

**Proposed Satellite Renal Dialysis Unit,  
Stationery House, Acacia Avenue  
Port Talbot**

**Transport Statement**

**August 2024**

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**Applicant:** Fresenius Medical Care

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# **1 INTRODUCTION**

## **1.1 Background**

1.1.1 Asbri Transport Limited have been instructed by Sandycroft Projects Ltd on behalf of Fresenius Medical Care to produce a Transport Statement to be submitted in support of a proposed new Satellite Renal Unit at Stationery House on Acacia Avenue in the Baglan Moor area of Port Talbot.

1.1.2 The proposed 27 station Dialysis Unit comprises a new clinical facility initiated by the Swansea Bay University Local Health Board (SBUHB) to be managed and operated by Fresenius Medical Care UK Renal Services Ltd (FMC), all on behalf of NHS Wales, to provide improved out-patient renal dialysis treatment. The new facility would increase the overall capacity of renal dialysis services east of Swansea, supporting the NHS Wales overall requirement for an increased capacity for renal dialysis within the wider South West Wales region.

1.1.3 The development proposes to provide a new Dialysis Unit, equipped with 27 stations for patients and an additional 6 stations for patients in a Home Dialysis Training Suite, making an overall total of 33 stations, in the now vacant Factory premises.

1.1.4 The proposed new clinical facility will be managed and operated by Fresenius Medical Care UK Renal Services Ltd on behalf of the Swansea Bay University Health Board (SBUHB) and NHS Wales.

1.1.5 Currently, the majority of Renal Haemodialysis services are provided at the main hub located at Morriston Hospital. The provision of a satellite facility in Port Talbot will not only increase the Renal Dialysis capacity across the SBUHB area but provide for a reduction in travel distance for residents of Neath Port Talbot.

## **1.2 Purpose of the Report**

1.2.1 The purpose of this Transport Statement is to detail the transport characteristics of the proposed development, including Public Transport and Active Travel. The report also considers the on-site layout regarding parking provision and provision for Ambulance and service vehicle access.



### **1.3 Structure of the Report**

1.3.1 Following this introductory chapter, the report is structured as follows:

- Section 2: Existing Situation;
- Section 3: Development Proposals;
- Section 4: Transport Characteristics; and,
- Section 5: Conclusion.

## **2 EXISTING CONDITIONS**

### **2.1 Introduction**

2.1.1 In order to assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

### **2.2 Site Location**

2.2.1 The application site is located at a now vacant Factory site immediately adjacent to the northern side of the southern end of Acacia Avenue. The site is located on the north eastern extent of the residential area of Baglan Moor and is part of a small area of employment use which runs north west to south east between Acacia Avenue and the A4241 Afan Way.

2.2.2 The other employment uses in this area includes a First Cymru Buses Depot and a Vitality Health & Fitness Centre.

2.2.3 The A4241 Afan Way separates the residential area from the Baglan Industrial Park and the adjoining retail area, which includes Morrisons and Lidl Stores.

2.2.4 The site location in relation to the surrounding area is shown in **Figure 2.1**, with the Redline boundary shown in **Appendix A**.



### ***Acacia Avenue***

- 2.3.2 Acacia Avenue is a single carriageway road, which forms a priority junction with Fairway to the south, and Southdown Road to the northwest. The southwestern edge of carriageway is residential dwellings whilst the northeastern edge of carriageway is the First Cymru Bus Depot and Vitality Health & Fitness.
- 2.3.3 There is continuous footway provision on the southern edge of carriageway of approximately 1.5m wide for the extent of Acacia Avenue which fronts residential dwellings located on here.
- 2.3.4 Acacia Avenue benefits from street lighting and is subject to a 20mph speed limit. To the east of the site, there is footway provision on both sides until the Acacia Avenue/Fairway priority junction. At this junction there is a dropped kerb and tactile paving on the western side of carriageway only.

### ***Southdown Road/Fairway/Vivian Park Drive/Dalton Road***

- 2.3.5 These streets form part of the network of residential and neighbourhood distributor roads in this part of Port Talbot, allowing for movements through the Baglan Moors area and connecting with the wider road network via the A4241 Afan Way, which forms part of the Port Talbot Peripheral Distributor Road.
- 2.3.6 These roads are equipped with street lighting and footways on both sides of the carriageway being currently subject to a 20mph speed limit.

### ***A4241 Afan Way (Port Talbot Peripheral Distributor Road)***

- 2.3.7 The A241 Afan Way running north west to south east immediately to the north east of the proposed development site is a single carriageway road with no active frontage and subject to a 50mph speed limit.
- 2.3.8 In the vicinity of the proposed Satellite Renal Dialysis Unit, Afan Way has a footway located on the northern side of the carriageway, with no at grade crossing points being available. Active Travel movements across Afan Way are facilitated by subways at the roundabouts with Southdown Road and Dalton Road to the north west and south east of the development site respectively, which connect Afan Way with the residential roads surrounding Acacia Avenue.



2.3.9 The A4241 Afan Way forms part of the Port Talbot Peripheral Distributor Road, which connects with Port Talbot Town Centre and the A48 and M4 to the east at Junction 38 and the A48 and the M4 to the west at Junction 41.

## 2.4 Active Travel

2.4.1 Active Travel infrastructure within proximity of the development site is shown in **Figure 2.3**.



Figure 2.3 Active Travel infrastructure

### ***Pedestrians***

2.4.2 Pedestrian infrastructure within the immediate vicinity of the site is of a reasonable quality and as discussed above, there is continuous footway provision on the southern edge of carriageway of approximately 1.5m wide for the extent of Acacia Avenue which fronts residential dwellings located on here.

2.4.3 To the east of the site, there is footway provision on both sides until the Acacia Avenue/Fairway priority junction. At this junction there is a dropped kerb and tactile paving on the western side of carriageway only.

- 2.4.4 Approximately 30m to the southeast of this junction, there is an informal crossing point which accompanies the Fairway/Linfield Avenue/Vivian Park Drive/Farm Drive mini-roundabout. Crossing provision is also present on the eastern and southern arm.
- 2.4.5 The site is located within a densely populated residential area of Port Talbot, with established pedestrian routes and footway provision along both sides of the carriageway on most roads surrounding the site.
- 2.4.6 Connections to the Baglan Bay Retail Park, the Baglan Industrial Park and the Neath Port Talbot Hospital are provided by subways underneath the A4241 Afan Way at the roundabout junctions with Southdown Road and Dalton Road. The routes to the Hospital and the bus stops adjacent to the Morrisons and Lidl stores are shown in **Figure 2.4**.



Figure 2.4 Active Travel connections to Neath Port Talbot Hospital and Baglan Bay Retail Park

**Cyclists**

- 2.4.7 NCN route 4 is located immediately to the northeast of the proposed site which locally follows the A4241 with off-road cycle path provision. NCN route 4 is 697.8km long-distance cycling route from London to Fishguard in west Wales. Within the vicinity of the site and as far as Mumbles Pier it is almost entirely traffic-free. To the east, NCN route 4

joins into route 887 which is a 29.5km route linking Port Talbot, Cwmafan, and Pontrhydyfen.

2.4.8 Cycling as a mode of travel is ever increasing given the growing trend of recreational cycling, and is seen as a key travel mode for mode shift away from the car. There are several formal cycle routes running within the vicinity of the site, shown in **Figure 2.5** below, which shows the Port Talbot section of the Swansea Bay Network section.



Figure 2.5 NPT Map for Cyclists

## 2.5 Active Travel Network Map

2.5.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed new and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.

2.5.2 The ATNM within the vicinity of the site is shown in **Figure 2.6** which shows that there are proposals for several future walking and cycle routes throughout Port Talbot and Baglan, including in the vicinity of the proposed Satellite Renal Dialysis Unit as shown In **Figure 2.7**.



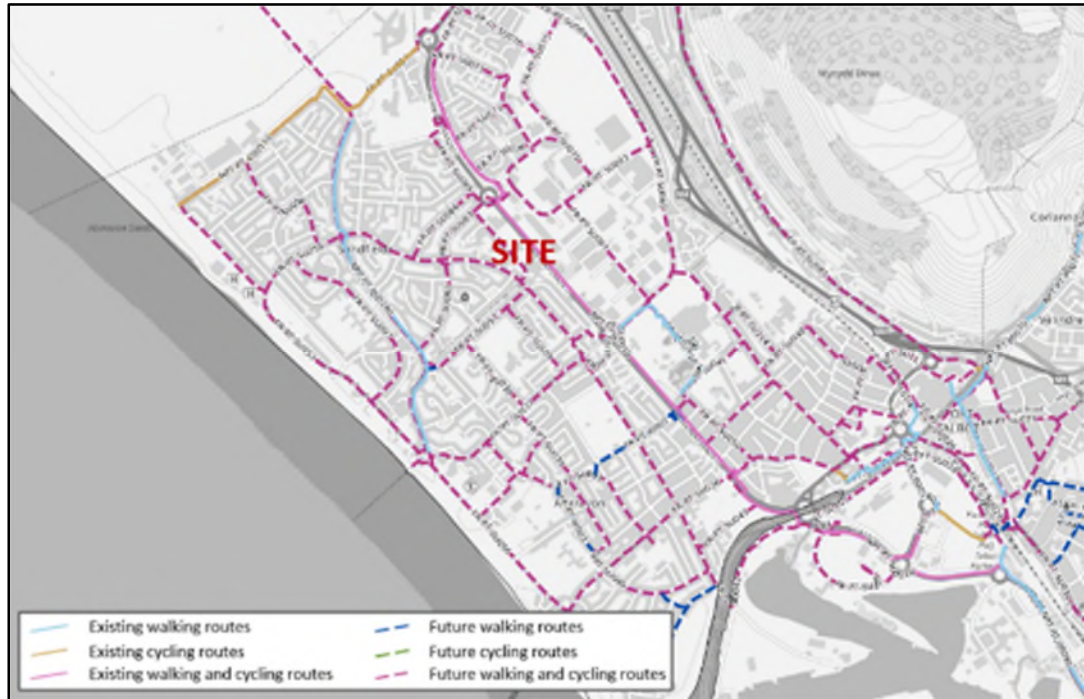


Figure 2.6 Active Travel Network Map – Port Talbot & Baglan

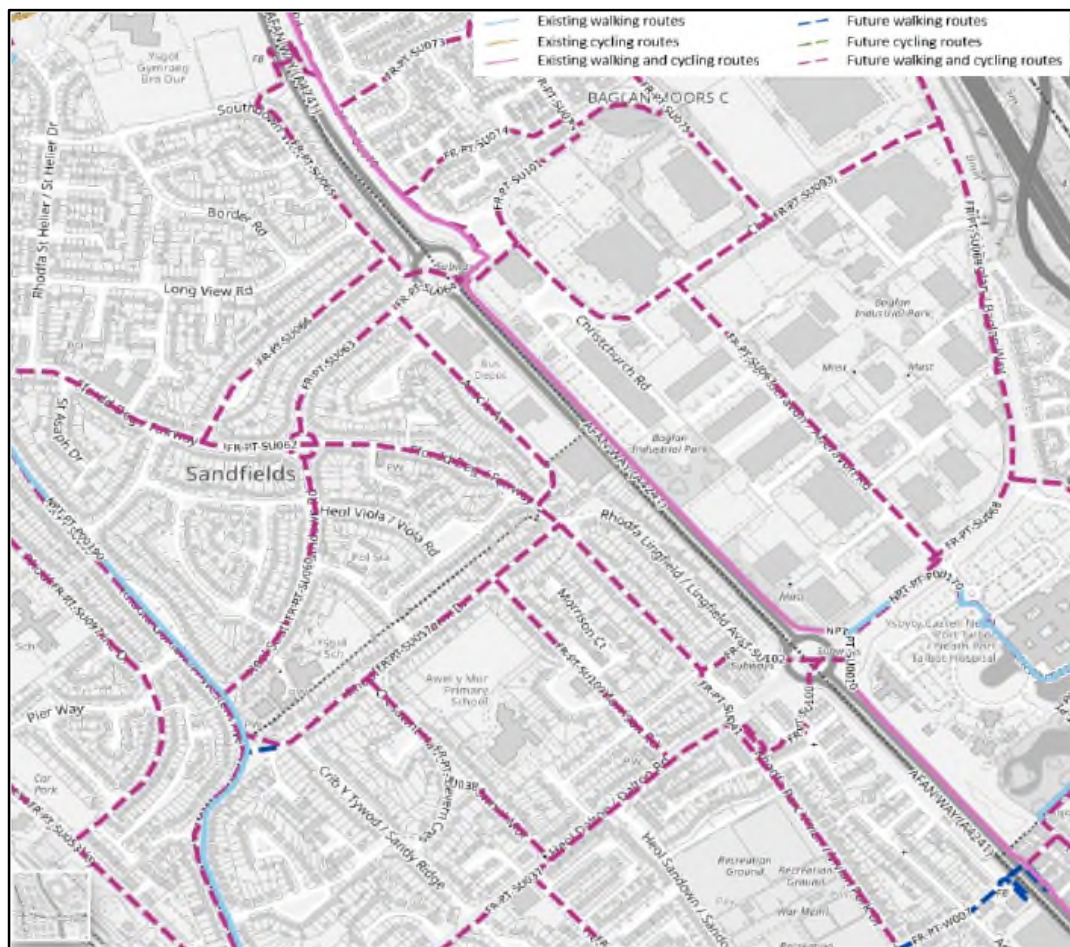


Figure 2.7 Active Travel Network Map – Baglan Moors



## 2.6 Public Transport

2.6.1 The site is well served by public transport with a range of bus stops within walking distance. The CIHT Planning for Walking documents states that;

*“For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point and, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.”*

2.6.2 Public transport infrastructure within the vicinity of the site has therefore been plotted in **Figure 2.8**.



Figure 2.8 Public transport infrastructure within close proximity of the site

### **Bus**

2.6.3 The nearest bus stop to the site is located on Fairway, a 240m walk from the proposed site access. The eastbound bus stop benefits from a bus flag and timetable column, whilst the westbound bus stop has a bus shelter.

2.6.4 The services operating from bus stops within proximity of the site are shown in **Table 2.1**

Route No.	Destination	Stop name	Distance	Frequency	Connectivity
9	Port Talbot - Sandfields	Fairway shops	600m	Mon-Fri: Hourly from 08:36-16:36	Calls at Port Talbot Bus station & NPT Hospital
	Sandfields - Port Talbot			Mon-Fri: Hourly from 08:46-16:46	
66	Goytre - Port Talbot	Morrisons	600m	Mon-Sat: Hourly from 09:07-17:07	Calls at Port Talbot Bus station, NPT Hospital & Port Talbot Parkway
	Port Talbot - Goytre			Mon-Sat: Hourly from 09:07-17:07	
82	Margam - Sandfields	Trinity Court	240m	Mon-Sat: Half hourly from 07:41-08:48 then hourly until 18:48 then 19:15	Calls at Port Talbot Bus station
	Sandfields - Margam			Mon-Sat: 08:34 then hourly from 09:04-19:05	
83	Port Talbot - Blaengwynfi / Glyncorrwg	Morrisons	600m	Mon-Sat: Hourly from 07:30-17:30	Calls at Port Talbot Bus station, NPT Hospital, close to Port Talbot Parkway
	Blaengwynfi/Glyncorrwg - Port Talbot			Mon-Sat: hourly from 07:29-17:29	
202	Port Talbot - Neath	Morrisons	600m	Mon-Fri: 07:00 then every 2 hrs from 09:25-17:25	Calls at Neath Bus Station, Port Talbot Bus Station, Port Talbot Parkway
	Neath - Port Talbot			Mon-Fri: Every 2 hrs from 08:55-18:48	
X1	Swansea - Bridgend	NPT Hospital	1.1km	Mon-Fri: ~ hourly from 06:59-20:09 Sat: ~ hourly from 06:59-19:59	Calls at Swansea Bus Station, NPT Hospital, Port Talbot Bus Station, Port Talbot Parkway, Bridgend Bus Station
	Bridgend - Swansea			Mon-Fri: ~ hourly from 07:36-19:01 Sat: ~ hourly from 07:40-18:51	

Table 2.1 Bus services within proximity of site

2.6.5 It can be observed that the site is well served with bus infrastructure and benefits from direct connections to Port Talbot Bus Station. The bus service no. 9 also acts as a direct connection to Neath Port Talbot Hospital.

### **Rail**

2.6.6 Baglan Railway Station is located approximately 2.1km to the north of the application site, near Junction 41 of the M4 roundabout with the A48. From Baglan Railway Station, services are available approximately every 1 hour in each direction with services to Chester, Carmarthen, Cardiff Central and Swansea.

- 2.6.7 Port Talbot Parkway Railway station is located approximately 3km to the southeast of the application site, near the town centre. The station is located on the Swansea to London Paddington line providing frequent inter-city services to Swansea and Neath to the west and, Bridgend and Cardiff to the east and onwards to London Paddington.
- 2.6.8 Local services are also provided by Transport for Wales and these provide access to intermediate railway stations that are not served by the inter-city service between Swansea and London Paddington.
- 2.6.9 A public transport hub is located in the immediate vicinity of the Railway Station providing inter-change with bus services and taxi services.
- 2.6.10 As discussed in section 2.4.6, the site benefits from NCN routes which run adjacent to the site. NCN route 4 heading north/northwest passes within 350m of Baglan Railway Station and is entirely traffic-free.
- 2.6.11 Heading southeast, NCN route 4 passes within 150m proximity of Port Talbot Parkway Railway station and meets NCN route 887 at the A4241/Water Street roundabout which provides a direct connection north into Port Talbot Town Centre and subsequently Port Talbot Bus Station. These routes are also traffic-free.
- 2.6.12 Port Talbot Parkway has 48 sheltered bicycle parking spaces and Baglan Railway Station has 8 bicycle parking spaces.

***Non-Emergency Patient Transport Service (NEPTS)***

- 2.6.13 It is understood that patients at the unit may be unlikely to use public transport services due to health-related restrictions, though this is an option for staff and those fit enough to do so.
- 2.6.14 The Welsh Ambulance Trust offer non-emergency patient transport services for those in need, a service in place for those who have a health need to use transport services. It is stated by the Welsh Ambulance Services University NHS Trust that those with a need for receiving regular dialysis treatment could be eligible for this service.

## 2.7 Local Amenities

2.7.1 The Chartered Institution of Highways and Transportation (CIHT) guidelines for 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting is 500 metres, the acceptable walking distance is 1km, and 2km is the preferred maximum. The desirable walking distance for 'Elsewhere' (this includes access to local amenities) is 330m, the acceptable distance is 800m and 1.2km is the preferred maximum.

2.7.2 **Figure 2.9** shows the locations of the amenities within range of the site with walking distances shown in **Table 2.2**.

2.7.3 The site benefits from good connections to local amenities with a vast range of options available without walk/cycle distance. Notably, the site is within walking distance of Baglan Bay retail park which offers supermarkets including Morrisons and Lidl. This is accessible from the site by walking northwest on Acacia Avenue and using the underpass at the A4241/Southdown Road roundabout.

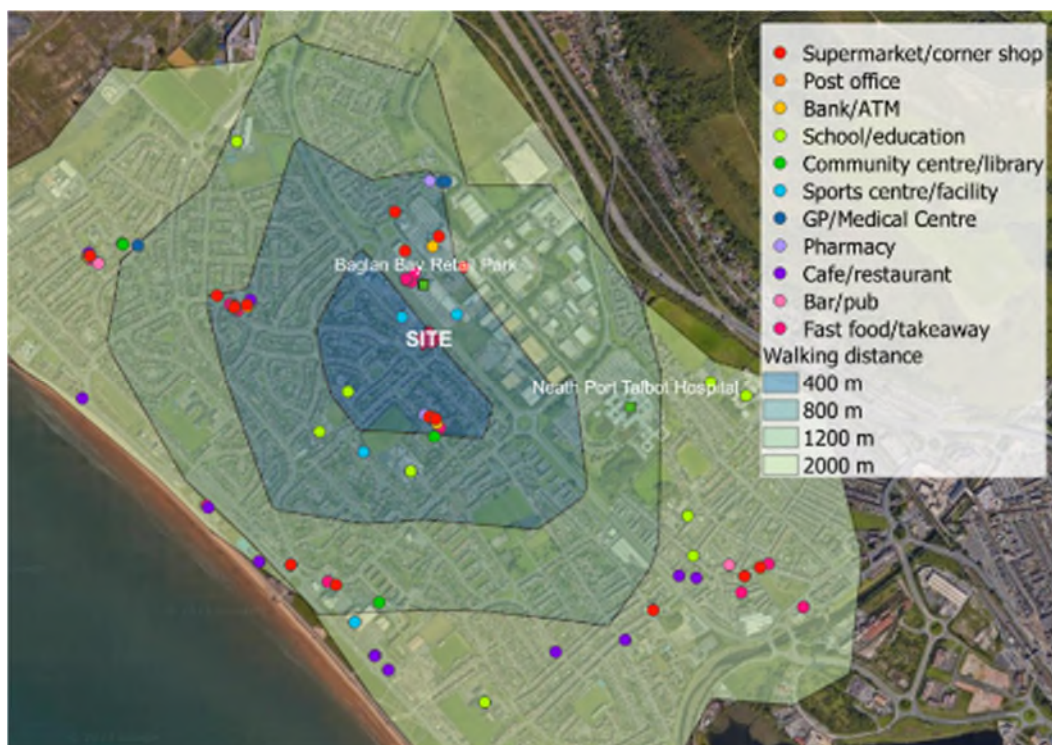


Figure 2.9 Local amenities within proximity

2.7.4 Morrison Road benefits from a small neighbourhood centre with Post Office & Newsagents, a Premier Convenience Store, Morrison Road Surgery and Allied Pharmacy. Sandfields Library is located opposite this. There is a small hub of shops offered on Fairway to the west of the site which has Fairway Post Office, a One Stop and takeaways.

There are many informal crossing points to access these shops and a zebra crossing opposite the shops.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Vitality Health & Fitness	90	1	1
<b>Morrison Road shops:</b> Late Shop, Morrison Road Surgery, Morrison Road Post Office, Sharks Pizza (Morrison Court)	350	4	3
Sandfields Library	450	5	4
St Therese's Catholic Primary School	700	8	6
Awel y Môr Primary School	700	8	6
<b>Fairway shops:</b> One Stop, Jersey Bakery & Baileys Fish Bar, Premier with ATM machine, The Dunes pub, Roma Pizza	750	9	6
<b>Baglan bay Retail Park:</b> Pure Gym, Pets at Home, B&M, Margam Deer pub, KFC, Lidl, Morrisons	750	9	6
Rosedale Medical Centre	800	10	6
Neath Port Talbot Hospital	1000	12	8
Londis	1100	13	9
Dunes Dental Care	1200	14	10
Afan Community Hub	1200	14	10
Francos	1300	16	10
Aberavon Leisure Centre	1300	16	10
Ysgol Gymraeg Bro Dur	1300	16	10
Memo Beach Café	1500	18	12

Table 2.2 Local amenities within proximity

## 2.8 Highway Safety

2.8.1 Personal Injury Collision (PIC) data has been obtained for the most recent five-year period (2018-2022) from the Stats Wales database.

2.8.2 The assessed area and collisions occurring within proximity to the site are shown in **Figure 2.10** and a summary of these collisions is within **Table 2.3**.

2.8.3 This data shows there have been a total of 7 collisions within the assessed area; 6 slight and 1 serious collision. The collisions have involved 2 cyclists and involved a total of 11 vehicles. The 7 collisions have resulted in a total of 8 casualties.

2.8.4 The serious collision occurred at the southeastern arm of the Affan Way/Ffordd Baglan/Dalton Road roundabout where there is a small collision cluster of 4 collisions having occurred within the latest 5-years.



2.8.5 Details of this collision has been derived from Crash Map and are summarised in **Table 2.4**. The collision record for the 5-year period analysed does not raise any particular highways safety issues.



Figure 2.10 PIC analysis locations

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2018	0	0	2	2	0	1	2	4
2019	0	0	1	1	0	1	1	2
2020	0	0	1	1	0	0	1	1
2021	0	1	2	3	0	0	4	4
2022	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>11</b>

Table 2.3 PIC analysis summary

<b>Date</b>	<b>Severity</b>	<b>Pedestrians</b>	<b>Pedal cycles</b>	<b>Total Vehicles (including cyclists)</b>	<b>Total Casualties</b>	<b>Summary</b>
26/12/21	Serious	0	0	1	2	Taxi/Private hire car (veh ref. 1) proceeding normally along the carriageway, not on a bend has front collision causing slight injury to driver/rider and serious injury to vehicle /pillion passenger.

Table 2.4 Serious collision summary

### 3 DEVELOPMENT PROPOSALS

#### 3.1 Introduction

3.1.1 The development proposes to provide a new Satellite Renal Haemodialysis Unit, equipped with 27 stations for patients, in the now vacant Factory premises at Stationery House on Acacia Avenue in the Baglan Moor area of Port Talbot. The proposed development is shown in **Appendix B**, detailing the external and the internal layout.

3.1.2 The proposed new clinical facility will be managed and operated by Fresenius Medical Care UK Renal Services Ltd on behalf of the Swansea Bay University Local Health Board and NHS Wales.

3.1.3 The proposed unit will operate between 06:30 and 18:30 for 6 days a week Monday to Saturday, split into 2 shifts/sessions:

- Morning: 06:30-12:00
- Afternoon: 12:00-18:30

3.1.4 The facility is designed to include 27 renal haemodialysis stations, providing treatment for up to 27 patients per session, with treatments lasting up to 4 hours per session. Patients will have treatments 3 times per week on alternate days, e.g. Monday, Wednesday, Friday and Tuesday, Thursday, Saturday.

3.1.5 This provides for a maximum of 108 patients per week. Additionally the development proposes to provide 6 stations in a Home Dialysis Training Suite.

3.1.6 The proposed staff is detailed as follows:

- Full Time
  - 9 Clinical per shift (18 total)
  - 1 Clinical Manager per day
  - 1 Administration staff per day
  - 2 Housekeepers
  - 2 Home HD area staff per day
- Visiting Staff



- 1 Consultant once or twice weekly
- 1 Dietician once or twice weekly
- 1 Technical Engineer once or twice weekly
- Other visiting healthcare professionals, 1 or 2 visits per week

3.1.7 This would provide for a maximum number of staff on-site of 15 full time staff and a total of 8 visiting staff per week, with an assumed maximum of 5 on any given day, providing a maximum daily of 20 staff.

## **3.2 Means of Access**

### ***Vehicular***

3.2.1 Vehicular access to the site will be via the existing site access junction directly off Acacia Avenue. Visibility splays for access are shown in **Appendix C**.

### ***Pedestrian & Cyclist***

3.2.2 As shown in Appendix A proposed active travel access to the site is to be provided via shared pathway and gate located to the east of the vehicular access.

3.2.3 To the west of the site there is no footway on the northern side of Acacia Avenue. Pedestrians accessing the site from the west would necessarily walk on the southern side of Acacia Avenue between Southdown Road and the development site and would need to cross Acacia Avenue to access the development site which is on the northern side of Acacia Avenue.

3.2.4 To aid such movements the developer has suggested providing an informal crossing point across Acacia Avenue just to the west of the proposed site access, consisting of dropped kerbs and tactile paving.

3.2.5 Immediately to the west of the development site there is a wide unused bell mouth junction, which also needs to be negotiated by pedestrians and would also require dropped kerbs and tactile paving. An indicative design consisting of dropped kerbs and tactile paving is shown **Appendix D**.

### ***Servicing & Emergency Vehicles***

- 3.2.6 It is intended that refuse and emergency vehicles in addition to staff and patients (whether in private vehicles or in Non Emergency Patient Transport Service vehicles) will be able to enter and exit the site by turning within the demise of the site.
- 3.2.7 Swept path analysis of the site has been undertaken for the various vehicles and parking and servicing areas is included at **Appendix E**. It can be seen from this swept path analysis that the servicing and refuse collection area adjacent to the north western corner of the building can accommodate 10.2m Refuse Collection Vehicles and 10.2m rigid goods vehicles, which are likely to be the largest vehicles that will access the site on a regular basis.
- 3.2.8 In the unlikely event that a larger vehicle is required to access the site the swept path analysis shows a 11.m vehicle making use of the parking area to the front to the building to turn around within the site.
- 3.3** This analysis also shows that the disabled and ambulance spaces located to the front of the building are accessible by the required vehicles.

### **3.4 Parking**

- 3.4.1 A total of 32 parking spaces, including 5 disabled spaces and 4 spaces equipped with electric vehicle charging, are proposed to accompany the development to provide sufficient parking spaces to accommodate both patient and staff demand. This would equate to just under 1 space per treatment station, including those provided in the Home Dialysis Training Suite.
- 3.4.2 In addition, there are 2 spaces dedicated for the use by Ambulances provided by the Non-Emergency Transport Services (NEPTS), as well as a drop/off pick up area.
- 3.4.3 In terms of parking standards, the Neath Port Talbot Council parking guidance, detailed in The Parking Standards Supplementary Planning Guidance (SPG) does not include a land use specific to the proposed Dialysis Unit.
- 3.4.4 Nevertheless, the SPG includes two medical based land uses under the community establishment category, one for Hospitals and one for Health Centres and surgeries.

While neither of these land uses are appropriate for the proposed Dialysis Units, they will provide an indication of the level of parking that may be required.

3.4.5 For Hospitals the maximum parking standards are:

- Operational: Essential vehicles as required
- Non-operational: 2.5 spaces per bed

3.4.6 The level of provision for Hospitals would be appropriate for acute and neighbourhood District Hospitals, with a lower level of provision being acceptable for other types of hospitals

3.4.7 For Health Centres and Surgeries, the maximum parking standards are:

- Operational: 1 space per practitioner
- Non-operational: 3 spaces per auxiliary staff (zones 2-4) & 3 spaces per practitioner

3.4.8 With regards to the standards for Hospitals if the treatment stations were treated as beds then that would require a maximum of 83 spaces for the proposed 33 treatment stations, including the Home Dialysis Training Suite.

3.4.9 With regards to the standards for Health Centres and Surgeries, with 6 full time ancillary and 9 full time practitioners, that provides a maximum requirement of 38 spaces.

3.4.10 As stated, the specific nature of the proposed new Satellite Renal Haemodialysis Unit would provide for dissimilar levels and patterns of parking demand to Hospitals or Health Centres.

3.4.11 As opposed to such general facilities and unpredictable patterns of patient arrivals and departures the Satellite Renal Haemodialysis Unit will have predicable arrivals and departures of patients as the use of the treatment stations would be managed via a booking system.

3.4.12 The design of the proposed facility, including car parking requirements, have been detailed by the client with reference to the following NHS documents:

- WALES HBN 07-01: Renal Care: Health Building Note – Satellite Dialysis Units
- HTM 07-03: Traffic Management and Parking
- HBN 40: Common Activity Spaces

- The Metric Handbook Planning and Design Data – 3<sup>rd</sup> edition.

3.4.13 HBN 07-01 in particular provides specific guidance on the allocation of parking spaces based upon the number of dialysis machines in operation at the Dialysis Unit, with a recommendation for patients of 1 parking space per 3 treatment stations.

3.4.14 Assumptions regarding staff parking are based upon the proposed staff numbers and shift patterns along with experience of the likely requirements on-site, using data collected at other Satellite Dialysis Units across the UK.

3.4.15 It is considered that the proposed approach enables a more representative indication of demand in view of the specialist nature of the services to be provided at the Satellite Renal Haemodialysis Unit.

3.4.16 The total parking requirement for the proposed Satellite Renal Haemodialysis Unit based upon the first principles methodology in accordance with patient and staff requirements would be 32 spaces, as broken down into the following categories:

- Patients - 1 space per 3 treatment stations: 11
- Full-Time Staff – 15 maximum (9 clinical, 6 ancillary): 15
- Visting Staff – Maximum of 5 on any given day: 6

***Bicycle***

3.4.17 In accordance with the guidance in the HTM 07-03 NHS car parking management regarding the need for secure cycle parking provision, secure cycle parking for 8 cycles will be provided immediately to the right of the building entrance as shown in the site layout in Appendix B and in more detail in **Appendix F**.

3.4.18 The NHS guidance does not provide any indication on the number of secure cycle spaces to be provided, but given the specific nature of the proposed facility, the number of patients cycling to access treatment will be very low, while the cycle mode share for staff is likely to be low.

3.5 The proposed provision will be sufficient to accommodate for the likely demand for secure cycle parking at the proposed Satellite Renal Haemodialysis Unit.

3.5.1 With regards to the Neath Port Talbot Parking SPG the minimum cycle standards are:

- Hospitals: 2 stands per 20 beds (long & short stay)
- Health Centres and Surgeries: 1 stand per consulting room

3.5.2 With a maximum of 33 treatment stations representing beds and consulting rooms that would provide a range of 3 to 33 cycle stands. The proposed provision of 8 spaces lies within this range.

## 4 TRANSPORT CHARACTERISTICS

### 4.1 Introduction

4.1.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed development.

4.1.2 This section of the report, therefore outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

4.1.3 In general terms the provision of a new Satellite Renal Haemodialysis Unit in Port Talbot as a satellite unit of the main hub at Murrison Hospital will reduce the need and distance of travel for staff and patients residing in Neath Port Talbot.

### 4.2 Trip Generation – First Principles

4.2.1 As stated above the proposed Satellite Renal Haemodialysis Unit will operate between 06:30 and 18:30 for 6 days a week Monday to Saturday, split into 2 shifts/sessions:

- Morning: 06:30-12:00
- Afternoon: 12:00-18:30

4.2.2 The staff for the two shifts will arrive in the 30 minute periods before and after the start and end of each shift, with a 30 minute handover between the shifts for clinical staff. The resulting staff arrival and departure periods are summarised in **Table 4.1**.

4.2.3 For the purposes of this analysis the maximum number of staff per shift, 20 as stated above, will be assumed to arrive and depart during these periods.

Shift	Duration (hours)	Shift	Arrival	Departure
Morning	5.5	0630-1200	0600-0630	1200-1230
Afternoon	6.5	1200-1830	1130-1200	1830-1900

Table 4.1 Staff Arrival and Departure Periods

4.2.4 The patients for the two treatment sessions will arrive in the 30 minute periods before and after the start and end of each session. The resulting patient arrival and departure periods are summarised in **Table 4.2**.

4.2.5 For the purposes of this analysis the maximum number of patients per session, 33 as stated above, including a fully occupied Home Dialysis Training Suite will be assumed to arrive and depart during these periods.

Shift	Duration (hours)	Session	Arrival	Departure
Morning	4	0700-1100	0630-0700	1100-1130
Afternoon	4	1300-1700	1230-1300	1700-1730

Table 4.2 Patient Arrival and Departure Periods

4.2.6 The resultant staff and patient departure profiles with a total of 33 treatment stations are summarised in **Table 4.3**. This data demonstrates that the arrivals and departures for staff and patients are concentrated into 5 periods over the day during the following hours:

- 06:00-07:00
- 11:00-13:00
- 17:00-19:00

4.2.7 This provides for a total trip generation of 235 2-way trips during the day with a peak hourly trip generation of 59 2-way trips between 11am and 1pm.

Hour Start	Staff			Patient			Total		
	In	Out	2 Way	In	Out	2 Way	In	Out	2 Way
6	26		26	33		33	59		59
7			0			0			0
<b>8</b>			0			0			0
9			0			0			0
10			0			0			0
11	26		26		33	33	26	33	59
12		26	26	33		33	33	26	59
13			0			0			0
14			0			0			0
<b>15</b>			0			0			0
16			0			0			0
17			0		33	33		33	33
18		26	26			0		26	26
<b>Total</b>	<b>51</b>	<b>51</b>	<b>103</b>	<b>66</b>	<b>66</b>	<b>132</b>	<b>117</b>	<b>117</b>	<b>235</b>

Table 4.3 Staff and Patient Arrival and Departure Profiles – 33 Treatment Stations

### 4.3 Trip Generation – Extant Use

4.3.1 The now vacant factory premises was previously used as a mixture of industrial (40%) and warehousing (60%) land uses last being occupied by Blackwood Wire. This would have provided a different pattern and magnitude of staff and visitor arrivals and departures and trip generation. The operation of the factory were restricted to the hours of 8am to 6pm with a more regular working pattern and be subject to a number of HGV movements.

4.3.2 The proposed use a stated will have a different pattern of arrivals and departures, which will also include a reduction in HGV related traffic movements.

#### Mode Share

4.3.3 With regards to mode share for trips to and from the proposed Renal Unit there are different patterns for patients and staff. Given the nature of the proposed Renal Unit and the poor health of the majority of patients, that a large majority of patients will drive or be driven to the unit, with the mode share for active travel and public transport being low.

4.3.4 It is accepted practice that 60-70% of patients will travel to the Renal unit by Ambulance, supplied by the Non Emergency Patient Transport Service (NEPTS) or be dropped off by family or friends or by Taxi.

4.3.5 The vast majority of the remaining patients will drive themselves. For the purposes of this analysis the forecast patient mode share is summarised in **Table 4.4**.

Mode	Share	Trips
NEPTS/Drop Off	60%	20
Active Travel	2%	1
Public Transport	5%	2
Private Car	33%	11
<b>Total</b>	<b>100%</b>	<b>33</b>

Table 4.4 Patient Mode Share

4.3.6 While there is more likelihood of staff using Active Travel and Public Transport to access the proposed facility It is still likely that the majority of staff will travel by private vehicle to the Renal Unit. For the purposes of this analysis the forecast staff mode share is summarised in **Table 4.5**.



<b>Mode</b>	<b>Share</b>	<b>Trips</b>
Active Travel	5%	1
Public Transport	10%	2
Private Car	85%	18
<b>Total</b>	<b>100%</b>	<b>21</b>

Table 4.5 Staff Mode Share

- 4.3.7 Given the high vehicular mode share for patients and staff the forecast trip generation summarised in Tables 4.1 and 4.2, can be seen as the worst-case scenario in terms of trip generation.
- 4.3.8 The concentrated arrival and departure times are also outside of the network peak periods. Therefore, the impact in traffic terms is minimal.

## **5 CONCLUSION**

### **5.1 Summary**

5.1.1 This Transport Statement accompanies a proposed new Satellite Renal Haemodialysis Satellite Unit at Stationery House on Acacia Avenue in the Baglan Moor area of Port Talbot.

5.1.2 The development proposes to provide a new Dialysis Unit, equipped with 27 stations for patients and a further 6 for a Home Dialysis Training Suite for an overall total of 33 stations, in the now vacant Factory premises.

5.1.3 In general terms the provision of a new Satellite Renal Haemodialysis Unit in Port Talbot as a satellite unit of the main hub at Murrison Hospital will reduce the need and distance of travel for staff and patients residing in Neath Port Talbot.

### **5.2 Conclusion**

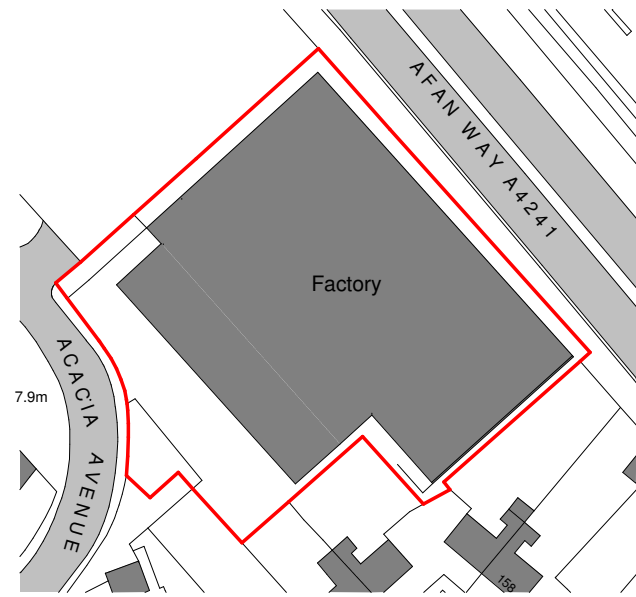
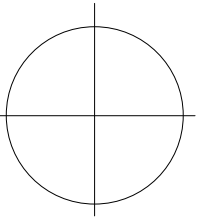
5.2.1 The proposed new Satellite Renal Haemodialysis Unit is located in a sustainable location, has sufficient vehicle and cycle parking provision as well as servicing areas.

5.2.2 It is considered that there are no highways or transport reasons to preclude the grant of planning permission.

# Appendices

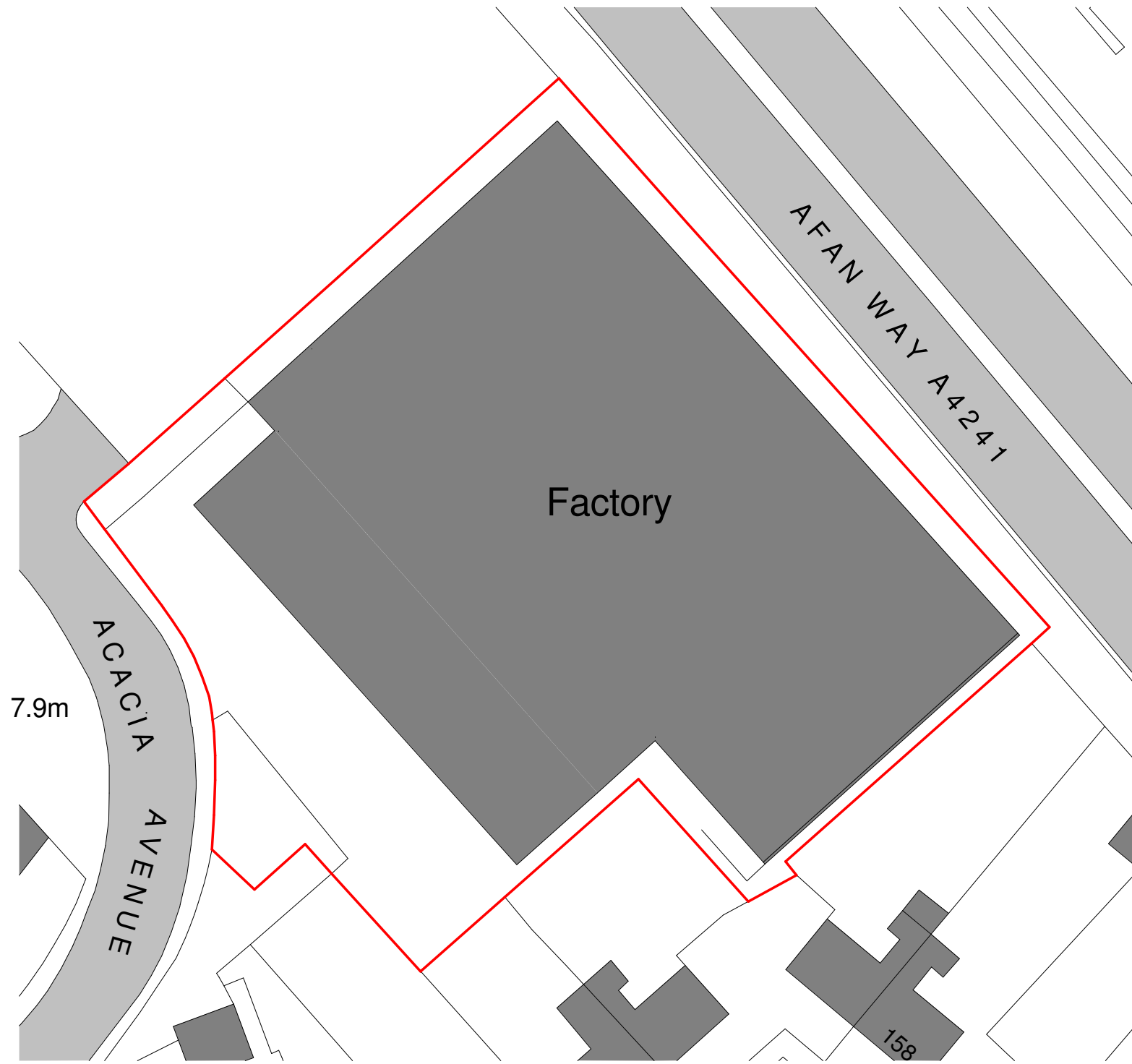
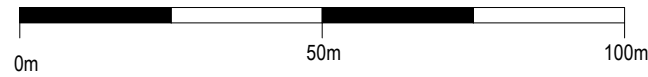
# Appendix A

North



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Site Location Plan  
1 : 1250



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Site Block Plan  
1 : 500



Clerk Bank House  
Clerk Bank  
LEEK  
Staffordshire  
ST13 5HE

t : 01538 373477 e : info@ctdarchitects.co.uk  
f : 01538 386503 w : www.ctdarchitects.co.uk

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- All drawings to be read in conjunction with all other consultants drawings and specs.

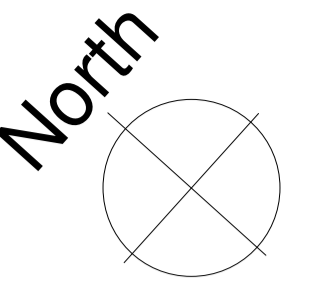
Rev	Date	Drawn	Description
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Project	Port Talbot Renal Dialysis Unit Stationery House, Acacia Avenue, Port Talbot
Title	Site Location and Block Plan

Scale	1:1250 500	Size	A3	Drawn	ED	Chk'd	MM	Date	26/07/24
Status	DRAFT PLANNING								
Job No.	2407	Drawing No	AL10	Rev.					

# Appendix B

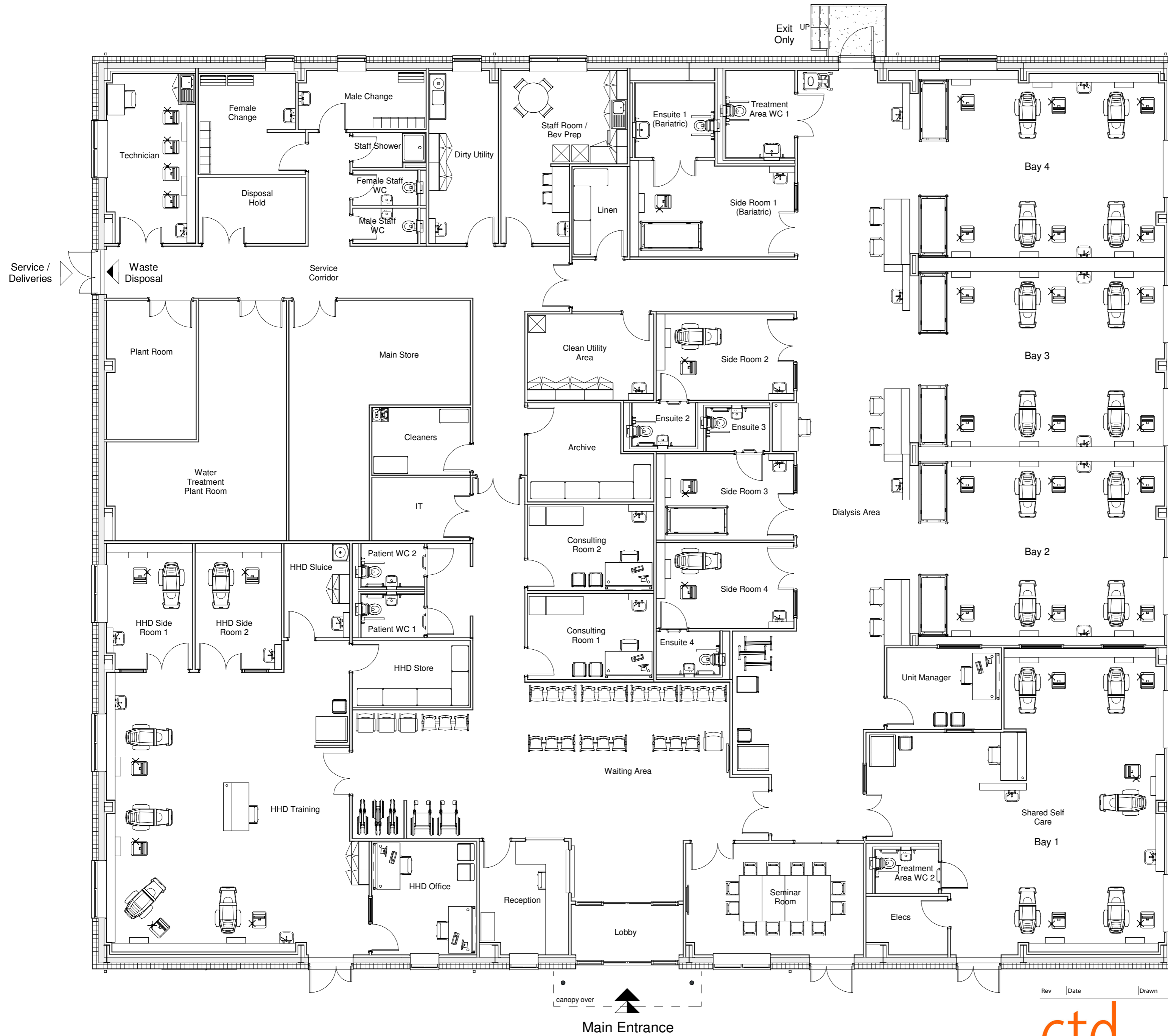
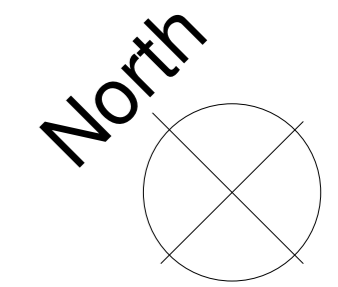


Site Layout as proposed  
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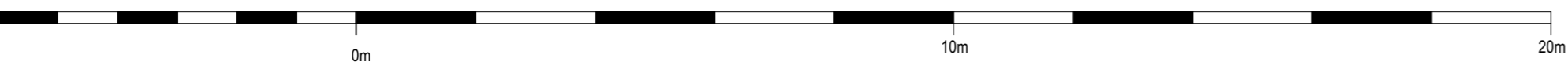
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Rev	Date	Drawn	Description										
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FRESENIUS MEDICAL CARE		Port Talbot Renal Dialysis Unit Stationery House, Acacia Avenue, Port Talbot		Status	DRAFT PLANNING								
Title		Job No	2407	Drawing No	AL12		Rev.	A					
architects   historic building advisors   project managers   landscape & urban designers													





Ground Floor as Proposed  
1 : 100

Approx Internal Floor Area to Inside Face of Lining = 1136 m<sup>2</sup>



Rev	Date	Drawn	Description

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 Clerk Bank  
 LEEK  
 Staffordshire  
 ST13 5HE  
 t: 01538 373477 e: info@ctdarchitects.co.uk  
 f: 01538 386503 w: www.ctdarchitects.co.uk

Client	Project	Scale	1 : 100	Size	A2	Drawn	ED	Chk'd	MM	Date	26/07/24
	Port Talbot Renal Dialysis Unit Stationery House, Acacia Avenue, Port Talbot	Status	DRAFT PLANNING								
	Title	Job No.	2407	Drawing No.	AL24	Rev.					
	General Arrangement Plan 'as proposed'										





# Appendix C

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Drawing Title  
**2.4m x 43m visibility splay**

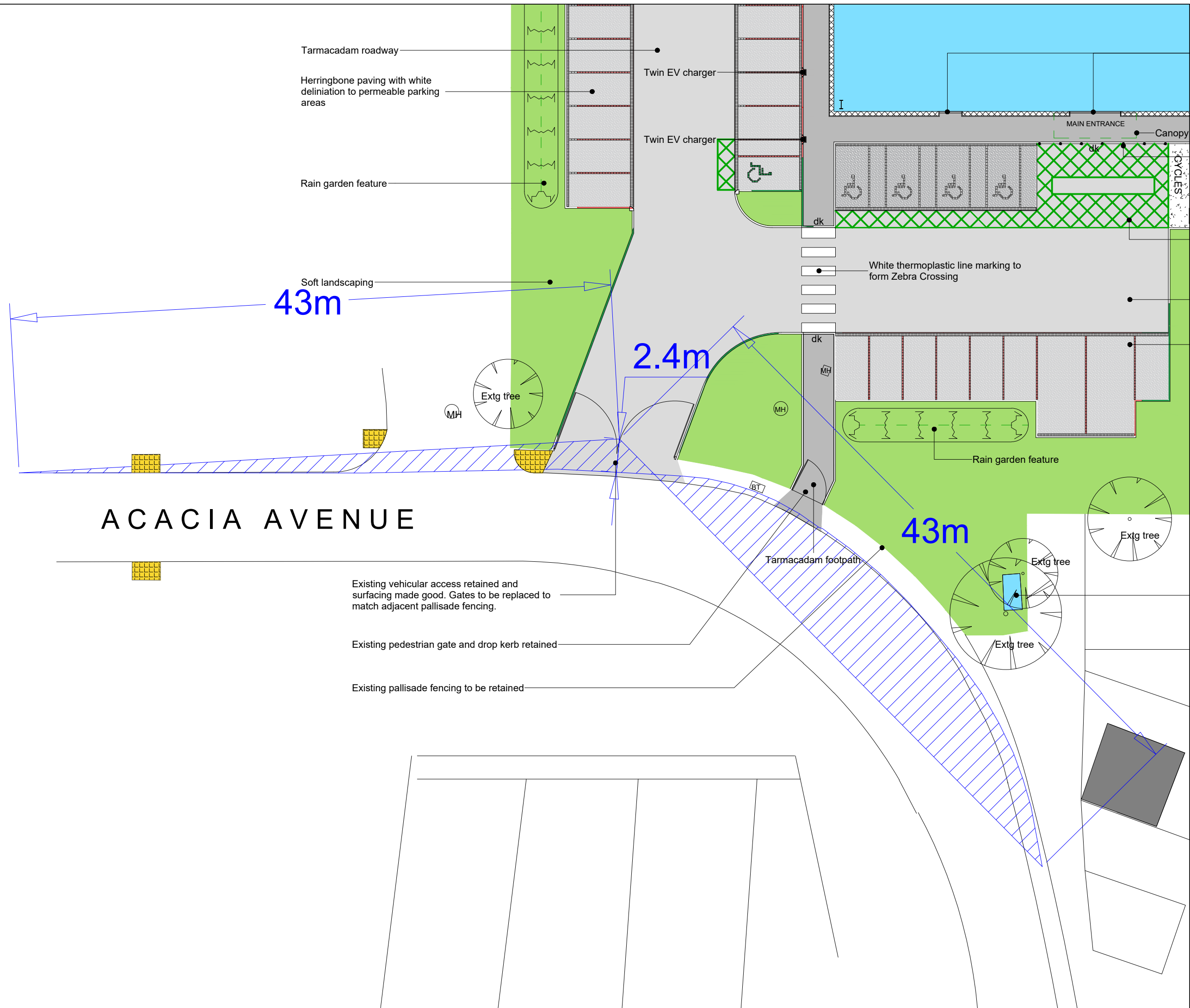
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**T24.131**

Job Title  
**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

Scale 4:1  
 Designed by KEW  
 Drawn by KEW  
 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

Revision History			
Rev	Date	Amendment	Editor



Tarmacadam roadway  
 Herringbone paving with white deliniation to permeable parking areas  
 Rain garden feature  
 Twin EV charger  
 Twin EV charger

43m

2.4m

43m

ACACIA AVENUE

Existing vehicular access retained and surfacing made good. Gates to be replaced to match adjacent pallisade fencing.  
 Existing pedestrian gate and drop kerb retained  
 Existing pallisade fencing to be retained

Tarmacadam footpath  
 Extg tree  
 Extg tree  
 Extg tree  
 Extg tree

MAIN ENTRANCE  
 Canopy  
 CYCLES

White thermoplastic line marking to form Zebra Crossing

Rain garden feature

dk

MH

BT

MH

Extg tree

MH

Extg tree

Extg tree

Extg tree

# Appendix D

Drawing Title  
**Proposed relocated  
 parking bays & offsite  
 pedestrian improvements**

Job No  
**T24.131**

Job Title  
**Port Talbot Dialysis Unit**

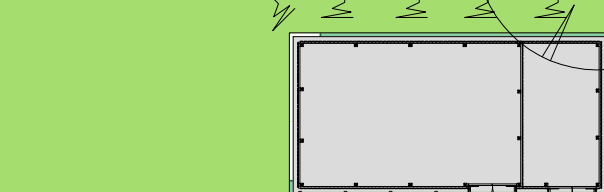
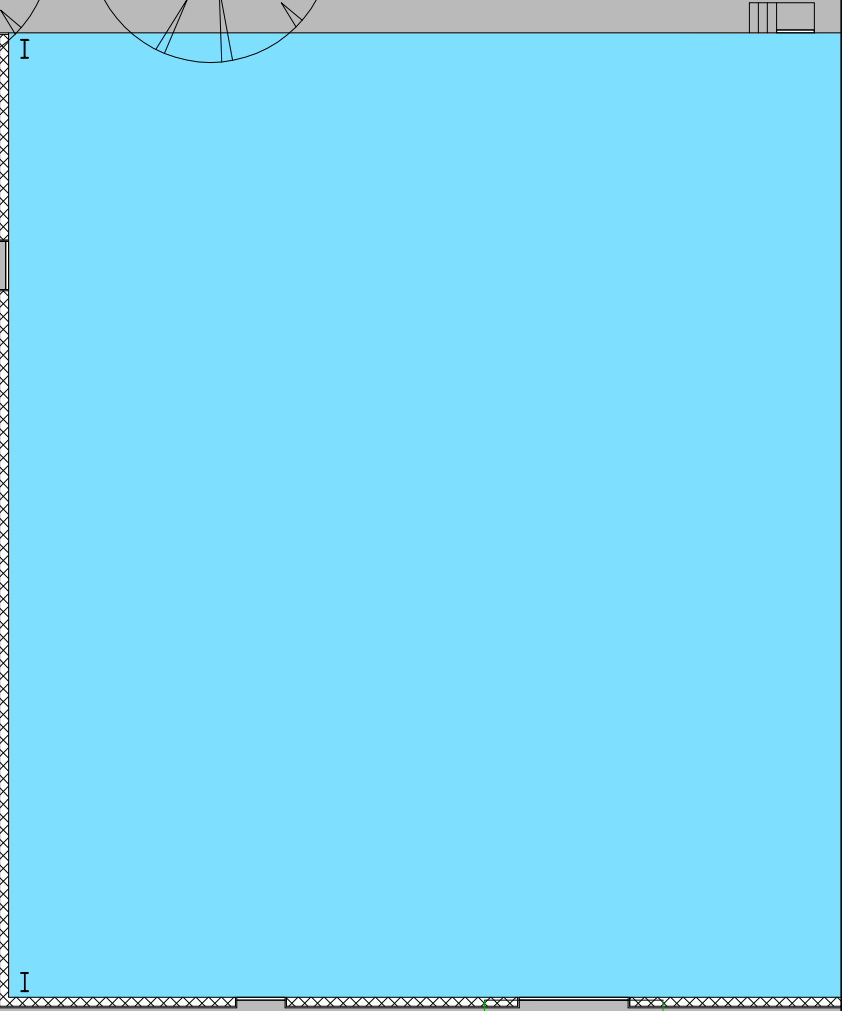
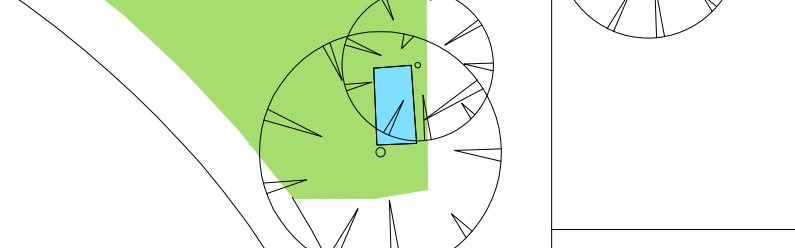
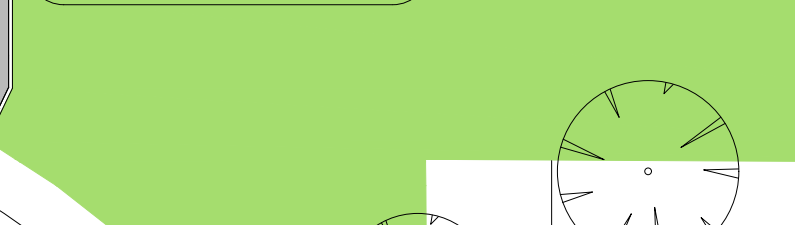
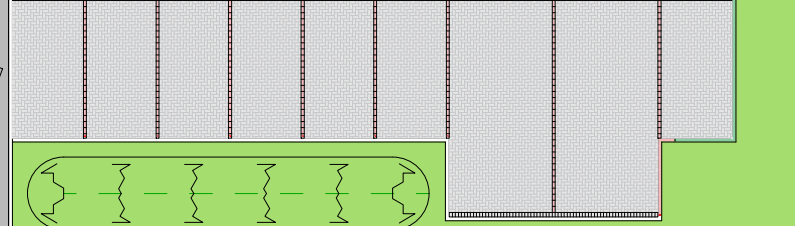
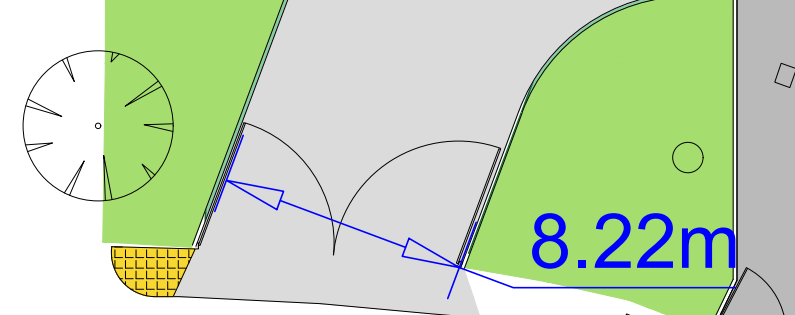
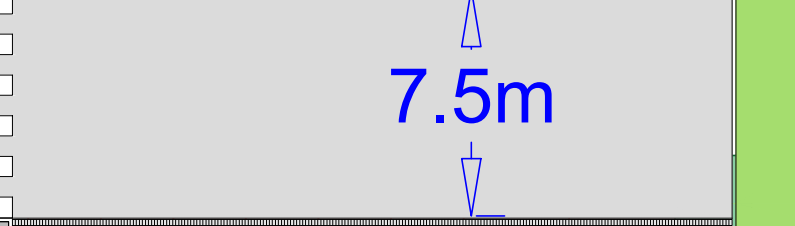
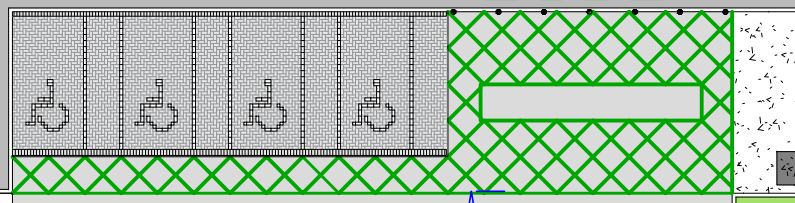
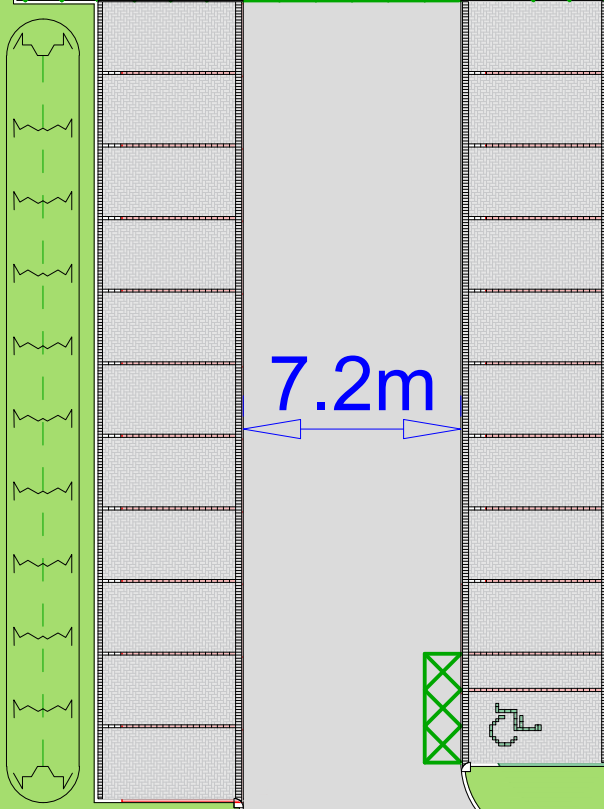
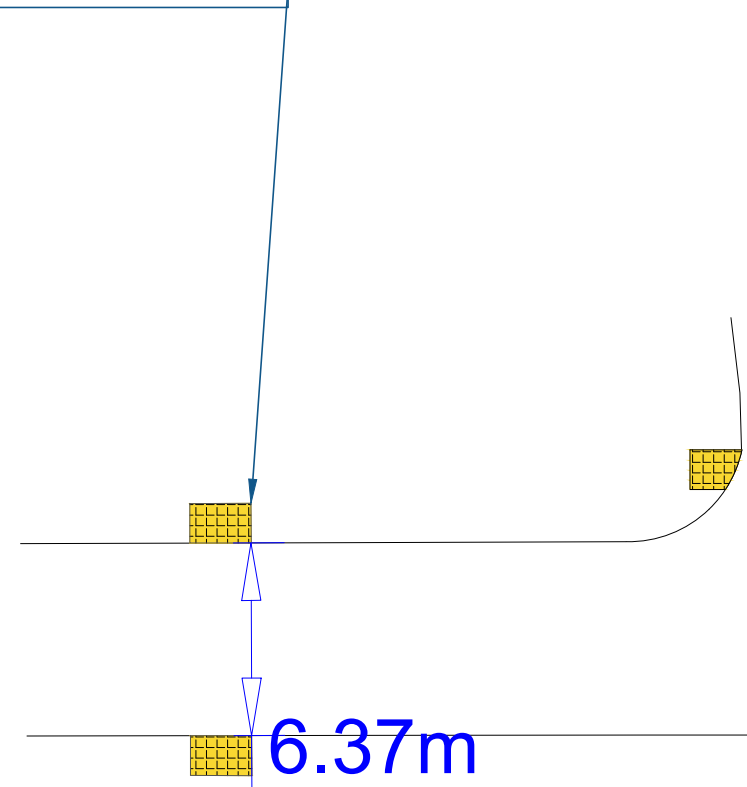
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 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

**Revision History**

Rev	Date	Amendment	Editor

Offsite pedestrian crossing provision



# Appendix E



Drawing Title  
**Swept path analysis  
 Ambulance vehicles**

Job No  
**T24.131**

Job Title  
**Port Talbot Dialysis Unit**

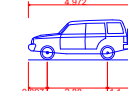
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Drawn by	KEW
Approved by	WD
Date 1st issued	05/06/24
Document ref. no	T24.131.CAD.D4
Revision no	-

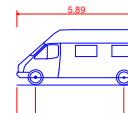
**Revision History**

Rev	Date	Amendment	Editor

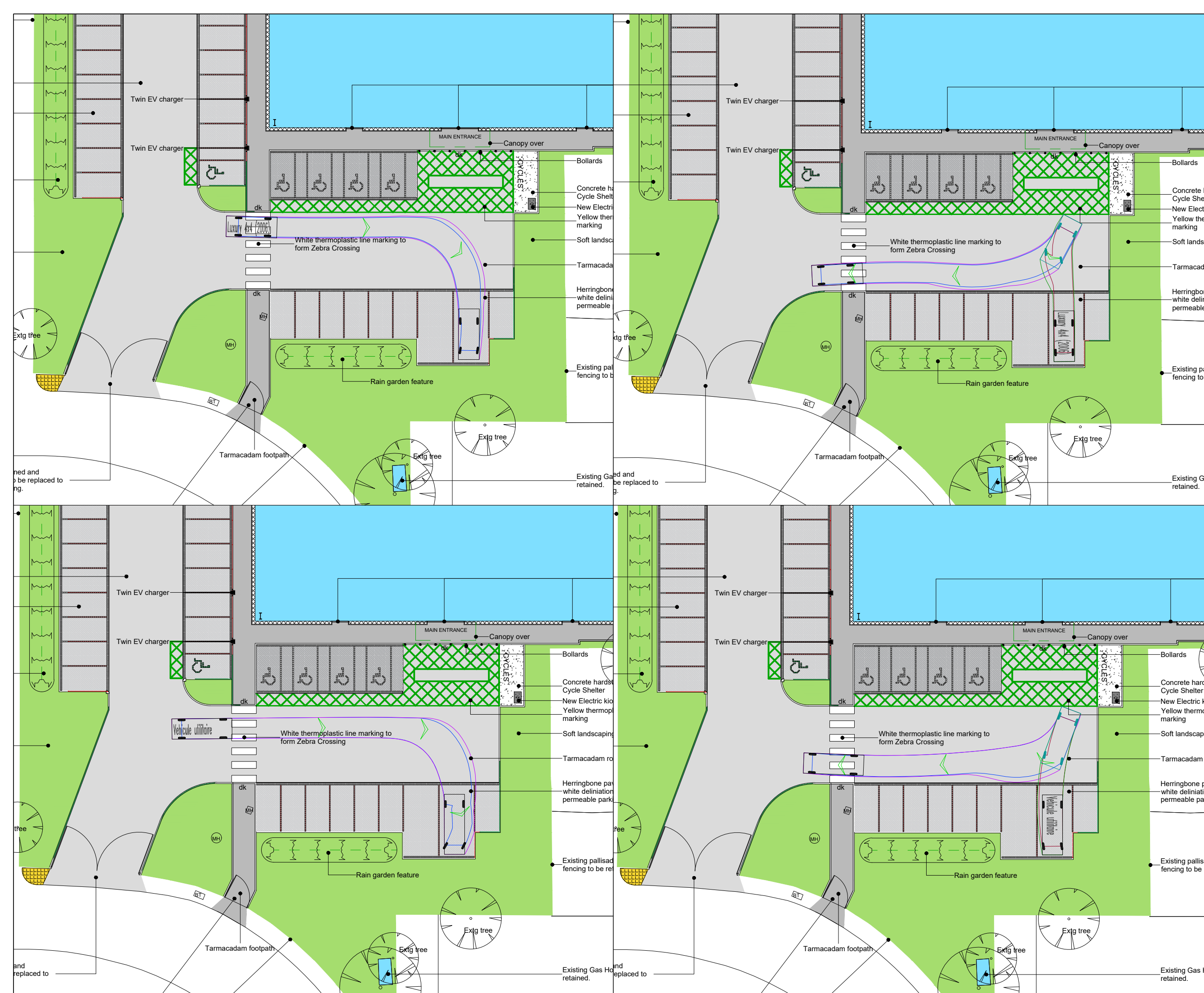


	<b>Luxury 4x4 (2006)</b> Overall Length 4.972m Overall Width 2.034m Overall Body Height 1.905m Min Body Ground Clearance 0.279m Max Track Width 1.984m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.800m
---	--

Vehicle based on 2006 Range Rover 4.2

	<b>Vehicle utilitaire</b> Overall Length 5.890m Overall Width 1.990m Overall Body Height 2.563m Min Body Ground Clearance 0.336m Max Track Width 1.980m Lock to lock time 5.00s Kerb to Kerb Turning Radius 7.600m
---	---

Vehicle based on Renault Master chassis long



Drawing Title  
**Swept Path Analysis**  
**10.2m Refuse Vehicle**

Job No  
**T24.131**

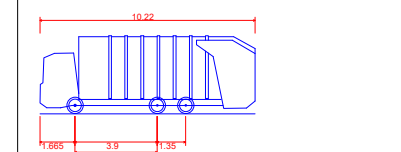
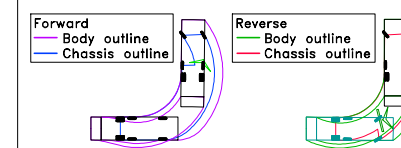
Job Title  
**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

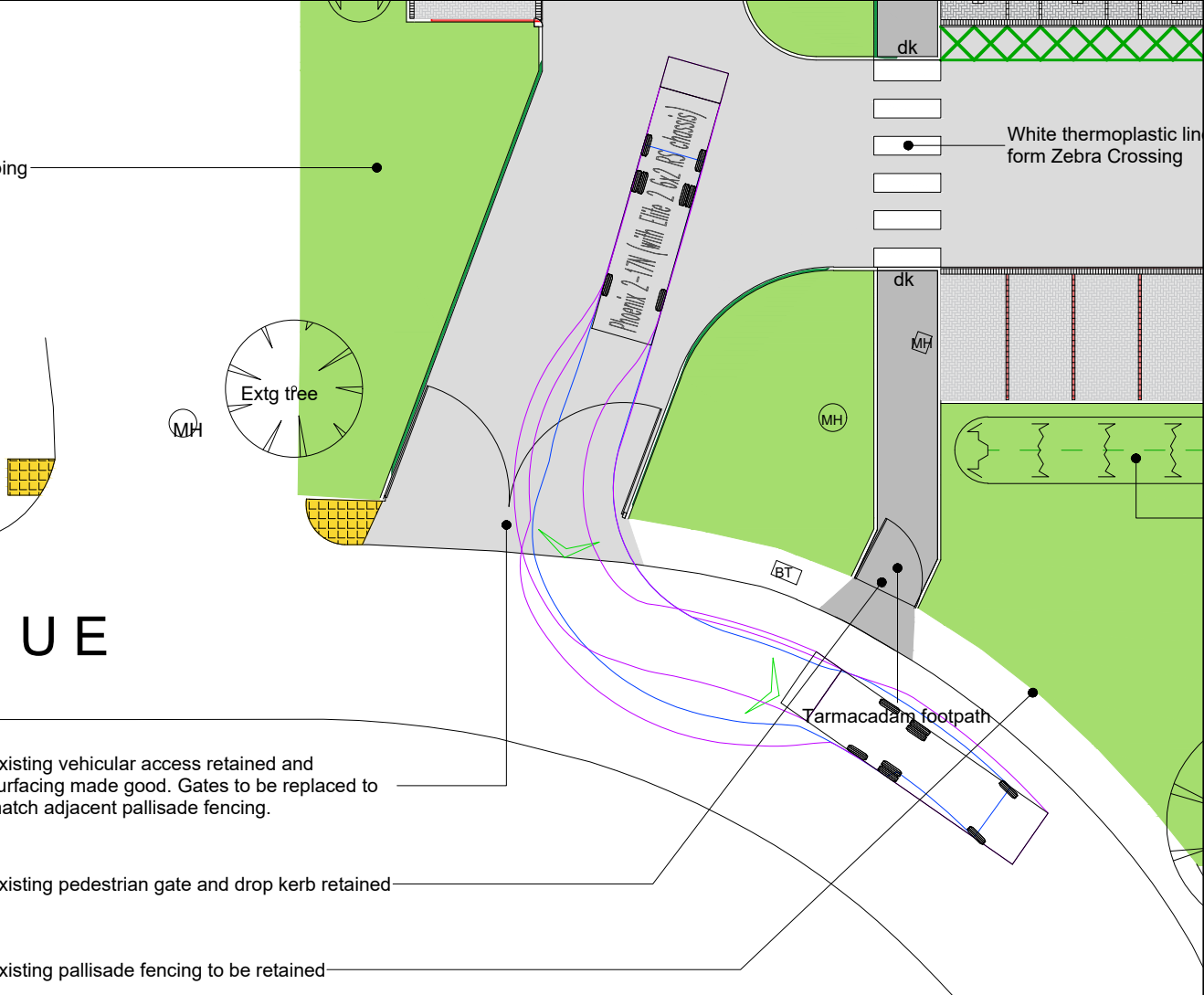
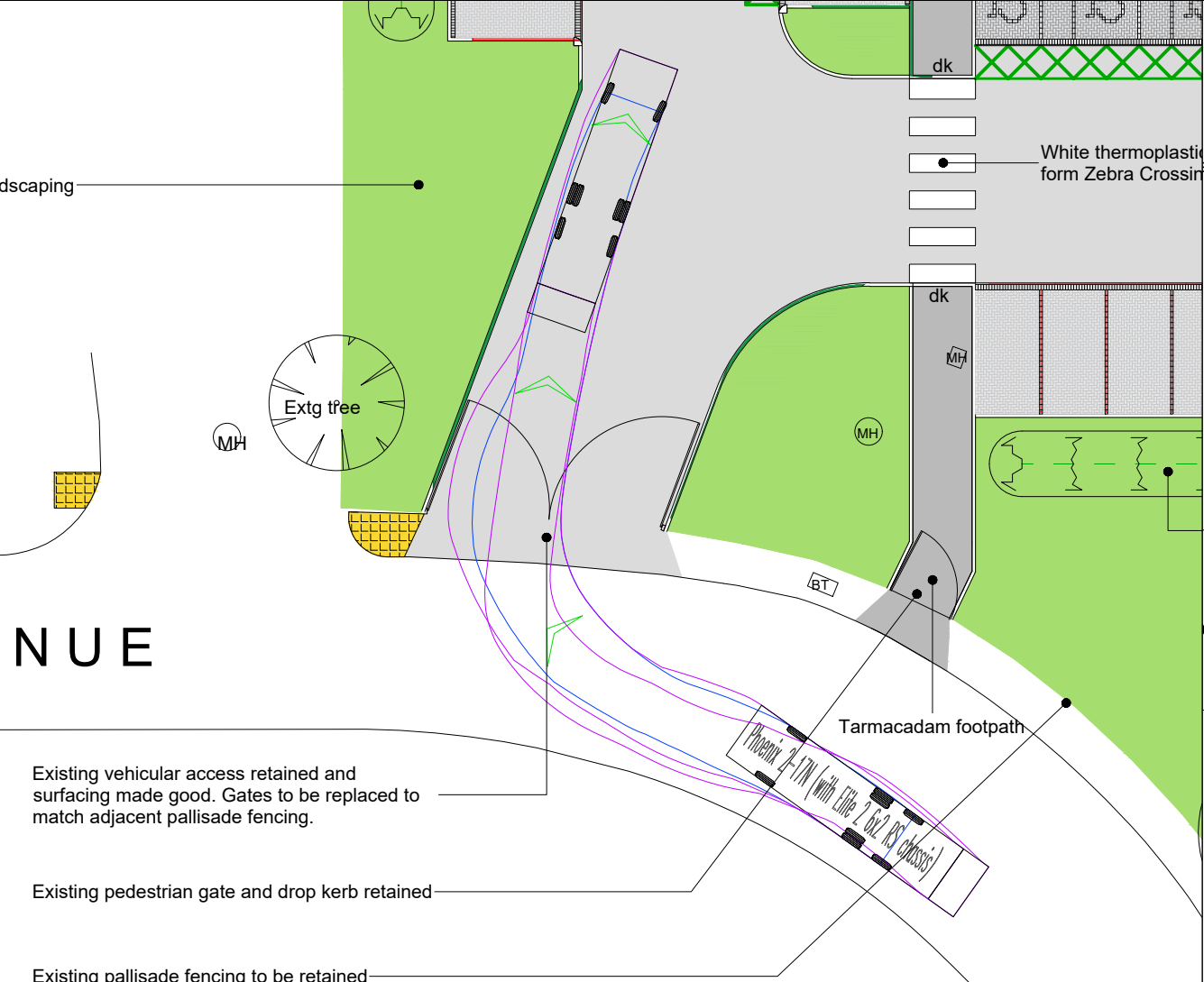
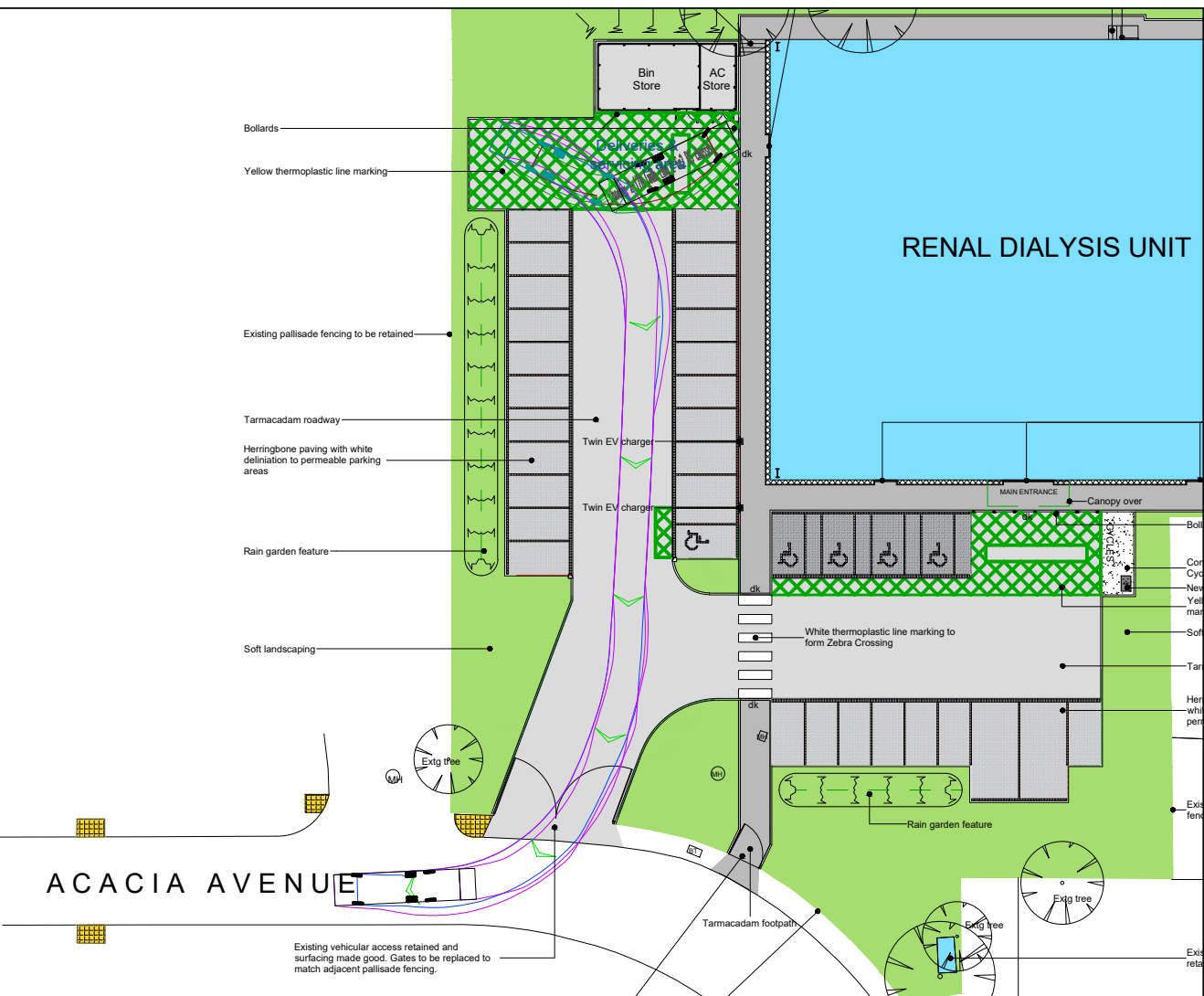
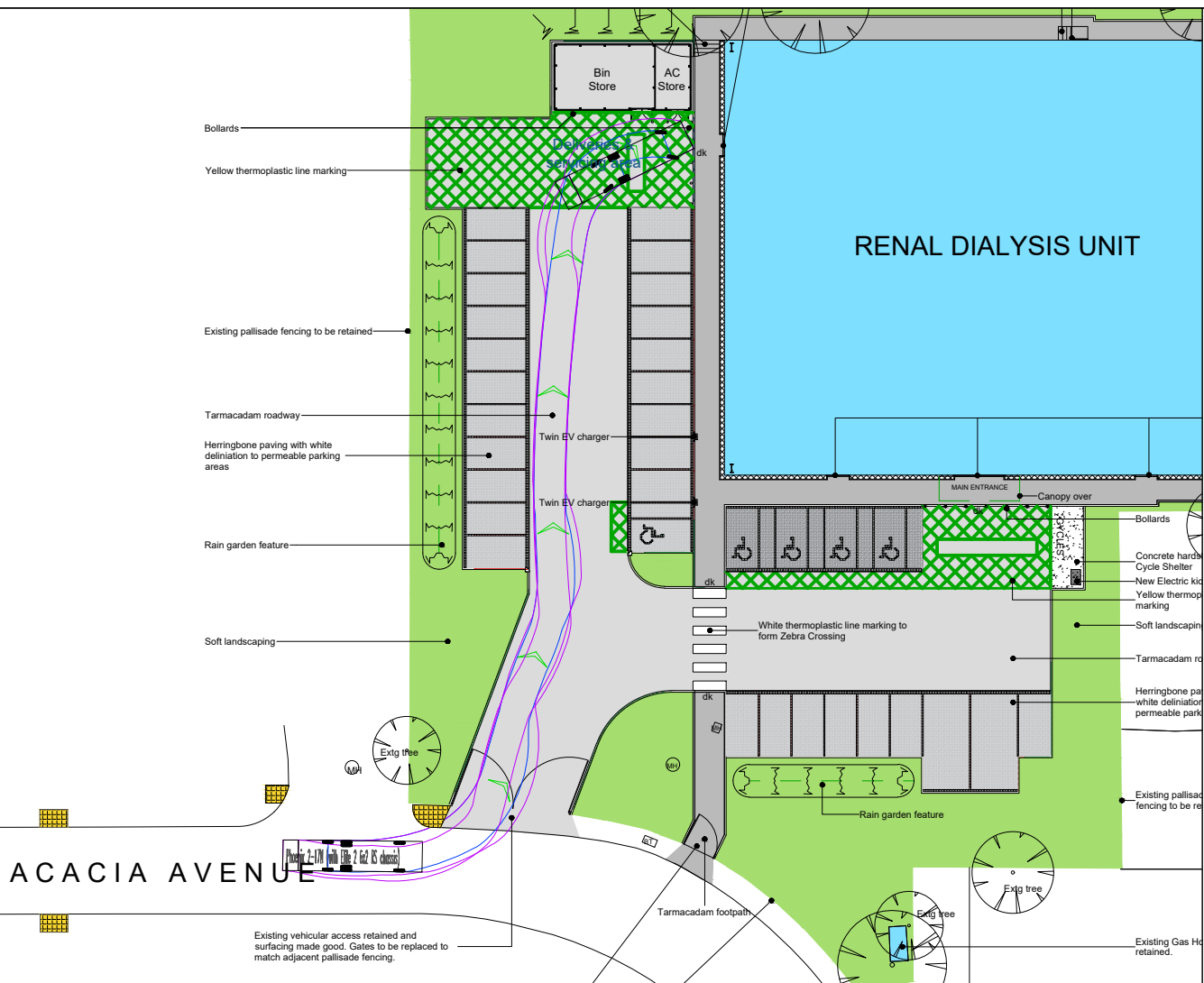
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 Drawn by KEW  
 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

**Revision History**

Rev	Date	Amendment	Editor



Phoenix 2-17N (with Elite 2 6x2 RS chassis)  
 Overall Length 10.220m  
 Overall Width 2.250m  
 Overall Body Height 3.707m  
 Min Body Ground Clearance 0.250m  
 Track Width 2.250m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.900m





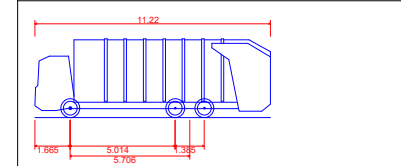
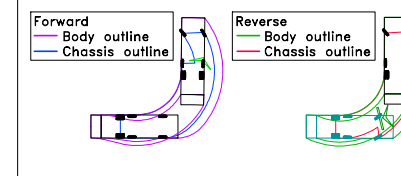
Drawing Title  
**Swept Path Analysis**  
**11.2m Refuse Vehicle**

Job No  
**T24.131**  
 Job Title  
**Port Talbot Dialysis Unit**  
 Client  
**CTD Architects**

Scale  
 2:1 (above) 4:1 (below)  
 Designed by  
 KEW  
 Drawn by  
 KEW  
 Approved by  
 WD  
 Date 1st issued  
 05/06/24  
 Document ref. no  
 T24.131.CAD.D4  
 Revision no  
 -

Revision History

Rev	Date	Amendment	Editor



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length: 11.220m  
 Overall Width: 2.530m  
 Overall Body Height: 3.756m  
 Min Body Ground Clearance: 0.300m  
 Track Width: 2.530m  
 Lock to lock time: 4.00s  
 Kerb to Kerb Turning Radius: 11.550m





Drawing Title  
**Swept Path Analysis**  
**Standard parking bays**

Job No  
**T24.131**

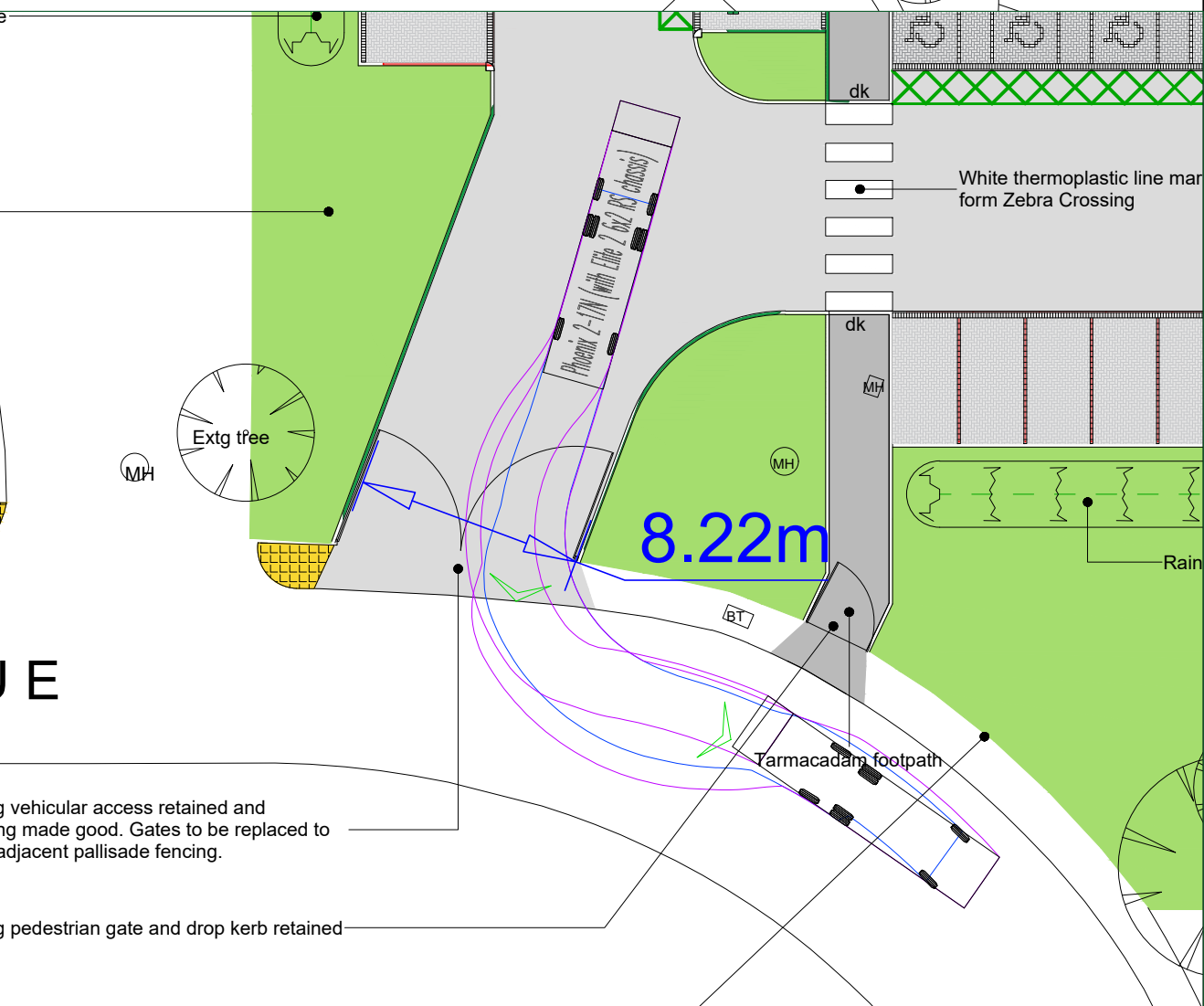
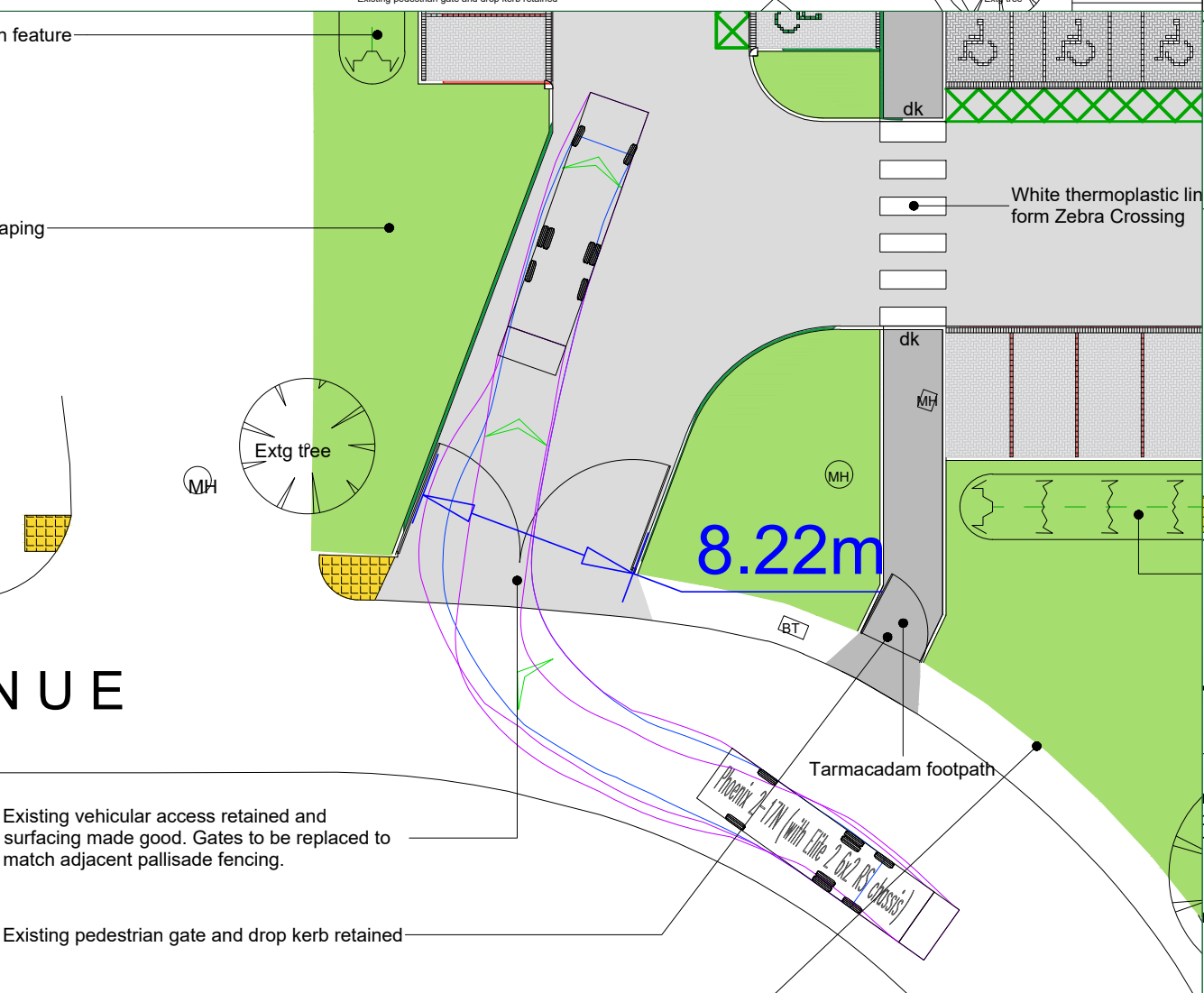
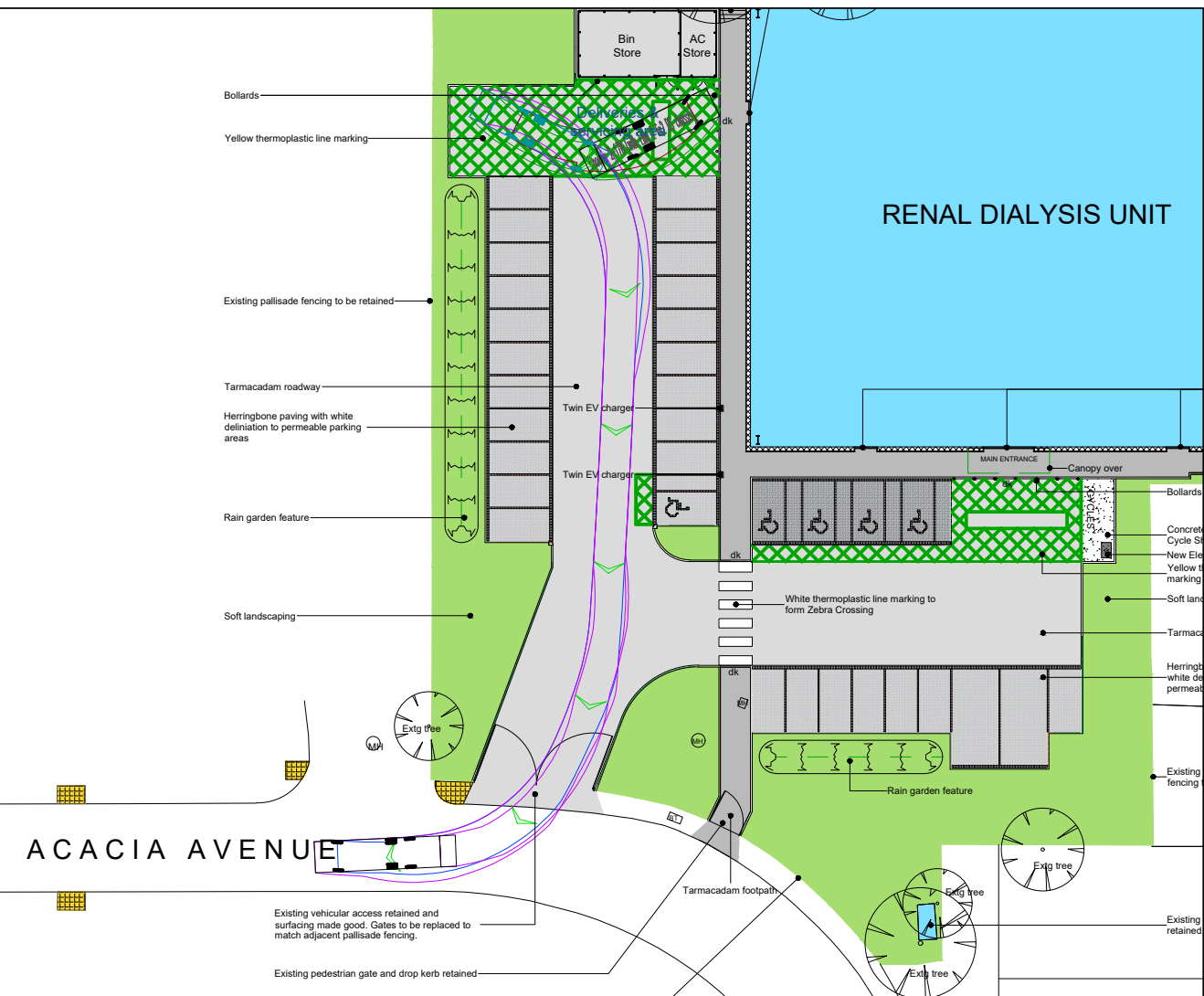
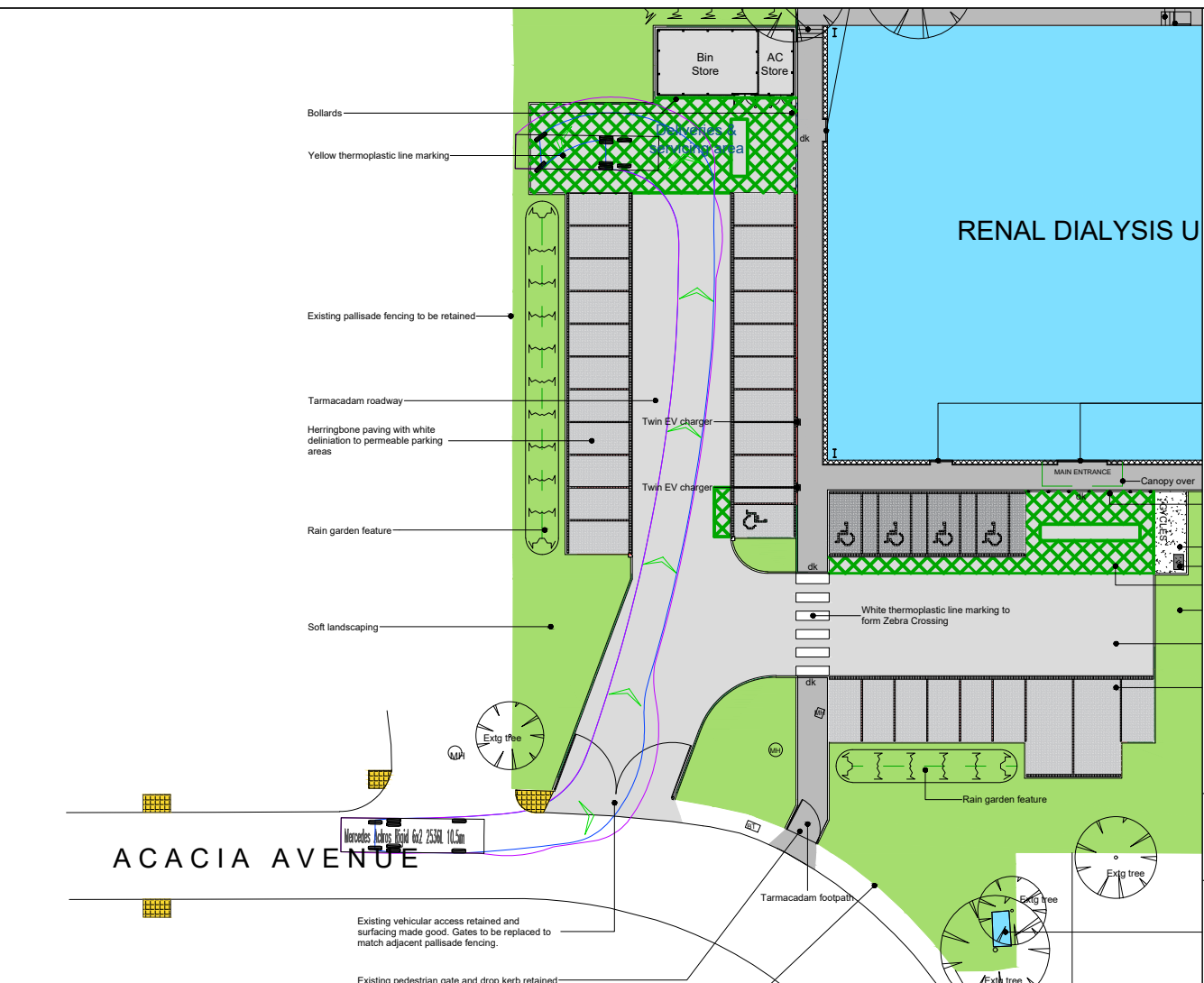
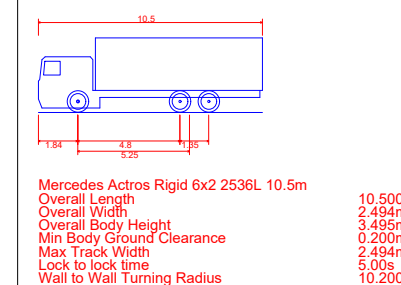
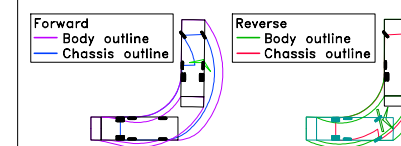
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**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

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 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

**Revision History**

Rev	Date	Amendment	Editor



Existing vehicular access retained and surfacing made good. Gates to be replaced to match adjacent pallisade fencing.  
 Existing pedestrian gate and drop kerb retained.

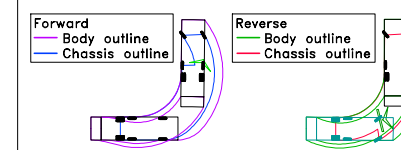
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**Swept Path Analysis**  
**Disabled parking bays**

Job No  
**T24.131**  
 Job Title  
**Port Talbot Dialysis Unit**  
 Client  
**CTD Architects**

Scale 4:1  
 Designed by KEW  
 Drawn by KEW  
 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

**Revision History**

Rev	Date	Amendment	Editor



MPV (2006)  
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 Overall Width 1.860m  
 Overall Body Height 1.919m  
 Min Body Ground Clearance 0.300m  
 Max Track Width 1.779m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.700m

Vehicle based on 2006 Renault Grand  
 Espace





Drawing Title  
**Swept Path Analysis  
 Mercedes Sprinter**

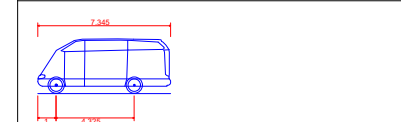
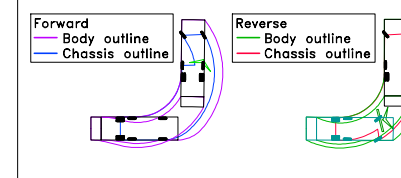
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Job Title  
**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

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Drawn by	KEW
Approved by	WD
Date 1st issued	05/06/24
Document ref. no	T24.131.CAD.D4
Revision no	-

Revision History			
Rev	Date	Amendment	Editor



Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof	7.345m
Overall Length	1.953m
Overall Width	3.030m
Overall Body Height	0.400m
Min Body Ground Clearance	1.953m
Track Width	5.0s
Lock to lock time	7.800m
Wall to Wall Turning Radius	



Drawing Title  
**Swept Path Analysis**  
**Standard parking bays**

Job No  
**T24.131**

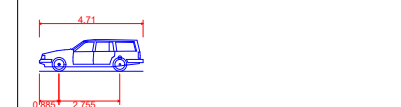
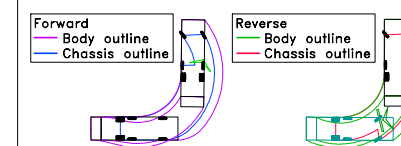
Job Title  
**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

Scale 4:1  
 Designed by KEW  
 Drawn by KEW  
 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

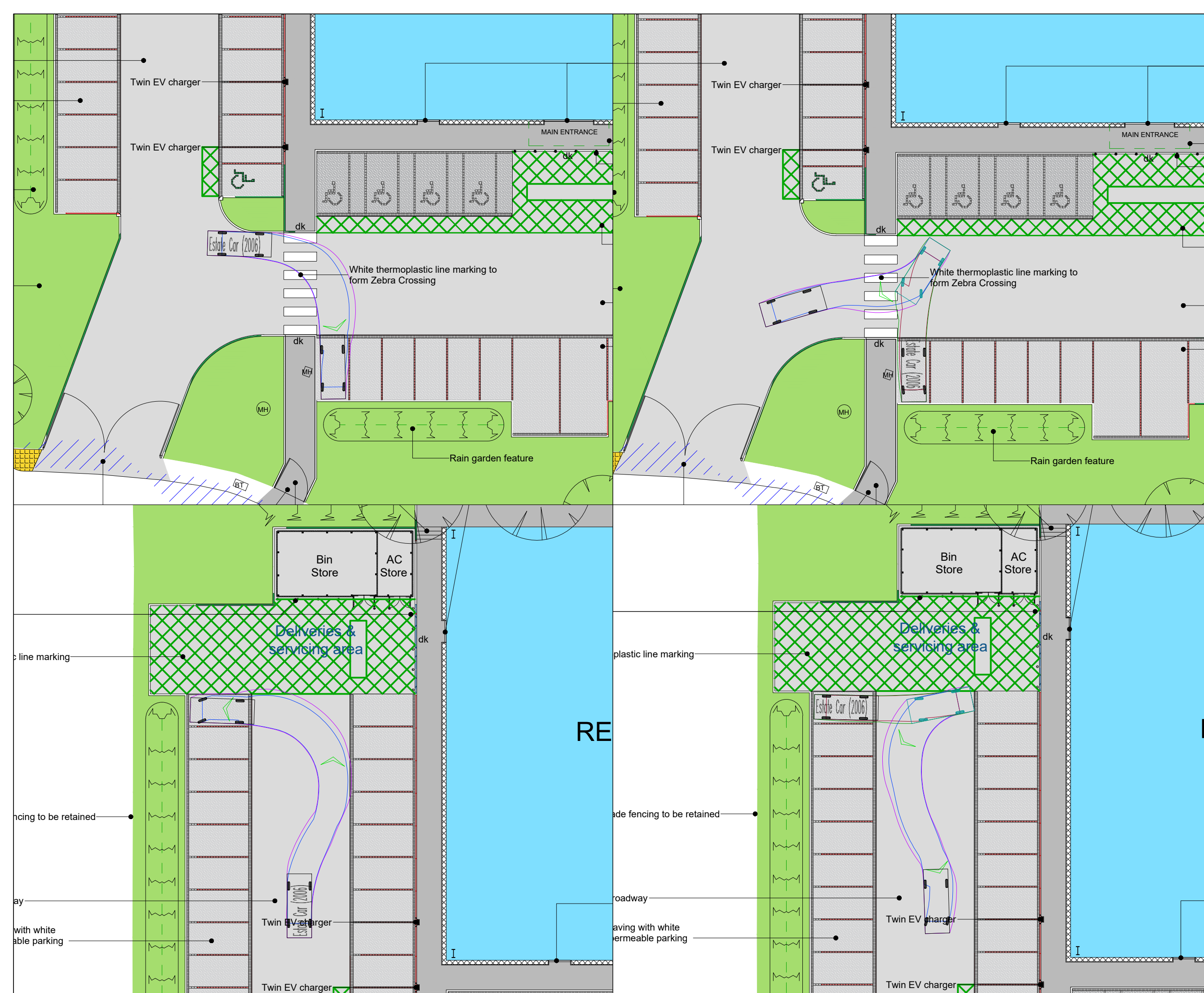
Revision History

Rev	Date	Amendment	Editor



Estate Car (2006)  
 Overall Length 4.710m  
 Overall Width 1.804m  
 Overall Body Height 1.442m  
 Min Body Ground Clearance 0.207m  
 Max Track Width 1.756m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.950m

Vehicle based on 2006 Volvo 70 series





Drawing Title  
**Swept Path Analysis**  
**Taxi bay**

Job No  
**T24.131**

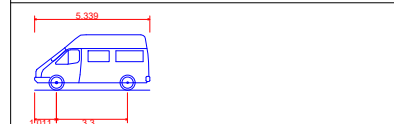
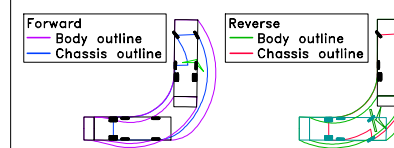
Job Title  
**Port Talbot Dialysis Unit**

Client  
**CTD Architects**

Scale 4:1  
 Designed by KEW  
 Drawn by KEW  
 Approved by WD  
 Date 1st issued 05/06/24  
 Document ref. no T24.131.CAD.D4  
 Revision no -

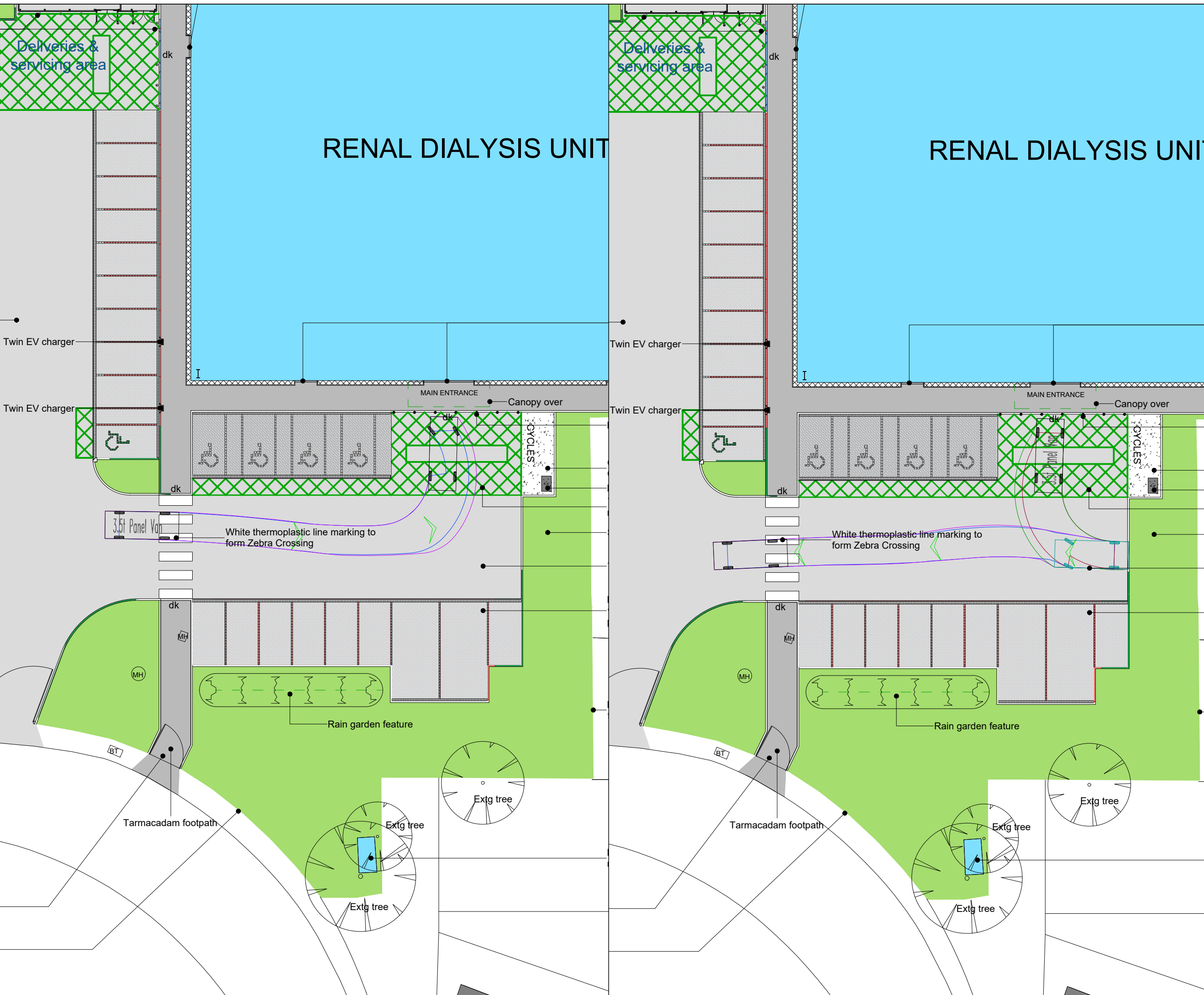
**Revision History**

Rev	Date	Amendment	Editor



**3.5t Panel Van**  
 Overall Length 5.339m  
 Overall Width 1.986m  
 Overall Body Height 2.565m  
 Min Body Ground Clearance 0.338m  
 Track Width 1.986m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.400m

Vehicle based on Ford Transit Custom L2 van (2013 model)



Deliveries & servicing area

Deliveries & servicing area

RENAL DIALYSIS UNIT

RENAL DIALYSIS UNIT

Twin EV charger

Twin EV charger

Twin EV charger

Twin EV charger

MAIN ENTRANCE Canopy over

MAIN ENTRANCE Canopy over

White thermoplastic line marking to form Zebra Crossing

White thermoplastic line marking to form Zebra Crossing

3.5t Panel Van

Rain garden feature

Rain garden feature

Tarmacadam footpath

Tarmacadam footpath

Extg tree

Extg tree

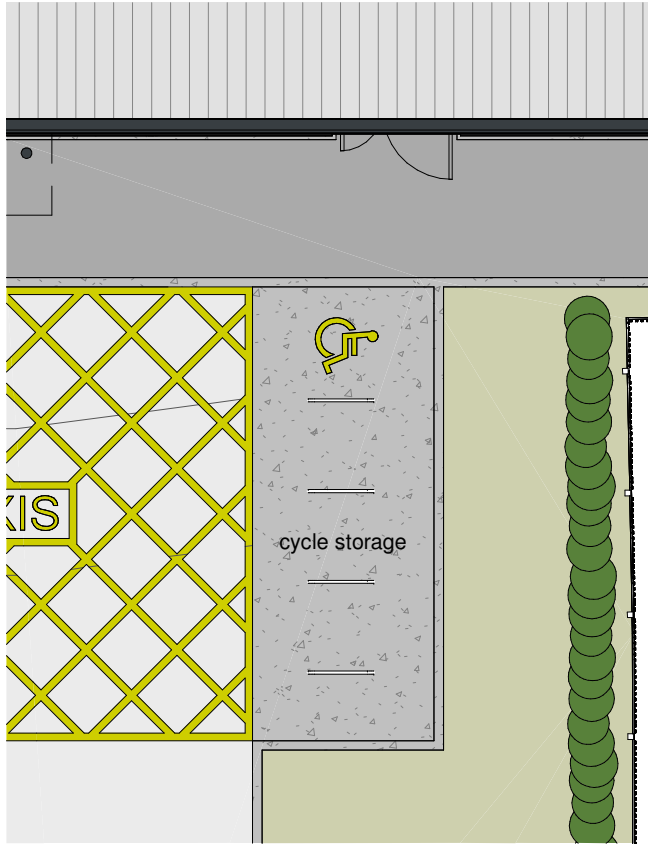
Extg tree

Extg tree

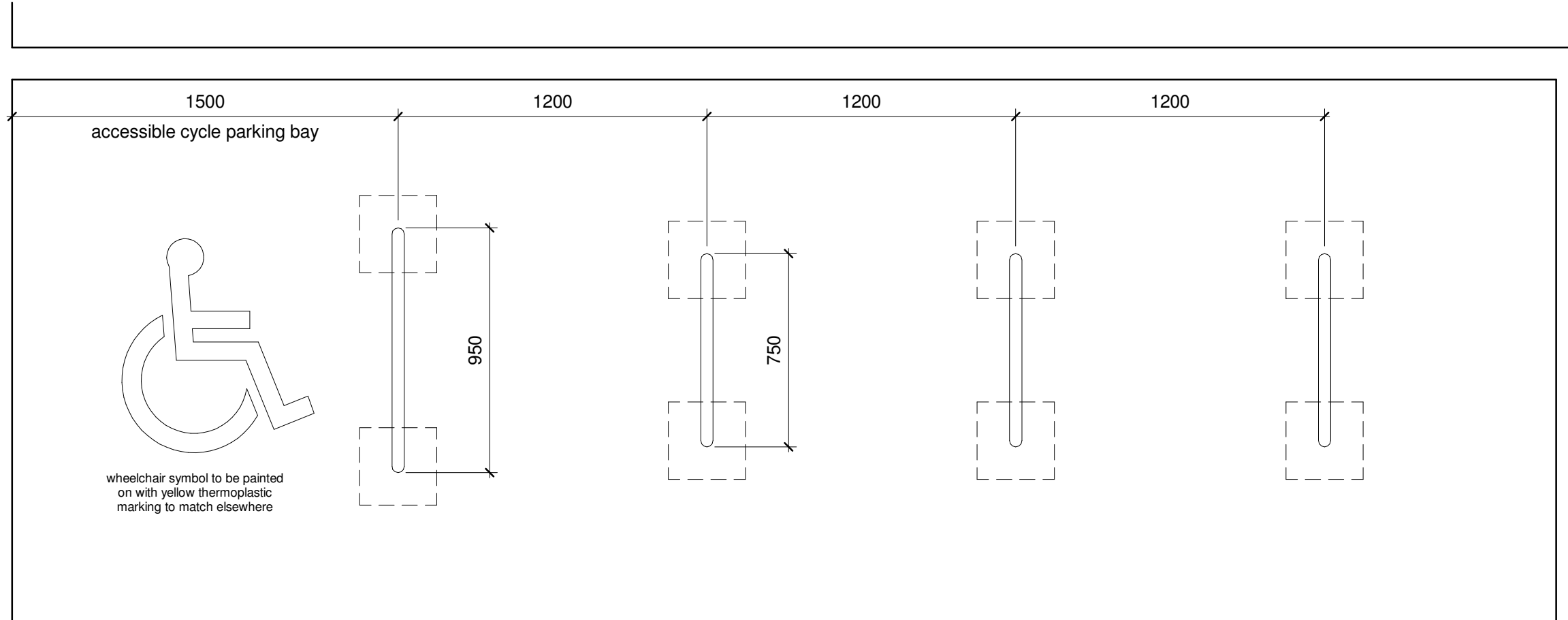
Extg tree

Extg tree

# Appendix F

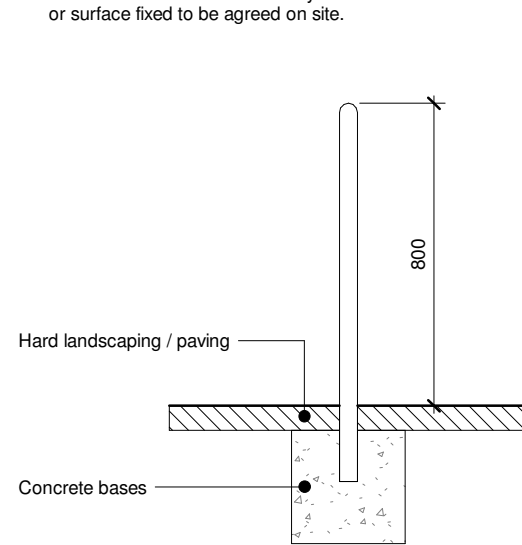


**Cycle Store Key**  
1 : 100

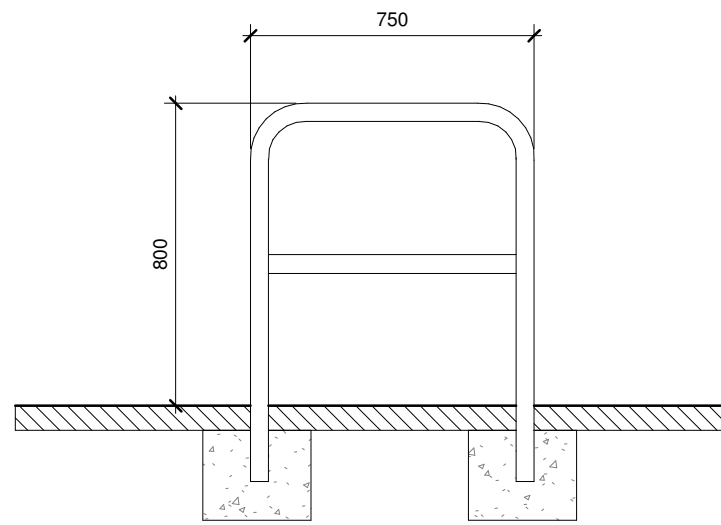


Plan

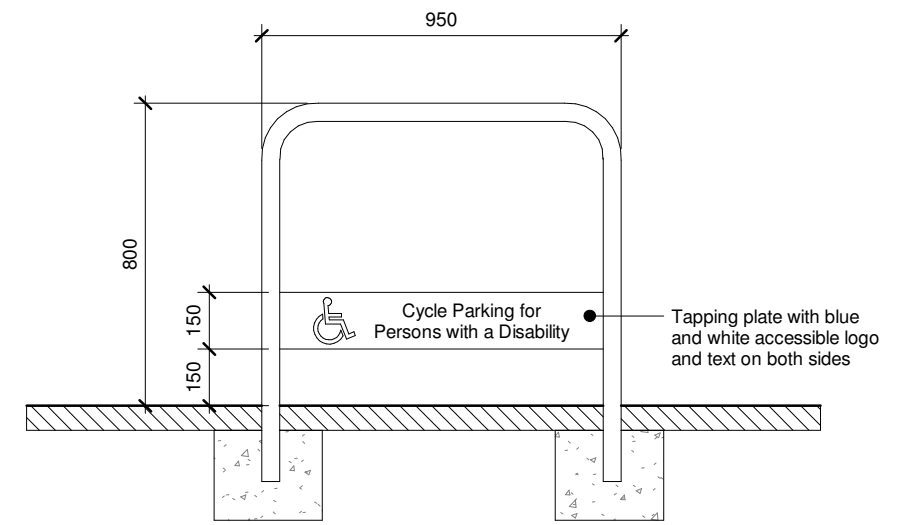
- 4no. total cycle stands for 8no. cycles comprising:
- 3no. 800 x 750mm SFD Sheffield cycle stands to be root or surface fixed to be agreed on site.
  - 1no. 950 x 750mm accessible cycle stand to be root or surface fixed to be agreed on site.



Typical Front / Rear Elevation



Typical Section / Side Elevation



Typical Accessible Stand Section / Side Elevation

**EXACT DETAILS SUBJECT TO MANUFACTURERS RECOMMENDATIONS AND DETAILS**



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- This drawing is copyright.
- All dimensions to be checked on site before proceeding.
- Contractor must notify the architect of any discrepancies before proceeding.
- Contractor to check/adjust dimensions of new work to suit existing conditions. Do not assume existing structure or details are plumb, square or level.
- All drawings to be read in conjunction with all other consultants drawings and specs.

Rev | Date | Drawn | Description

Client



Project  
Port Talbot Renal Dialysis Unit  
Stationery House, Acacia Avenue, Port Talbot

Title  
Cycle Store Details

Scale 1:20|100 | Size A3 | Drawn ED | Chk'd MM | Date 23/07/24

Status **DRAFT PLANNING**

Job No. **2407**

Drawing No **AL21**

Rev.