www.dynamictransportplanning.co.uk
enquiries@dynamictransportplanning.co.uk

Client

Days Rental Ltd

Project

Proposed Change of Use Development,
Neath Abbey Road,
Neath Abbey, Neath

Drawing Title

Proposed Site Layout
Swept Path Analysis
16.5m Artic

Date	Scale	As Specified @ A1
September 2025	As Specified @ A1	

Drawn	GS	Approved	RL

Drawing Number	Rev.
DTP/3710825/ATR001	C