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Project title Dragon Glass Bottle Manufacturing Facility

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cc

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Subject Response to Blaenau Gwent County Borough Council Highways in regard to queries raised during determination of application reference C/2021/0278

During the determination of the CiNER Glass Bottle Manufacturing Facility under application reference C/2021/0278, Blaenau Gwent County Borough Council (BGCBC) as the Local Planning Authority (LPA), sought consultation comments from the Local Highways Authority relating to the proposed development of a purpose built glass manufacturing facility (the proposed development).

Further clarifications were sought by the Local Highways Authority on 3 December 2021 which included the request for a Site Traffic Management Plan (STMP) and clarifications relating to Section 5.4 of the submitted Transport Statement.

This note is intended to provide an overview of the comments raised by the Local Highways Authority and the response on matters raised by the Applicant.

Local Highways Authority Query:

Section 5.4 of the Transport Statement states: *'The development impact on the Bryn Serth Road/A4047/Waun-y-Pound Rd roundabout (adjacent to the Morrisons Store) is likely to be lower since the majority of traffic will use the A465 for onward travel as also reflected in the distribution of trips. As such, the junction has not been considered within the assessment'*.

Where is the evidence to justify this statement in the Transport Statement? Plus, why has it been assumed that the majority of development traffic will travel along the A465, as the data in Appendix G would suggest otherwise? I would request further clarification of this point as I'm not comfortable that as it stands this assumption is robust and could be challenged.

Response to matters raised:

As highlighted within BGCBC's highway officer response, junction modelling data regarding the Bryn y Serth/Industrial Estate Access junction is summarised in the report, with outputs also included in Appendix G. This shows that the junction operates well within capacity in the future year assessed. However, it is understood that the query made is regarding the potential impact on the Bryn Serth Road/A4047/Waun-y-Pound Rd roundabout (adjacent to the Morrisons Store).

The Transport Statement makes clear that impact on this junction is likely to be much lower, and therefore has not been assessed as part of the work. Whilst a small number of staff would be likely to use this route, it is considered for example, that this would comprise an additional 23 vehicle

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movements in AM peak, as a result of the proposed development. The remainder of the uplift in traffic along the relevant arm (as shown in Appendix G) is due to traffic growth rather than development impact. Such an increase is not considered to be material and therefore does not warrant further assessment as part of this work.

In addition to the above, it has already been highlighted that the site is situated directly north of, and with convenient access to the A465 strategic road network. As a result, HGVs associated with the site would likely utilise this route to/from the site, further minimising impact on the Bryn Serth Road/A4047/Waun-y-Pound Rd roundabout.

Based on the above, it is considered that the Transport Statement adequately addressed the transport impact of the local highway network, and further assessment of the Bryn Serth Road/A4047/Waun-y-Pound Rd roundabout is not required.

Conclusion

It is considered that the information provided in this note adequately clarifies the matters raised by the Local Highways Authority and the assumptions made in Section 5.4 of the Transport Statement are justified.

DOCUMENT CHECKING (not mandatory for File Note)

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