Land at Harbourside Strategic Regeneration Area
off Cramic Way, Port Talbot

Transport Statement

11 February 2026

For and on behalf of

Cramic Way Ltd

Project Ref: 2025-966

LvW Highways Ltd
Highway, Traffic & Transport Consultants

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1 INTRODUCTION

1.1 LvW Highways Ltd (LvWH) has been commissioned by Cramic Way Ltd to produce a Transport Statement (TS) in support a planning application for the proposed development of a plot of Land at Harbourside Strategic Regeneration Area off Cramic Way, Port Talbot.

1.2 The Local Planning Authority and Local Highway Authority are Neath Port talbot County Borough Council (NPTCBC).

1.3 In accordance with Part 1A of The Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016 (DMPO 2016), all major developments are required to be subject of pre-application consultation (PAC), prior to the Planning Application being validated by the Local Planning Authority.

1.4 The PAC process allows members of the public and statutory consultees the opportunity to comment on the development proposals which can then be taken considered and taken on-board within the final proposals.

1.5 This report has been prepared for the PAC process and will outline and assess any transport issues in relation to the site. It will consider the traffic generation of the development and potential impact on the surrounding transport network with any required mitigation measures outlined.

Existing Site

1.6 As shown in **Figure 1**, the site considered as part of this PAC is located on a vacant parcel of land between Cramic Way, the River Afan, Heilbronn Way and the South Wales London railway line within Port Talbot.

Figure 1: Site Location (Source: Openstreetmap)

1.7 Access to the wider highway network from the site is currently provided via Cramic Way, past the southwest side of Port Talbot Parkway railway station, along Oakwood Road and onto the Harbour Way roundabout.

Proposed Development

1.8 The proposed development will provide flexible employment space capable of accommodating in the region of 1,424 square metres of floor space, arranged over 12 units in two buildings of a mix of sizes and all single storey in height.

1.9 The proposed use of all units will be B1-Business / Light Industry and B8-Storage or Distribution. At present, no end users have been identified.

1.10 The direct site access will be taken from an improved extension to Cramic Way with the internal access road along the southern border of the site, providing a simple priority junction into the internal car parking and servicing areas. The proposals will include new car parking areas to the front of the buildings.

1.11 Segregated pedestrian accesses will be provided along the access road. The internal access points will provide pedestrian routes between the car parking spaces and the units. An internal pedestrian route will also be provided along the frontage of the units, providing permeability for visitors and staff travelling on foot.

1.12 The active travel route along Cramic Way leading to the shared use bridge over the River Afan will also be connected via the improved highway.

Report Structure

1.13 The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed development. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.

1.14 The remainder of this report is split into the following sections;

- Chapter 2: Existing Conditions – Describes the existing transport and highways conditions at the site and within the surrounding area;
- Chapter 3: Proposed Development – Outlines the development proposals, including access arrangement, refuse and servicing strategy, car and cycle parking arrangements;
- Chapter 4: Trip Generation – Outlines the trip generation associated with the proposed development and comments on the impacts of these trips on the surrounding transport and highways network; and
- Section 5: Summary – Summary of the findings of this Transport Statement.

2 EXISTING SITE CONDITIONS

Context

2.1 This Chapter outlines the baseline transport conditions at the existing site and in the surrounding area with a focus on local transport infrastructure and services. The baseline conditions need to be established to fully understand the context of the proposed development and the associated traffic and transport impacts. This has been informed by a site audit undertaken by LvW Highways Ltd and desk-based research.

Site Location and Existing Use

Site Location

2.2 The site considered as part of this planning application is located on a vacant parcel of land within the northern part of the Port Talbot SRA2 Harbourside Strategic Regeneration Area.

2.3 The Harbourside SRA is an extensive area of brownfield former dockland close to Port Talbot town centre. It provides an important opportunity for comprehensive mixed-use development in a sustainable central location and the redevelopment project is being promoted by the Local Authority in conjunction with private sector developers.

Transport and Accessibility[1]

2.4 Transport and access in Port Talbot town centre and Harbourside are characterised by Port Talbot Parkway Station on the main London- Swansea railway line, the M4, the new Harbour Way (Peripheral Distributor Road), as well as Port Talbot bus station and the traditional highway infrastructure. In addition, National Cycle Route 4 and the Afan Valley cycle trail pass through the town.

2.5 The town centre is served by the A48 'Heilbron Way' dual carriage way (including its junction with Station Road and Talbot Road which can become congested at peak times), while Harbourside is served by Harbour Way which also provides access to the town centre from Junction 38 of the M4 at Margam to the south east and from Baglan to the north west. Harbour Way follows an alignment roughly parallel with the M4 through Harbourside to the north of Steelworks Wharf. The improved access it provides opens up development opportunities, and creates potential to regenerate the area enhancing its image. The town centre also has access to the M4 via Junction 41 on the northern edge of the town centre.

2.6 Port Talbot Parkway Station, on the main Great Western rail route through South Wales from Pembroke Dock to London Paddington, is a good connecting point for services to and from West Wales, and this is reflected in its upgrading to a regional Parkway facility, as identified as a priority in the South and West Wales Integrated Transport Consortium's Regional Transport Plan.

2.7 Port Talbot bus station is sited approximately 500m to the north-west of the rail station and provides public transport services to local destinations and beyond including Swansea, Neath, Maesteg, Bridgend and Porthcawl. Access for pedestrians and cyclists, to the bus station from the rail station, is gained from Station Road, the main shopping street of the town centre. The walking distance

[1] This section is an extract from the NPT SPG (LDP): Port Talbot Harbourside & Town Centre Development Framework (May-14)

would take typically 10 minutes for most able-bodied people, but taxis pick-up and drop off alongside the ticket office in the short stay car park.

2.8 *Town centre pedestrian access across the River Afan consists of canopied pedestrian bridges, providing excellent links between the Aberafan Shopping Centre and the Civic Centre, to Station Road and the rest of the town centre. North of the railway line the main line of pedestrian movement runs between the station and Aberavon Shopping Centre via Station Road, and south to destinations along Talbot Road. The railway line acts as a barrier to pedestrian and cyclist movement between the town centre and Harbourside. The only vehicular railway crossing that links directly to the town centre is the level crossing alongside the Parkway Station. A pedestrian subway links the bus station to the Aberavon Shopping Centre.*

2.9 *The River Afan acts as a barrier to access between the north bank of the River Afan Corridor, and the majority of the town centre and Harbourside beyond its south bank. A new crossing was created as part of the works for Harbour Way, in addition to the existing crossings of Heilbron Way and New Bridge Street, improving access through Harbourside. Harbour Way extends to the west from Water Street, providing access to Port Talbot Gasworks site and Baglan*

Active Travel Network

2.10 Active Travel means walking and cycling (including the use of mobility scooters and electric wheelchairs) for everyday journeys. These include journeys to work, to the shops or to access services, such as health, leisure centres and bus/rail stations. Active travel is important in promoting healthier lifestyles and reducing the negative impacts of traffic upon neighbourhoods and communities.

2.11 To enable an assessment of the viability of walking and cycling as realistic modes for trips to and from the site as an alternative to the private car, it is appropriate to establish the maximum distance that people are generally prepared to walk and cycle and the destinations that existing within these distances.

2.12 In the Welsh Government publication “Active Travel Act Guidance July 2021” Table 4.1 provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode. Table 4.1 is not descriptive of all active users and travel distances may be dependent upon a number of factors such as journey purpose, topography or suitability of route. We have presented Table 4.1 in **Figure 2**.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	🟢	🟢	🟠	⚫	⚫	⚫	⚫
	🟢	🟢	🟢	🟢	🟢	🟠	⚫
e-	🟢	🟢	🟢	🟢	🟢	🟠	🟠

Colour	Average active user likelihood
🟢	Many users likely to travel this distance for utility journeys
🟠	Some users likely to travel this distance for utility journeys
⚫	Few or no users likely to travel this distance for utility journeys

Figure 2: Typical distance range for each mode of active travel

2.13 In summary the Welsh Government consider walking a suitable alternative to car journeys for up to 2 miles and cycling up to 5 miles.

2.14 As part of the Learner Travel Statutory Provision and Operational Guidance (June 2014), Local Authorities are required to provide free transport for all pupils of compulsory school age (5-16) if their nearest suitable school is:

- Beyond 2 miles / 3.22 kilometres (if below the age of 8); or
- Beyond 3 miles / 4.83 kilometres (if aged between 8 and 16).

2.15 A 400m walking distance to a bus stop and an 800m walking distance to a railway station has been widely adopted by many Highway Authorities. However, the reason why these distances have been selected is not clear. The most recent publication from CIHT (2015) acknowledges that the research is old and more work is required.

Pedestrian Facilities

2.16 There is a segregated pedestrian footway along the improved section of Cramic Way connecting to the Railway Station and beyond. In the other direction the highway branches off Cramic Way as a shared use path linking the site to the town over the River Afan. This route is identified as part of the Wales Coast Path.

2.17 Manual for Streets considers the width of footways required for pedestrian activity and **Figure 3** shows the width of typical pedestrian users.

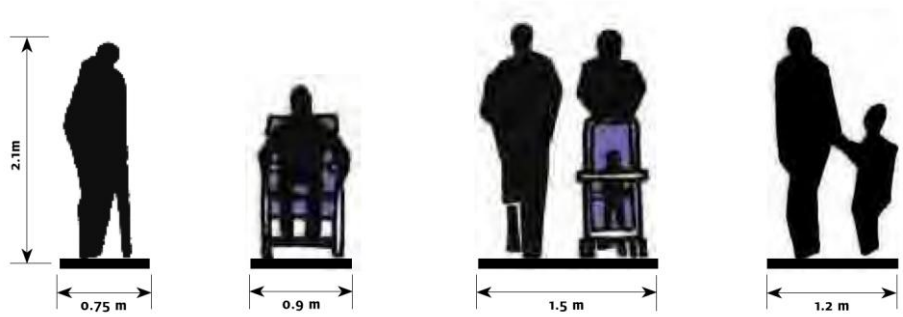


Figure 3: Minimum footway widths (Source: Manual for Street)

2.18 As shown in **Figure 4**, an extract from DfT's 'Inclusive Mobility' document (2002), a footway width of 1.5m is suitable for a wheelchair user and ambulant person side by side.

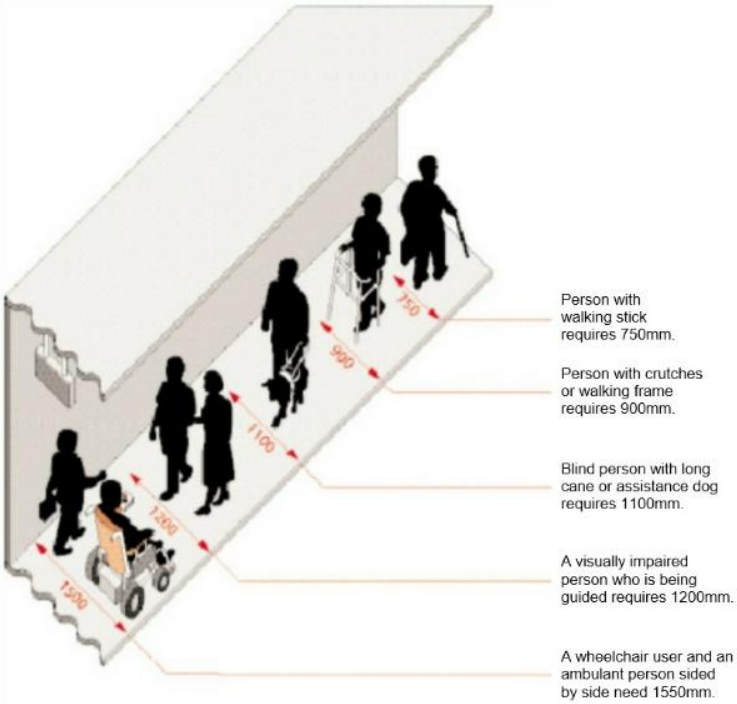


Figure 4: Footway widths (DfT 'Inclusive Mobility' 2002)

2.19 **Figure 5** shows the pedestrian isochrones for 1.61km (1 mile), and 3.22km (2 miles) from the access of the proposed development site within walking distance of this notional point.

2.20 The isochrones for walking show that many of the local areas are within the statutory walking distances.

2.21 We consider, that if these distances are presumed acceptable for primary school children, then they must be acceptable for adults.

Figure 5: Walking isochrones 1610m (1mile) and 3220m (2miles) (Source: Smapen)

2.22 People will choose their mode based on their journey purpose, and it is reasonable to conclude that a proportion of journeys undertaken to and from the site will be on foot, particularly given the proximity of key facilities and services.

2.23 On the basis that there is an acceptable level of provision for pedestrians it is reasonable to expect that typical able-bodied people are capable of walking at least 3.22km (2 miles) for day-to-day activities.

2.24 The thrust of sustainability policy is that there will be an increasing propensity for people to use non single car occupancy modes for local journeys, of which walking is one.

Public Rights of Way

2.25 There are not many Public Rights of Way in and around the area with a few running near to the development site as can be seen in **Figure 6** which is an extract from the Counties map of public rights of way. According to this information, there are no public rights of way running through or adjacent to the development site.

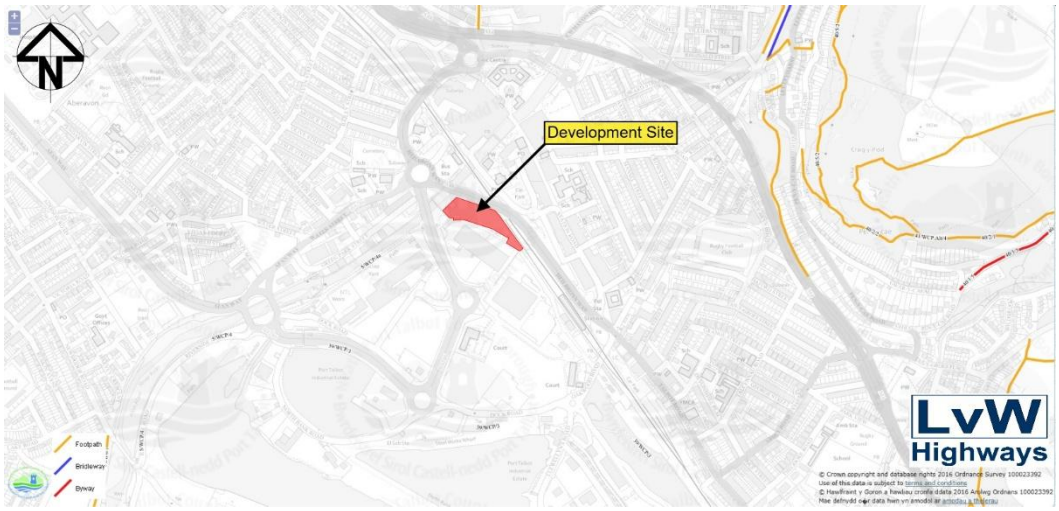


Figure 6: Public Rights of Way (Source: NPTCBC)

2.26 However, the NPT LDP proposals maps show that the Wales Coast Path runs up the south side of the River Afan, under the A4241 and along Cramic Way. The Afan Valley Trail also identified as the National Cycle Network route 887 connects the Wales Coast path under the A4241 Harbourside Way before crossing over the shared use bridge to link into Port Talbot Town Centre.

Cycle Facilities

2.27 In the vicinity of the development site, cyclists are accommodated on the carriageway in line with the guidance contained in Manual for Streets, Manual for Streets 2 and The Highway Code.

2.28 The Welsh Government suggest that cycling for utility journeys could be undertaken for lengths of up to 8km (5 miles) by many users.

2.29 The Institution of Highways and Transportation advises that the mean average length for cycling journeys is approximately 4 km although states that journeys of up to three times these distances are not uncommon for regular commuters.

2.30 **Figure 7** shows the cycling isochrones for 4 and 8 kilometres from the access of the proposed development site. It shows that Port Talbot Town is within the 4km cycle distance suggested for pedal bicycles (see Figure 2 above).

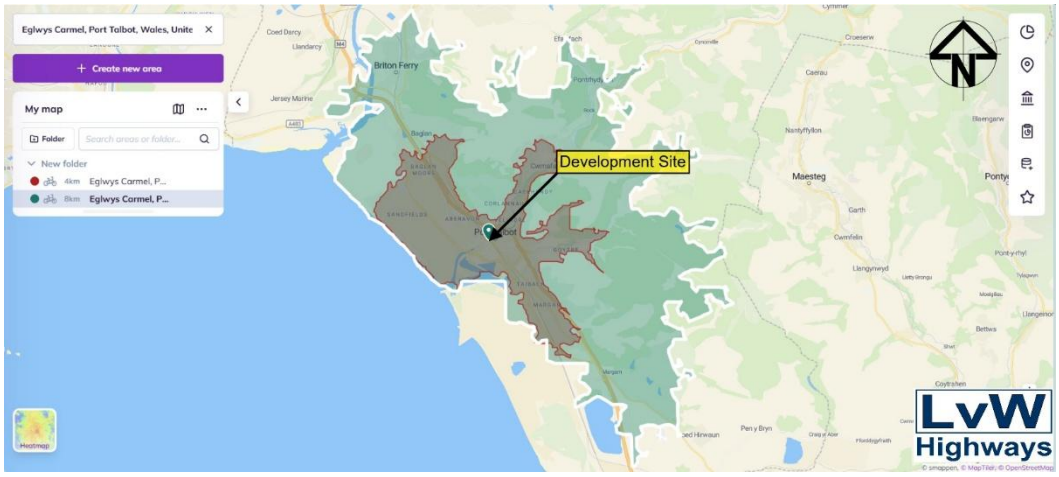


Figure 7: Cycling isochrones 4km and 8km (Source: Smapen)

2.31 The National Cycle Network Route 887 runs along the southwest bank of the River Afan and connects the town centre with Harbourside as shown in **Figure 8**. There is another bridge crossing of the railway line at the railway station also linking Harbourside to the town centre. Cycling offers an alternative to car travel for accessing the site especially for journeys between the significant population centres of Port Talbot.

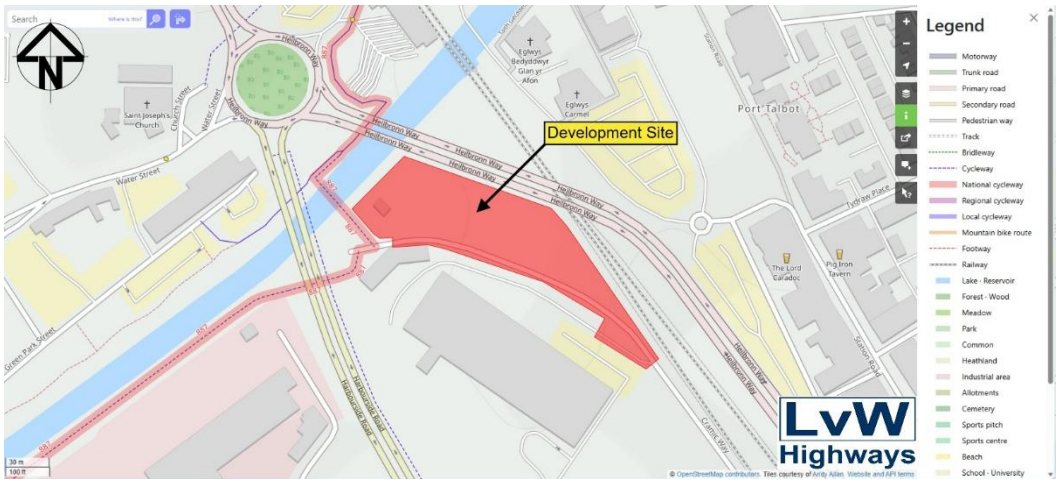


Figure 8: National Cycle Network (Source: Openstreetmap)

2.32 NCN Route 887 is a fairly new route between Port Talbot and Afan Forest Park.

Public Transport Network

2.33 There are a significant number of bus stops within the local area at the Bus Station and at the Railway Station as shown in **Figure 9** and these are all within 500m of the site access.

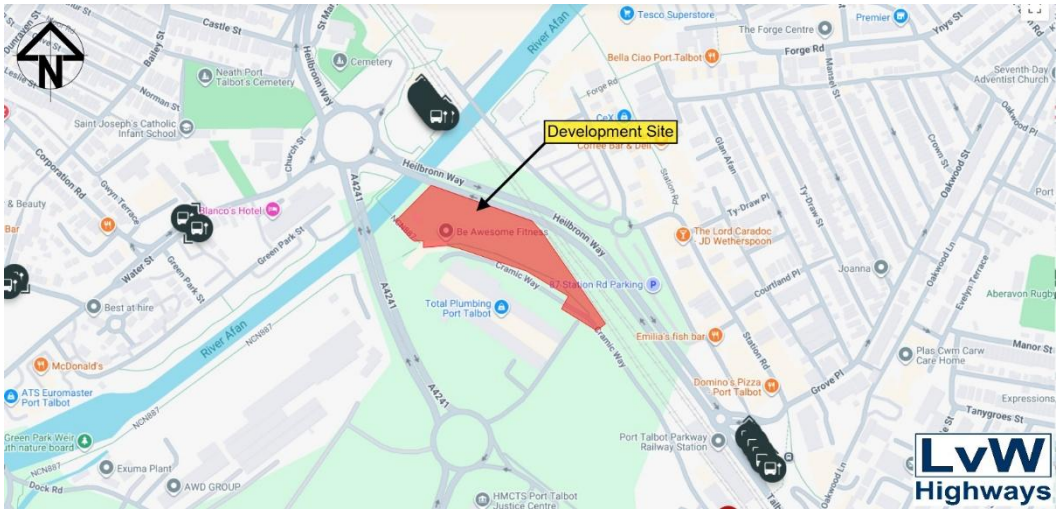


Figure 9: Local Bus Stops (Source: Traveline Cymru)

2.34 The proximity of the proposed development site to these public transport services reduces the need to travel, especially by private car and promote the use of more sustainable travel modes.

Bus Services

2.35 The bus services using these bus stops are shown in **Figure 10**. These stops are within five minutes walking distance of the application site and provide access to the regular and frequent bus services to local destinations.

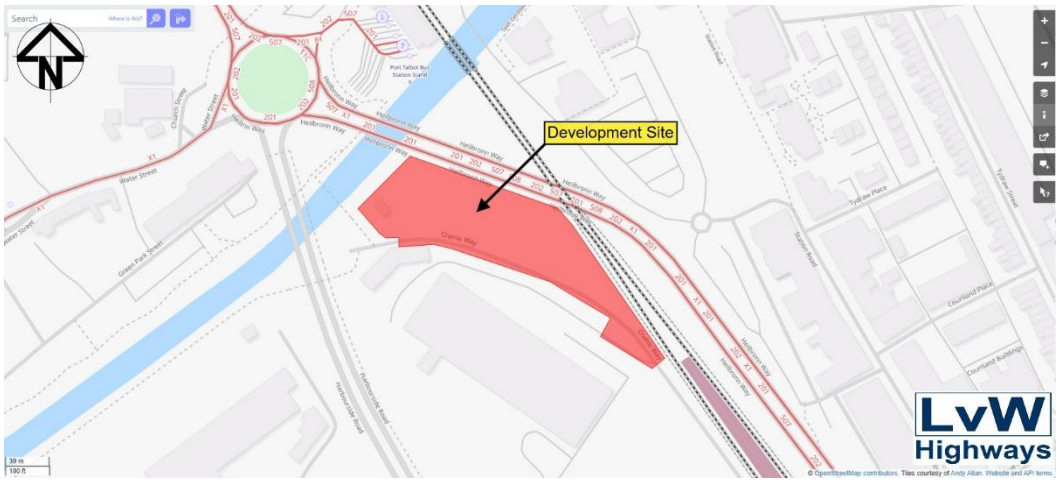


Figure 10: Bus services (Source: Openstreetmap)

2.36 All current bus timetables are readily available on Traveline Cymru or Transport for Wales websites.

Rail Services

2.37 Port Talbot railway station is approximately 400 metres to the south east of the development site. It is managed by Transport for Wales Rail. The station is staffed, so tickets can be bought at the station or on the train or prior to travel. There are covered shelter available, along with a customer help point, timetable

information boards and a digital CIS display to offer train running details. A car park is located near the station, with capacity for 153 vehicles.

2.38 There is a regular service pattern for trains in each direction, westwards to Swansea and onto Milford Haven railway station and eastwards to Cardiff, Newport and London.

Accessibility and Sustainability Assessment Conclusions

2.39 Walking and cycling both offer viable modes of transport for access to the development site. These modes would be particularly effective at reducing car travel for local movements.

2.40 The site is connected by bus provision, particularly to the larger population centres in the district and neighbouring districts where services frequencies are hourly or sub-hourly.

2.41 The proximity of rail provision is accessible and provides services to local destinations at sub hourly frequencies.

2.42 The site is located in an area with good choices in non-car modes of transport due to its accessible and sustainable location.

Personal Injury Collision/Accident Data

2.43 The DfT (and the legislation) refers to this as an 'accident report', but we prefer to use the more accurate term 'collision'.

2.44 A review has been undertaken on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exasperated by the development proposals. In road safety management, an accident blackspot or black spot is a place where road traffic accidents have historically been concentrated over a period of time, usually between 3 and 5 years where 5 or more collisions occur at a junction or a short section of highway. However, there are no definitive specified criteria for accident black spots.

2.45 This data has been sourced from the national statistics authority and reported on by the Department for transport each year. The information uses data obtained directly from official sources and compiled in an easy-to-use format showing each collision on a map.

2.46 The DMRB publication GC 119 Road Safety Audit mentions that a road safety audit should consider as a minimum the most recent 36 months of data (i.e. 3 years).

2.47 An examination of the PIC's data indicates that there has been no fatal or serious collision recorded over a 5-year period review along the local highway network in and around Harbourside as can be seen in **Figure 11**.

Figure 11: Personal Injury Collisions 2019 to 2024 (Source: Crashmap)

2.48 The personal injury collision data does not appear to identify any significant highway safety issues or concentration of collisions i.e. 'black spot' within the immediate area of the development site to warrant further investigation.

2.49 There are no apparent clusters of incidents within the assessment period which highlight a particular highway safety concern. Further to this, the incidents represent no particular trend in casualty type and also have a low incident rate per year. In addition, considering the proximity to the main commercial units, none of the incidents involved HGV's or goods vehicles.

2.50 It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development of the site.

2.51 The traffic generated by the proposed development (as discussed later on in this report) is highly unlikely to exasperate the existing safety record to a significant level to warrant concern.

Summary

2.52 It is evident that the site is in a highly accessible edge of town location with a range of sustainable modes of transport on offer which would cater for future employment journeys to and from the site within a short walking distance.

2.53 A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future redevelopment of the site.

3 PROPOSED DEVELOPMENT

Context

3.1 This chapter of the report provides an overview of the proposed development, including the proposed area schedule, access proposals, car and cycle parking provision and servicing strategy for the site.

Proposed Development

3.2 The proposed development will provide flexible employment space of 1,424sqm of GFA arranged over 12 units in two buildings of a mix of sizes and all single storey in height. The proposed use of all units will be B1-Business / Light Industry and B8-Storage or Distribution and the proposed layout plan (supplied by others) is attached at **Appendix A**.

3.3 In order to provide a worst-case assessment, the 1,424sqm floor areas have been assessed as part of this Transport Statement in order to understand the impact on car and cycle parking requirements and the trip generation of the site (Chapter 4).

3.4 The makeup of the two buildings and the Gross Floor Areas of each unit is listed in **Table 2**.

Access Arrangements

Vehicle Access

3.5 Vehicle access to the site will be provided in the form of an extension to Cramic Way. The proposed access will provide a route to the internal car parking and servicing areas. The type of access is considered safe and suitable for the quantum of development whilst also being in keeping with the wider business park.

Pedestrian Access

3.6 Pedestrian accesses will be provided along the vehicle access. The access will provide a direct connection to the units from the existing footway along Cramic Way. An internal pedestrian route will also be provided along the frontage of the units, providing permeability for visitors and staff travelling on foot.

Parking Provision

3.7 The Neath Port Talbot SPG Parking Standards (Oct16) quotes at 2.1.9: -,

This new approach to transport, with the change from predicting and providing for cars to managing traffic and reducing car dependency, means a new role for parking provision and control which this revision has been prepared to address. ***The aim as previously remains to ensure that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion*** *(bold text, my emphasis).*

3.8 The parking standards guidance is determined by land use and location, with development being located in zones 1 to 6, with zone one being applicable to city centre and the centres of largest towns. The location of the application site is identified to be within the guidance for a development within Zone 4 Suburban or near urban (as described below and shown on Plan 13 in the SPG) for parking calculation purposes.

Zone 4 – Suburban or Near Urban *The outer edges of the largest towns; suburban locations in towns; the whole of smaller settlements offering a range of*

local facilities. There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.

Assessment of Parking Standards

3.9 By a process of elimination (i.e. the development does not fall in any of the following categories: - Residential: New Build & Conversions; Offices; Shops; Places of Entertainment; Hotels & Restaurants; Community Establishments; Educational Establishments; and Horsiculture.) we have considered that the development could fall within the parking standards land use categories; Retail Warehousing & Garages; or Industry and Industrial warehousing.

3.10 If we consider the sub-categories for Retail Warehousing & Garage, the proposed development does not come under any of the criteria and therefore, it is considered that the development is Industry and Industrial warehousing.

3.11 **Table 1** shows the parking standards for Small Industrial units.

Type of Development	Operational	Non-operational
Small Industry (< 100m^2)	1 van space	1 space
Small Industry (< 235m^2)	1 van space	2 spaces

Table 1: NPT Parking Standards 2016

3.12 There are two buildings each divided into six smaller units. The proposed layout shows the following buildings and unit areas as Gross Floor Area (i.e. the foot print of each unit including walls) as summarised in **Table 2**.

Building	Unit	GFA sqm	mezzanine	Operational	Non-operational
Bldg 1	1	112.75		1 van space	1 space
	2	109.50	42.80	1 van space	1 space
	3	109.50		1 van space	1 space
	4 & 5	222.25		1 van space	1 space
Bldg 2	6 & 7	222.25	43.40	1 van space	1 space
	8	109.50		1 van space	1 space
	9	120.5		1 van space	1 space
	10	109.50		1 van space	1 space
	11	111.00		1 van space	1 space
	12	111.00			4 spaces
Other					12 spaces
Total		1337.75	86.20	9 van spaces	25 spaces

Table 2: Proposed unit sizes and parking requirements

3.13 A proposed site layout is shown in Appendix A and shows Units 1 to 4 and 7 to 11 with a van space and a car space in the forecourt. The proposed layout and floor plans show that Unit 5 is connected to Unit 4 and Unit 6 is connected to Unit 7 as 'Trade counter or similar'. Unit 12 is shown with 4 car parking spaces in the forecourt fronting the building, as it does not have roller shutters.

3.14 At the end of the improved Cramic Way are two disabled spaces and there are 10 additional car parking spaces on the south side of the road.

3.15 Therefore, the current total parking provision is 9 van spaces and 25 car parking spaces (this includes the two disabled spaces).

3.16 The adopted Parking Standards 2016 in its appendix C – Layout of parking Areas; shows that the standard dimensions of car parking spaces are: 4.8m x 2.6m.

3.17 The Parking Standards in its appendix C – Layout of parking areas, identifies that rigid vehicles require bays of 12.0m x 2.55m however, there are no dimensions for vans within the Parking Standard however, the proposed layout shows these to be 6.0m x 2.8m.

Disabled parking

3.18 For Disabled Driver's vehicles, the standard dimensions of car parking spaces are: 4.8m x 2.4 with a 1.2m margin to three sides in accordance with Part M guidance, this margin allows transfer from vehicle to wheelchair.

3.19 For car parks associated with new employment premises, the disabled parking requirement is identified as - 5% of the total car park capacity.

Cycle parking

3.20 The Parking Standards requirement for Cycle parking at Small Industrial units is shown in **Table 3**.

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

Table 3: NPT Cycle Parking Standards 2016

3.21 Based on the above, the proposed development should provide 5 cycle stands. These are not currently shown on the proposed site layout plan but it is suggested that two stands could be located near the rain garden by Unit 5 and three stands located near the rain garden by Unit 6.

Motorcycle parking

3.22 Motorcycle length and width dimensions are generally reduced when parked, as the front wheel will be turned to a locked position. The effective length and width vary between about 1600mm to 2300mm (length) and 650mm to 900mm (width). A bay size of 2.8m x 1.3m is recommended.

3.23 For car parks associated with all classes of development, the motorcycle parking requirement is identified as - 5% of provision for car parking.

3.24 Specific motorcycle parking is not provided as typically they will park in a car parking space.

Electric Vehicles

3.25 The Welsh Government publication 'Future Wales, The National Plan 2040 at Policy 12 states: -

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

3.26 Therefore, based on the 25 car parking spaces, three of these should have electric vehicle charging points, to comply with this vision. The plan shows four spaces identified as having EV charging facilities available.

Delivery and Servicing

3.27 Deliveries to the development will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Operational trips / courier services; and
- Occasional Maintenance vehicles.

3.28 Deliveries will take place internally within the site utilising a designated shared loading bay. The van parking bays have sufficient room to accommodate a 7.5t panel van; the most common type of delivery vehicle anticipated for the proposed land use.

3.29 It is not anticipated that deliveries / collections will take longer than 10 – 15 minutes, therefore considering the minimal dwell time for delivery vehicles, the provision of a shared servicing layby is considered proportionate to the scale of development.

3.30 Considering the type of units proposed, access for articulated HGVs is not considered to be required at the site. However, for confidence that they can be accommodated within the highway, a vehicle swept path has been provided. The largest vehicle to visit the site will be a refuse vehicle.

3.31 Swept path analysis has been attached at **Appendix B** which demonstrates how a 16.5m articulated lorry can access the site in forward gear, manoeuvre, and exit the site in a forward gear.

3.32 Although it is very unlikely that the end users will be having deliveries by this size of vehicle, the swept paths provide the assurance that there is sufficient available space for very large and long lorries to enter the site and exit the site in a forward gear.

4 TRIP GENERATION AND DEVELOPMENT IMPACT

Context

4.1 This section of the report outlines the anticipated trip generation associated with the proposed development whilst also assessing the development impact on the local transport network.

Existing Site

4.2 The site considered as part of this planning application is currently vacant and therefore does not generate a significant number of vehicle movements.

4.3 The current Cramic Way provides access to an existing gated industrial building consisting of B1-Business / Light Industry and B8-Storage or Distribution units.

4.4 There is no access to the large Building Suppliers Merchants from Cramic Way as this building is served directly from the A4241 roundabout.

Proposed Trip Generation

4.5 As the proposed development is not built, one estimate of trips is based on information extracted from a database containing details of historic trip generations from sites across Britain for various land uses. This database provides an estimate of the likely levels of transport generation for the proposed use. The data depicts what has happened in the past, not what is going to happen in the future. The data results is an attempt to project future trip rates based past experience.

Proposed use – Industrial Estate

4.6 Based on the architect's layout shown in Appendix A, it shows two buildings with a GFA of 1,424m^2 (including the mezzanines floors in two of the units). Any office space is ancillary to the business, warehousing use, so for the assessment we will use the full site Gross Floor Area of 1,424sqm for a robust case.

4.7 The trip rate data is summarised in **Table 4** that shows the hourly trips during the day as well as the daily flows that the development could typically have. These are calculated by multiplying the trip rates produced from the database with the GFA per 100sqm.

Table 4: Development Trip Rates and Vehicle trips

GFA 1424sqm	TRIP RATES			TRIPS		
Time Range	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.579	0.174	0.753	8	2	10
08:00-09:00	0.737	0.452	1.189	10	6	16
09:00-10:00	0.666	0.476	1.142	9	7	16
10:00-11:00	0.7	0.583	1.283	10	8	18
11:00-12:00	0.723	0.804	1.527	10	11	21
12:00-13:00	0.653	0.727	1.38	9	10	19
13:00-14:00	0.666	0.603	1.269	9	9	18
14:00-15:00	0.549	0.663	1.212	8	9	17
15:00-16:00	0.603	0.556	1.159	9	8	17
16:00-17:00	0.496	0.807	1.303	7	11	18
17:00-18:00	0.288	0.656	0.944	4	9	13
18:00-19:00	0.094	0.194	0.288	1	3	4
Daily Trip Rates:	6.754	6.695	13.449	94	93	187

4.8 This clearly shows that if the development was operational, it is estimated that it could attract and produce 187 two-way vehicle movements a day.

4.9 To visualise how these trips arrive and depart throughout a typical day, the arrivals and departures are plotted on **Chart 2**. It can be seen that an industrial estate development is at its busiest during the mid-day with smaller peak periods, one in the morning and the other in the afternoon to evening.

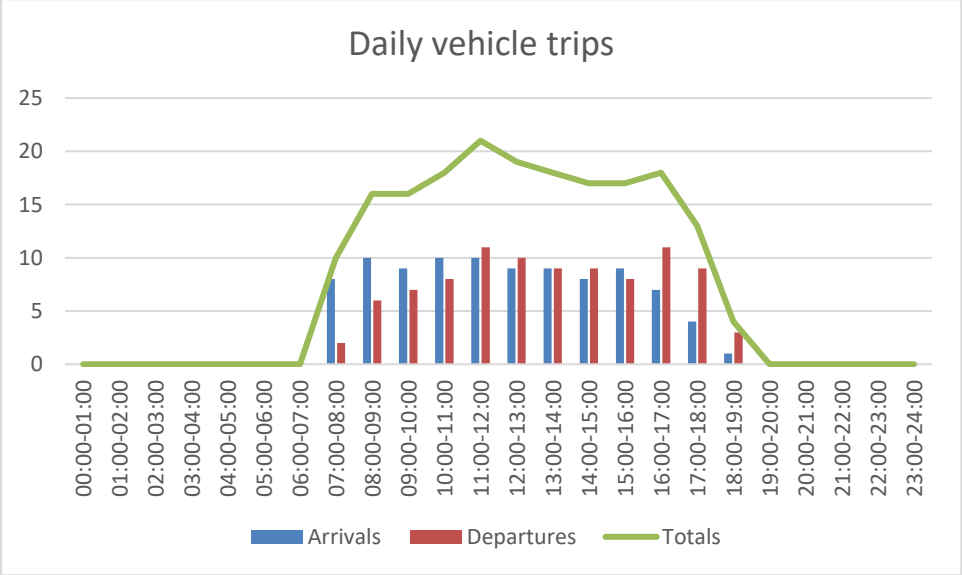


Chart 1: Vehicular Trips for Proposed Use

4.10 The development is likely to be at its busiest during mid-day and the data suggests that 21 vehicle movements will be generated during its busiest hour (11:00-12:00).

4.11 During the AM peak hour (08:00-09:00) it is anticipated that the proposed development could attract 10 vehicle movements (arrivals) and produce 6 vehicle movements (departures). To put this in context, vehicle movements per hour

equates to on average, approximately one movement every three and three quarters minutes. This is not considered to be significant.

4.12 During the PM peak hour (17:00-18:00) it is anticipated that the proposed development could attract 4 vehicle movements (arrivals) and produce 9 vehicle movements (departures). To put this in context, vehicle movements per hour equates to on average, approximately one movement every four and a half minutes. This is not considered to be significant.

4.13 The data suggests that, based on typical trip rates, the proposed development has the potential to generate around 94 arrivals and 94 departures per day (or on average, over a 12 hours day, 8 arrivals and 8 departures per hour). It is considered that this very minor increase would not be detrimental to highway safety or the free movement of vehicles on the highway network.

Mode Share

4.14 The multi modal data provides information on the suggested number of trips made by various mode as shown in **Table 5**.

Summary of Daily Trip Rates:	ARRIVALS	DEPARTURES	TOTALS
Count Type: TOTAL VEHICLES	94	93	187
Count Type: OGVS	4	4	8
Count Type: CYCLISTS	1	1	2
Count Type: CARS	56	55	111
Count Type: LGVS	37	37	74

Table 5: Summary of Daily Trips by Mode for Proposed Use

4.15 From the above it is clear that the greatest number of movements will be by cars and LGVs with a few numbers of OGV and bicycles.

Trip Distribution

4.16 Trip distribution refers to the estimate of origins and destinations of the new generated trips to and from the development site, which needs to be assigned across the highway network. Route assignment concerns the selection of routes between origin and destination.

4.17 Based on the surrounding area and location of the town, it is estimated that vehicles when they reach the A4241 roundabout could divide equally north towards the M4 corridor and beyond and south along the A4241 to Harbour Way. These estimates are not based on any calculations but an observation of the highway network.

5 SUMMARY AND CONCLUSIONS

5.1 LvW Highways Ltd has been commissioned by Cramic Way Ltd to produce a Transport Statement (TS) in support a planning application for the proposed development of an industrial estate which will have a combined Gross Floor Area (GFA) of 1,424 sqm on Land at Harbourside Strategic Regeneration Area off Cramic Way, Port Talbot.

5.2 The proposed development will provide flexible employment space in the region of 1,424 square metres of floor space, arranged within two buildings with a mix of unit sizes and all single storey in height. The proposed use of all units will be B1-Business / Light Industry and B8-Storage or Distribution.

5.3 The site lies within the Harbourside Strategic Regeneration Area. This is reflected in the site's local surroundings with a range of business, commercial and industrial uses close to the site to the south.

5.4 Vehicle access will be taken from an improved extension of Cramic Way providing a priority junction into the internal car parking and servicing area. The proposals will include a new car parking area to the front of the buildings which will provide 9 van parking spaces and 25 car parking spaces, including disabled parking bays and electric vehicle charging bays.

5.5 Shared internal loading bays will be provided which is proportionate to the scale of development and types of occupiers anticipated at the site. Swept path analysis has been undertaken to demonstrate the suitability of this design.

5.6 The proposals will also include the provision of high-quality cycle parking, in accordance with NPT standards, together with the provision of internal pedestrian routes on the key desire lines for future employees at the site, in accordance with the Policies of the LDP.

5.7 A robust trip generation methodology has been followed using available data. The proposed development is anticipated to result in 187 two-way vehicle trips during a typical working day.

5.8 The trip generation associated with the proposed development would be greater than the levels currently experienced on the site access and the local highway network. However, it can be concluded that the proposals would not lead to an unacceptable impact on highway safety, nor would they constitute a severe impact on the operation of the local highway network. As such, there are not considered to be any transport or highways related reasons why the proposals should be refused planning permission in accordance with PPW and NPT LDP.

Closure

5.9 LvW Highways Ltd has prepared this report with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on interpretation of data collected has been accepted in good faith as being accurate and fair.

5.10 This report is for the exclusive use of Cramic Way Ltd no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from LvW Highways Ltd.

5.11 LvW Highways Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of work.

APPENDIX A

Proposed site layout

EXISTING SITE LAYOUT

Scale 1:250

NOTES

1) All dimensions in millimeters Unless otherwise noted.
2) Drawings intended for purposes as described.
3) Any discrepancies to be brought to the attention of Life Property Group immediately.
4) Do not scale off this drawing for construction purposes
5) This drawing is to read in conjunction with Life Property Group construction notes.

© This Drawing is copyright
It must not be reproduced or disclosed to third parties without the permission of LPG.

REVISION	DATE	DESCRIPTION

PROJECT

PROPOSED LIGHT INDUSTRIAL UNITS AND ASSOCIATED EXTERNAL WORKS
LAND AT CRAMIC WAY, PORT TALBOT
NEATH PORT TALBOT, SA13 1RU
FOR CRAMIC WAY LTD

DRAWING TITLE

PROPOSED SITE LAYOUT

DETAILS

Scales	As shown @ A1	Date	JAN 26
Drawn	RHP	Checked	DLD
Job No.	2203	Drawing No.	03
Status	PLANNING	Revision	-

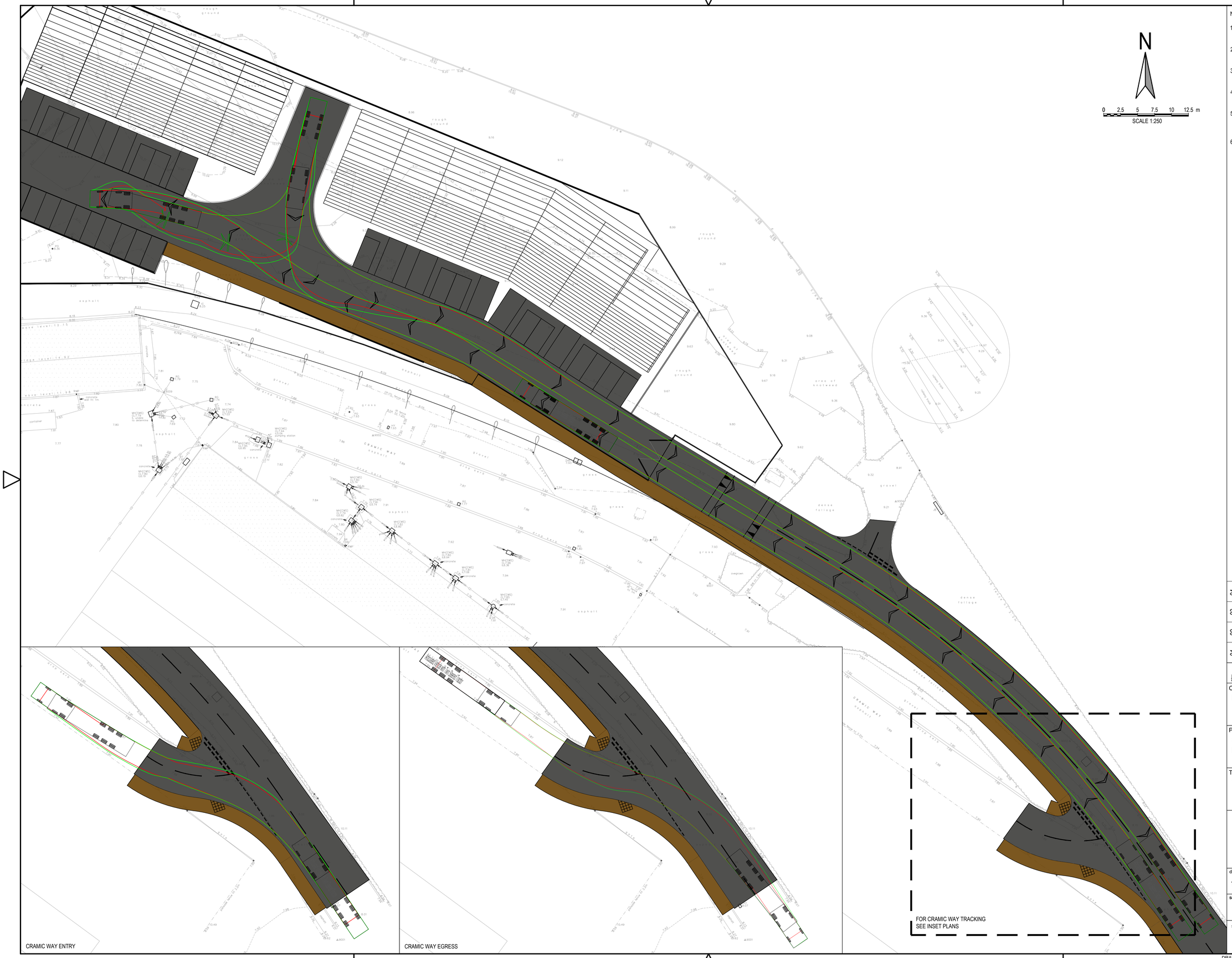
PROPERTY GROUP

Life Property Group Ltd
65 Station Road, Port Talbot, SA13 1NW
T - 01792 546666
W - lifepropertygroup.com
E - info@lifepropertygroup.com

APPENDIX B

Vehicle Swept Path Analysis

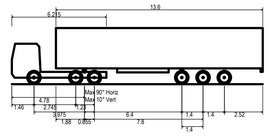
Sheet ACAD - A1 rev. C



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THE DRAWING. USE FIGURED DIMENSIONS ONLY.
4. ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
6. EXISTING SERVICES HAVE NOT BEEN SHOWN BUT ARE PRESENT - THE CONTRACTOR IS TO LIAISE WITH ALL STATUTORY AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY WORKS.

Articulated Vehicle with Twin Steered Tractor



Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

PRELIMINARY

rev.	drawn	chkd.	approvd.	date	description
04	SP	SP	PG	11.02.25	LATEST SITE LAYOUT ADDED
03	SP	SP	PG	05.02.26	ENTRY & EGRESS TRACKING ADDED TO JUNCTION WITH CRAMIC WAY
02	LT	LT	PG	15.01.26	AMENDED TO SUIT NEW LAYOUT
01	LT	DH	DH	15.12.25	FIRST ISSUE

Client
LIFE PROPERTY GROUP LTD

Project
CRAMIC WAY
PORT TALBOT

Title
16.5m HGV SWEPT PATH ANALYSIS

Vale Consultancy
CONSULTING CIVIL & STRUCTURAL ENGINEERS
29 Bocam Park, Old Field Road, Pencoed, Bridgend CF35 5LJ.
Phone: 01656 863794 Email: enquiries@vale-consultancy.co.uk

date	drawn	checked		approved	
15.12.25	LT	DH	15.12.25	DH	15.12.25

scale @ A1	project no.
1:250	21174

status	drg. no.	rev.
P	21174_900	04

DRAWING STATUS
A - Approval, AB - As-Built, C - Construction, D - Draft, P - Preliminary, T - Tender

ORIGINAL DRAWING SIZE 841 x 594

10 0 10 20 50 100mm NATURAL SCALE

A1