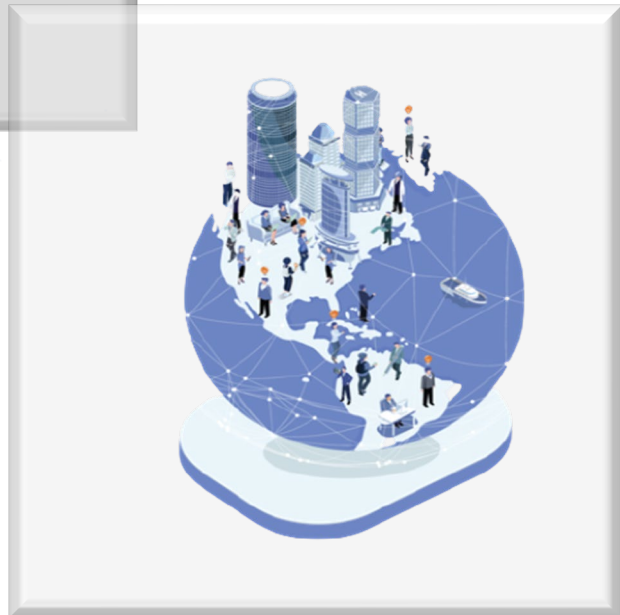




*i*transport statement

Proposed 20 Dwellings Development
Land of the Former Bryntaf Garage
Bryntaff
Merthyr Tydfil

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DOCUMENT QUALITY CONTROL		DOCUMENT REF: 950-TS	
 	Revision	3	Digitally signed
	Originated	SW	
	Reviewed	RAH	
	Authorised	AW	
	16 March 2021		

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- i. iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Statement Analysis (Analysis) for the proposed 20 dwellings, 4 terraced blocks, on the land of the former Bryntaf Garage, Bryntaf, Merthyr Tydfil, google maps link <https://bit.ly/3rtZ8EZ> (Figure 1.1).
- ii. The Application site is located in a well-established residential area; bus services are adequately serving the local community and the site is accessible on foot and by cycle.
- iii. Taking into consideration that the relatively small scale and nature of the development and existing site use, any nearby committed developments or highway network changes will have no impact on the findings of this Analysis.
- iv. It is anticipated that the development would attract the usual servicing requirements such as refuse collection, post and stationery; the development design and layout allows for all movements and manoeuvres to take place within the site – vehicles will be able to enter and egress in forward gear.
- v. Car and cycle parking are provided having regards to Merthyr Tydfil County Borough Council parking standards..
- vi. Due to the limited scale of development, a Travel Plan would not be of value however, a Welcome Pack is recommended to promote and enhance the sustainability and accessibility of the site.
- vii. The Analysis has therefore demonstrated that:
 - Total person trips can be accommodated within the existing infrastructure;
 - Improvements to the site access, including a provision for TROs are proposed which results in betterment over existing conditions; and
 - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe.
- viii. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.



Chapter 1

- Introduction
- Development Proposals
- Site Location



- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Statement Analysis (Analysis) for the proposed 20 dwellings, 4 terraced blocks, on the land of the former Bryntaf Garage, Bryntaf, Merthyr Tydfil, google maps link <https://bit.ly/3rtZ8EZ> (Figure 1.1).

SITE LOCATION

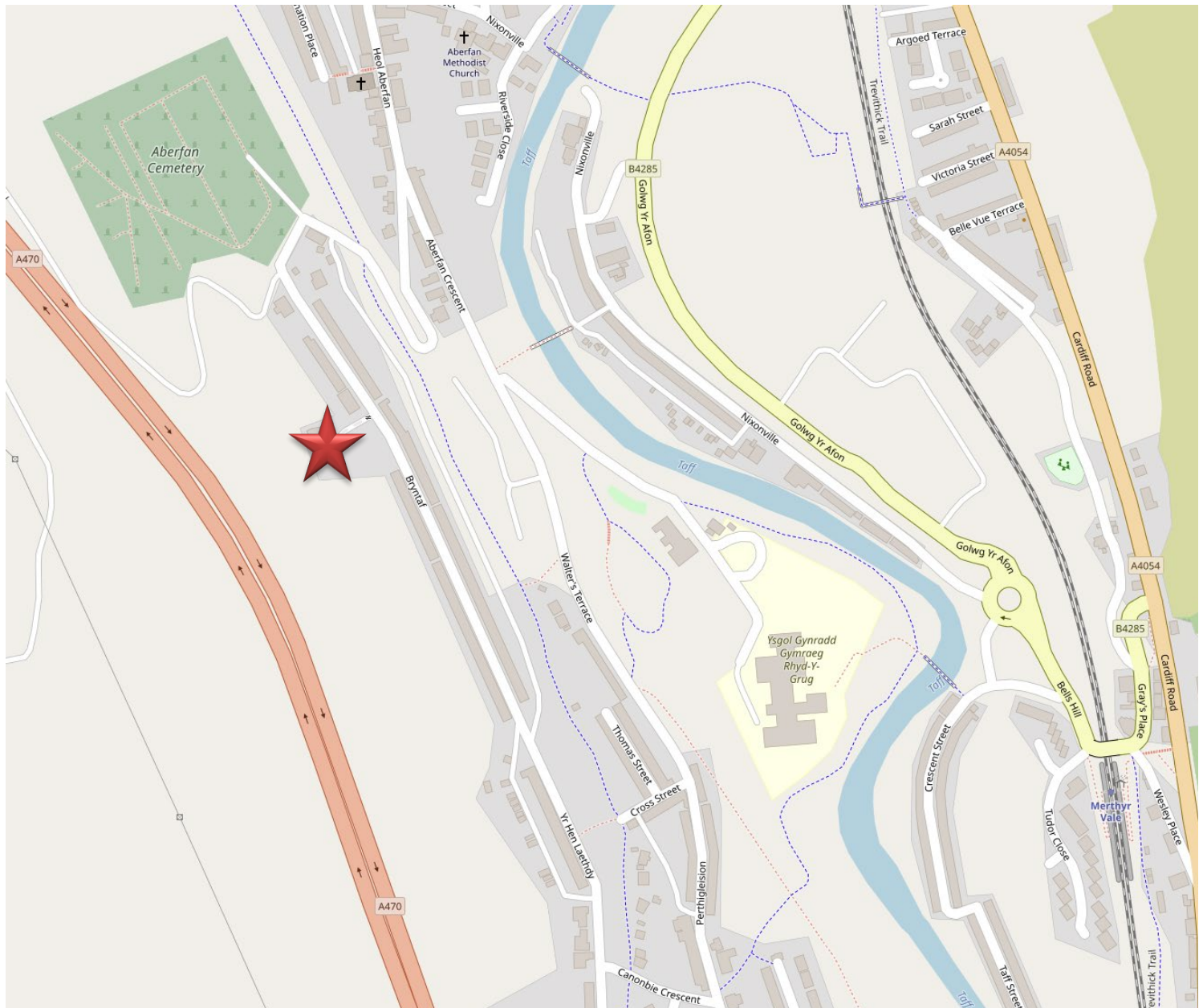


Figure 1.1
Illustrative site location



- 2.1 This Analysis is in line with the Road Map and Contents on Page 4, comments from Merthyr Tydfil Council of 13th Jan 2021 and will in summary include:

Chapter 3

- A high-level review of the existing highway conditions;
- Site connectivity, accessibility and sustainability; and
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

Chapter 4

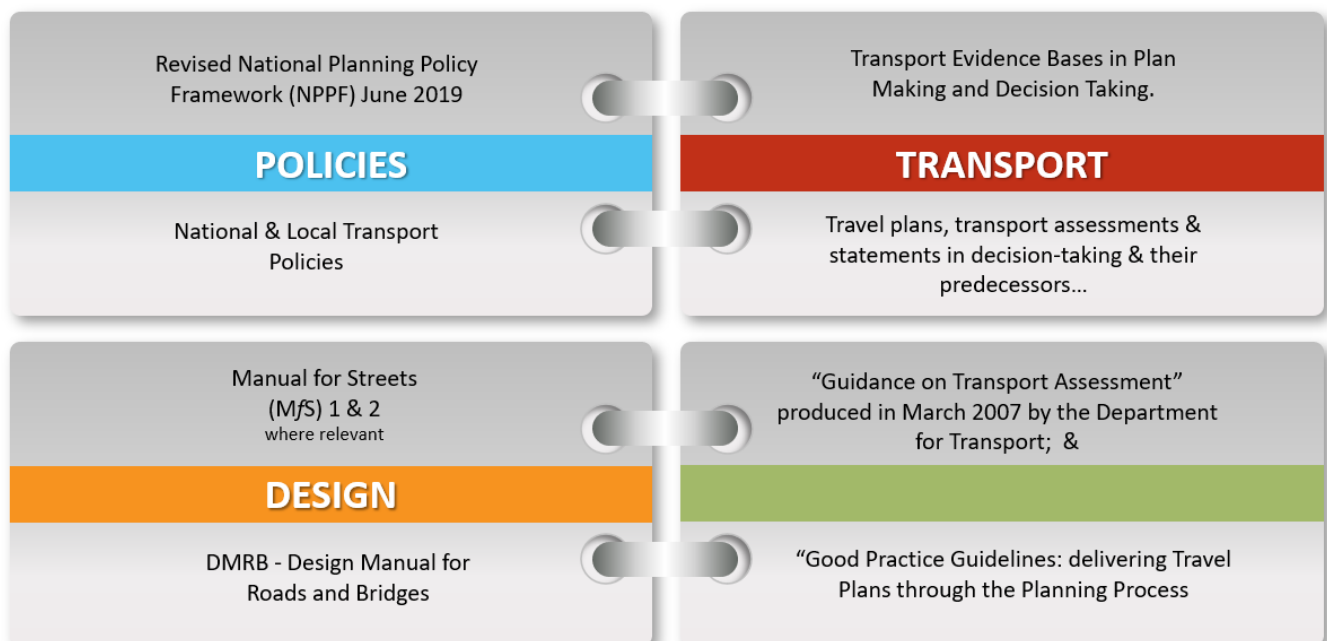
- Development proposals, access and servicing arrangements;
- Car and Cycle Parking provision; and
- Development trip rates, trip generation & multi-modal trips

Chapter 5

- Residual impact and if any, mitigation proposals.

REFERENCES & GUIDELINES

- 2.2 Technical References are annotated as **(Ref)** the details of which are attached in Volume 3 – Technical References.
- 2.3 Where relevant, the Analysis will be in line with NoCC LTP3, the emerging 2019 Local Plan Parking Guidelines and:





Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents (*if undertaken*)

EXISTING INFRASTRUCTURE

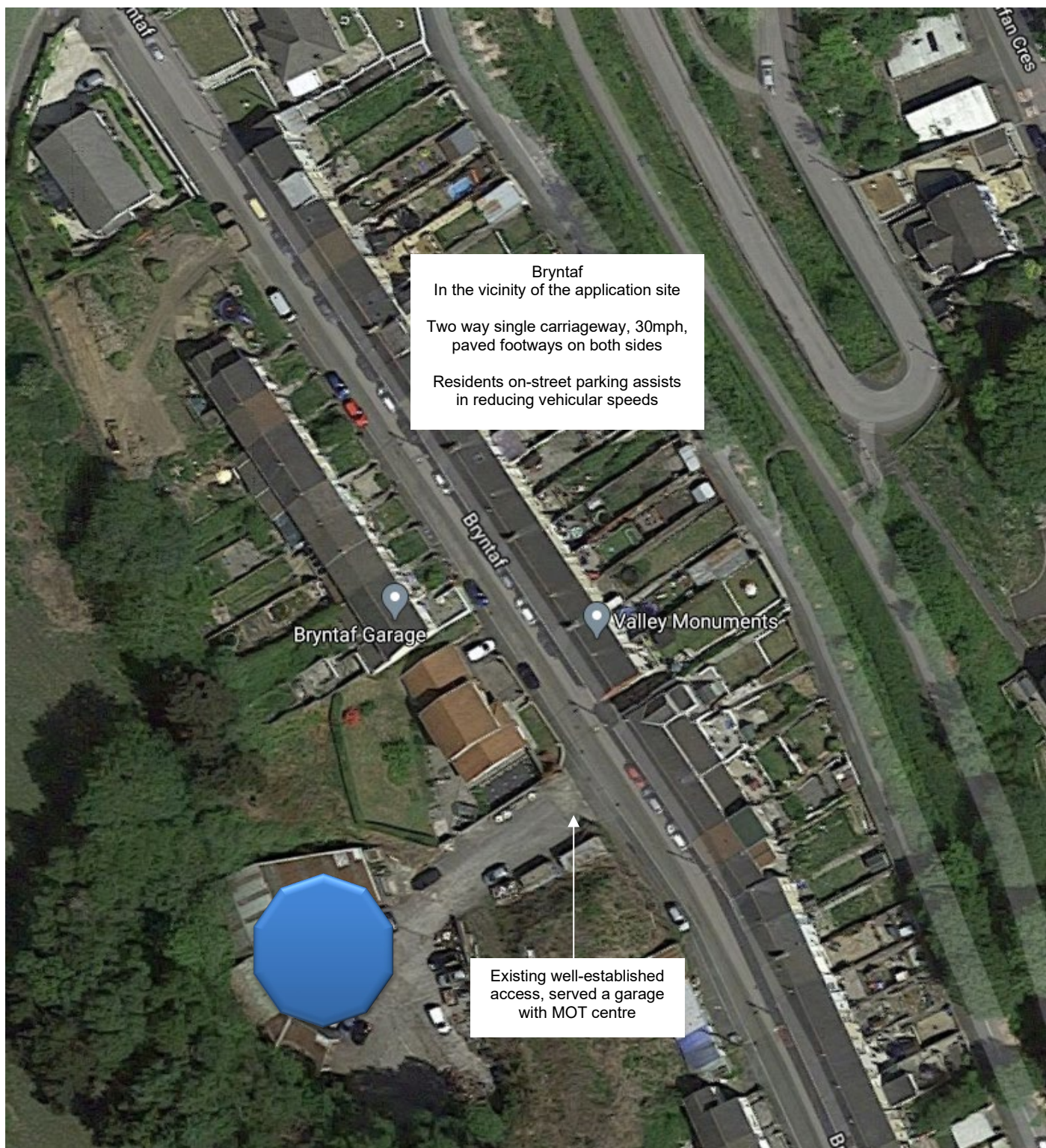
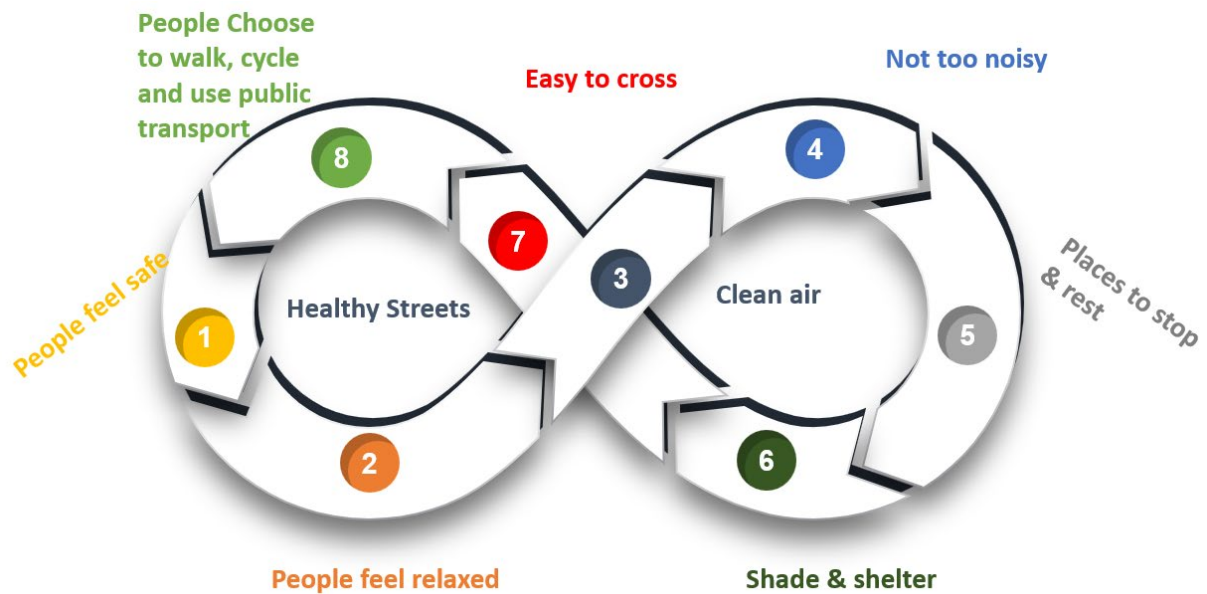


Figure 3.1
Key Infrastructure Features in the vicinity
of the application site

SUSTAINABLE MODES OF TRAVEL



Bus Services

- 3.1 Bus service 81 is available within 6 minutes walk as demonstrated in Figure 3.2. The service runs between Merthyr Tydfil - Bryngolau every 30 mins M-S and hourly on Sunday. There are other services within 1km along Niconville including S79, S80 & E79

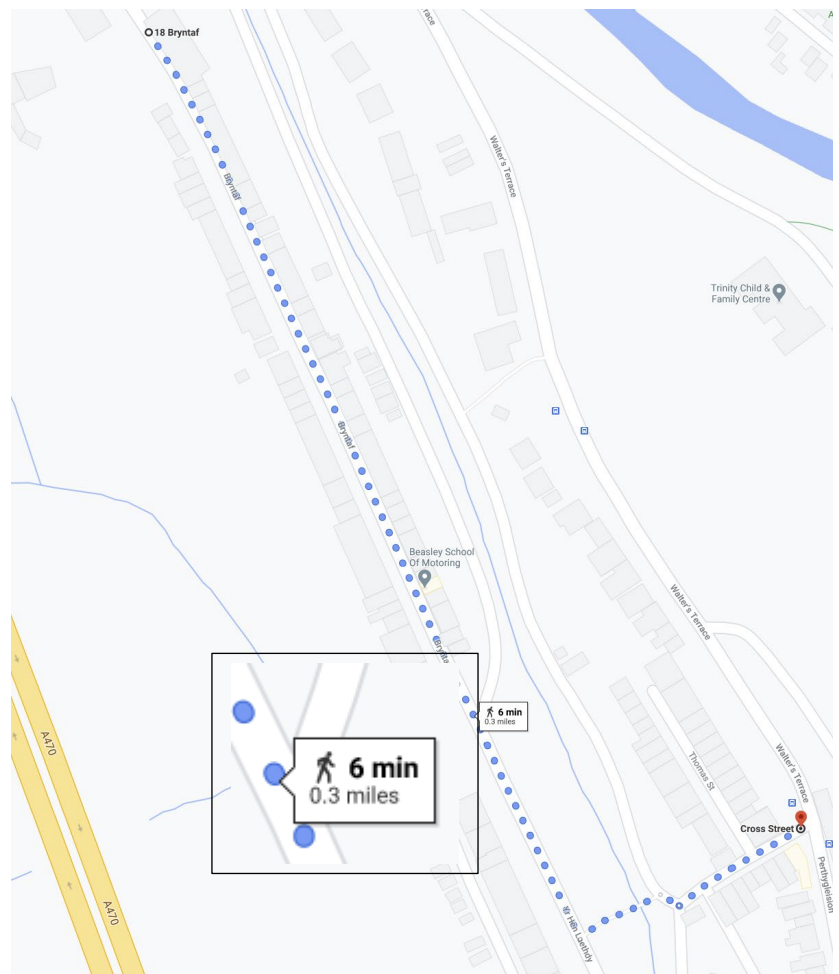
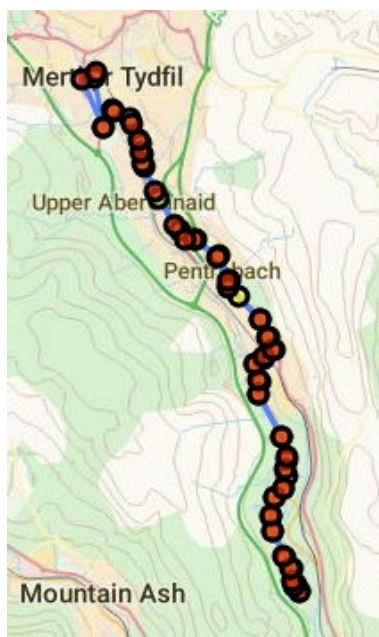
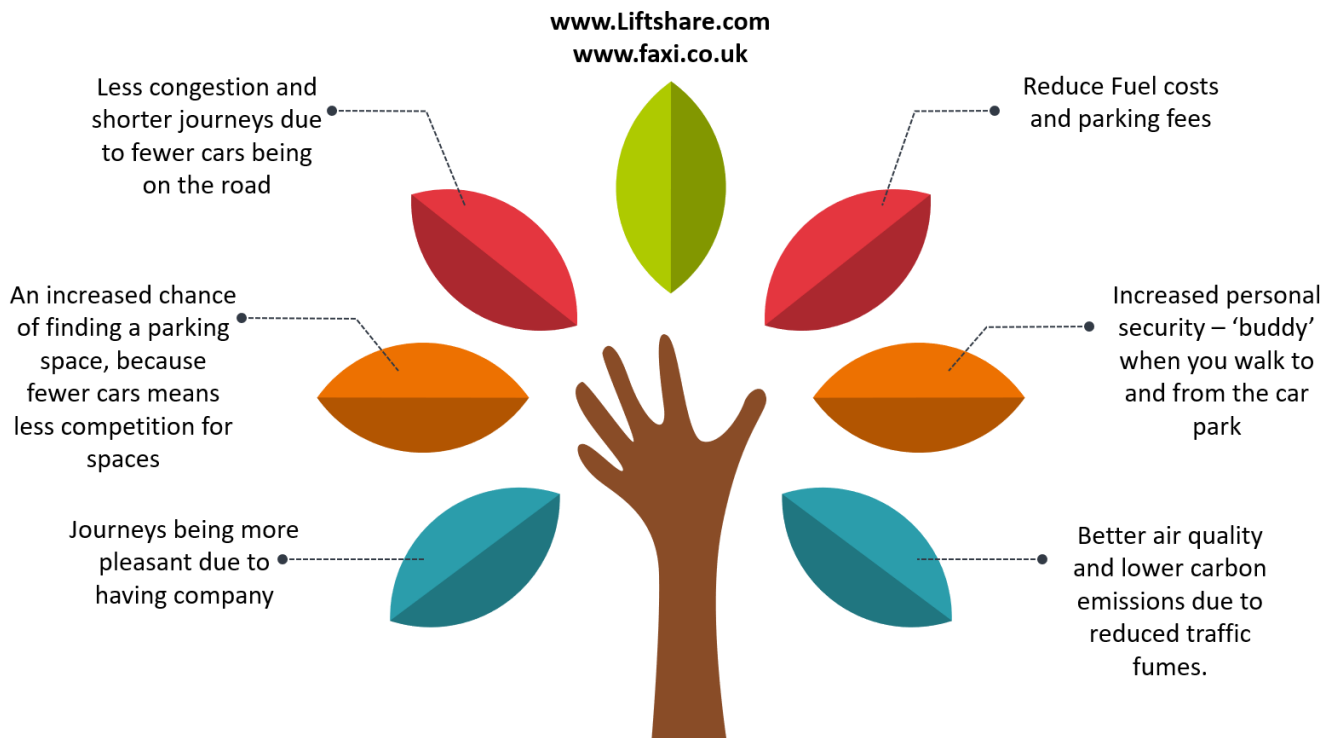


Figure 3.2
Bus Service 81

Car Sharing

- 3.2 Liftshare.com and taxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow residents to sign up and view any car-sharing opportunities within Bryntaf or adjoining villages (and within the development site)



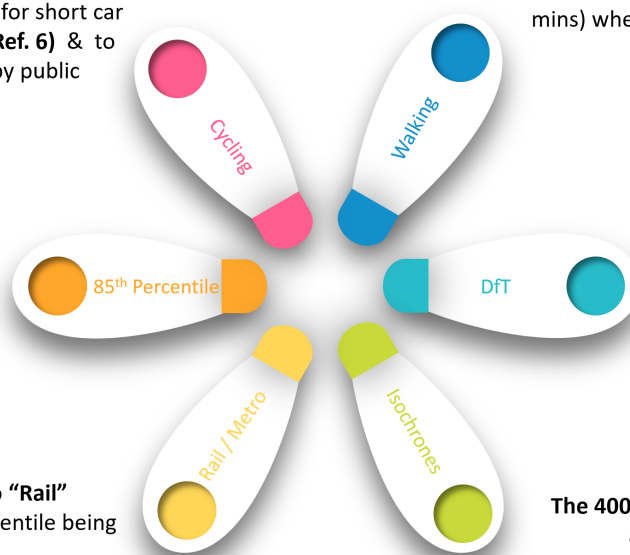
NON-MOTORISED ACCESSIBILITY

Walking & Cycling

Supported by NTS, CIHT & Sustrans' 2004 Travel Behaviour Research Baseline Survey 'measuring the potential for change', cycling has the potential to substitute for short car trips, particularly under 5km (Ref. 6) & to form part of a longer journey by public transport

Supported by National Travel Statistics and the CIHT Walking is generally considered a viable travel choice up to 2000 m (25 mins) where short journeys are required (Ref. 4, 5).

Bus	810 m	(Ref. 4)
Walking	1.95 km	(Ref. 5)
Cycling	7.25 km	(Ref. 6)
Rail	1.61 km	(Ref. 4)



The government wants cycling & walking to become the norm by 2040 and will target funding at innovative ways to encourage people onto a bike or to use their own two feet for shorter journeys (Ref. 6)

Reasonable walking distances to "Rail" stations is 1000m with 85th percentile being 1.61km

The 400m, 800m, 2km & 5km isochrones are attached in Appendices 3 & 4

Local Amenities

- 3.5 **Ref: 5** is the National Travel Survey (**Table 0403**) that outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.
- 3.6 As such, to assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to the Government's index of multiple deprivation statistics which comprise four indicators of "Transport Inclusion". These indicators are defined as four essential types of facilities in which access is required and comprise:
- Primary Schools;
 - Health Centres;
 - Convenience Stores; and
 - Post Offices.
- 3.7 With the NTS findings in mind (**Ref: 5**), the nearest local amenities are summarised as follows:

Nearest Primary Schools

Listed here are the 10 closest primary schools to Bryntaf, Aberfan, Merthyr Tydfil, Wales, CF48 4PJ. The nearest is Ynysowen Community Primary School, approximately 800 yards away.

Name	Approximate Distance*
Ynysowen Community Primary School	800 yards
Caegarw Primary School	1.3 miles
Our Lady's R.C. Primary School	1.4 miles

Nearest Secondary Schools

Listed here are the 10 closest secondary schools to Bryntaf, Aberfan, Merthyr Tydfil, Wales, CF48 4PJ. The nearest is Afon Taf High School, approximately 1.3 miles away.

Name	Approximate Distance*
Afon Taf High School	1.3 miles
Mountain Ash Comprehensive School	1.9 miles

Nearest Doctor's Surgeries/GP Practices

Listed here are the 10 closest GPs (General Practitioners) to Bryntaf, Aberfan, Merthyr Tydfil, Wales, CF48 4PJ. The nearest is Troed Y Fan Medical Practice, approximately 500 yards away. Please consult the facility to check if they are currently accepting new NHS patients.

Name	Approximate Distance*
Troed Y Fan Medical Practice	500 yards
The Cynon Vale Medical Practice	1.4 miles

Convenience Stores & Post Office;

3.8 As demonstrated in Figure 3.4, the vast majority of local amenities within Aberfan are within 800m including takeaway shops, pub, post office, free cashpoint machine, doctor's surgery, pharmacy & corner shop.

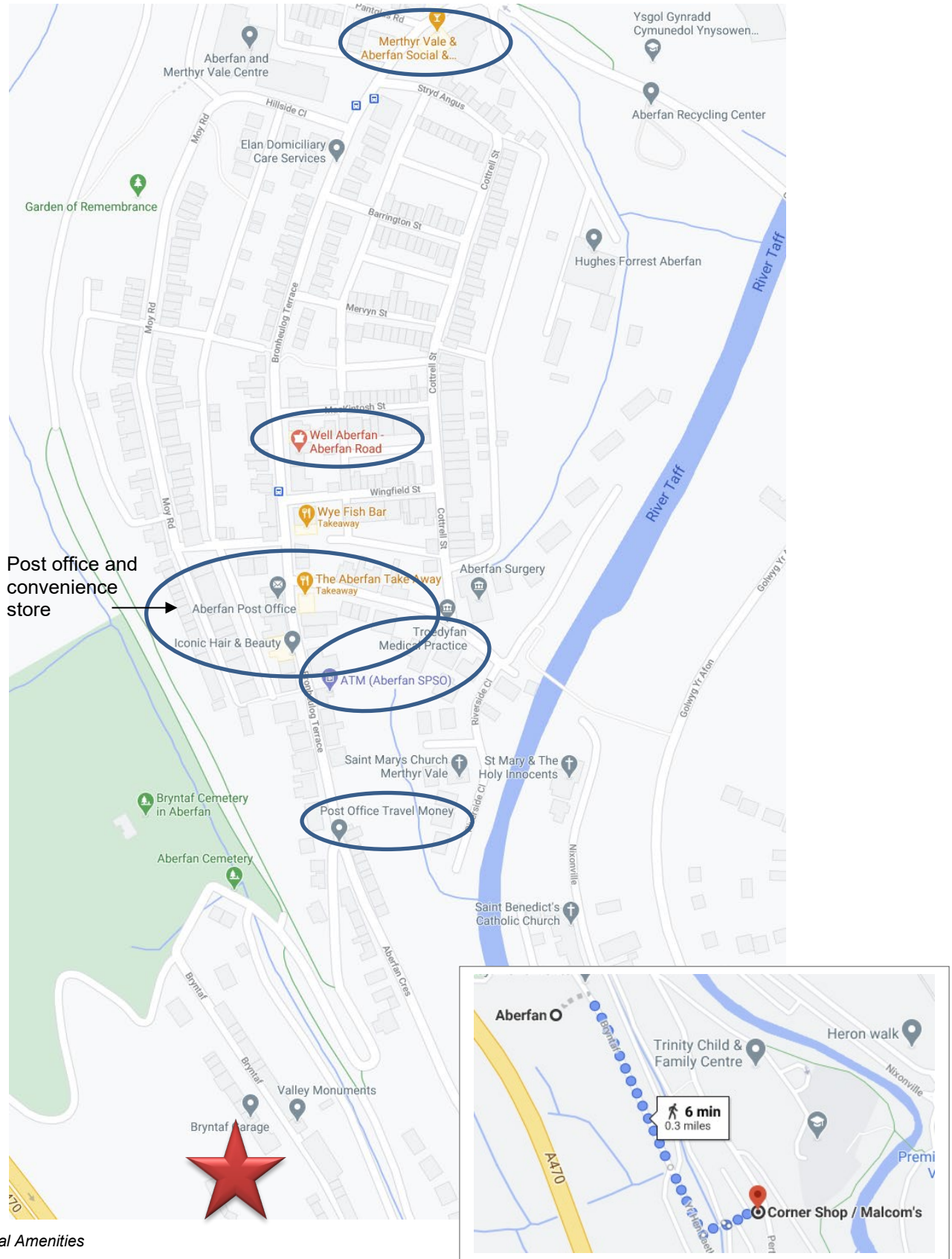


Figure 3.4
Illustrative Local Amenities

Accessibility Summary

- 3.9 This Chapter described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. The site is located in a typical rural Welsh village with a number of residential dwellings nearby, and taking into consideration the small scale of development and adjoining residential community, it is considered that the Application site is accessible on foot, by car-sharing, cycling and public transport.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

- 3.10 Taking into consideration the small scale of developments, there are no committed developments or highway network changes that may have an impact on the findings of this Analysis.

PERSONAL INJURY INCIDENTS [PIIs]

- 3.11 Within the most recent 3 years PIIs history, there are no incidents associated with the existing site access or within 400m along Bryntaf.
- 3.12 As such, there is no apparent issue in the area that would affect, or be affected by, the proposed development.

EXISTING SITE USE AND VEHICULAR TRIPS

- 3.13 The site owner has confirmed that the premises were used as a Roofing Merchants supplying all local roofing contractors in the area. The site was accessed by HGVs and LGVs and the site operated Hiab Trucks as well. In addition, the site operates as a garage and MOT centre servicing some 30-40 vehicles per day, Figure 3.6 (personal information and signature removed).
- 3.14 To verify the robustness of this information, TRICS was used and will be detailed in Chapter 4 however summarised as follows:

Time Period			Arrival		Departure		
			TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0700	✓	0800	0.699	1	0.21	0	2
0800	✓	0900	2.238	4	0.42	1	5
0900	✓	1000	1.888	4	1.049	2	6
1000	✓	1100	1.329	3	1.608	3	6
1100	✓	1200	1.888	4	1.678	3	7
1200	✓	1300	1.119	2	1.189	2	5
1300	✓	1400	1.399	3	1.329	3	5
1400	✓	1500	1.399	3	1.049	2	5
1500	✓	1600	1.399	3	2.098	4	7
1600	✓	1700	1.049	2	2.098	4	6
1700	✓	1800	1.189	2	2.098	4	7
1800	✓	1900	0.21	0	0.979	2	2
							63

Figure 3.5
Summary TRICS data

23rd January 2021

TO WHOM IT MAY CONCERN

I have been a roofer for 45 years.

I bought Bryntaf Quarry in 1981 where I set up a Roofing Merchants supplying all roofing contractors in the area.

I have been having Forty Foot Trucks into my yard delivering roofing materials to me.

I have held an operators licence running Hiab trucks all these years out of there with no problems with any of the neighbours.

Due to Covid I have stopped supplying but still have skip lorries in and out picking up waste.

Any house removal big vehicles come up street or big delivery vehicles use my gateway to turn.

I run a garage and mot centre from the premises where some days we have upto 30-40 vehicles coming in and out, some motor homes for mots and repairs.

*Figure 3.6
Site Operator letter*

- 3.15 Figures 3.5 and 3.6 broadly correspond to each other in that, based on Figure 3.5, 6 / 7 vehicular movements (arrival + departure) are generated in the peak hours with a daily total of 63 movements.



Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

4.1 The development proposals comprise :

- Removal of the existing garage, storage buildings and site clearance
- Development of 20 no. dwellings in the form of 4 terrace blocks
- Enhancement of access and creation of proposed adopted road within the site.
- Creation of 58 car parking spaces.
- Creation of landscaping including grass and trees.



Figure 4.1
Illustrative Layout
 Please refer to architects pack

SITE ACCESS ARRANGEMENTS

- 4.2 The existing site access has safely met the operational demands of the Roofing Merchants business, service and MOT garage.
- 4.3 However, the site redevelopment will improve the access geometry and incorporate 6m kerblines and formalise the road width to 5.5m with 2m footways on both sides of the bellmouth to the tangent point. The site internals will form a Home Zone / shared surface arrangements which is suitable for the locality and sense of place.

VISIBILITY SPLAY

- 4.4 Bryntaf is 30mph and attract a visibility splay of 2.4m x 43m.
- 4.5 Appendix 2 demonstrates that this visibility splay is achievable in both directions;
- to the right, the visibility splay will fall within the adopted highway and land within the applicant's control. No fences, walls, hedges or vegetation higher than 750mm will be installed / planted within the visibility splay.
 - To the left, the visibility splay is taken to the middle of the road which is acceptable as the likelihood of a car overtaking another is non-existent (**Ref: 2 and MfS para 7.7.5**).

- 4.6 *However, the applicant is prepared to fund the introduction of TRO to:*



- Restrict parking to the right of the site access to protect the right visibility splay. This portion of highway fronts the proposed development and should not attract any objections; and
- The dwelling to the immediate left of the site access (105 Bryntaf) is in the control of the Applicant. It is therefore proposed that a parking provision is provided to the rear of the property or within the application site following which a TRO can be introduced to frontage of the property, c. 32m which would restrict parking; therefore
- The above two measures will substantially improve the access safety, pedestrian and vehicular visibility splays.

NOTE: If the Highway Authority does not feel a TRO is required, the site access still meets MfS guidance which states:

Obstacles to visibility

7.8.5 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.

7.8.6 The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.

Manual for Streets

- 4.7 *If deemed necessary, the Applicant is also prepared to fund any other TRO or speed reduction measures should the Highway Authority require them. This will be agreed as part of any Reserved Matters Application or in accordance of any planning conditions imposed.*

ON-STREET PARKING

- 4.8 It is acknowledged that the nature of Bryntaf attracted on-street parking due to the lack of front or rear drives or garages. This on-street parking feature of Bryntaf result in natural traffic calming, higher driver awareness and more cautious driving.
- 4.9 Having said that, the Application site is at the north end of Bryntaff where the vast majority if not all development drivers will be commuting to / from (limited or indeed no local amenities or links to commuter carriageways to the south).
- 4.10 Therefore, the potential of vehicles conflicting or giveaway to each other is negligible when compared to those residing at the south of the Application site.

SERVICING

- 4.11 It is anticipated that the residential development would attract the usual servicing requirements such as refuse collection stationery and post.
- 4.12 The residential development includes a turning area capable of accommodating refuse HGV. Swept path analysis is provided on the architectural drawings.

CAR & CYCLE PARKING

- 4.13 58 Car and 100% cycle parking are provided having regards to Wales Parking Standards 2014 which requires:

RESIDENTIAL: NEW BUILD & CONVERSIONS ZONES 2 - 6		
Type of Development	Residents	Visitors
General Purpose Houses and Apartments		
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units

Cycle parking

- 4.14 Where a garage is provided with a minimal internal dimension of 3m x 6m, no further cycle storage is required otherwise, sheltered and secure storage space for cycle would be provided.
- 4.15 Car and cycle parking provisions will be detailed on the architectural plans or in accordance with any planning conditions imposed.

VEHICULAR TRIP GENERATION

- 4.16 In order to establish the potential trips generated by the existing / proposed development, estimates were prepared using the TRICS computer database. The TRICS database contains vehicle count surveys from existing developments across the United Kingdom and was searched for similar developments to give estimated trip generation for the Statement.
- 4.17 The main selection parameters used in the trip rate calculations for the existing development were:
- 03 - Residential A – Houses Privately Owned [to be robust, and as a sensitivity test, any affordable element is ignored]

15 – Vehicle Services

B – Motorist Centre (Fast Fit)

- The TRICS database version used was v7.7.4;
- Sites in London, Northern Ireland, Republic of Ireland and the Isle of Man were excluded;
- The busiest AM and PM peak hours between 07:00 – 09:00 and 16:00 – 18:00 is considered;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross tested'.

4.18 A summary of the TRICS output is shown in Figure 4.2 and a full set of printout included in Appendix 5.

Time Period			Arrival		Departure		
			TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0700	✓	0800	0.086	2	0.294	6	8
0800	✓	0900	0.167	3	0.394	8	11
0900	✓	1000	0.149	3	0.176	4	7
1000	✓	1100	0.17	3	0.181	4	7
1100	✓	1200	0.167	3	0.179	4	7
1200	✓	1300	0.21	4	0.21	4	8
1300	✓	1400	0.183	4	0.183	4	7
1400	✓	1500	0.192	4	0.233	5	9
1500	✓	1600	0.31	6	0.256	5	11
1600	✓	1700	0.292	6	0.181	4	9
1700	✓	1800	0.333	7	0.192	4	11
1800	✓	1900	0.265	5	0.17	3	9

Figure 4.2
Peak hour trips generated by the proposed development

- 4.19 Figure 4.2 illustrates that the development proposals may result in 11 movements (arrival + departure) in the AM and PM peak hours, one every 5.5 minutes, which is not material.
- 4.20 However, when the existing use is considered, Figure 3.5, the residual movements are 5 and 4, one additional movement every 12 - 15 minutes which is negligible.
- 4.21 Therefore, in line with the Technical References (**Ref: 9**) since the 30 movements threshold is not exceeded in any one directions, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

MULTI-MODAL MODES OF TRAVEL

- 4.22 To estimate the likely modal split associated with travel to/from the proposed development, the existing travel characteristics of local residents [employed and not working from home] for Lower Layers Merthyr Tydfil 006C

(where the site is located) and 006B (the adjoining layer) which were recorded during the 2011 Census have been studied.

- 4.23 The Census Data for the two 'layers' is very similar and indicates that on average, 63.5% of residents travel by single-occupancy vehicle (SOV) followed by public transport, car-sharing and walking.
- 4.24 This data would be useful to benchmark the development and undertake steps to promote the sustainability and accessibility of the site to new residents / purchasers.

<i>Database QS701EW</i>				<i>Two-way Trips</i>	<i>Two-way Trips</i>
<i>Mode of Travel</i>	<i>006B</i>	<i>006C</i>	<i>Average Percentage</i>	<i>AM Peak</i>	<i>PM Peak</i>
<i>Tram / Metro</i>	0.0%	0.0%	0.0%	0	0
<i>Train</i>	4.7%	4.8%	4.7%	1	1
<i>Bus</i>	11.1%	15.8%	13.5%	2	2
<i>Taxi</i>	0.2%	0.3%	0.2%	0	0
<i>Motorcycle</i>	0.6%	0.3%	0.4%	0	0
<i>Car</i>	63.9%	63.1%	63.5%	11	11
<i>Passenger</i>	11.8%	9.8%	10.8%	2	2
<i>Cycle</i>	0.6%	0.5%	0.6%	0	0
<i>Walking</i>	6.8%	5.3%	6.1%	1	1
<i>Other</i>	0.2%	0.3%	0.2%		
<i>Total</i>	100.0%	100.0%	100.0%	17	17

Figure 4.3
2011 Census Data – Method of Travel to Work
Person Trips by Mode

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals (*if applicable*)
- Travel Plan / Welcome Pack recommendations
- Residual Impact



EXTENT OF IMPACT

Vehicular Impact

- 5.1 Figure 4.2 illustrates that the development proposals may result in 11 movements (arrival + departure) in the AM and PM peak hours, one every 5.5 minutes, which is not material.
- 5.2 However, when the existing use is considered, Figure 3.5, the residual movements are 5 and 4, one additional movement every 12 - 15 minutes which is negligible.

Sustainable Modal Impact Assessment

- 5.3 Taking into consideration the findings of Figure 4:
- 1 pedestrian;
 - 3 public transport users; and
 - 2 car-sharers
- may travel sustainably the level of which can be easily supported by the existing and proposed infrastructure provisions.

Welcome Pack

- 5.4 Due to the small scale and nature of development, a Travel Plan would not be of value hence, a Welcome Pack should be produced and distributed to all residents at the viewing stage and again at key handover.
- 5.5 The objectives of the Welcome Pack is:
- To reduce the need to travel to and from the site
 - To reduce single-occupancy car travel to and from the site
 - To promote walking as a healthy and sustainable way of travelling to and from the site
 - To promote cycling as a healthy and sustainable way of travelling to and from the site
 - To encourage the use of public transport where walking and cycling are not possible
- 5.6 As such, the Pack should include:
- Sustainable Transport Links (Ref: 16), live links can also be found at <https://www.iprtgroup.com/Links/>
 - Assist residents in producing personalised local travel arrangements, highlighting the travel options available to them by walking, cycling and public transport and the benefits thereof;
 - Information about travelling to the development by sustainable means of transport;

- Information regarding the journey to and from work by public transport including a map of the route and location of bus stops, timetable information for the journey to and from work, and the cost of travel. Similar information provided for other regular journeys made by residents that could be made by public transport.
- Telephone numbers to local taxi companies.
- Map showing cycle routes to regular destinations and information on the cycle facilities applicable to the person.
- Information regarding the health and cost benefits of sustainable modes of travel.
 - Advertise any promotions or discounted fares offered by public transport operators;
 - Incentives to encourage residents to trial travel by bus.
 - Financial incentives for bicycle ownership.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

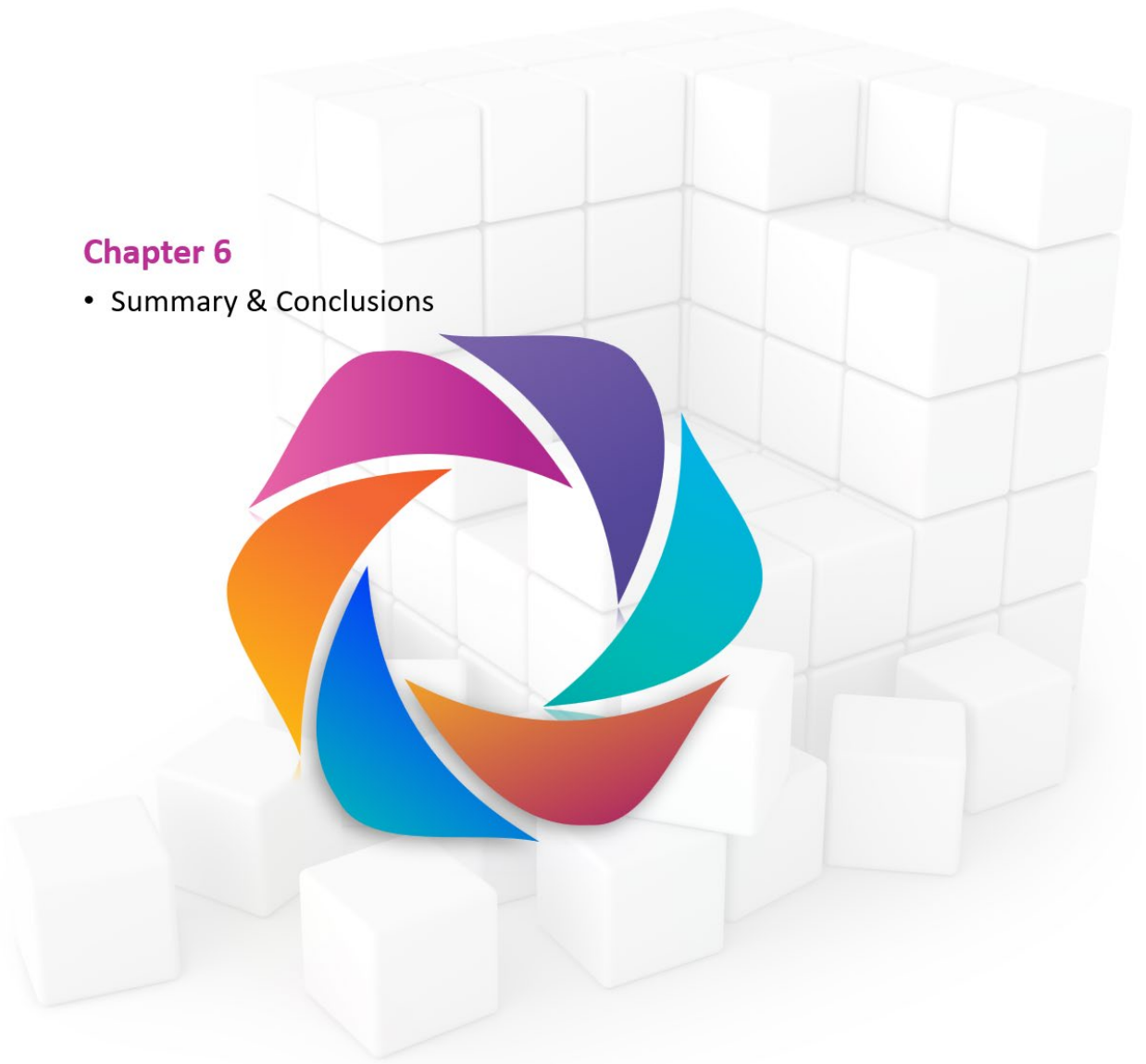
- 5.7 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement (Ref: 13).

RESIDUAL IMPACT

- 5.8 Taking into account all the factors assessed in this Analysis, a final summary of the impacts resulting from the development proposals has been carried out and is summarised as follows:
- Junction / Link Capacity No Impact;
 - Driver Delay No Impact;
 - Environmental Impact No Impact (Ref: 10);
 - Road Safety No Impact;
 - Public Rights of Way No Impact; and
 - Overall No Impact.
- 5.9 It is therefore considered that the development proposals will have no impact on the highway network in terms of its safety and capacity.

Chapter 6

- Summary & Conclusions



- 6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The highway network in the area can accommodate the anticipated trip generation; and
 - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the transport planning ‘test’ which prevents refusal on transport grounds unless the impacts of development are ‘severe’.
- 6.4 The detailed analysis demonstrated that:
- Total person trips can be accommodated within the existing infrastructure;
 - Improvements to the site access, including a provision for TROs are proposed which results in betterment over existing conditions; and
 - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe.
- 6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.



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