



# Grange Road, Cwmbran Transport Assessment

*For Archtech Partnership LLP*

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*Date:* 29 October 2020

*Doc ref:* 13083-HYD-XX-XX-RP-TP-5001

# DOCUMENT CONTROL SHEET

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Client	Archtech Partnership LLP	
Project name	Grange Road, Cwmbran	
Title	Transport Assessment	
Doc ref	13083-HYD-XX-XX-RP-TP-5001	
Project no.	C-13083-C	
Status	S4 – For Stage Approval	
Date	29/10/2020	

Document Production Record		
Issue Number	P01	Name
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Approved by		Neil Buckman

Document Revision Record			
Issue Number	Status	Date	Revision Details
P01	S4	29/10/2020	For Stage Approval

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## 1. INTRODUCTION

### 1.1 Overview

1.1.1 Hydrock has been commissioned to prepare this Transport Assessment (TA) to accompany an application at the former Alfa Laval site located off Grange Road, Cwmbran, Torfaen.

1.1.2 The proposals include the erection of a new factory and office space, and ancillary works to the access, car parks and drainage. The applicant (end occupier) is relocating operations from the neighbouring site to the north which is also accessed off Grange Road.

1.1.3 This TA provides an assessment which sets out details of the proposed internal layout, parking and access arrangements and considers the transport impacts of the proposed development.

### 1.2 Scope

1.2.1 Archtech Partnership LLP have received a Pre-application response from Torfaen County Borough Council (TCBC) which is attached as Appendix A. It is worth noting that the response from the Highways and Transportation Department stated that "There are no issues at this particular site that would give cause for concern from a highway standpoint" and that the Transport Assessment should assess route arrangements for articulated vehicles via the existing access.

1.2.2 This TA reflects the comments received from TCBC. The structure is in accordance with guidance set out in TAN18, the Local Development Plan and Supplementary Planning Guidance adopted by TCBC as well as based on our experience of other similar sites within TCBC and South Wales.

1.2.3 As a broad overview the TA is structured in the following manner:

- Description of the location of the site as well as a review of the existing conditions of the surrounding local highway network including access and parking, existing traffic flow patterns and highway safety;
- Analysis of walking and cycling routes in accordance with the Active Travel Act and analysis of the connectivity of the site with regard to local facilities and amenities;
- Review of public transport provision and facilities;
- Development proposals, in particular access by all modes (including emergency access), site design principles, car parking and servicing and delivery arrangements;
- Analysis of the impact on the local highway network;
- Transport Implementation Strategy including mitigation measures, where required;
- Summary and Conclusions

## 2. EXISTING CONDITIONS

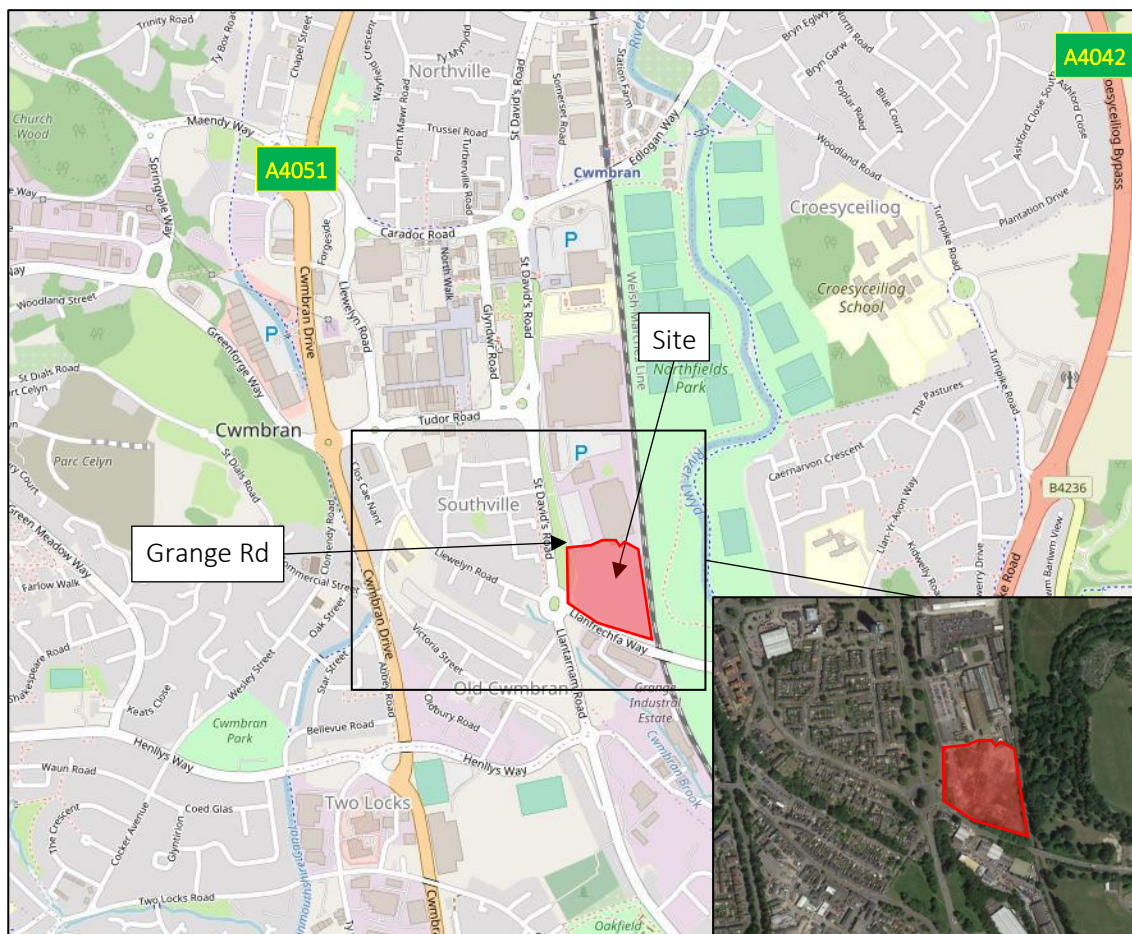
### 2.1 Site Location and Use

2.1.1 The site is situated near Cwmbran centre and is accessed from an existing access road which forms a junction with Grange Road. The site is located approximately 700m to the south east of Cwmbran town centre. The site is currently vacant having previously been occupied for industrial uses.

2.1.2 The site is located within the designated the 'Urban Boundary' and on this basis the principle of an industrial development is considered acceptable in accordance with the LDP.

2.1.3 The indicative location of the site in its local context is shown in Figure 2-1.

Figure 2-1: Indicative Site Location Plan



2.1.4 The site is bound by Grange Road and residential areas to the west, employment/industrial units to the north, Llanfrechfa Way to the south, and residential areas to the south, and the train track to the east.

### 2.2 Existing Site Planning Status

2.2.1 Since Alfa Laval vacated the site there have been numerous planning applications, of which some are summarised below:

- 16/P/01111/FUL – redevelopment comprising the following elements: (a) family pub; (b) restaurant with drive-thru lane, access and parking; (c) employment buildings for B1, B2 or B8 use with associated parking – Status withdrawn

- 10/P/00093(E) – variation of condition 2 of planning permission 08/P/00628(E) submission of details and commencement of development in relation to DIY retail store with associated garden centre – Status approved with conditions
- 08/P/00628(E) – variation of condition 2 of planning permission 07/P/00269(E) granted on October 2007 – Status approved with conditions
- 07/P/00269(E) – application under Section 73 for the erection of DIY store with associated garden centre, external materials storage area, service yard and parking without complying with condition 2 on planning permission 04/P11108 – status approved with conditions

2.2.2 Notwithstanding the previous industrial uses and planning history shown above being in keeping with the proposed use, the principle of an industrial development is considered acceptable in accordance with LDP Policy S1. The site forms part of the Torfaen Local Development Plan (2013) and is within the designated Urban Boundary. LDP Policy S1 defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development.

## 2.3 Vehicular Access

2.3.1 The site benefits from an existing site access junction with Grange Road, approximately 95 metres from Grange Road roundabout. The access road measures approximately 6.1 metres in width and is served by two footways to the north and south which provide connections to the surrounding area.

## 2.4 Local Highway Network

### *Grange Road*

2.4.1 Grange Road forms a junction with the access road to the site. Grange Road is a two-way single carriageway that solely provides access to the site and the industrial units north of the site, including the existing factory which is to be relocated to the proposed site. The carriageway forms an arm of the 5-arm roundabout junction, adjacent to the site, at its southern extent and terminates at its northern extent with a turning head.

2.4.2 There is a 2 metre footway present along the eastern side of the carriageway which provides a connection to the site from the south via Grange Road roundabout. The footway is well lit from the street lighting present along Grange Road. On the western side of the carriageway, a 2 metre footway extends north past the site for approximately 120m from Grange Road roundabout where it continues across the grass verge connecting to St David's Road adjacent Goldcliff House bus stop. Dropped kerbs and tactile paving are present at Grange Road roundabout arms providing good quality crossing points for pedestrians.

2.4.3 Parking restrictions are present with double yellow lines along both sides of the carriageway for the entirety of Grange Road.

### *Llanfrechfa Way*

2.4.4 Llanfrechfa Way runs along the southern extent of the site and provides direct access to and from the A4042. It is a two-way single carriageway subject to a 30mph speed limit.

2.4.5 Llanfrechfa Way forms a junction with the five-arm Grange Road roundabout at its north western extent and the A4042 at its southern extent. Within the vicinity of the site, footways and street lighting are present along both sides of the carriageway.

#### *Llantarnam Road*

- 2.4.6 Llantarnam Road forms the southern arm of the roundabout junction. It is a two-way single carriageway road. The road provides access to the surrounding residential areas of Oakfield and Llantarnam. Footways and street lighting are present along the carriageway.

#### *Llywelyn Road*

- 2.4.7 Llywelyn Road forms the western arm of Grange Road roundabout, providing a route into the centre of Cwmbran and forms an arm of the Tudor Road / Llywelyn Road at its northern extent. There are numerous junctions on the section of road which provide access to the residential dwellings.

#### *St David's Road*

- 2.4.8 St David's Road forms the northern arm of Grange Road roundabout and is a two-way single carriageway. The road provides an additional route into Cwmbran centre and the train station and serves as a bus route. The road is provided with street lighting and footways on both sides, which is well provide connections into Cwmbran.

#### *Turnpike Road A4042*

- 2.4.9 The A4042 is a trunk road that runs from Abergavenny to Newport in South Wales. Starting at the junction of the A40 and A465 south of Abergavenny, the A4042 travels south towards Little Mill north of Pontypool and is a single carriageway for this section; south of this, the A4024 is a dual carriageway which forms a junction with junction 25A M5, east of the Brynglas Tunnels, and continues south into Newport where a junction is formed with the A48 at its southern extent.

## 2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data has been obtained from recorded road safety data published annually by the Department for Transport (DfT). The statistics provide recorded PIA data reported in each local authority recorded using the STATS19 accident reporting form. The annual dataset is usually released in June each year. Currently, the most recently available five-year dataset covers between January 1st 2015 and 31st December 2019.
- 2.5.2 Figure 2-2 contains a plot of the accidents within the study area over this five-year period. A summary of the STATS19 outputs can be found at Appendix B.





- Near Beaumaris Drive junction with Llanfrecfa Way – involved a car and pedestrian – car collided with pedestrian at pedestrian crossing

2.5.6 The remaining PIAs that were recorded as slight in nature are summarised as follows:

- Newgale Row – involved a car and pedestrian – vehicle reversing and collided with pedestrian
- Llanfrecfa Way – involved two vehicles – vehicle waiting to turn right, vehicle proceeding along carriageway (not on a bend) failed to stop and collided with the back of vehicle waiting
- Llanfrecfa Way south east of the roundabout junction – involved two vehicles – vehicle waiting to turn right, vehicle proceeding along carriageway (not on bend) failed to stop and collided with rear of waiting vehicle

2.5.7 It is apparent that there is no pattern or clusters of four or more incidents within close proximity to the site. No accidents recorded involved cyclists.

2.5.8 Although all incidents are regrettable, the PIAs that occurred do not indicate an issue with the geometry of the highway that would be exacerbated by the proposals and there were no PIA's within the vicinity of the proposed site access.

### **3. SUSTAINABLE CONNECTIVITY OF THE SITE**

#### **3.1 Overall Site Accessibility**

3.1.1 The importance of the location of a site in relation to encouraging sustainable travel is set out within TAN18: Transport (March 2007). Paragraph 3.8 states “Locations that are highly accessible by a variety of travel modes offer significant opportunities to make travel patterns more sustainable.” As such it is recognised by TAN18 that the sustainable location of a site can assist in facilitating sustainable travel habits.

3.1.2 This chapter sets out the connectivity of the site to the surrounding area by sustainable modes of travel and demonstrates its proximity to public transport, services and residential areas. The site location is considered consistent with the aims of TAN18.

#### **3.2 Walking and Cycling Introduction**

3.2.1 The importance of walking and cycling in contributing towards sustainable travel patterns is detailed in TAN18. The guidance emphasises not only the role walking and cycling can have as main modes of transport for local journeys but also the considerable contribution they play in forming parts of longer journeys by public transport. Paragraph 6.2 of TAN18 states that Local Authorities should promote walking as the main mode of transport for shorter trips.

3.2.2 This section of the TA sets out both the walking and cycling infrastructure and key routes to and from the site to key facilities and existing residential areas in the locality. The routes to the surrounding facilities and services have been considered in the context of the Welsh Government Active Travel Act Design Guidance (ATADG) (2013).

#### **3.3 Walking and Cycling Infrastructure and Routes**

3.3.1 The site benefits from good links to the surrounding area via existing pedestrian infrastructure, as would be expected for a site in a suburban area such as this.

3.3.2 The routes to key facilities are mainly flat and well-lit and the majority of streets surrounding the site have footways on both sides which provide suitable access to local facilities.

3.3.3 The site connects to footways on the eastern side of Grange Road, both north and south of the site access road. The footways are accessed by the dropped kerbs and tactile paving on each of the roundabout’s arms. The site is connected to an extensive network of footways to the north of the site which route into the centre of Cwmbran, allowing access to local facilities and services including public transport and shops.

#### **3.4 Cycling Infrastructure and Routes**

3.4.1 The local cycle network is shown in Figure 3-1.





places of work, normally within a range of up to 2 miles' (3.2km). This is consistent with the Welsh Government ATADG guidance.

- Department for Transport (DfT) – Manual for Streets (2007): The ATADG references MfS guidance. MfS states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres).
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.
- DfT - Local Transport Notes (LTN) 2/08 & 1/20: Guidance set out in the now superseded LTN2/08, suggests that the average distance that cyclists will generally travel is approximately 5km (16 minutes based on a cycling speed of 19.2km/h as set out in LTN2/08).

3.5.2 As such, it is considered that suitable walking distances could be up to 3.2km. This equates to around a 40-minute walk travelling at 3mph (4.8kph). In addition, a site with a variety of facilities within 800 metres is considered to be situated within a 'walkable neighbourhood'.

3.5.3 It has been assumed that journeys of up to 8km are within an acceptable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute trip.

3.5.4 Facilities and residential areas which are accessible via established routes and within appropriate walking and cycling distances, have been summarised in Table 3-1.

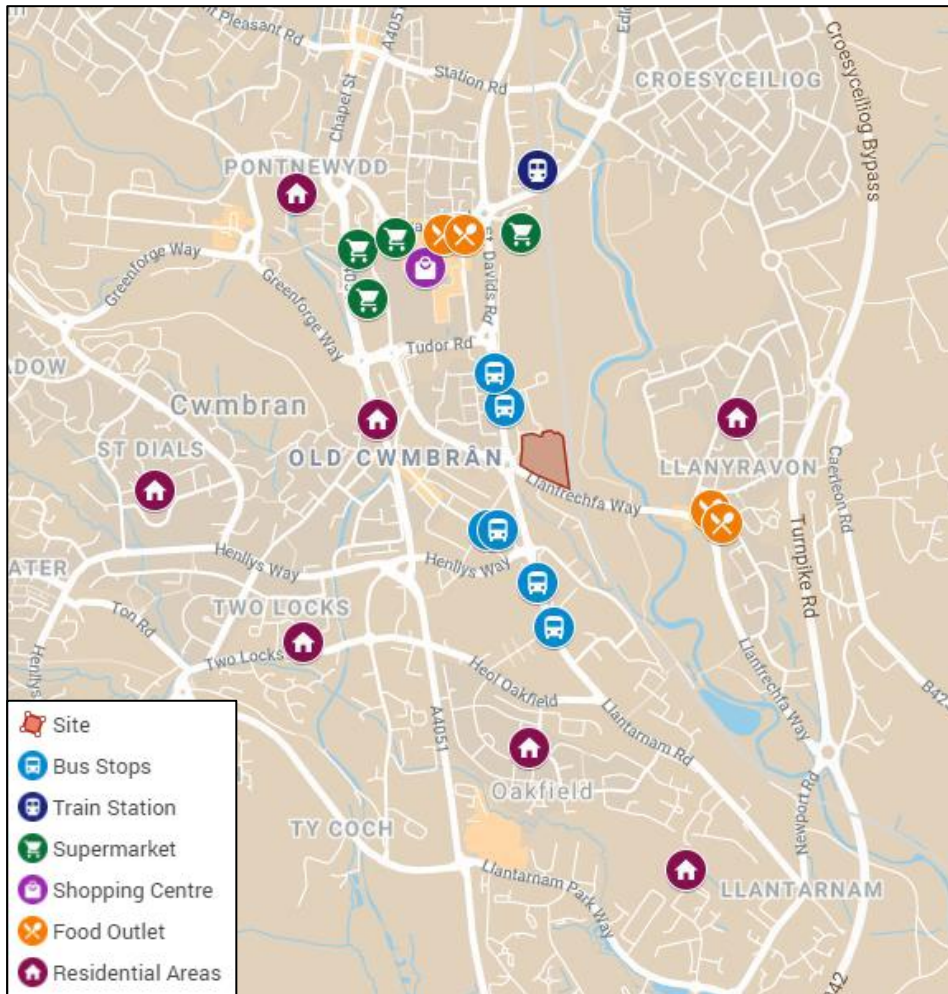
3.5.5 These have been summarised based on approximate distances travelled via walking routes from the centre of the site. The location of these facilities are shown in Figure 3-2.

Table 3-1: Proximity of the site to local facilities, services and residential areas

Facility / Residential Areas	Walking and Cycling Distance from centre of site (metres)	Travel Time (minutes) from Site	
		Walking	Cycling
<b>Facilities</b>			
Goldcliff House Bus Stop	260	4	1
Redbrook House Bus Stop	390	5	1
Cwmbran Shopping Centre	950	12	3
Sainsbury's	950	12	3
Morrisons	1100	14	4
Lidl	1100	14	4
Asda	1100	14	4
McDonalds	1100	14	4
Cwmbran Train Station	1100	14	4
<b>Residential Areas</b>			
Old Cwmbran	650	8	2
Llanyravon	950	12	3
Oakfield	1400	18	5
Two Locks	1400	18	5
Pontnewydd	1600	20	5
St Dials	1700	21	6
Llantarnam	2000	25	7

\* Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute

Figure 3-2: Local Facilities and Amenities Plan



3.5.6 Table 3-1 and Figure 3-2 demonstrate that there are a number of local facilities and residential areas within acceptable walking and cycling distance of the proposed employment site such as supermarkets, shops and the residential areas surrounding the site.

3.5.7 All facilities in Table 3-1 are well within the ATADG upper walking distance thresholds and can be accessed via suitable walking routes in accordance with the ATADG.

3.5.8 The site therefore has good accessibility to services and facilities within walking and cycling distance via appropriate routes which will encourage walking and cycling for the existing and future employees and help reduce the reliance on the private car. The site is situated in an accessible location and the routes linking to the site are considered to be fully compliant with the Active Travel Act.

### 3.6 Public Transport Provision

#### Overview

3.6.1 The following section provides a summary of the local bus and rail services available within proximity to the site, updated to reflect the level of service at the time of writing.

3.6.2 Some services have been altered as part of the response to the COVID-19 pandemic and to comply with the government’s guidelines on social distancing. As the government strategy developments It is acknowledged that there will be further changes.

### Bus

- 3.6.3 The closest bus stop to the site is Goldcliff House (southbound service), located on St David's Road, approximately 260 metres (or 4 minute walk) north (taken from the centre of the site). The northbound service is located further north, approximately 390m from the centre of the site (or 5 minute walk). Both stops are served via dedicated bus lay-bys and benefit from a bus stop flags with service information and accessible kerbs.
- 3.6.4 Both stops are served by services 3, X24 and 29B operated by Phil Anslow Coaches and Stagecoach South Wales, which offer a regular combined service to Cwmbran Town Centre in approximately 2mins from the northbound stop.
- 3.6.5 A summary of the local bus services is provided in Table 3-2.

Table 3-2: Bus Service Provision into Cwmbran

Service	Bus Stop	Route	First / Last	Number of Services					
				Mon – Fri				Saturday	Sunday
				AM Peak	Interpeak	PM Peak	Evening		
X24	<b>Northbound</b> RedBrook House, St David's Road	Newport - Blaenavon	0721 / 2045	5 Per hour	5 Per hour	5 Per hour	2 per hour	5 per hour (2 per hour after 1900)	-
	<b>Southbound</b> Goldcliff House, St David's Road	Blaenavon - Newport	0651 / 2015	5 Per hour	5 Per hour	3-4 per hour	2 per hour	5 per hour (2 per hour after 1800)	-
29B	<b>Northbound</b> RedBrook House, St David's Road	Newport - Cwmbran	0812 / 1712	Hourly	Hourly	Hourly	-	Hourly (0812-1822)	-
	<b>Southbound</b> Goldcliff House, St David's Road	Cwmbran - Newport	0821 / 1721	Hourly	Hourly	-	-	Hourly (0821-1831)	-
3	<b>Northbound</b> RedBrook House, St David's Road	Llanyafon - Cwmbran	0940 / 1740	Hourly	Hourly	Hourly	-	Hourly (0940-1740)	-
	<b>Southbound</b> Goldcliff House, St David's Road	Cwmbran - Llanyafon	0926 / 1726	Hourly	Hourly	-	-	Hourly (0928 / 1726)	-
<b>Approximate Daily Services</b>				<b>165</b>				<b>163</b>	<b>0</b>



3.6.6 Table 3-2 demonstrates that the site is served by regular local bus services between Monday to Saturday from nearby bus stops on St David's Road. This provides sustainable access to the surrounding areas including, Cwmbran Town Centre, residential areas as well as destinations further afield such as Blaenavon and Newport. In addition, the bus services provide connections to key transport hubs such as Cwmbran bus and rail station as well as larger hubs such as Newport which offers regional and national sustainable transport options. As such, travelling by bus would offer a realistic choice of transport for potential future residents and employees of the sites.

### 3.7 Rail Provision

- 3.7.1 The closest rail station to the site is Cwmbran Rail Station, located approximately 1.1 km to the north of the site, which represents a 15-minute walk or 4-minute cycle.
- 3.7.2 Cwmbran station is managed by Transport for Wales and lies on the Welsh Marshes Line from Newport to Hereford and serves as a local commuter route to Abergavenny, Newport and Cardiff.
- 3.7.3 The station benefits from a number of facilities including; ticket office, refreshment facilities, parking, toilets, ATM machine and WIFI.
- 3.7.4 The station car park has 76 car parking spaces including 10 for accessible users and six sheltered cycle stands located near the entrance. A pick-up / drop-off facility for visitors and taxi's is located outside the main entrance as well as a large bus / coach lay-by.
- 3.7.5 The proximity of the rail station and supporting infrastructure between the station and the site makes it widely accessible by walking, cycling or by bus or taxi, thereby facilitating access to local and regional destinations by rail. This offers an attractive and realistic option for trips to and from the site to be made via rail as part of a multi-modal trip.

### 3.8 Summary

- 3.8.1 The site is situated in a sustainable location, as would be expected for a site located in a suburban area surrounded by established residential and employment areas such as this. The site benefits from good quality walking, cycling and public transport connections.
- 3.8.2 A good number and range of local facilities are situated within acceptable walking and cycling distances. A review of the key walking routes demonstrates that pedestrians benefit from a good standard of infrastructure provision, which offers a realistic and attractive option for travel to and from the local area.
- 3.8.3 The choice of travel options within the vicinity of the site offers a realistic potential for trips to and from the site to be made via non-car modes. The location of the station and presence of good connections provides an opportunity for multi-modal trips to be made within the region and further afield.
- 3.8.4 The sustainable connectivity credentials of the site will encourage and promote sustainable travel behaviour in accordance with the aims of TAN18 and the Active Travel Act.

## 4. DEVELOPMENT PROPOSALS

### 4.1 Overview

4.1.1 The proposals seek consent for a new 9,689sq.m (GFA) industrial unit and 1,838sq.m of office space (GFA), in addition to ancillary works to the access, car parks and drainage on a currently vacant site located off Grange Road, Cwmbran. The applicant and end are relocating all operations from the neighbouring site to the north, which is also accessed off Grange Road.

4.1.2 The proposed site masterplan can be seen at Appendix C.

### 4.2 Vehicular Access

4.2.1 Vehicular access is proposed from Grange Road, using the existing priority junction which served the site's former industrial uses. Once upgraded, the access road will serve the site entrance and new car park via a crossover access arrangement located to the south, approximately 35 metres from Grange Road. The access road continues east providing access to the proposed goods / service yard and HGV turning area. These areas will be secured with granted access only for vehicles.

4.2.2 The access road will generally remain unchanged with the road width of 6.1 metres and location remaining the same. The proposals seek to upgrade the access with a new southern kerb line and 10m southern junction radius with Grange Road, offering protection to the proposed footway. The northern junction radius will remain unchanged. The proposed radius and access is suitable for the proposed site which will serve both cars and HGV's. Swept Path Analysis has been undertaken which demonstrates that the junction and access road can safely accommodate the appropriate vehicles. Swept Path Analysis Drawing 13083-HYD-XX-XX-DR-TP-0101 is included as Appendix D.

4.2.3 The access road is to be re-surfaced to a suitable standard to accommodate the proposed vehicles.

### 4.3 Pedestrian and Cycling Accessibility

4.3.1 In addition to vehicles, the site access will provide access to both pedestrians and cyclists.

4.3.2 Pedestrians will be able to access to site from Grange Road footway provision, using the proposed 2 metre footway to be located along the south of the access road. This facility will link to the proposed internal site and car park entrance and further into the site up until the goods / service yard (a distance of approximately 60m from Grange Road). Cyclists will be able to access the site using this access road, providing access to the main site entrance where cycle parking is to be provided.

### 4.4 Internal road layout

4.4.1 The current masterplan plan shows that the access road provides access to two areas of the site; the goods / service yard and main site entrance and car park. Although access to these areas has its own designated gated access, both are linked internally providing a level of permeability.

4.4.2 The site entrance and car park area is accessible from a new internal access which joins the access road via a footway crossover arrangement. This access is proposed to measure 6 metres in width, which is suitable for a car park entrance restricted to HGV's. From this point, the internal road continues south along the site's western and southern boundary, providing access to car parking spaces which are laid at perpendicular to the road either side. The internal road also links to the goods / service yard near the entrance, providing space for unloading / loading.

- 4.4.3 The access road also provides access for emergency vehicles via Grange Road and the internal road and space provided internally allows perimeter access to the units via the 6m internal road which routes along the eastern side providing a 5m access road alongside the unit for this purpose.
- 4.4.4 Based on the current masterplan, the design of the internal road, car park layout and goods yard are considered to be in line with best practice guidance for access and internal arrangements. Furthermore, Swept Path Analysis has demonstrated that these arrangements can safely accommodate the appropriate vehicles which will be serving the site, including; HGV, 7.5T panel van and fire appliances.
- 4.4.5 Spaces are provided within the site for servicing and deliveries either side of the main entrance. Swept Path Analysis has demonstrated that the site can safely accommodate the appropriate servicing and delivery vehicles. Swept Path Analysis Drawing 13083-HYD-XX-XX-DR-TP-0102 is included as Appendix B.

## 4.5 Parking

### Car Parking

The following section provides details on the local parking standards which apply to the proposed site uses, as set out in the appropriate local guidance document 'Adopted TCBC / CSS Wales - Wales Parking Standards (2014)'. This guidance sets maximum parking standards for Torfaen using a zoning method identified in CSS Wales - Wales Parking Standards (2008). The site falls within the urban boundary as defined by LDP Policy S1 and is considered to be compliant with the CSS description for Zone 3 - Urban.

- 4.5.1 Table 4-1 shows the maximum car parking standards for Parking Zone 3 - Urban and the corresponding maximum level of parking required for the proposed development.

Table 4-1: Relevant maximum car parking standards and proposed development maximum requirements

Type of Development	Proposed Development GFA (m <sup>2</sup> )	Maximum car parking standard		Maximum car parking spaces required (proposed development)	
		Operational	Non-operational	Operational	Non-operational
Offices (>1000m <sup>2</sup> )	1,836	N/A	1 space per 30m <sup>2</sup>	N/A	61
'Industry'	9,689	See Note 5 within guidance – "Above 2,000m <sup>2</sup> GFA, the required minimum operational area should be taken as 10% of GFA".	1 space per 120m <sup>2</sup>	969m <sup>2</sup>	81
Total required provision				969m <sup>2</sup>	142

Note: The proposed 9,689m<sup>2</sup> industrial unit /use has been defined as 'industry' under type of development within 'Adopted TCBC / CSS Wales - Wales Parking Standards (2014)'.

- 4.5.2 The aforementioned parking standards also prescribe a minimum level of provision for disabled parking and motorcycle parking, set at 5% of the proposed total car park capacity for each user. Based on the above maximum standard, this would equate to approximately 7 spaces for each user which would bring the total required spaces to 156.
- 4.5.3 The current masterplan includes 178 car parking spaces, located either side of the access road to the south and west of the proposed units. The proposed parking area would also include provision for 9 disabled spaces within this figure in addition to 9 motorcycle spaces. Therefore, this level of parking is above the number of spaces prescribed by the standards, with an excess of approximately 22 spaces.

- 4.5.4 In addition, the site includes a large goods yard which measures approximately 1,100m<sup>2</sup> (located outside the loading bays and excluding the turning area) for operational requirements. This area is shown to be compliant with the standards which require a minimum of 10% for operational requirements.
- 4.5.5 Although the proposed level of car parking is shown to be in excess of that prescribed in the standards, this level of parking is in line with the applicant's current requirements. Furthermore, it is acknowledged that the application of the parking standards must allow for some flexibility in their application due to the individual circumstances related to industrial units.
- 4.5.6 The car parking spaces are laid at a perpendicular angle to the 6m access road / aisle width and measure 2.4m x 4.8m. These dimensions are compliant with the guidance contained within Appendix 2 - Layout of Parking Areas of 'Adopted TCBC / CSS Wales - Wales Parking Standards (2014)'

### Cycle Parking

- 4.5.7 Table 4-2 shows the relevant parking standards and requirements applicable to the proposed development.

Table 4-2: Cycle parking standards and requirement for proposed development

Type of Development	Proposed Development	Cycle parking standard		Cycle parking requirement	
		Long stay	Short stay	Long stay	Short stay
Offices (>1000m <sup>2</sup> )	1,836	1 stand per 200m <sup>2</sup>	1 stand per 1000m <sup>2</sup>	9	2
'Industry'	9,689	1 stand per 500m <sup>2</sup>	1 stand per 1000m <sup>2</sup>	20	10
Total required provision				29	12

- 4.5.8 The proposals will provide cycle parking in accordance with these standards, which will likely be provided in the form of 21 cycle stands.

## 4.6 Development Traffic Impact

- 4.6.1 Due to the nature of the proposals, the proposed development will not result in any impact on the surrounding road network.
- 4.6.2 The proposals will result in a relocation of the applicants / end occupier's current operations which are taking place on the neighbouring site to the north. The current vehicle trips along with any impact will therefore be re-allocated to the proposed site, using the same access route used by the current vehicular trips, along Grange Road via Grange Road roundabout.
- 4.6.3 Notwithstanding the above, the principle of an industrial development is considered acceptable in accordance with LDP Policy S1. The site forms part of the Torfaen Local Development Plan (2013) and is within the designated Urban Boundary. LDP Policy S1 defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development.



## 5. TRANSPORT IMPLEMENTATION STRATEGY

### 5.1 Overview

5.1.1 The objective of the Transport Implementation Strategy (TIS) is to promote sustainable modes including walking, cycling and public transport.

### 5.2 Walking

5.2.1 Walking has the potential of providing an alternative mode of transport to undertake shorter journeys typically under 2km in distance, although the Active Travel Act suggests journeys of up to 3.2km are acceptable. The benefits of walking include that it is free, convenient, good for health and environmentally friendly.

5.2.2 The proposed development site will facilitate journeys on foot via a proposed footway link which connects the site to the local footway network and surrounding facilities and services including nearby bus and rail services as well as a range of facilities and services within Cwmbran Town Centre.

### 5.3 Cycling

5.3.1 Cycle parking will be provided in accordance with TCBC guidance contained within the 'Adopted TCBC / CSS Wales - Wales Parking Standards (2014)'. Cycling has the potential of providing an alternative mode of transport to undertaken journeys up to a distance of approximately 8km.

5.3.2 The site lies within close proximity to cycle infrastructure, including local cycleways and NCN routes which offer routes for both commuting and leisure purposes. The proposed development seeks to encourage cycling by providing facilities for safe storage of bicycles on-site in line with the appropriate guidance.

### 5.4 Public Transport

5.4.1 Public Transport provides an opportunity to replace private car trips for both the residential and employment trips associated with the proposed development.

5.4.2 The site is served by regular local bus services between Monday to Saturday from nearby bus stops within a short walk from the site (260m / 4 min walk). This provides sustainable access to the surrounding areas such as Cwmbran Town Centre, residential areas as well as providing an opportunity to travel to destinations further afield via Cwmbran rail station. As such, travelling by bus would offer a realistic choice of transport for potential future residents and employees of the sites.

## 6. SUMMARY AND CONCLUSIONS

### 6.1 Summary

- 6.1.1 This Transport Assessment (TA) has been completed to accompany an application at the former Alfa Laval site located off Grange Road, Cwmbran, Torfaen. The content of this TA has been informed by Pre-application discussions held between Archtech Partnership LLP and TCBC (Appendix A).
- 6.1.2 The proposals include the erection of a new factory and office space, and ancillary works to the access, car parks and drainage. The applicant (end occupier) is relocating operations from the neighbouring site to the north which is also accessed off Grange Road.
- 6.1.3 The site is situated near Cwmbran centre and is accessed from an existing access road which forms a junction with Grange Road. The site is located approximately 700m to the south east of Cwmbran town centre. The site is currently vacant having previously been occupied for industrial uses. Notwithstanding the previous industrial uses being in keeping with the proposed use, the principle of an industrial development is considered acceptable in accordance with LDP Policy S1. The site forms part of the Torfaen Local Development Plan (2013) and is within the designated Urban Boundary. LDP Policy S1 defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development.
- 6.1.4 The vehicular access to the proposed factory site will be via the existing site access off Grange Road. The proposals seek to upgrade the access with a new southern kerb line and 10m southern junction radius with Grange Road, offering protection to the proposed footway. The northern junction radius will remain unchanged. The proposed radius and access is suitable for the proposed site which will serve both cars and HGV's. Swept Path Analysis has been undertaken which demonstrates that the junction and access road can safely accommodate the appropriate vehicles. Swept Path Analysis Drawings are included as Appendix D.
- 6.1.5 In addition to vehicles, the site access will provide access to both pedestrians and cyclists. Pedestrian access is provided from Grange Road via a new footway connection along the south of the access and cyclists will be able to use the access road alongside vehicles.
- 6.1.6 Based on the current masterplan, the design of the internal road, car park layout and goods yard are considered to be in line with best practice guidance for access and internal arrangements. Space is provided within the site for servicing and deliveries and shown on the current masterplan either side of the access. Swept Path Analysis has demonstrated that these arrangements can safely accommodate the appropriate vehicles which will be serving the site, including; HGV, 7.5T panel van and fire appliances.
- 6.1.7 A review of road safety data provides no indication of an issue with the geometry of the highway that would be exacerbated by the proposals. There were no accidents within the vicinity of the proposed site accesses or along Grange Road itself during the latest available 5-year period.
- 6.1.8 It has been demonstrated that the site is situated in a sustainable location, with access to key facilities and services within acceptable walking and cycling distances. The proposals seek to enhance these connections by providing a new footway link to Grange Road.
- 6.1.9 The choice of travel options within the vicinity of the site offers a realistic potential for trips to and from the site to be made via non-car modes. The location of the station and availability of good connections

provides an opportunity for multi-modal trips to be made within the region and further afield. The sustainable connectivity credentials of the site will encourage and promote sustainable travel behaviour in accordance with the aims of TAN18 and the Active Travel Act.

- 6.1.10 The proposed level of non-operational car parking is in line with the applicants current provision on the adjacent site to the north and therefore will represent a relocation of provision rather than additional parking in the area. The operational parking provision is in accordance with the guidance contained within Appendix 2 - Layout of Parking Areas of 'Adopted TCBC / CSS Wales - Wales Parking Standards (2014)' for the industrial unit. Disabled parking bays and motorcycle parking will be included in the total parking provision in line with this guidance. The proposals will provide cycle parking in accordance with these standards and will likely be provided in the form of 21 cycle stands.
- 6.1.11 The proposals will result in a relocation of the applicants / end occupier's current operations which are taking place on the neighbouring site to the north. The current vehicle trips along with any impact will therefore be re-allocated to the proposed site, using the same access route used by the current vehicular trips, along Grange Road via Grange Road roundabout. Due to the nature of the proposals, the proposed development will not result in any impact on the surrounding road network.

## 6.2 Conclusion

- 6.2.1 This TA demonstrates that the proposed development does not result in any impact upon the local highway network by virtue of the fact that the proposals represent a relocation of the applicants current operations to the proposed site. Furthermore, the proposed new facility will offer efficiencies currently exacerbated at the current site.
- 6.2.2 The site is shown to be sustainable and can meet the needs of the various users and provide a choice of travel options. The TA demonstrates that the proposals are compliant in their design with the relevant planning policies and guidance as well as considering the views of the LHA.
- 6.2.3 It is therefore considered that there are no significant highways and transportation matters that should preclude the Local Planning Authority from approving this planning application.

## Appendix A TCBC Pre Application Response



Your ref/Eich cyf:  
Our ref/Ein cyf: 19/PE/0737/PREAPP  
Date/Dyddiad: 29 January 2020

Please contact/Cysyllter â: Mrs Claire Hall  
Direct line/Llinell ffôn: 01633 647312  
Direct fax/Llinell ffacs: 01633 647328  
Email/Ebost: [planning@torfaen.gov.uk](mailto:planning@torfaen.gov.uk)

Mr J Edwards  
Archtech Partnership LLP  
Harley House  
29 Cambray Place  
Cheltenham  
GL50 1JN

Dear Mr Edwards

**RE: Erection of a new factory 9689 sqm and offices 1838 sqm and ancillary works to access, car parks and drainage.**

**AT: Former Alfa Laval Site, Grange Road Cwmbran Torfaen**

1.	<p><b>Our advice is based on the following information:</b> Pre-application enquiry form, supporting statement and drawing nos.8514 003 Site Plan, 8514 026 Sketch Site Layout and GRC-HYD-XX-XX-DR-C-1300 Rev.P01 Drainage Strategy all received on 6 December 2019.</p> <p>An office meeting/discussion was held on 21 January 2020 with your client Tim McGee and the following TCBC officers: Economic Development (Gaynor Wakeling), Highways (Paul Wheeldon), Drainage (Mark Strickland), Forward Planning/Policy (Rob Murray) &amp; myself.</p>														
2.	<p><b>Site History (most recent, since site vacated by Alfa Laval)</b></p> <table border="1" data-bbox="263 1344 1525 1926"> <thead> <tr> <th data-bbox="263 1344 542 1433">App Number</th> <th data-bbox="542 1344 845 1433">Proposal</th> <th data-bbox="845 1344 1069 1433">Status</th> <th data-bbox="1069 1344 1276 1433">Received Date</th> <th data-bbox="1276 1344 1525 1433">Decision Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="263 1433 542 1926">16/P/01111/FUL</td> <td data-bbox="542 1433 845 1926">Redevelopment comprising the following elements: (a) Family pub with associated works (Full); (b) Restaurant with drive through lane, access and car parking (Full); and (c) Employment building(s) for</td> <td data-bbox="845 1433 1069 1926">Withdrawn</td> <td data-bbox="1069 1433 1276 1926">27.07.2016</td> <td data-bbox="1276 1433 1525 1926">29.01.2018</td> </tr> </tbody> </table>					App Number	Proposal	Status	Received Date	Decision Date	16/P/01111/FUL	Redevelopment comprising the following elements: (a) Family pub with associated works (Full); (b) Restaurant with drive through lane, access and car parking (Full); and (c) Employment building(s) for	Withdrawn	27.07.2016	29.01.2018
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10/P/00093(E)	B1, B2 or B8 use, with associated access, car parking and servicing. (Outline) Variation of condition 2 of planning permission	Approved with Conditions	18.01.2010	20.05.2010
08/P/00628(E)	08/P/00628(E) - submission of details and commencement of development in relation to DIY retail store with associated garden centre. Variation of condition 2 of planning permission	Approved with Conditions	23.10.2008	17.12.2008
07/P/00269(E)	07/P/00269(E) granted on 10th October 2007 Application under Section 73 for the erection of DIY store with associated garden centre, external materials storage area, service yard and car parking without complying with Condition 2 on Planning Permission	Approved with Conditions	07.08.2007	10.10.2007
07/P/15073(E)	04/P/11108 Erection of approximately 300 residential units comprising of a mix of apartment	EIA Not Required	15.03.2007	25.04.2007
04/P/11108	DIY retail store with associated garden centre, external materials	Approved with Conditions	26.11.2004	20.01.2005

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	02/P/07593	storage area, service yard and car parking Demolition of all buildings, construction of A1 bulky goods retail unit, external secure storage and garden centre, service yard and car parking	Withdrawn	27.11.2002	26.09.2005
<p><b>3. Relevant Planning Policies:</b></p> <p><b>National Planning Policy</b></p> <p><b>Planning Policy Wales (Edition 10: December 2018)</b> sets out the underlying basis for delivering sustainable development with an emphasis on the importance of place-making. It promotes the development of productive and enterprising places which promotes economic, social, environmental and cultural well-being by providing well-connected employment and economic development in pleasant surroundings. PPW 10 states that these places must be designed and sited to promote healthy lifestyles and tackle climate change by making them easy to walk and cycle to and around, access by public transport, minimising the use of non-renewable resources and using renewable and low carbon energy sources.</p> <p><b>4.1.34</b> New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.</p> <p><b>4.1.39</b> To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points.</p> <p><b>4.1.42</b> The provision of ULEV charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.</p> <p><b>5.8.3</b> Sustainable building design principles should be integral to the design of new development. Development proposals should:</p> <ul style="list-style-type: none"> <li>- mitigate the causes of climate change, by minimising carbon and other greenhouse gas emissions associated with the development's location, design, construction, use and eventual demolition; and</li> <li>- include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.</li> </ul> <p><b>5.8.5 TAN 12: Design* and Practice Guidance: Planning for Sustainable Buildings**</b> provide guidance on sustainable building design. Design and Access Statements should show how sustainable building design principles have been considered in the design</p>					

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*Handwritten:* TAN 12. Design Commission for Wales



process.

**5.8.6** Developers should take into account future requirements for carbon reduction in new buildings, as a result of changes to Building Regulations in Wales, when designing their schemes. Being mindful of any future changes will ensure design aspects of requirements are considered as early as possible.

### Technical Advice Notes ('TANs')

Technical Advice Note 5: Nature Conservation and Planning (September 2009)

Technical Advice Note 11: Noise (October 1997)

Technical Advice Note 12: Design (March 2016)\*

Technical Advice Note 15: Development and Flood Risk (July 2004) - **NB an updated edition of TAN 15 (with new development zone classifications) is expected in 2020**

Technical Advice Note 18: Transport (March 2007)

Technical Advice Note 23: Economic Development (February 2014)

### Other National Policy/Guidance

Practice Guidance: Planning for Sustainable Buildings (July 2014)\*\*

**The Active Travel (Wales) Act 2013** places a duty on the Council to make walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace.

**The Environment (Wales) Act 2016** places a duty on the Council to maintain and enhance biodiversity, promote the resilience of ecosystems and increase their ability to adapt to events such as the impacts of climate change.

**The Well-Being of Future Generations (Wales) Act 2015** places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives.

### Local Planning Policy

#### Adopted Torfaen Local Development Plan (December 2013)

#### Strategic Policies

LDP Policy S1 - Defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development. Land outside Urban Boundaries is within the Countryside where development is restricted. **The site is within the Urban Boundary.**

LDP Policy S2 - Gives a set of Sustainable Development criterion that should be taken into account in the design of development proposals.

LDP Policy S3 - Provides criterion that should be considered to seek to mitigate the causes of further climate change and adapt to the current and future effects of climate change such as promoting sustainable design.

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LDP Policy S4 -seeks that new development must have full regard to the context of the local natural and built environment and its special features including criterion on sustainable design and promoting a mix of uses.

LDP Policy S6 - makes provision for new land for employment and business purposes and for strategic regional employment opportunities across the County Borough.

LDP Policy S7 - seeks to ensure that development proposals promote the conservation and enhancement of the Natural, Built and Historic Environment.

LDP Policy S8 - outlines the planning obligations will be required on development proposals to address impacts of development and to make the proposal acceptable in land use planning terms; with key priorities being stated.

### **Borough Wide Policies**

LDP Policy BW1 - provides a detailed Borough wide General Policy on Development Proposals with criterion covering 'Amenity and Design', the 'Natural Environment', the 'Built Environment', 'Utilities Provision' and 'Design and Transport', against which all planning applications will be determined in conjunction with other relevant policies of the Local Development Plan.

LDP Policy BG1 - states development proposals will not be permitted where they would cause significant adverse effects to local nature conservation designated sites, including the features of a Site of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), or Regionally Important Geological Sites (RIGS), subject to two criterion.

### **Topic Based Policies**

LDP Policy EET5 seeks to protect existing Employment Land and Premises from other uses and states that development or redevelopment of existing employment sites for uses other than B1, B2 or B8 will only be permitted where they satisfy the following criteria:

- a) It can be demonstrated that the land or premises are not well located for business, industrial or warehousing use; or the use is incompatible with adjoining use(s);
- b) The premises and/or site have been assessed and is genuinely redundant based on the current and future needs of the employment market and has been realistically marketed at market value for the current permitted use(s);
- c) The proposed uses are complimentary to the primary employment use of the surrounding area and will not cause an unacceptable impact on the operating conditions and requirements of existing businesses; and
- d) In the case of factory shops, it can be demonstrated that the operation is strictly ancillary to the main use of the site and that the goods sold have been manufactured on the premises.

### **Supplementary Planning Guidance**

Torfaen County Borough Council adopted an Updated 'Planning Obligations' SPG document in September 2016. The SPG sets typical criteria and thresholds for

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	<p>contributions towards Affordable Housing provision (including tenure split and size thresholds), Highways and Transport, Educational Facilities, Community Facilities and Regeneration, Ecology and Biodiversity, and Recreation and Public Open Space.</p> <p>CSS Wales Parking Standards 2014 (Adopted SPG for Torfaen)</p>
<p><b>4.</b></p>	<p><b>Consultation Responses:</b></p> <p>Drainage Officer</p> <p>This will need to go for SuDS approval.</p> <p>The source of the flooding that this site will experience in the 1 in 1000 year storm is from the culvert entrance that runs under Cwmbran Drive in Brookland Park Pontnewydd. We are in the process of applying for WG grant funding to form a barrier around the entrance to ensure that the 1 in 100 years storm flows go down the culvert and not down Cwmbran Drive, through Northville, across Morrison's roundabout down Grange Road to the site area. Once this is constructed the area currently shown on the DAM maps would change from C2 (undefended flood area) to C1 (defended) which currently have differing criteria for development under TAN15.</p> <p>The culvert at the bottom of the site runs under the railway, and Network Rail had in the past received monies from the landowner to allow discharge of surface water through it. We have investigated this and found that there was watercourse located in this location before the railway was built so have argued that as such Network Rail cannot make a charge as riparian rights are attached to the watercourse.</p> <p>The culvert under the railway discharges into a culvert that runs through Southfields (TCBC owned land) into the river, and so asset management would need to check if the original deed of easement needs any amendment.</p> <p>Also to connect the surface water drainage into the watercourse then an Ordinary Watercourse Consent would be required from TCBC.</p> <p>Ecology Officer</p> <p>This development appears to fit the description of 'Open mosaic habitats on previously developed land' as listed on the Section 7 list of habitats of principal importance for Wales in the Environment (Wales) Act 2016. As such a Preliminary Ecological Assessment (PEA) would be required and any recommendations that arise must be followed accordingly, including any</p>

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	<p>further survey work. All ecological survey work should be submitted prior to the determination of any future planning application. The Preliminary Ecological Survey should include all proposals for mitigation &amp; enhancement for any habitat lost.</p> <p><b>Economic Development</b></p> <p>We are happy to support this application.</p> <p><b>Environmental Health (noise/contam/housing)</b></p> <p>Although there have been previous site investigations undertaken on this site they will need updating. I would therefore advise that the contaminated land conditions be applied to any application (see below). Also due to the proximity of residential homes to the site, in line with TAN 11, a BS 4142:2014+A1:2019 noise assessment should be undertaken on the site to enable a reasonable noise emission level limit to be set for the site as whole.</p> <p>I understand that piling may be considered as a foundation solution. This may not be approved by NRW depending on the results of the updated site investigation and I would advise that they be consulted in relation to this.</p> <p><b>Contaminated Land.</b></p> <p><b>All work should comply with the latest guidance which includes;</b></p> <p><b>BS 10175:2011</b></p> <p><b>Welsh Government Document WG 15450, Contaminated Land Welsh Statutory Guidance.</b></p> <p><b>Welsh Local Government Association Document, Requirements for the Chemical Testing of Imported Materials for Various End Uses.</b></p> <p><b>Contamination</b></p> <p><b>(1) <i>No part of the development hereby permitted shall commence until:</i></b></p> <p>a) An appropriate <u>Desk-Study</u> of the site has been carried out, to include a conceptual model and a preliminary risk assessment, and the results of that study have been submitted to and approved in writing by the Local Planning Authority.</p> <p>b) If potential contamination is identified then an appropriate intrusive site investigation shall be undertaken and a <u>Site Investigation Report</u> to</p>
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BS 10175:2011 containing the results of any intrusive investigation, shall be submitted and approved in writing by the Local Planning Authority.

- c) Unless otherwise agreed in writing by the Local Planning Authority as unnecessary, a Remediation Strategy, including Method statement and full Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority.

***No part of the development hereby permitted shall be occupied until:***

- d) Following remediation a Completion/Validation Report, confirming the remediation has being carried out in accordance with the approved details, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

#### **Contamination – Unforeseen**

(2) Any unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as is practicable. Unless otherwise agreed in writing by the Local Planning Authority as unnecessary, an appropriate ground investigation and/or remediation strategy shall be submitted to and approved in writing by the Local Planning Authority, and the approved strategy shall be implemented in full prior to further works on site. Following remediation and prior to the occupation of any building, a Completion/Validation Report, confirming the remediation has being carried out in accordance with the approved details, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

#### **Contamination – Imported Material**

(3) ***No part of the development hereby permitted shall be occupied until:***

Prior to import to site, soil material or aggregate used as clean fill or capping material, shall be chemically tested to demonstrate that it meets the relevant screening requirements for the proposed end use.

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This information shall be submitted to and approved in writing by the Local Authority and must comply with the Welsh Local Government Association Document, Requirements for the Chemical Testing of Imported Materials for Various End Uses 2011. No other fill material shall be imported onto the site. Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

#### Highways And Transportation

I note that the access road to this site is as it was when it served Saunders Valves. The plan indicates the access road to be refurbished and it should be a minimum of 7.3 metres width. The junction radius must be a minimum of 10 metres or tracked so that entry and exit articulated lorries do not over run the footways.

The loading and unloading zone and service yard is acceptable and parking provision indicating 178 spaces is acceptable and in accordance with the Torfaen County Borough Council Supplementary Planning Guidance, CSS Wales Parking Standards 2014.

I note that the site provides sufficient space to incorporate a SUDS system and that an application for pre-application SUDS advice has been submitted.

For a planning application I would require a Transportation Assessment. The Assessment should address route arrangements for articulated vehicles and the effect on the existing networks. Grange Road roundabout and the site junction should be tested to determine capacity at the year of opening and 10 years after opening for all vehicular trips.

There are no issues at this particular site that would give cause for concern from a highway standpoint.

The above observations are given without prejudice to my position in respect of the highway requirements should a formal planning application be made in respect of this proposal.

Landscape Officer

Concerns about gradient (should be a maximum 1:3) and design/extent of proposed swale. Scheme requires amendment and further sectional

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	<p>information in order to maximise landscape/ecology mitigation opportunities. No landscaping details have been given in relation to the proposed basin. Additional tree planting required particularly to address road frontages and screen car parking areas. Wildflower mix should be used wherever possible. Ecological mitigation can be accommodated within the wildflower seeded area and edges of the attenuation pond. Building should include sustainable design features e.g. partial green roof to help control surface water and contribute to the necessary on-site ecology and landscape requirements.</p> <p>Forward Planning (LDP/Policy)</p> <p>Supportive of employment use of site. Key issues:</p> <ul style="list-style-type: none"> <li>- contamination</li> <li>- flooding</li> <li>- SuDS (implications for layout)</li> <li>- high design quality given site's location and visibility from highway network (development to address corner/junction between Grange Road and Llanfrechfa Way)</li> <li>- information on jobs to be relocated would be beneficial supporting information along with any expansion potential for jobs going forward.</li> </ul>
<p>5.</p>	<p><b>Our initial views on the proposal:</b></p> <p>The site is located within the designated Urban Boundary and therefore the principle of an industrial development is acceptable in accordance with LDP Policy S1, subject to other plan requirements and detailed development management considerations including amenity, design, highway safety, contamination risk, flood risk, landscape, ecology and drainage.</p> <p>Being a former industrial use on this site there is no planning objection in principle to a proposed industrial development, subject to detailed layout, landscape and drainage requirements as indicated in consultation comments outlined above and as discussed at the pre-application meeting. The advice of Natural Resources Wales (contamination/risk to controlled waters) and the SuDS Approving Body ('SAB') should be sought on the treatment of surface water and in light of the new Sustainable Urban Drainage (SuDS) legislation that came into force in January 2019. The proposed scheme will need to be SuDS compliant to obtain the necessary drainage consent and this will have implications for the site layout which must be demonstrated at the planning application stage. Further advice was given at the meeting and can also be found on the Council's website:</p> <p><a href="http://www.torfaen.gov.uk/en/PlanningAndDevelopment/Planning-Applications/Sustainable-Urban-Drainage-Systems/Sustainable-Urban-Drainage-Systems-SuDS.aspx">http://www.torfaen.gov.uk/en/PlanningAndDevelopment/Planning-Applications/Sustainable-Urban-Drainage-Systems/Sustainable-Urban-Drainage-Systems-SuDS.aspx</a></p> <p>Indicative surface water drainage proposals were discussed at the meeting and the</p>

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developer is advised to satisfy itself that sufficient rights exist for surface water from the development to drain through third party owned land (see drainage officer comments above).

The EHO officer has confirmed that, due to the proximity of residential properties, there is a potential for noise nuisance from the development. A noise assessment and Construction Environmental Management Plan should therefore be provided which details the likely impact and proposed mitigation measures that will be undertaken to protect local residents and the wider environment from the health effects and potential nuisance resulting from noise, dust and fumes associated with the development works.

The site has been previously developed as a rubber valve production works therefore contamination is a material consideration in its redevelopment. The site overlies bedrock of a designated aquifer and borders the Cwmbran Brook. **It is essential that the advice of Natural Resources Wales is sought in relation to the risk(s) to controlled waters.** At the meeting you mentioned the possibility of piling for the building's foundations however please see EHO comments above and obtain NRW's advice on the proposed design and methodology prior to submitting any planning application.

The previous contamination/site investigation reports that have been carried out for this site are several years old and therefore need to be updated to accompany any new planning application. All investigatory work should comply with the latest guidance (see EHO comments above). The findings of the updated site investigation reports are likely to heavily influence the design and layout, including the drainage strategy. Whilst it is appreciated from our meeting that different parties are responsible for different aspects of the proposed redevelopment brief, the reality is that the below ground conditions are likely to have a significant impact on the overall design and layout, including drainage, and this needs to be fully explained and justified in the accompanying Design & Access Statement.

The site lies within Zone C2 as currently defined by the Development Advice Map ('DAM') referred to in TAN 15 (NB this is subject to change and a new version of TAN 15 is expected sometime in 2020). TAN 15 identifies industrial development as less vulnerable development. It states that less vulnerable development should only be permitted where the development is justified in that location. It states the development will only be justified if it can be demonstrated that :-

- i. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; **or**
- ii. Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region;  
**and,**
- iii. It concurs with the aims of PPW and meets the definition of previously developed; **and**
- iv. The potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and appendix 1 found to be acceptable.

On the basis of the above national policy, the proposal will only be considered acceptable in principle in relation to flooding provided that the above justification criteria

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are met. No information in relation to the above has been submitted with this pre-app and therefore I cannot comment further on this issue other than to express the Local Planning Authority's support for the retention and expansion of Crane Process Flow Technology Limited as an important local employer. The redevelopment of this brownfield site for an industrial development will therefore require submission of a justification test and satisfactorily demonstrating that the risks and consequences of flooding can be managed to an acceptable level in accordance with TAN 15 (including mitigation by design). The advice of Natural Resources Wales should therefore be sought early in the design planning stage and to obtain agreement to the proposed assessment model and related information.

In line with the Council's duties under the Environment (Wales) Act 2016, there is a PPW 10 requirement to secure enhancements for biodiversity on all new developments. Appropriate enhancements for the site should therefore be identified based on the findings of the ecological surveys that are carried out. Given the length of time that this site has been vacant a Preliminary Ecological Appraisal is required to ensure there are no protected species present that will otherwise need to be considered (both in terms of mitigation and enhancement) in the overall development proposals. Appendix 5A to Annex 5 (Biodiversity & Geodiversity) of the Council's Planning Obligations SPG provides further information on the optimum time of year for protected species survey work and/or further advice can be sought from a qualified Ecologist. Specific biodiversity enhancement measures must be incorporated into the design proposals.

Surveys and reporting should be undertaken in accordance with BS42020:2013 the British Standard for Biodiversity - Code of practice for planning and development. Preliminary Ecological Appraisals should be undertaken in accordance with the Chartered Institute for Ecology and Environmental Management (CIEEM) Guidelines for Preliminary Ecological Appraisal (2nd Edition, 2017). Species specific surveys, if required, should be carried out following the relevant best practice guidelines.

No elevation drawings have been provided for comment however the supporting statement references the erection of a portal steel frame structure clad in metal trapezoidal sheeting. At the subsequent pre-app meeting you mentioned that this would be circa.10m high and have a substantially glazed (office) western frontage. The site occupies a prominent location at the junction of Grange Road with Llanfrechfa Way therefore the design of the development will be an important planning consideration. This will include the scale and appearance of the building and soft landscaping features. Please see, as a good example, the industrial units at Mamhilad Technology Park which have a similar footprint and construction but which use cedar timber cladding, Kalwall translucent panels and coloured plinths and doors as design features as well as substantial soft landscaping to the public-facing elevations (in that case being the roundabout and A4042). I attach a copy of the approved plans for your perusal.

At the pre-app meeting, Officers advised of the need to design in renewable energy or low carbon energy opportunities and SuDS-compliant design features such as a green roof, rainwater harvesting and/or solar arrays. An increased width of landscape buffer will be required along the western and southern boundaries in particular. New soft landscaping features should be considered for their SuDS benefits potential as well as their intrinsic contribution to both biodiversity and visual amenity.

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and any subsequent application would be assessed in relation to those changes. A formal decision of the Council can only be made in response to a planning application for which further consultations would be carried out. These may, in turn, raise additional issues.

Yours sincerely

**Mrs Claire Hall**

**Uwch Cynllunyydd/Senior Planner**

**RHEOLI DATBLYGAU / DEVELOPMENT MANAGEMENT**

**NEIGHBOURHOODS, PLANNING & PUBLIC PROTECTION/CYMDOGAETHAU,**

**CYNLLUNIO A DIOGELU'R CYHOEDD**

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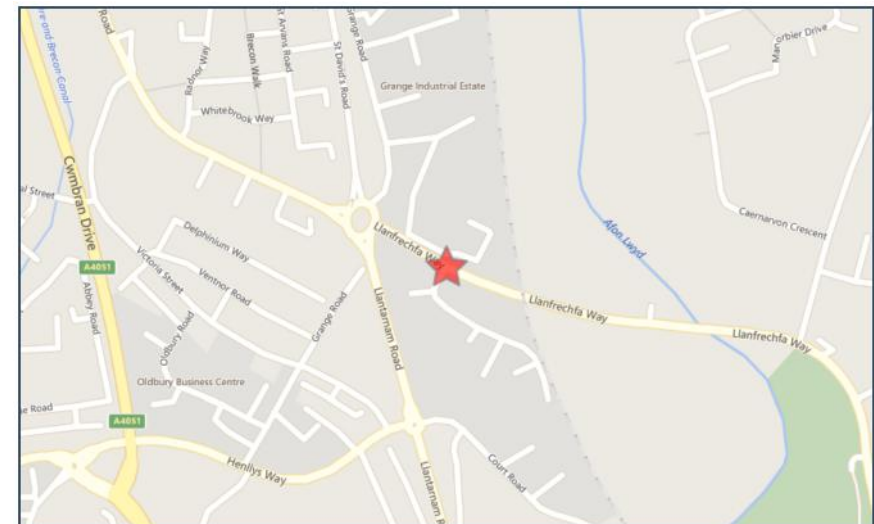
## Appendix B     STATS19 Output Summary





**Crash Date:** Thursday, August 20, 2015      **Time of Crash:** 4:40:00 PM      **Crash Reference:** 2015610044615

**Highest Injury Severity:** Slight      **Road Number:** U0      **Number of Casualties:** 2  
**Highway Authority:** Torfaen      **Number of Vehicles:** 2  
**Local Authority:** Torfaen      **OS Grid Reference:** 329805 194743  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** T or staggered junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is waiting to turn right	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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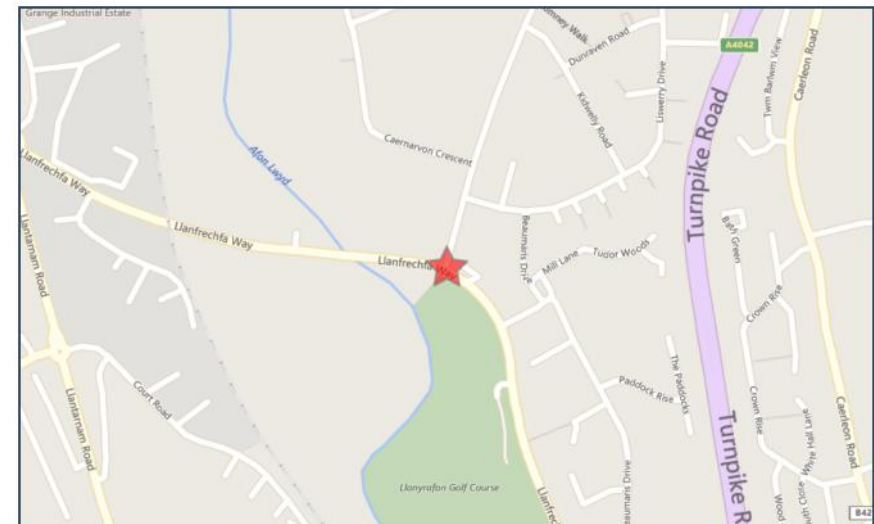
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**Crash Date:** Wednesday, October 21, 2015    **Time of Crash:** 8:44:00 AM    **Crash Reference:** 2015610051815

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Torfaen	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	330335 194626
<b>Local Authority:</b>	Torfaen				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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### 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	Male	56 - 65	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

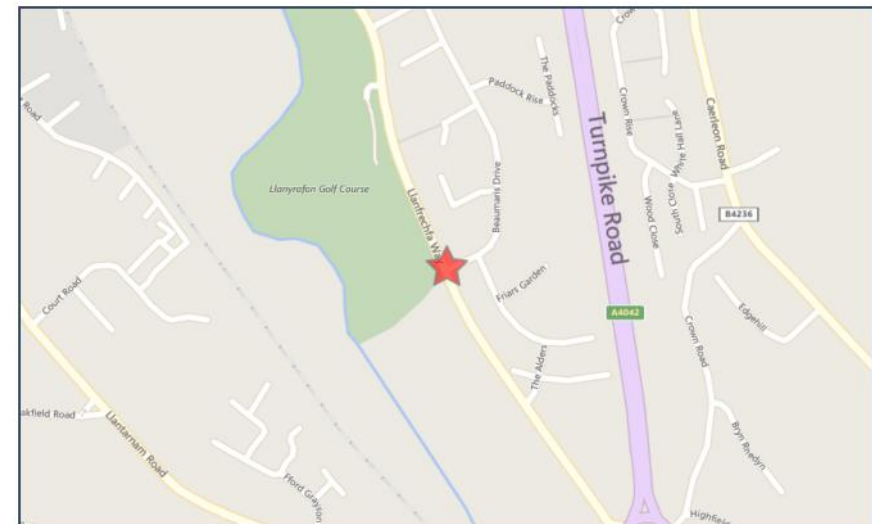
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**Crash Date:** Tuesday, January 12, 2016      **Time of Crash:** 8:50:00 AM      **Crash Reference:** 2016610008816

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Torfaen	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	330523 194174
<b>Local Authority:</b>	Torfaen County Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Auto traffic signal				



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Serious	Pedestrian	Male	21 - 25	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

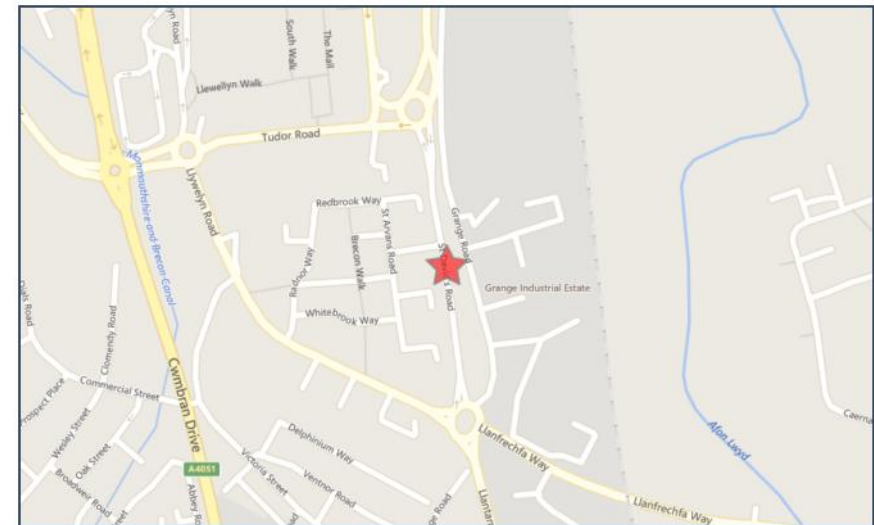
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**Crash Date:** Monday, July 11, 2016      **Time of Crash:** 2:06:00 PM      **Crash Reference:** 2016610030516

**Highest Injury Severity:** Serious      **Road Number:** U0      **Number of Casualties:** 1  
**Highway Authority:** Torfaen      **Number of Vehicles:** 1  
**Local Authority:** Torfaen County Borough      **OS Grid Reference:** 329654 195051  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** Pelican, puffin, toucan or similar non-junction pedestrian light crossing  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

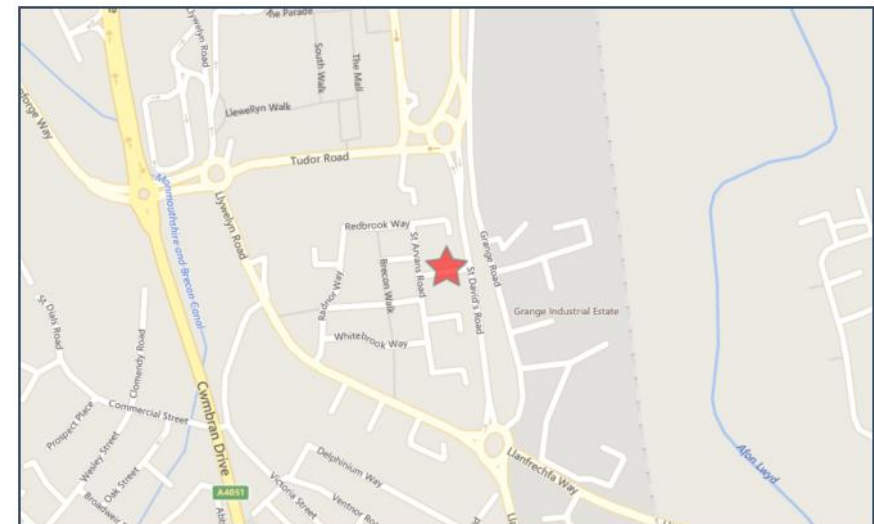
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**Crash Date:** Thursday, June 16, 2016      **Time of Crash:** 10:10:00 PM      **Crash Reference:** 2016610034016

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Torfaen			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Torfaen County Borough			<b>OS Grid Reference:</b>	329611 195079
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present but unlit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Unknown				
<b>Junction Control:</b>	Not Applicable				



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### 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	Male	Unknown	Vehicle is reversing	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	Unknown or other	Unknown or other

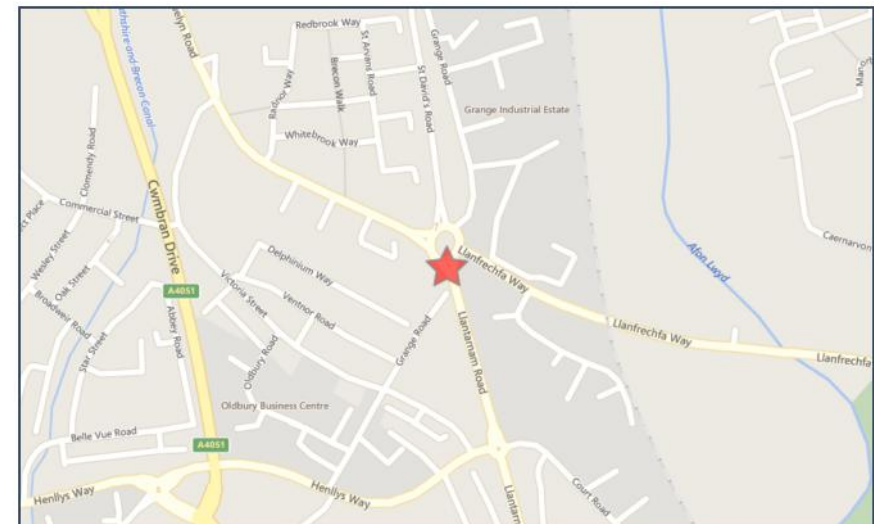
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**Crash Date:** Tuesday, April 11, 2017      **Time of Crash:** 2:30:00 PM      **Crash Reference:** 2017610011017

**Highest Injury Severity:** Serious      **Road Number:** U0      **Number of Casualties:** 1  
**Highway Authority:** Torfaen      **Number of Vehicles:** 1  
**Local Authority:** Torfaen County Borough      **OS Grid Reference:** 329680 194781  
**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:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Unknown  
**Junction Control:** Give way or uncontrolled



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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle is waiting to turn right	Nearside	Journey as part of work	None	None

### Casualties

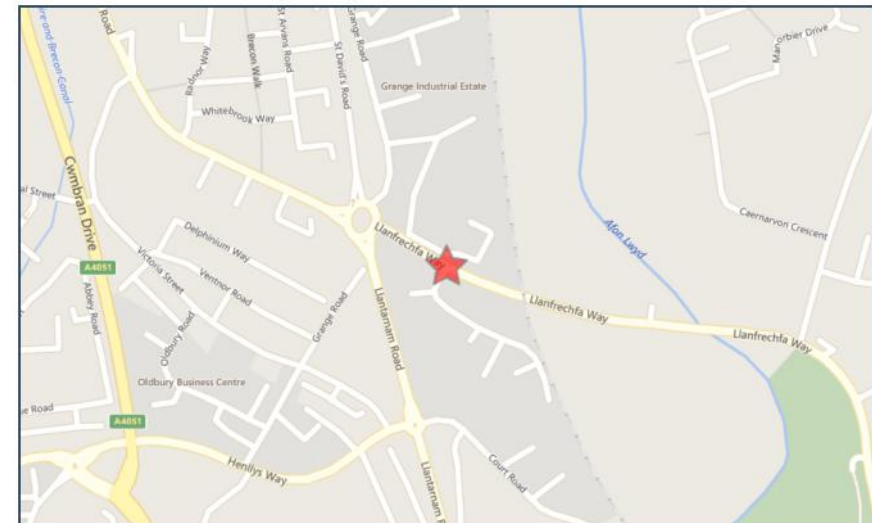
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	6 - 10	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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<b>Crash Date:</b>	Wednesday, December 12, 2018	<b>Time of Crash:</b>	7:30:00 PM	<b>Crash Reference:</b>	<b>2018610063418</b>
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Torfaen	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	329805 194744
<b>Local Authority:</b>	Torfaen County Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Taxi/Private hire car	9	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	3	Male	46 - 55	Vehicle is waiting to turn right	Back	Journey as part of work	None	None

### Casualties

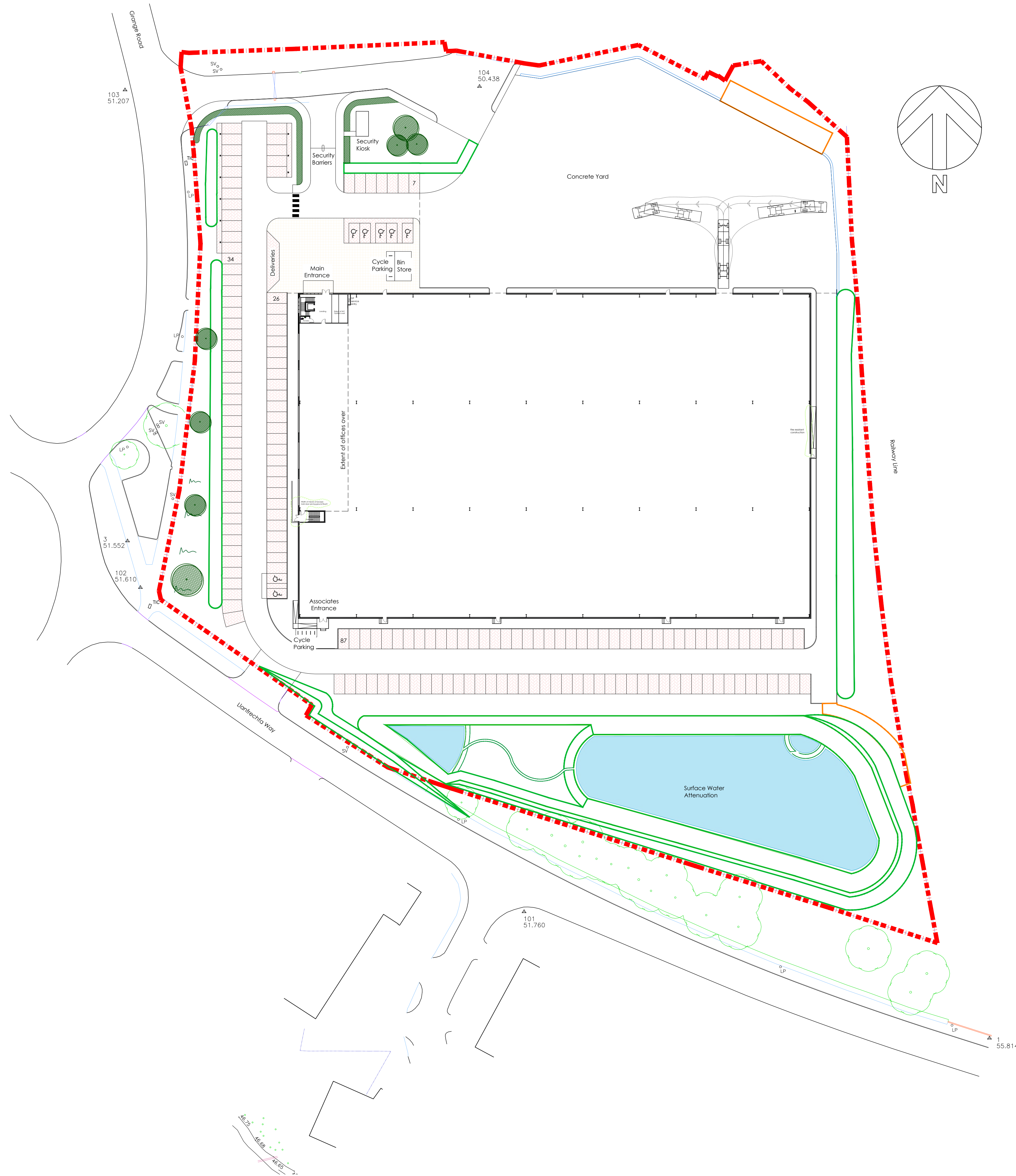
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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# Appendix C Proposed Site Masterplan



**Car parking:**  
 7 no. accessible spaces  
 17 no. ULEV  
 178 Total

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NO.	DATE	CHECKED BY	DATE	APPROVED BY
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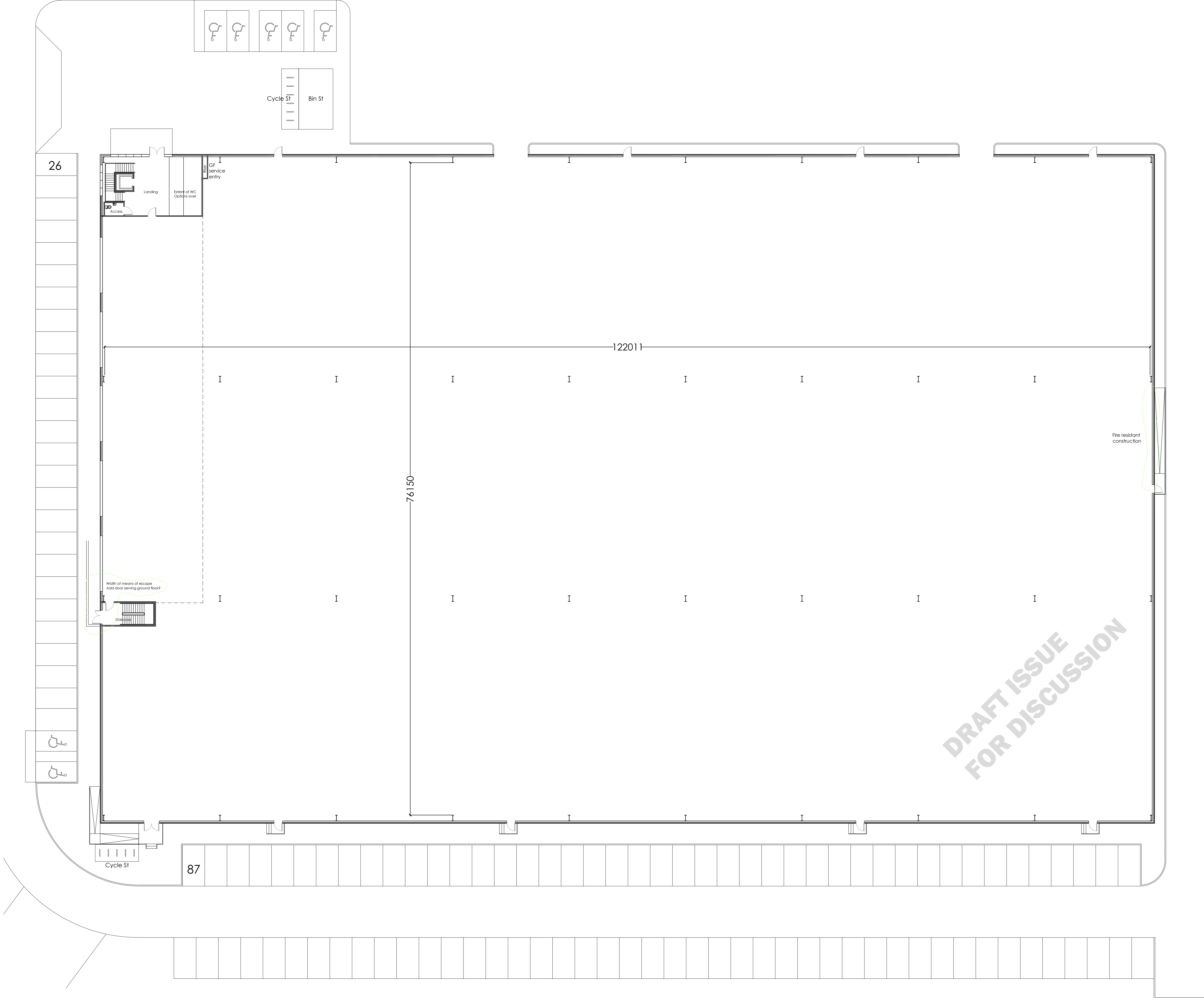
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 admin@arctechllp.com 01242 399 270

PROJECT  
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 TITLE  
**SITE PLAN**

CLIENT  
**CEDAR CWMBRAN LTD**

SCALE @ A1	PROJECT NUMBER
1:500	8514
STATUS	PURPOSE OF ISSUE
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PROJECT  
**PROPOSED NEW FACTORY AND OFFICES**  
 TITLE  
**FACTORY FLOOR PLAN**

CLIENT  
**CEDAR CWMBRAN LTD**

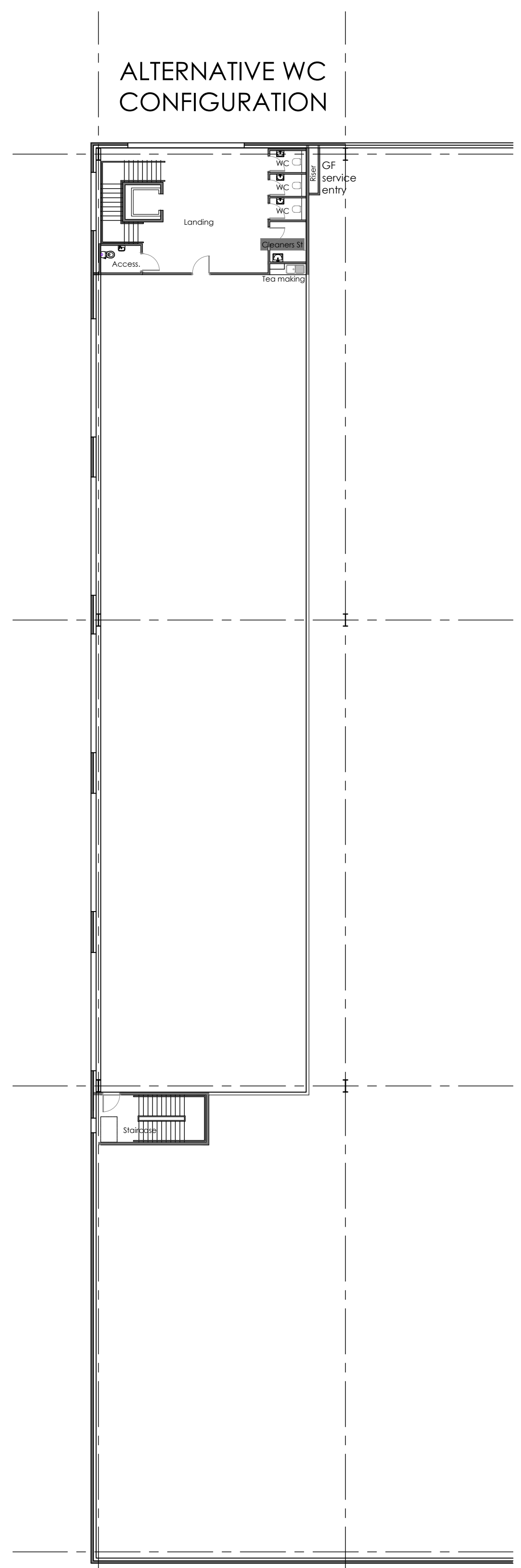
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1:200	8514
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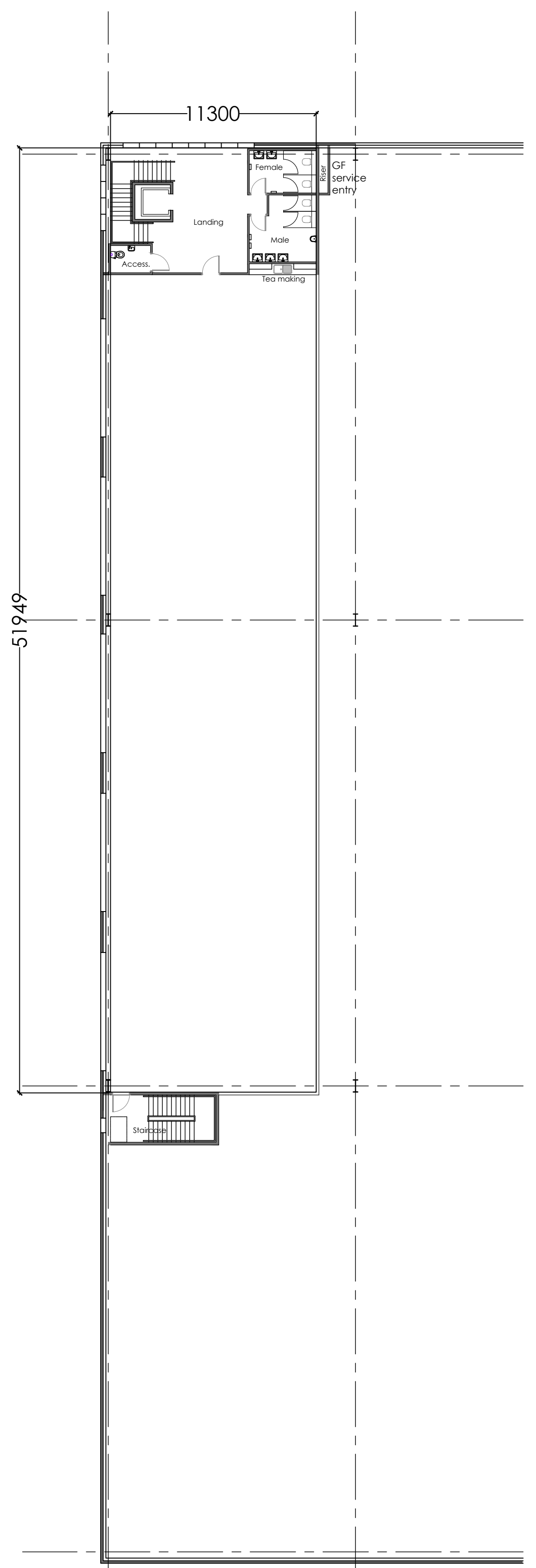
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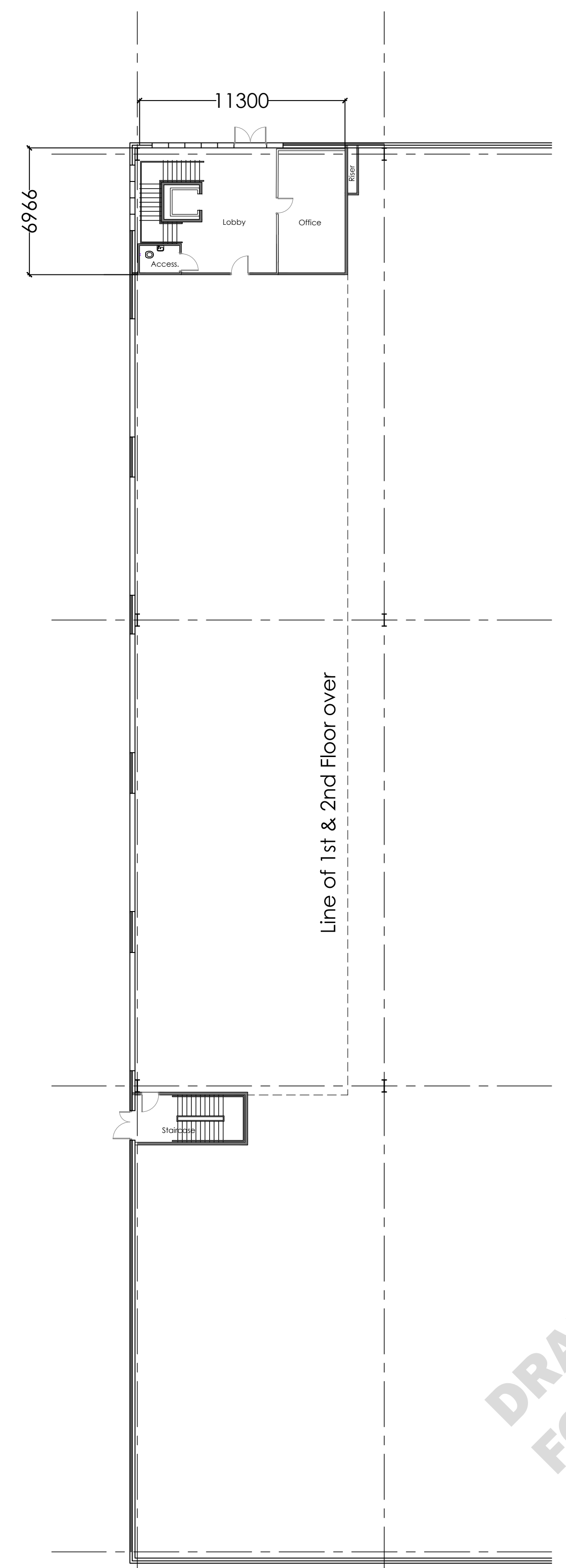


ALTERNATIVE WC CONFIGURATION

SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

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 TITLE  
**OFFICE FLOOR PLANS**  
 CLIENT  
**CEDAR CWMBRAN LTD**

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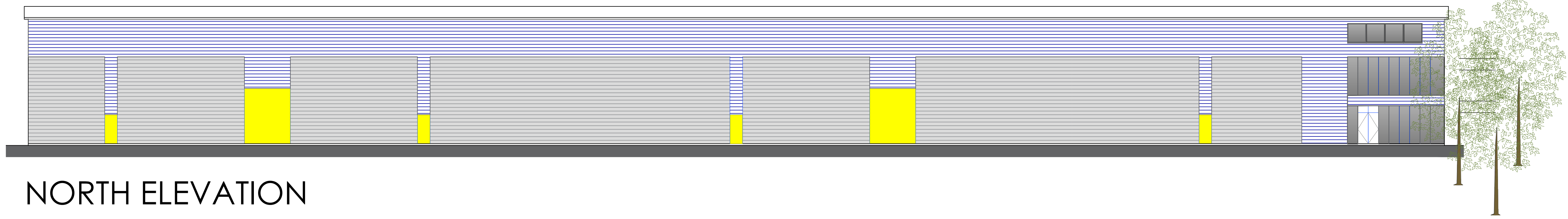
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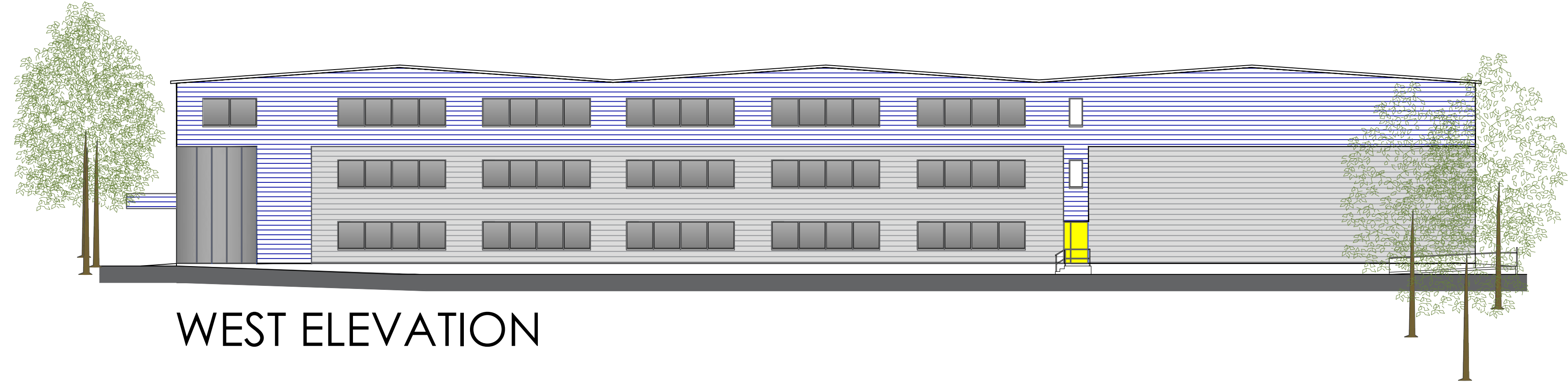
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NORTH ELEVATION



WEST ELEVATION

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**ELEVATIONS SHEET 1**

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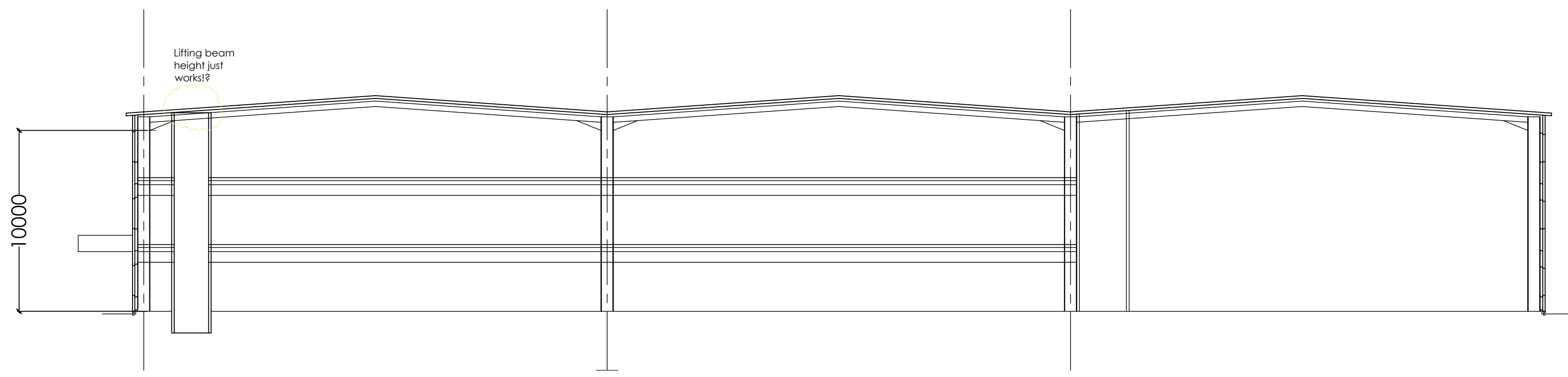
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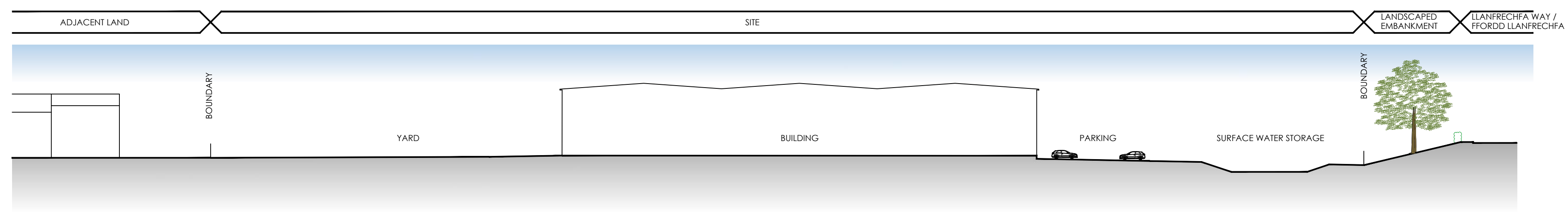
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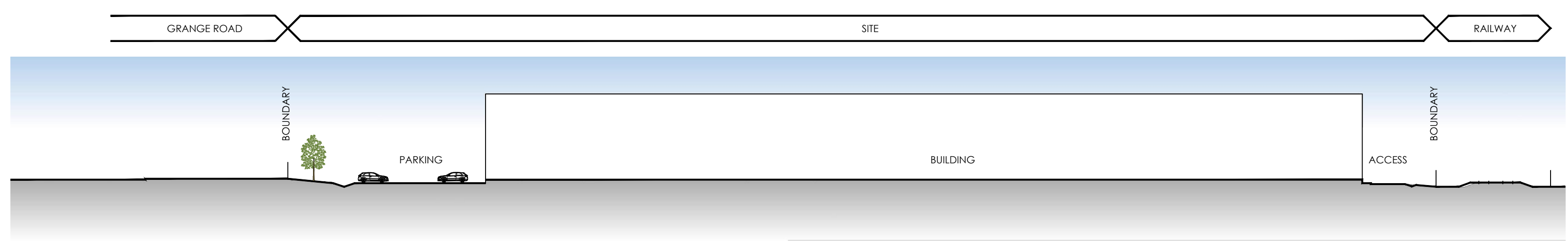


CROSS SECTION

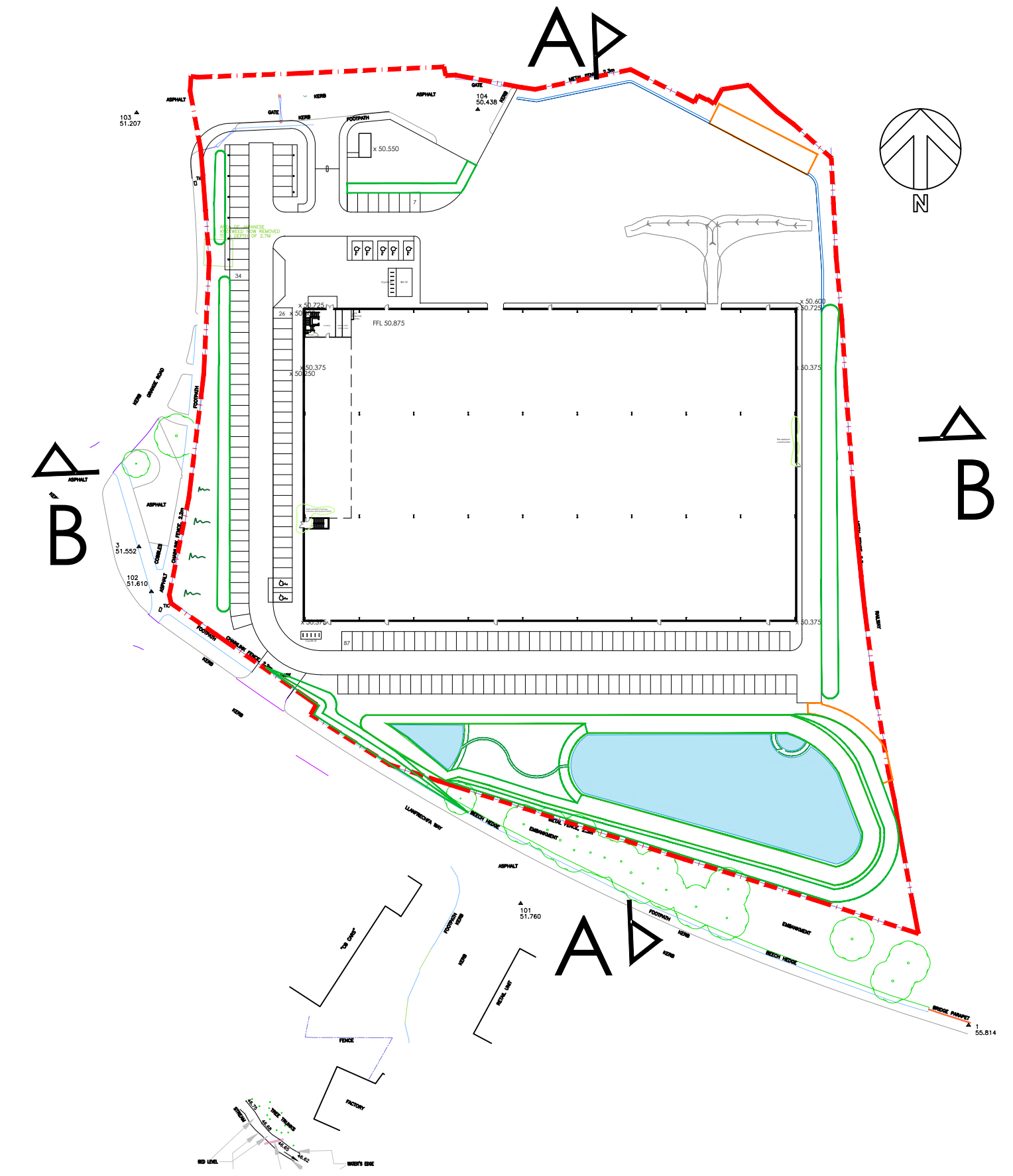
DRAFT ISSUE FOR DISCUSSION



SITE SECTION A-A



SITE SECTION B-B



REV			
NO.	DESCRIPTION	DATE	BY
P1	UPDATES FOLLOWING CLIENT MEETING		
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 TITLE  
**SECTIONS**

CLIENT  
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STATUS S0	PURPOSE OF ISSUE PLANNING DRAFT

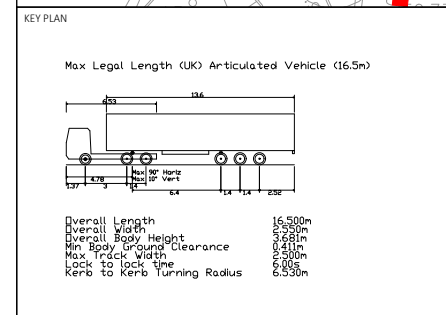
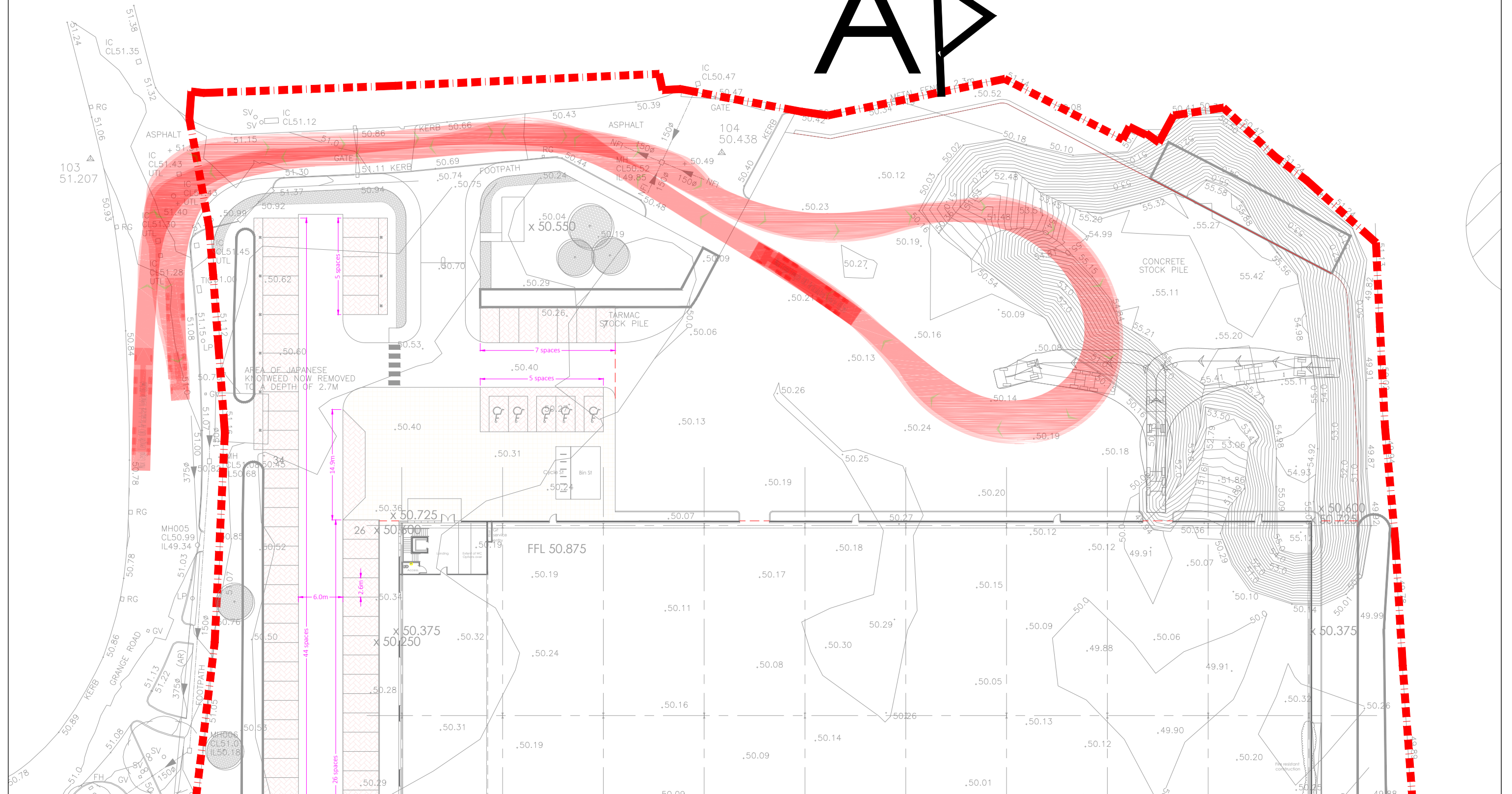
PROJ - ORG - ZONE - LEVEL - TYPE - ROLE - NO. REV  
**8514-XX-XX-DR-A-124 P1**

## Appendix D Swept Path Analysis Drawings





# APP



**NOTES**

1. AREA OF JAPANESE KNOTWEED NOW REMOVED TO A DEPTH OF 2.7M

**NOTES (CONTINUED)**

**REVISIONS (CONTINUED)**

**REVISIONS**

Rev	Date	Description	By	Ckd	App
P01	29/10/2020	First Issue.			

**Hydrock**

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 e: cardiff@hydrock.com

CLIENT  
**ARCHTECH PARTNERSHIP LLP**

PROJECT  
**GRANGE ROAD, CWMBRAN**

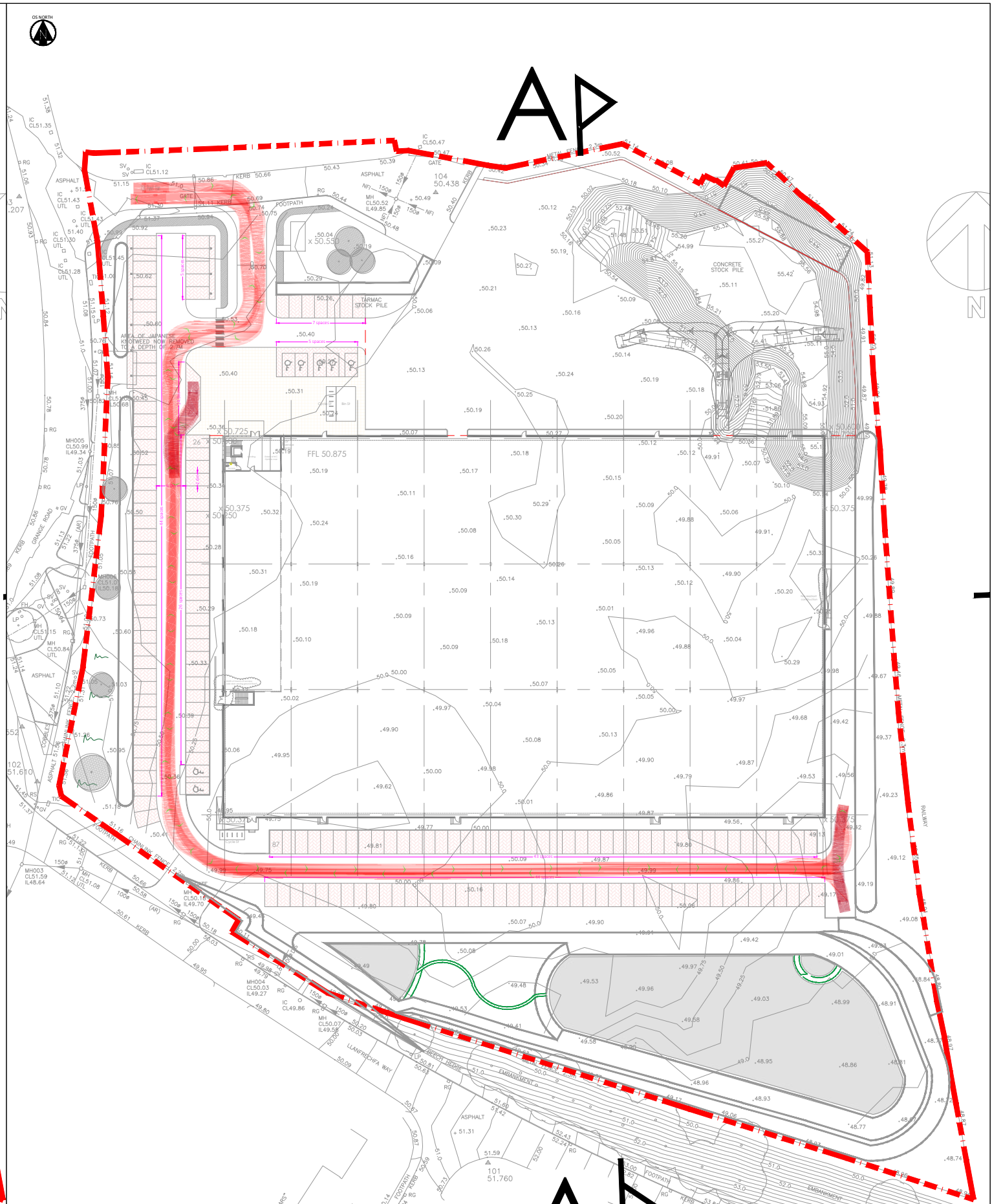
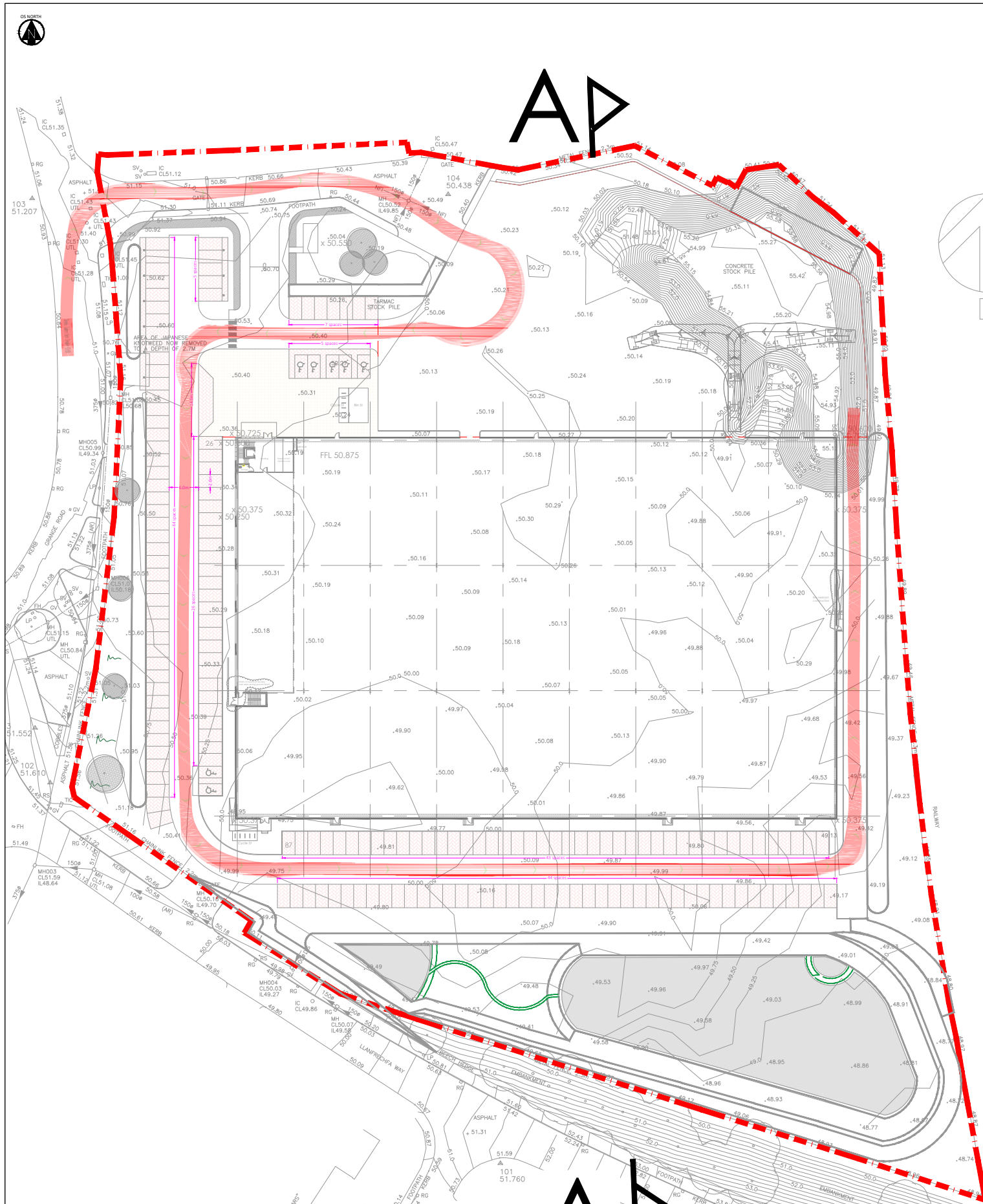
**TITLE**  
 SWEEP PATH ANALYSIS -  
 MAX LEGAL USED

HYDROCK PROJECT NO. <b>C-13083</b>	SCALE @ A3 <b>1:500</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) <b>13083-HYD-XX-XX-DR-TP-0101</b>	REVISION <b>P01</b>



# AP

# AP



**KEY PLAN**

**Dennis Sabre Fire Tender (LWB)**

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	2.52m
Min Body Ground Clearance	0.38m
Track Width	2.38m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

**7.5t Panel Van**

Overall Length	7.210m
Overall Width	2.172m
Overall Body Height	2.524m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

**NOTES**

**REVISIONS (CONTINUED)**

Rev	Date	Description	By	Ckd	App
P01	29/10/2020	First Issue.			

**REVISIONS**

Rev	Date	Description	By	Ckd	App
P01	29/10/2020	First Issue.			

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CLIENT  
**ARCHTECH PARTNERSHIP LLP**

PROJECT  
**GRANGE ROAD, CWMBRAN**

**TITLE**  
SWEEP PATH ANALYSIS -  
FIRE TENDER AND 7.5T PANEL  
VAN USED

HYDROCK PROJECT NO. <b>C-13083</b>	SCALE @ A3 <b>1:1000</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) <b>13083-HYD-XX-XX-DR-TP-0102</b>	REVISION <b>P01</b>