Melin Homes

Demolition of existing school and nursery buildings and development of 53 no. units and associated works, Blaenavon

TRANSPORT STATEMENT

September 2013
Applicant: Melin Homes

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Project name: Demolition of existing school and nursery buildings and development of 53 no. units and associated works, Blaenavon

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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport has been appointed by Melin Homes to produce a Transport Statement in support of a planning application to develop a 1.83 hectare site within Blaenavon for residential use. Blaenavon is located to the north of Torfaen County Borough Council and is a World Heritage Site. The development site has been allocated as housing in the Emerging Local Development Plan. This land was until recently used for education purposes by Hillside Primary School and Hillside Nursery School. Hillside Primary School had a capacity of 218 pupils and Hillside Nursery School had a capacity of 116 pupils (58 per half day session) before both schools closed in 2011.

1.1.2 The development site is situated to the north-east of Blaenavon town centre, which is approximately 9km (5 miles) to the north of Pontypool, and 7km (4 miles) to the south-west of Abergavenny.

1.1.3 The masterplan for the site is for 53 residential units. The development has a range of terrace, semi-detached and detached houses as well as apartment blocks. In addition, one apartment block is dedicated as assisted living units (with a warden) for those with learning difficulties. The development proposals are for 100% affordable homes with 108 car parking spaces.

1.1.4 Consultation with the Highway Development Control Officer at Torfaen County Borough Council requested that an assessment of pedestrian and cycle infrastructure in the vicinity of the site be considered.

1.2 Purpose of the report

1.2.1 The purpose of the report is to assess the likely travel characteristics of the proposed development, identify the impact of this travel on the surrounding transport network, with particular regard to pedestrian and cycle facilities. This report also considers the on-site layout with regard to manoeuvrability and parking provision.
1.3 Structure of the report

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

- Section 2 details the existing transport network surrounding the development site;
- Section 3 outlines the development proposals;
- Section 4 considers the likely travel demand generated by the proposed development, and the impact on the surrounding transport network; and,
- Section 5 provides the conclusions of the report.
2 EXISTING SITUATION

2.1 Site location

2.1.1 As outlined above, the proposed development is a 53 unit residential development situated approximately 300m to the north-east of Blaenavon town centre.

2.1.2 The site is bounded to the south by properties fronting Old Queen Street, to the east by Upper Hill Street and to the north and west by open land and the footpath leading to this open land.

2.1.3 The location of the development is shown in Figure 2.1.

2.2 Highway network

2.2.1 The location of the key routes through the town together with the local route to the site is shown in Figure 2.1. The local route to the site is described in detail below.

*Upper Hill Street*

2.2.2 Upper Hill Street is a residential road with the former schools located on the western side. It is 5.2m wide with footways on both sides. On the western edge, running alongside the site, the footway is 2m wide. The footway on the eastern side varies between 1m and 1.5m.

2.2.3 On-street parking is permitted along the carriageway although the section in front of the former schools has ‘School Keep Clear’ markings on both sides of the carriageway. At its southern end, just south of the site boundary, Upper Hill Street becomes Lower Hill Street. At its northern end, Upper Hill Street becomes Woodland Street.

2.2.4 The road is lit and subject to a 30mph speed limit.
**Lower Hill Street**

2.2.5 Lower Hill Street is a residential road leading from Upper Hill Street to New William Street. It joins New William Street at a simple priority junction. The road is 5.7m wide but narrows to 3.8m at its junction with New William Street. It has a narrow 1m wide footway along the eastern edge and intermittent provision along the western edge. Where footway is present, the width is generally 1.8m. There are a number of minor side roads along its length.

2.2.6 The road is lit and subject to a 30mph speed limit.

**New William Street**

2.2.7 New William Street joins Lower Hill Street to Cwmavon Road. From the roundabout junction with Cwmavon Road, it is 6.3m wide with on-street parking along the northern edge of carriageway. It turns through 90 degrees to run in a north-south direction towards Lower Hill Street and turns through 90 degrees again and becomes Market Street. The section that leads to Lower Hill Street is 6.7m wide, with footways on both sides of the carriageway of varying width greater than 2m. It has parking restrictions on both sides of the carriageway.

2.2.8 The road is lit and subject to a 30mph speed limit.

**A4043 Cwmavon Road**

2.2.9 The A4043 connects Pontypool in the south, via Abersychan, with Blaenavon. At Blaenavon, it joins with the B4246 which heads north-west to Brynmawr. The A4043 is a single carriageway road, with an approximate width of 5.5m with no on-street parking. There are footways along both edges of the carriageway, with a 2m wide footway along the northern edge and a 1.8m wide footway along the southern edge.

2.2.10 Speed on Cwmavon Road reduces to 30mph as it approaches Blaenavon and the road is lit.
2.3 Highway safety

2.3.1 There were no collisions within the vicinity of the site for the five year period 2007 to 2011. Collision data for the wider Blaenavon area for this period is set out in Figure 2.2 and summarised in Table 2.1 below:

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2008</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>2009</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>2010</td>
<td>0</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

Table 2.1 Summary of personal injury accident data

2.3.2 It can be seen from the table above that there have been nine collisions within the wider Blaenavon area, resulting in twelve casualties. It is important to note that:

- No accidents resulted in fatalities,
- None of the accidents are clustered together.

2.4 Car ownership

2.4.1 Car ownership rates in Blaenavon, and Torfaen generally, are lower than the Wales wide average with approximately 30% of households having no access to a car. A further 45% of households have access to one car and only 25% have access to two or more cars (source: National Assembly for Wales).

2.5 Public Transport

2.5.1 The low level of car ownership means that the provision of public transport is important in Blaenavon, particularly to access employment. There is a high frequency bus service (X24), with 6 buses per hour to/from Newport from Monday to Saturday throughout the day. An hourly service is provided on a Sunday. The X24 stops on High Street which is 500m from the site.
### Table 2.2 Scheduled bus services

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Nearest bus stop to the site</th>
<th>Origin destination</th>
<th>Frequency</th>
</tr>
</thead>
</table>
| X24       | 500m                         | Blaenavon - Varteg Hill – Pontypool – Cwmbran – Newport | Mon-Sat between 6:10 – 22:20, every 10 mins (7:10 and 17:30)  
Sunday between 10:28 - 20:34, hourly service |
Sunday between 10:28 - 20:34, hourly service |
| 30        | 350m                         | Brynmawr – Blaenavon – Pontypool – Croesyceiliog – Newport | Mon-Sat, between 06:44 - 18:22, hourly service |
|           |                              | Newport – Croesyceiliog – Pontypool – Blaenavon – Brynmawr | Mon-Sat, between 6:10 - 17:45, hourly service |
| 29        | 600m                         | Varteg-Blaenavon-Garn yr Erw-Brynmawr (and alternating services onto Abergavenny) | Mon-Sat, 7 services between 06:35-08:40 |
|           |                              | Brynmawr-Garn yr Erw-Blaenavon-Varteg (with alternating services from Abergavenny) | Mon-Sat, 5 services between 17:26-18:45 |
| 806       | 300m                         | Forge Side – Blaenavon – Abersychan – Ysgol Gyfun Gwynllyw | Mon-Fri, 7:45, 1 service (school terms times only) |
|           |                              | Ysgol Gyfun Gwynllyw – Abersychan – Blaenavon – Forge Side | Mon-Fri, 15:40, 1 service (school term times only) |
| 807       | 300m                         | Blaenavon – Abersychan – Ysgol Gyfun Gwynllyw | Mon-Fri, 8:05, 1 service (school term times only) |
|           |                              | Ysgol Gyfun Gwynllyw – Abersychan - Blaenavon | Mon-Fri, 15:40, 1 service (school term times only) |

2.5.3 Local bus routes and location of bus stops are shown in Figure 2.3.
2.6 Pedestrians and cyclists

2.6.1 As outlined above, the majority of roads within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding amenities. However, in places the footway provision is intermittent and where provided can be as narrow as 1m. This is typical of the town and the nature of the townscape where footways that meet current standards are not widespread. In terms of pedestrian crossings, there are no formal crossing facilities within the vicinity of the site.

2.6.2 There is open land to the rear (north) of the site and a series of metalled footpaths cross this land. They are well used and provide a sociable meeting point for residents. The paths link the existing residential area around the site to the town centre and the residential area to the north.

2.6.3 The paths are not accessible for those with mobility impairments as one route to Old Queen Street has steps at the end and the other route to King Street has very shallow, wide steps near its end. Again this is typical of the town, with a number of lanes around the town centre ending in a set of steps. The existing entrance to the footpath at the Upper Hill Street end is via a kissing gate which is too narrow for pushchairs.

2.6.4 Walking is an important travel mode for internal trips in small towns where people live close to basic amenities. There are a number of local amenities within easy walking distance of the site. The town centre is only 300m away, with shops, cafes, library, post office and bank. The new primary school is based in Middle Coedcae which is only 250m away. There are two public houses on Lower Hill Street.

2.6.5 The Chartered Institute of Highways and Transportation (CIHT) guidelines indicate that the desirable walking distance for commuting/school journeys is 500 metres, the acceptable walking distance is 1km and 2km is the preferred maximum. For walking trips for other purposes the desirable walking distance is 400m, acceptable is 800m and the preferred maximum is 1.2km.
2.6.6  **Figure 2.4** shows the 1km isochrone (divided into 200m bands) from the centre of the proposed site, together with local amenities within walking distance of the site.

**Cycle routes**

2.6.7  There are no formal cycle facilities within the immediate vicinity of the site and the topography of the town does not lend itself to cycling. In the wider network, National Cycle Network Route 492 runs between Cwmbran and Brynmawr via Blaenavon and is within 900m of the site. This route is largely traffic-free. Local routes connect Blaenavon Healthcare Unit and North Street (to the west of the town centre) to this strategic route. These routes are shown in **Figure 2.5**.
3 DEVELOPMENT PROPOSALS

3.1 Development land use

3.1.1 It is proposed to develop the site to provide 53 affordable residential dwellings comprising a mix of 1, 2, 3 and 4 bedroom properties, together with 108 car parking spaces. A masterplan for the proposed development is shown in Figure 3.1. It is anticipated that the mix of dwellings will be as follows:

- 2 no. 4 bed houses;
- 12 no. 3 bed houses;
- 23 no. 2 bed houses;
- 2 no. 2 bed apartments;
- 14 no. 1 bed apartments (including 6 for assisted living).

3.1.2 The following section of the report outlines:

- The proposed access arrangements (for pedestrians, cyclists and vehicular traffic); and,
- On-site car parking provision and site layout.

3.2 Vehicle access and on-site layout

3.2.1 As part of the development of the site, it is proposed to retain the two existing access points fronting Upper Hill Street to the former primary school and nursery school. Refer to Figure 3.2 for the location and layout of these access points. The proposed accesses are simple priority junctions.

3.2.2 Both access roads have a carriageway width of 4.8m, and incorporate a 2m wide footway on both sides of each carriageway. Further into the site the design progresses from a traditional street with defined carriageway and footway on both sides and becomes a shared surface with a pedestrian orientated design.
3.2.3 A swept-path analysis has been undertaken to demonstrate that both access points are capable of accommodating the range and type of vehicles likely to access the site including; a large refuse vehicle, a fire tender and a 10m rigid delivery vehicle. The swept-path analysis is presented in Appendix A.

*Visibility splays at the proposed site access points*

3.2.4 Upper Hill Street is subject to a speed limit of 30mph. Visibility splay requirements are based on vehicle sight stopping distance (SSD) for the speed of the road, which is 40m. For a 30mph speed limit the visibility splay based on this SSD is 43m (adjusted for bonnet length).

3.2.5 Figure 3.3 and Figure 3.4 identify the visibility splay requirements at each access and it can be seen that the required visibility can be achieved within highway land.

3.3 On-site layout

3.3.1 A turning area is provided outside unit 48 at the north-western end of the site. This turning area can accommodate large refuse vehicles, fire tenders and 10m delivery vehicles. The swept path analysis for this turning area is contained in Appendix B.

3.3.2 There is a short cul-de-sac (30m in length) at the rear of units 38 to 42. It is not possible to turn large vehicles in this area, however, this is an acceptable distance for refuse vehicle operators to collect on foot from the spine road through the site. On the rare occasions that a fire tender is required then it will reverse the short distance out of the cul-de-sac. Delivery vehicles are likely to stop briefly on the spine road whilst making their delivery then turn in the designated turning area outside unit 48.

3.4 Pedestrian and cyclist access

3.4.1 As shown in Figure 3.1, it is anticipated that the two vehicular accesses to the site will also provide access for pedestrians and cyclists. In addition, there will be a separate pedestrian access from Upper Hill Street, which is located in the centre of the site frontage.
3.4.2 The proposals include a new connection to the footpaths across the open land at the rear of the site. This new connection will provide access to the town centre and areas to the north of Blaenavon and avoid the need to use the kissing gate.

3.5 **Car parking provision**

3.5.1 The total on-site parking provision is 108 spaces. This parking provision will comprise a mix of on-plot parking spaces, parking courts and dedicated on-street parking bays.

3.5.2 The ‘County Surveyors Society (CSS) Wales – Wales Parking Standards 2008’ requires a level of parking of one space per bedroom for residents and one space per five units for visitors. This provision includes one space per unit for the six assisted living apartments. The CSS guidelines do not provide any specific advice with regards to assisted living with a warden. The guidelines do, however, provide advice for self-contained elderly persons dwellings (wardened) which are similar in nature to the assisted living units proposed on site. Based on the requirement for self-contained elderly persons dwellings (wardened) the six units would only require four spaces.

3.5.3 Refer to **Table 3.1** below for a comparison of the proposed parking provision and the requirements as set out in the guidelines.

<table>
<thead>
<tr>
<th>Unit type</th>
<th>No. of units</th>
<th>CSS requirements</th>
<th>No. of spaces proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed unit (incl. 6 assisted living units)</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>2 bed unit</td>
<td>25</td>
<td>50</td>
<td>48</td>
</tr>
<tr>
<td>3 bed unit</td>
<td>12</td>
<td>36</td>
<td>29</td>
</tr>
<tr>
<td>4 bed unit</td>
<td>2</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Visitor</td>
<td></td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>53</strong></td>
<td><strong>117</strong></td>
<td><strong>108</strong></td>
</tr>
</tbody>
</table>

**Table 3.1 Comparison of proposed parking provision with parking standards**
3.5.4 It can be seen from the above, that the proposed provision is below the required number of parking spaces, with a shortfall of nine spaces compared with the guidelines. Although the provision is below these guidelines, this level can be justified as the site is within walking distances of the range of amenities in Blaenavon. This includes: schools, healthcare facilities, shops, library, post office, cafes and public houses.

3.5.5 In addition, pre-application meetings and discussions with the Council indicate that the highways department is prepared to accept a shortfall of nine spaces in parking provision primarily due to the sustainability of the immediate area but also to ensure the design of the development is compatible with the historic nature of Blaenavon and the area’s World Heritage Site designation. It has been accepted in pre-application discussions that increased parking levels would compromise the design of the site and its compatibility with the historic area, therefore, a minimal decrease in parking provision would be necessary.

3.5.6 To mitigate against this lower parking level, the site layout is pedestrian orientated with a shared surface and community feel. CIHT ‘Guidelines for Providing for Journeys on Foot’ sets out the most important considerations that affect the attractiveness of walking. The architectural style of a development influences the residents’ travel choices and pedestrian orientated schemes influence the attractiveness of walking as a travel mode as does the ease of pedestrian access to the site.

3.5.7 On-site roads are not able to accommodate any on-street parking; again, discussions with the Council indicate that it is prepared to accept this as the masterplan fits well into the fabric of Blaenavon.

3.5.8 In addition to the above, it is considered that the level of car ownership associated with affordable dwellings, will be lower than expected with open market housing. As stated in Section 2, Blaenavon also has lower car ownership rates than the Wales wide average.

3.5.9 It is therefore considered that the proposed on-site provision of 108 spaces for 53 units, including six for the assisted living units is capable of accommodating the likely parking demand.
3.6 Cycle parking provision

3.6.1 As part of the development, secure cycle parking is provided. Each house will have space for two cycles in their garden shed and each apartment will have one cycle space in a communal cycle store. This exceeds the requirements for cycle parking standards set out in CSS Wales Parking Standards.
4 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 This section of the report sets out the likely volumes of traffic generated by the extant (education) use and the proposed (residential) use. There is no historical data on the level of traffic generated by the extant use, therefore, predictions for both the education and residential uses are based on a review of the TRICS trip generation database.

4.1.2 The site is located close to the amenities in the town centre, however, for employment a proportion of residents will need to leave the town. Their main mode of travel will be either private car or use of the express bus service. This section compares the likely traffic generated by the extant use and the proposed use and considers any potential impact on the surrounding highway network.

4.1.3 For the purposes of this assessment the residential peak periods for traffic generation (0800 – 0900 and 1700 – 1800) have been used, albeit the evening peak period for education use is not the same as for the residential use. The schools’ peaks would have occurred between 0800 – 0900 and 1500 – 1600.

4.2 Trip generation for the extant (education) use

4.2.1 The former schools had a capacity of 218 pupils (Hillside Primary School) and 116 pupils (Hillside Nursery School) with 58 pupils per half day session. The vehicle trip generation rates for this use have been obtained from the TRICS 2013(b) trip generation database. One site was selected as it is a similar size to the schools, has both a primary and nursery school, is based in the UK with survey days Monday – Friday.

4.2.2 The TRICS output is set out in Appendix C and the trip rates and resultant vehicle movements for the assessment peak periods are summarised in Table 4.1 below. It should be noted that average trip rates have been used.
### Table 4.1 Summary of vehicle trip rates and traffic generation – Hillside Primary and Nursery Schools

<table>
<thead>
<tr>
<th>Peak period</th>
<th>Arrivals trip rate</th>
<th>Departures trip rate</th>
<th>Total trip rate</th>
<th>Vehicle arrivals</th>
<th>Vehicle departures</th>
<th>Total vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>0.26</td>
<td>0.14</td>
<td>0.40</td>
<td>87</td>
<td>47</td>
<td>134</td>
</tr>
<tr>
<td>PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

It can be seen from the table above that the schools generated approximately 134 vehicle movements in the am peak period and no vehicle movements in the assessment pm peak period.

#### 4.3 Trips generated by the proposed (residential) use

4.3.1 For the purposes of this assessment, three categories of residential use have been considered:

- Houses (affordable);
- Apartments (affordable); and,
- Apartments (assisted living).

4.3.2 The vehicle trip generation rates for the proposed residential dwellings, for each of these housing categories, have been obtained from the TRICS 2013(b) trip generation database. Sites have been selected on the basis of the following selection criteria: comparable land use, weekday survey days, comparable number of units and located within the UK (excluding Greater London, Northern Ireland and Republic of Ireland).

4.3.3 The TRICS outputs for each of the three categories of residential use are set out in Appendix D with the peak period trip rates summarised in Table 4.2 below, together with the resultant vehicle movements. Average trip rates have been used as there is insufficient sites within the database to calculate 85th percentile rates.
Table 4.2 Summary of vehicle trip rates and traffic generation for the proposed (residential) use during peak periods

4.3.4 Based on the data in the table above, the total predicted vehicle movements for the peak periods for the proposed residential use are contained in Table 4.3 below.

<table>
<thead>
<tr>
<th>Peak period</th>
<th>Housing type</th>
<th>Arrivals trip rate</th>
<th>Departures trip rate</th>
<th>Total trip rate</th>
<th>Vehicle arrivals</th>
<th>Vehicle departures</th>
<th>Total vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>House (affordable)</td>
<td>0.14</td>
<td>0.28</td>
<td>0.42</td>
<td>5</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Apartment (affordable)</td>
<td>0.12</td>
<td>0.10</td>
<td>0.22</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Apartment (assisted)</td>
<td>0.07</td>
<td>0.14</td>
<td>0.21</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>PM</td>
<td>House (affordable)</td>
<td>0.33</td>
<td>0.14</td>
<td>0.47</td>
<td>12</td>
<td>5</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>Apartment (affordable)</td>
<td>0.13</td>
<td>0.08</td>
<td>0.21</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Apartment (assisted)</td>
<td>0.21</td>
<td>0.21</td>
<td>0.42</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Table 4.3 Summary of total vehicle movements for proposed (residential) use during peak periods

4.3.5 It can be seen from the table above that the proposed development is likely to generate 18 vehicle movements in the AM peak period and 21 vehicles movements in the PM peak period.

4.4 Potential impact

4.4.1 In relation to thresholds for Transport Assessments, Technical Advice Note TAN18 suggests that an assessment would normally be required for residential developments greater than 100 dwellings.

4.4.2 Predicted peak period vehicles movements for the extant (education) use, from Table 4.1, and proposed (residential) use, from Tables 4.3, have been compared in Table 4.4 below. The table also shows the daily (24 hour) vehicle movements associated with the extant (education) and the proposed (residential) uses.
<table>
<thead>
<tr>
<th>Time period</th>
<th>Use</th>
<th>Vehicle arrivals</th>
<th>Vehicle departures</th>
<th>Total vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Education</td>
<td>87</td>
<td>47</td>
<td>134</td>
</tr>
<tr>
<td></td>
<td>Residential</td>
<td>6</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>PM</td>
<td>Education</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Residential</td>
<td>14</td>
<td>7</td>
<td>21</td>
</tr>
<tr>
<td>Daily</td>
<td>Education</td>
<td>177</td>
<td>177</td>
<td>354</td>
</tr>
<tr>
<td></td>
<td>Residential</td>
<td>119</td>
<td>114</td>
<td>233</td>
</tr>
</tbody>
</table>

Table 4.4  Comparison of vehicle movements

4.4.3 It can be seen for Table 4.4 above that the extant (education) use creates a greater number of vehicle movements in the morning peak hour (134 compared with 18) whilst the proposed residential development creates a greater number of vehicle movements in the evening peak period (21 compared with no movements for the schools). The extant (education) use also creates a greater number of vehicle movements throughout the day than the residential use. It is considered that these movements can be easily accommodated on the highway network during the peak periods.

4.4.4 No highway improvement works are considered necessary in order to accommodate the development proposals.
5 SUMMARY AND CONCLUSIONS

5.1.1 Asbri Transport has been appointed by Melin Homes to produce a Transport Statement in support of a planning application to develop the former Hillside Primary and Nursery Schools site in Blaenavon for residential use.

5.1.2 As part of the development, it is proposed to provide 53 affordable residential units, as follows:

- 2 no. 4 bedroom houses;
- 12 no. 3 bedroom houses;
- 23 no. 2 bedroom houses;
- 2 no. 2 bedroom apartments;
- 14 no. 1 bedroom apartments including 6 assisted living apartments; together with,

- 108 parking spaces.

5.1.3 The site is located to the north east of Blaenavon, approximately 300m from the town centre. There is a network of footpaths across the open land to the rear of the site that lead to the town centre and the north of the town.

5.1.4 Vehicles will access the site at the two existing access points for the former schools on Upper Hill Street. Pedestrians will access the site via three access points on Upper Hill Street and a new connection to the footpaths across the open land.

5.1.5 The parking provision of 108 spaces is less than the CSS guidelines, with a shortfall of nine spaces. Pre-application meetings and discussions with the Council indicate that the highways department is prepared to accept this shortfall, as increased parking levels would compromise the design and its compatibility with the historic nature of Blaenavon and the area’s World Heritage Site designation. In addition, this level of parking provision is justified for the following reasons:
• The site is within easy walking distance of the amenities in the town centre;

• Six units are for assisted living and are likely to have a low car ownership rate associated with them;

• The site is a pedestrian orientated design which influences the attractiveness of walking as a travel mode;

• Affordable housing typically has a lower than average car ownership rate associated with it; and,

• Blaenavon has a lower car ownership rate than the Wales wide average.

5.1.6 New trips generated by the development, compared with those generated by the extant (education) use, are low in the morning peak (116 less vehicle movements than the education use) and higher in the evening peak (21 additional vehicle movements). Notwithstanding this increase in evening peak period trips, it is considered that these trips can be accommodated on the surrounding highway network.