

# Transport Statement

**Proposed Development:**

Units 2-3 Triangle Business Park, Pentrebach - Light Goods Vehicle Repair Workshop

**Location:**

Merthyr Tydfil Workshop

**Applicant:**

Welsh Ambulance Service Trust

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## 1. Introduction

This Transport Statement has been prepared to support the proposed development of a light goods vehicle (LGV) repair workshop. The purpose of this document is to set out the anticipated transport and traffic impacts of the development, and to demonstrate that the site is accessible, safe, and suitable in terms of transport and highway considerations.

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## 2. Site and Surroundings

- The site is located at Triangle Business Park.
  - Existing access is gained via Triangle Business Park Road A4054 with connections to the wider highway network.
  - The surrounding area comprises industrial/commercial/residential properties.
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## 3. Proposed Development

- The development comprises a repair workshop for light goods vehicles (typically under 5 tonnes gross vehicle weight).
  - The facility will accommodate 13 work bays, a small reception/office area, and associated parking.
  - The proposed operating hours are 06:30 – 17:00 Monday to Friday.
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## 4. Access and Parking

- Vehicle access will be via the existing entrance from Triangle Business Park Road.
- Adequate visibility splays will be maintained in both directions.
- Parking provision:
- 52 customer/staff car spaces

- 40 spaces for waiting LGVs
  - Turning areas will be provided on-site to allow all vehicles to enter and exit in forward gear.
  - This is additional to two roller shutter doors to enter and leave the building.
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## **5. Trip Generation and Traffic Impact**

- The workshop is expected to generate a low level of traffic compared to other industrial/commercial uses.
  - Based on anticipated demand, the site is likely to attract approximately estimated 5 - 10 vehicle trips per day.
  - Vehicle types will predominantly be light vans and small commercial vehicles, with occasional staff/customer cars.
  - No significant increase in peak hour traffic on the local network is expected.
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## **6. Servicing and Deliveries**

- Parts and consumables will be delivered by small vans or LGVs during working hours.
  - Waste oil, tyres, and other materials will be collected by licensed contractors on a scheduled basis.
  - All servicing will take place within the site boundary, with no loading/unloading on the public highway.
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## **7. Sustainable Transport**

- The site is accessible by bus routes, walking and cycling.
  - Car-sharing and use of public transport will be encouraged for employees.
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## **8. Conclusion**

The proposed LGV repair workshop is a low intensity use in transport terms. The site has safe and suitable access, adequate parking and servicing arrangements, and is not expected to generate significant additional traffic on the local road network. It is therefore considered acceptable in transport terms.

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