



TRANSPORT PLANNING

Land at Heol Tabor, Cwmafan

Transport Statement

Client: Bluefield Lane Ltd

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QUALITY MANAGEMENT

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1. INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) accompanies an application for a proposed residential development of 10 affordable dwellings on land at Heol Tabor, Cwmafan.
- 1.1.2 The application site ('the site') comprises an undeveloped parcel of land located on the northern side of Heol Tabor, adjacent to its junction with Heol Tewgoed. The proposals comprise the development of 10 affordable dwellings, consisting of 8 no. one-bedroom walk-up units and 2 no. one-bedroom bungalows, together with associated parking, access, landscaping and engineering works.
- 1.1.3 The proposals have previously been subject to a pre-application enquiry to Neath Port Talbot County Borough Council (NPTCBC) (Ref. Q2026/0177), which was supported by an Access Statement prepared by Apex (Report Ref. C26082/TN01, dated 27 May 2026). Formal pre-application advice was issued by NPTCBC on 28 July 2026, incorporating detailed Highway Authority comments. The advice did not identify an overriding highway objection to the principle of development, subject to a number of detailed matters being satisfactorily addressed.
- 1.1.4 This TS builds upon the previous Access Statement and provides an updated and more comprehensive assessment of the transport and highway implications of the proposals. It considers the site's accessibility by sustainable modes, existing travel characteristics, road safety, parking provision, access arrangements, servicing and vehicle trip generation, and responds to the matters raised through the pre-application process.

1.2 Scope of Report

- 1.2.1 The scope of work has considered the relevant policies and guidance contained within Planning Policy Wales Edition 12 (PPW12), Technical Advice Note 18: Transport (TAN18), the Active Travel (Wales) Act 2013 and associated Active Travel Guidance, the Neath Port Talbot Local Development Plan (LDP), NPTCBC Parking Standards SPG and the Council's Highway Technical Design Guide.
- 1.2.2 Particular consideration has been given to the Highway Authority's pre-application observations dated 6 July 2026. These identified a number of matters for consideration as the proposals progressed, including parking provision and dimensions, vehicular crossovers, pedestrian and vehicular visibility, landscaping within visibility splays, pedestrian provision, cycle parking driveway gradients, surfacing and drainage.
- 1.2.3 The site layout has subsequently been developed having regard to these comments, including revisions to the frontage parking arrangements and the provision of dedicated visitor parking. This TS and the accompanying transport drawings therefore provide the additional information necessary to respond to the relevant highway and transport matters raised at pre-application stage.
- 1.2.4 The TS has been structured to include the following:
- a description of the existing site and local highway network
 - including a review of road safety
 - a review of the relevant planning history
 - a review of existing travel behaviour, including car availability and modal share information
 - an assessment of the site's connectivity by walking, cycling and public transport, including its relationship with the wider active travel network

- a summary of the development proposals, access arrangements and parking strategy
- consideration of visibility, pedestrian access, vehicle crossovers, servicing and emergency access
- swept path analysis of the proposed access and parking arrangements
- an assessment of development trip generation and the likely impact on the local highway network

2. EXISTING SITE AND HIGHWAY CONDITIONS

2.1 Site Location, Use and Access

- 2.1.1 The site is located on land to the north of Heol Tabor, on the northern edge of Cwmafan. The indicative location of the site within its local context is shown in Figure 2-1.
- 2.1.2 The site is currently vacant and does not generate regular vehicular traffic movements. Historically, the site formed part of a wider undeveloped parcel of land and benefits from a historic outline planning permission for a residential development (App Ref: P2020/1071).
- 2.1.3 The site is positioned to the north of the Heol Tabor / Heol Tewgoed junction and lies within an existing and established residential area. The surrounding area is predominantly residential in nature and comprises a mixture of detached, semi-detached and terraced properties with a combination of on-street and off-street parking arrangements.
- 2.1.4 Access is currently achieved via an existing informal arrangement located along the site frontage. Based on historic aerial imagery and site observations, this arrangement appears to have been in place since at least 2021 and has facilitated vehicular access to and from the site over a period of time.
- 2.1.5 Pedestrian access to the site is available via the existing footway network along Heol Tabor, which connects with surrounding residential streets and provides access to nearby residential areas, local facilities and public transport opportunities within Cwmafan.

Figure 2-1: Site Location Plan



Source: Google Maps

2.2 Local Highway Network

Heol Tabor

- 2.2.1 The site fronts directly onto Heol Tabor, which is a residential single carriageway road routing broadly northeast–southwest through Cwmafan. Within the vicinity of the site, Heol Tabor measures approximately 6.5m–7.0m in width and is subject to the 20mph speed limit. The road provides access to residential properties along its length and accommodates some informal on-street parking. Footways and street lighting are also provided.
- 2.2.2 Heol Tabor is lightly trafficked and residential in character, with frontage development, direct property accesses and on-street parking contributing to a low-speed environment. The surrounding highway network also accommodates a number of frontage parking and vehicle crossover arrangements similar to those proposed as part of the development.
- 2.2.3 Immediately to the south of the site, Heol Tabor connects with Heol Tewgoed and Heol Mabon, which provide access through the surrounding residential area. To the northeast, Heol Tabor connects with Heol y Graig, providing onward connections towards Afan Villas and the wider highway network.

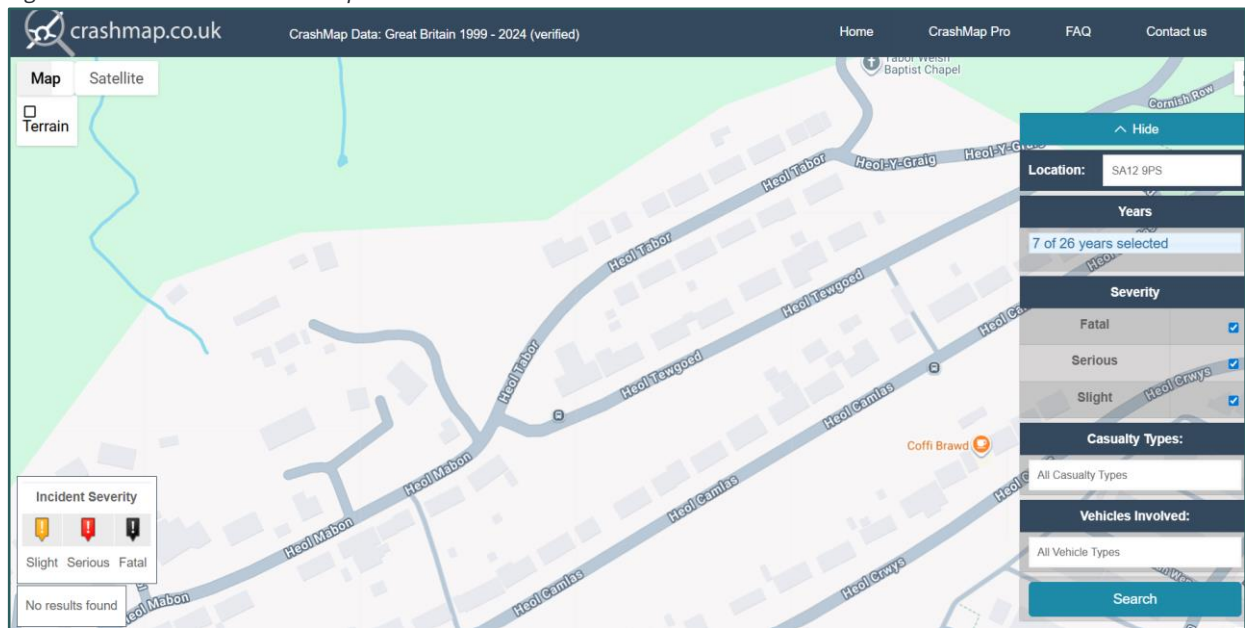
Wider Highway Network

- 2.2.4 To the south, Heol Mabon and Tabornacle Terrace provide connections towards Cwmafan Road and the wider local highway network. To the northeast, Heol y Graig and Afan Villas provide connections towards the B4286, which forms one of the principal routes through the wider Cwmafan and Port Talbot area.
- 2.2.5 Overall, the local highway network is considered suitable to accommodate the relatively limited vehicle movements associated with the proposed residential development.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the two-year period prior to the pandemic between 1st January 2018 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2024. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.3.2 The study area considered within the analysis covers the local highway network within the vicinity of the site. Figure 2-2 shows an extract from the Crashmap website covering all available data.

Figure 2-2: Extract from Crashmap.co.uk



Source: Crashmap.co.uk

- 2.3.3 The analysis shows no incidents occurred within the vicinity of the site over the seven-year period. Indeed, analysis of all data from the entire 26 years shows only one incident occurred within the vicinity of the site in 2011 and this classified as a slight injury accident.
- 2.3.4 The data does not show evidence of an existing highway safety issue within the vicinity of the site which would be exacerbated by the proposed development. Furthermore, the site frontage has also historically accommodated limited vehicular access movements via an existing informal access arrangement since 2011, with no evidence of any associated road safety issue.

2.4 Planning History

- 2.4.1 Outline planning permission was granted in September 2021 for the construction of four detached bungalows and two semi-detached dwellings (App Ref: P2020/1071) on the site. The permission established the principle of residential development at the site. The application is also identified by NPTCBC as the relevant planning history within its formal pre-application response.
- 2.4.2 A subsequent full planning application was submitted for the construction of five two-bedroom bungalows with on-site parking, landscaping and associated engineering works (App Ref: P2024/0623). The application was subsequently withdrawn prior to determination.
- 2.4.3 The current proposals seek to provide an alternative residential development comprising 10 affordable residential units, together with associated parking, landscaping and vehicular access arrangements from Heol Tabor.
- 2.4.4 The planning history therefore establishes the previous acceptance of the principle of residential development at the site, with the current proposals representing an alternative residential scheme.

2.5 Existing Modal Share

- 2.5.1 A review of 2011 Census 'Method of travel to work' (QS701EW) data has been undertaken to consider existing travel behaviour within the area surrounding the site.

- 2.5.2 The site is located within Output Area (OA) W00004795, which has therefore been used to provide an indication of the travel characteristics of residents within the local area.
- 2.5.3 Given that the 2021 Census took place during the Covid-19 pandemic, the 2011 results have been reviewed as these are considered more appropriate for considering the modal share of journeys to work. Table 2-1 presents the travel-to-work modal split for OA W00004795, together with the equivalent figures for Neath Port Talbot as a whole.

Table 2-1: Journey to work modal split

Mode	OA W00004795	Neath Port Talbot
Public Transport	7%	5%
Car Driver	81%	75%
Motorcycle	0%	1%
Car Passenger	5%	8%
Bicycle	1%	1%
On Foot	5%	9%
Other	0%	1%
Total	100%	100%

- 2.5.4 The Census data shows that 81% of residents living in the area surrounding the site and commuting to work travel as a car driver, with 7% travelling by public transport, 5% walking, 5% as a car passenger and 1% by cycle.
- 2.5.5 This compares with 75% travelling as a car driver across Neath Port Talbot as a whole. Public transport use is slightly higher within the local area (7% compared with 5%), whilst journeys on foot are lower (5% compared with 9%) and cycling levels are the same at 1%.
- 2.5.6 These statistics have been adjusted to exclude working from home. If this was included, c.2% of residents in work within OA W00004795 worked mainly at or from home at the time of the 2011 Census, and this is likely to have increased since 2011.
- 2.5.7 It is noted that travelling to work represents only one journey purpose associated with a residential development. A proportion of journeys will also be associated with education, shopping, leisure and other day-to-day purposes, many of which have greater potential to be undertaken by sustainable modes given their relatively short distances. In this regard, the local primary schools, retail, leisure and public transport opportunities are all situated within suitable walking distances of the site, as demonstrated in Section 3.
- 2.5.8 Overall, the data demonstrates that there is potential for walking, cycling and public transport trips to be made to and from the site and that these movements already occur within the local area.

2.6 Car Ownership

- 2.6.1 The 2021 Census has been reviewed to consider car ownership within Output Area W00004795, which contains the site and provides an indication of car ownership within this location.
- 2.6.2 The data indicates approximately 1.17 cars per household, based on an estimated 134 cars across 114 households. The estimated total number of cars is based on the reported Census household categories, with an assumption of 3.38 cars per household applied to the five households recorded as having three or more cars, derived from analysis of the equivalent 2011 Census data.
- 2.6.3 The data also shows that 21% of households have no car and 68% have one car or less. The Census data represents all dwelling and tenure types within the Output Area and is therefore not directly

representative of the proposed development, which comprises 10 one-bedroom affordable units. Car ownership associated with the proposed development could reasonably be expected to be lower.

- 2.6.4 Nevertheless, the Census data demonstrates that 68% of households within the Output Area have one car or less, which is consistent with the proposed provision of one resident parking space per dwelling, supported by dedicated visitor parking in accordance with the NPTCBC Parking Standards SPG.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 This section considers the sustainable connectivity of the site to the surrounding area, including access by walking, cycling and public transport, and its proximity to local facilities, services, schools and employment opportunities.
- 3.1.2 National and local planning policy seeks to reduce reliance on the private car and promote accessibility by walking, cycling and public transport. These objectives are reflected in Future Wales, Planning Policy Wales Edition 12 (PPW12), TAN18 and Policies SP20 and TR2 of the Local Development Plan.
- 3.1.3 The Council's pre-application response has already recognised the site's favourable locational characteristics. It identifies that the site benefits from existing pedestrian infrastructure and access to local services, public transport, community facilities and employment opportunities, and considers the site to be *“reasonably accessible and connected to the existing settlement”*. The Council's highway assessment similarly describes the site as occupying *“a sustainable location within the existing settlement of Cwmafan”*, with connectivity to the local walking network and wider active travel infrastructure.

3.2 Walking and Cycling

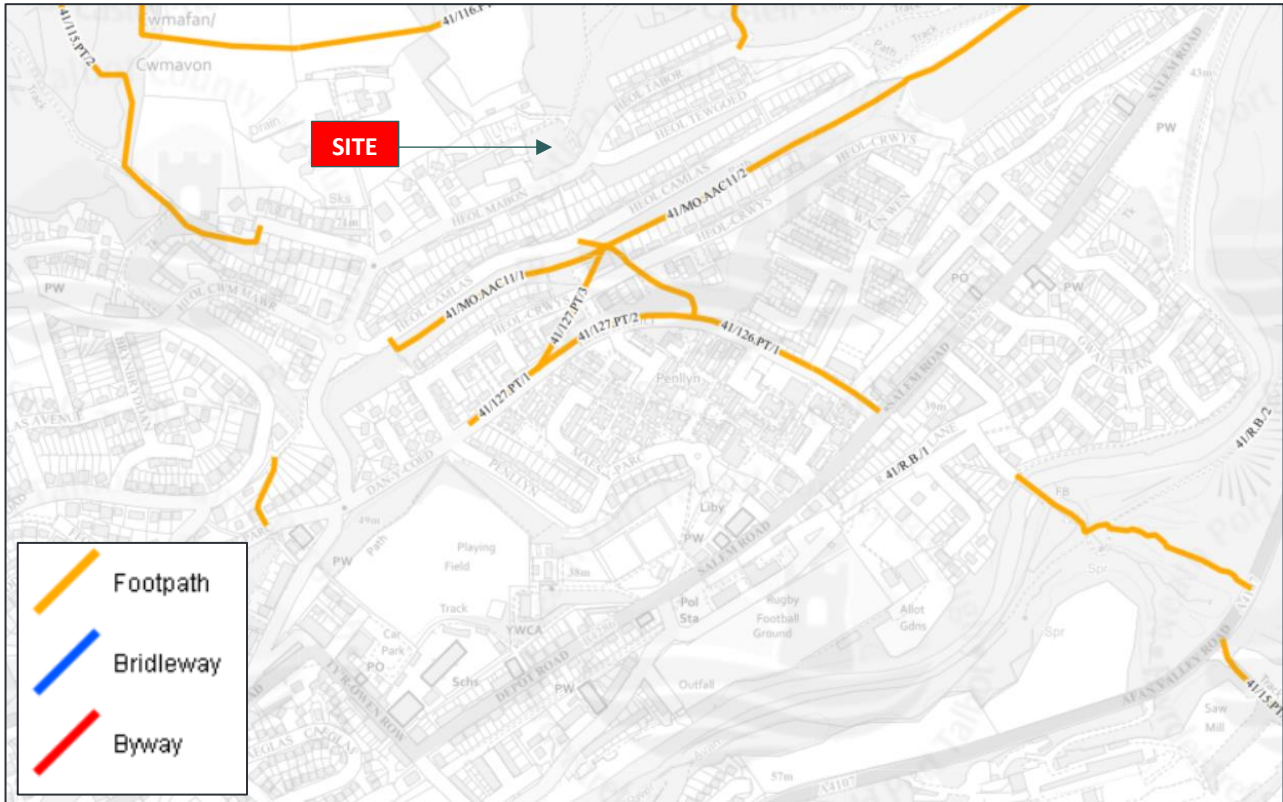
- 3.2.1 PPW12 places active travel at the top of the sustainable transport hierarchy, with walking and cycling prioritised over other modes of travel. The opportunities for travel to and from the site by these modes are considered below.

Walking Infrastructure and Routes

- 3.2.2 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys, particularly given the site's location within the existing settlement of Cwmafan and its proximity to local facilities and services.
- 3.2.3 The surrounding residential streets are typically provided with footways on both sides of the carriageway, of appropriate width and with street lighting, providing a well-established pedestrian network throughout the surrounding residential area.
- 3.2.4 The site connects directly to the existing footway along the northern side of Heol Tabor, which measures approximately 1.8m–2.0m in width and provides connections in both directions.
- 3.2.5 To the south, this footway continues towards the junction with Heol Tewgoed, while to the west it connects with Heol Mabon. The footways along Heol Mabon provide onward connections through the existing residential street network towards the northwestern parts of Cwmafan, providing access to the wider settlement via existing pedestrian infrastructure.
- 3.2.6 The key pedestrian route from the site is towards the south, where a greater range of local facilities, services and public transport opportunities are available. Approximately 80m southwest of the site, a series of lit pedestrian links, footpaths and connecting footways provide a more direct route south through the residential area via Heol Camlas, Heol Crwys and Heol Jiwbili. Heol Jiwbili has footways on both sides of the carriageway and provides onward access towards the B4286 and the centre of Cwmafan, with the nearest local facilities, including the Co-op, accessible within approximately 450m–650m, equivalent to around a 6–8 minute walk.

- 3.2.7 The site also benefits from its proximity to a number of Public Rights of Way (PRoW), as shown in Figure 3-1. These provide additional pedestrian connections through the surrounding area. Together with the existing footways and lit pedestrian links, these provide alternative and, in some cases, more direct routes towards facilities and services within Cwmafan, including connections towards the B4286.

Figure 3-1: Local PRow Network



Source: NPTCBC PRoW Map

- 3.2.8 The B4286 forms the principal route through Cwmafan, providing access to a wider range of local facilities and services and onward connections through the settlement. It provides access to additional bus services from stops along the B4286 within acceptable walking distance of the site, increasing the range and frequency of public transport opportunities available to future residents.
- 3.2.9 The existing pedestrian network therefore provides an important sustainable connection between the site, the B4286 and the centre of Cwmafan. This is consistent with NPTCBC's pre-application assessment, which recognises that the site benefits from existing pedestrian infrastructure and access to local services, public transport, community facilities and employment opportunities, and considers the site to be “*reasonably accessible and connected to the existing settlement.*” The site is therefore well positioned to support walking for everyday journeys and facilitate access to public transport, providing future residents with realistic alternatives to the private car.

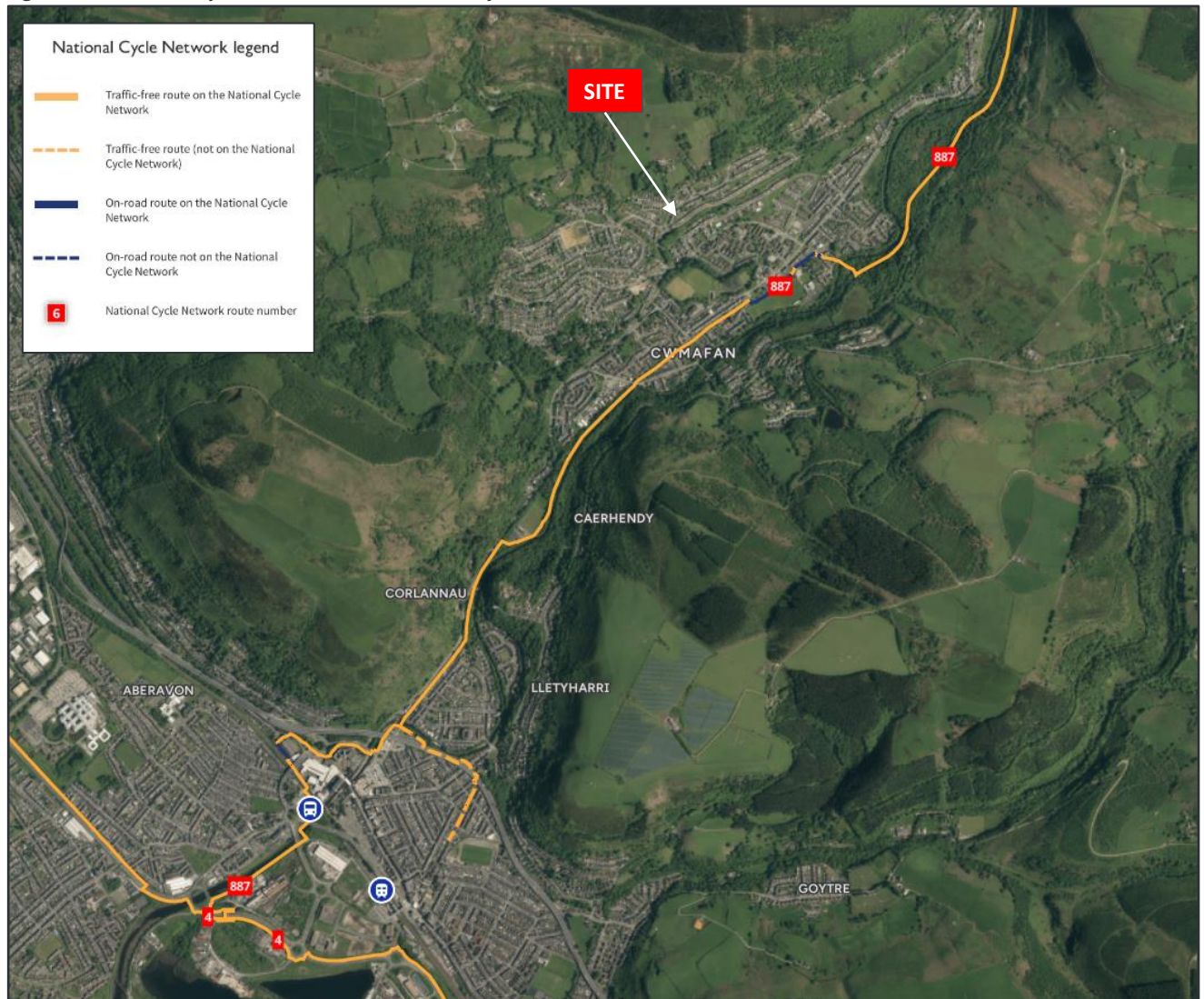
Cycling Infrastructure and Routes

- 3.2.10 The surrounding highway network provides suitable connections for cycling. Heol Tabor and the surrounding residential streets are lightly trafficked and subject to a 20mph speed limit, providing a low-speed environment conducive to on-carriageway cycling. Street lighting is also provided throughout the surrounding residential network.
- 3.2.11 The site is also located in proximity to the National Cycle Network (NCN), with NCN 887 approximately 1.1km southwest of the site, equivalent to around a 4-minute cycle. NCN 887 provides a largely traffic-

free connection between Cwmafan and Port Talbot, where it connects with NCN 4, providing onward connections towards Swansea and to the wider National Cycle Network. The surrounding National Cycle Network is shown in Figure 3-2.

- 3.2.12 In addition to the existing network, a proposed shared walking and cycling route is identified along Heol Camlas, approximately 260m south of the site, which would further enhance active travel connectivity within Cwmafan. The proposed route and its relationship with the site are considered below as part of the review of the Active Travel Network Map (ATNM).
- 3.2.13 The surrounding NCN routes, obtained from the Walk Wheel Cycle Trust website, are shown in Figure 3-2.

Figure 3-2: National Cycle Network within the vicinity of the site



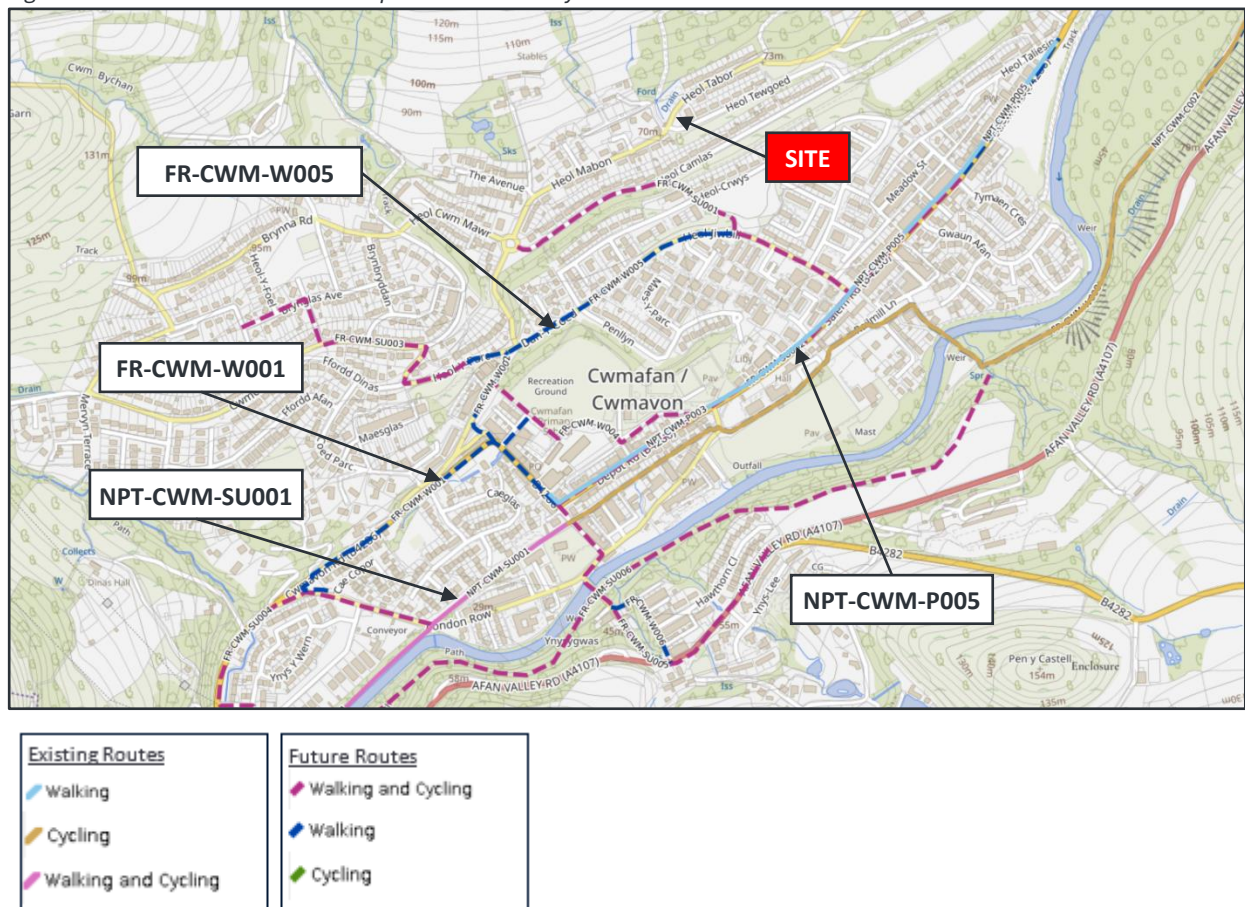
Source: Walk Wheel Cycle Trust

- 3.2.14 As demonstrated in Section 2.3, there is no evidence of an existing highway safety issue on the surrounding highway network for pedestrians or cyclists specifically and therefore, this demonstrates the low-risk environment for encouraging future pedestrian and cycle movements to the surrounding network.

Active Travel Network Maps

- 3.2.15 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including NPTCBC. This shows existing walking routes and where upgrades or new routes are anticipated to be provided for the next 15 years. The Welsh Government ATNM showing these and other routes within the vicinity of the site has been reproduced in Figure 3-3.
- 3.2.16 The nearest existing route in relation to the site is the shared walking and cycling route 'SU001' which can be accessed from Tyr Owen Row within a c.1km walk southwest of the site. This route runs in a north-south alignment via a largely traffic-free route where it provides a link to the cycle route on the eastern extent of the B4286 Cwmafan Road.
- 3.2.17 The P003 route can also be accessed via a 10-minute walk (750m) to the southwest of the site. This route runs in a north-south alignment which provides a connection to the north of Cwmafan. The runs along the northern side of Salem Road.
- 3.2.18 The nearest proposed walking / cycling route is along Heol Camlas c.140m south of the site, known as 'SU001'. This is shown as a proposed walking and cycling route, which will connect to the proposed walking route, also known as W005, on Heol Jiwbili c.300m to the south of the site. The proposed walking and cycling route also continues south on Heol Jiwbili where it connects to route 'SU002' on Salem Road.
- 3.2.19 The proposed walking route, W005 will route in an east-west alignment c.300m to the south of the development site. The proposed route will run along Dan Y Coed. At its western extent it will continue to route along Tabornacle Terrace where it will then connect to proposed walking route W001.
- 3.2.20 Therefore, the site is well positioned to benefit from existing and potential future high-quality walking and cycling links, which connect to further routes, to Cwmafan town centre and to numerous services and facilities. The active travel routes located throughout Cwmafan have been considered appropriate by NPTCBC for walking and cycling (once all are completed).

Figure 3-3: Active Travel Network Map within the vicinity of the site



Source: Welsh Government Active Travel Network Map

3.2.21 The plan demonstrates that the site is situated within a short distance of a number of existing and proposed future walking and cycling routes, which are considered appropriate for use by NPTCBC. As such, this would be attractive to future users of the site.

3.3 Distances to Facilities

3.3.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Active Travel Act Guidance, Welsh Government, 2021: It is stated within paragraph 4.1.5 that “Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”. This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that “Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods’, or ‘active neighbourhoods’, (see figure 9.6) are characterised by having a range of facilities within 20 minutes’ walking distance which people may access comfortably on foot.” This would equate to c. 1.6km.
- Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.

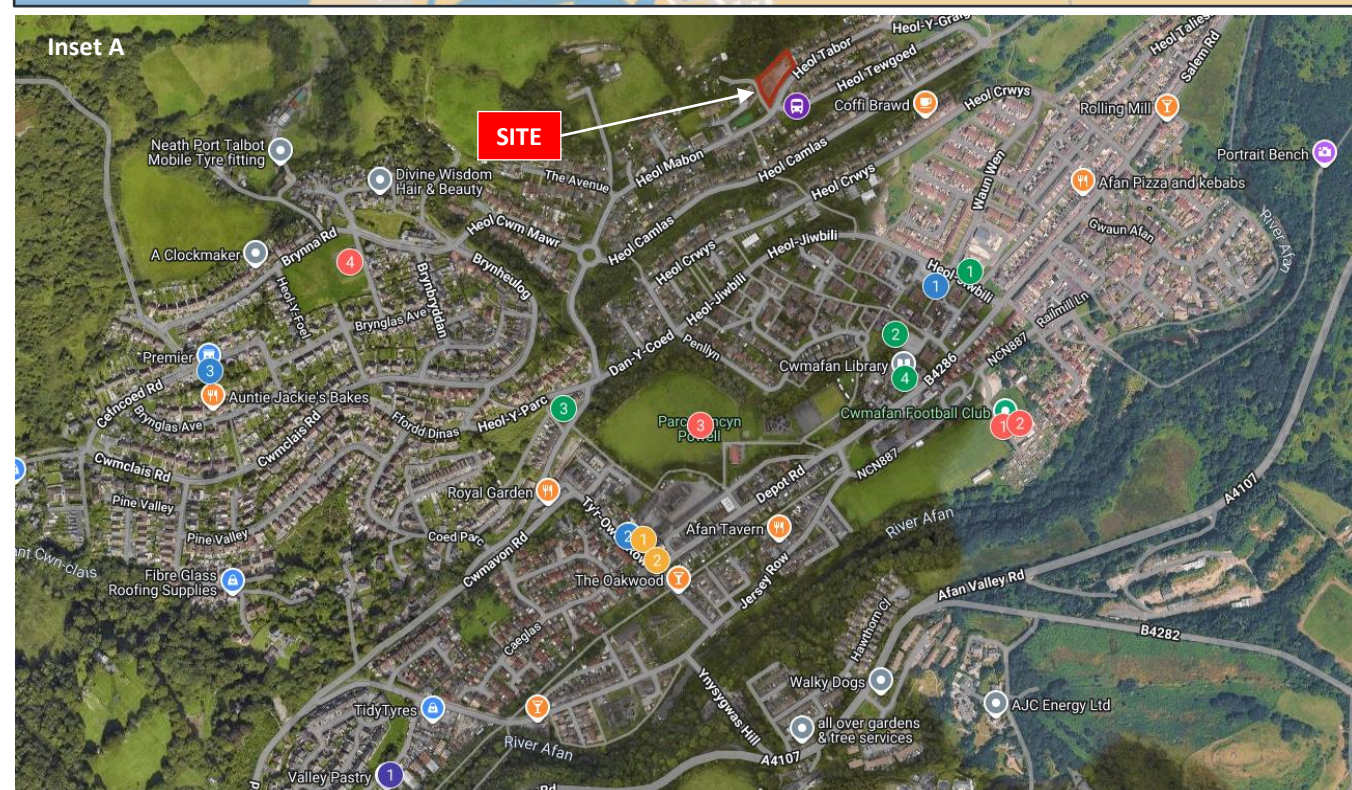
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.

- 3.3.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minute walk. Sites with a range of facilities within 1.6km are considered to be within a ‘walkable neighbourhood’.
- 3.3.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.
- 3.3.4 To demonstrate the site’s connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-1. The location of the facilities in the context of the site are shown in Figure 3-4. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	Vantage Pharmacy	505	6	2
2	Cwmafan Health Centre	615	8	2
3	Tabornacle Chapel	660	8	2
4	Cwmafan Library	705	9	2
5	Cwmafan Post Office	915	11	3
6	Rock Chapel	1170	15	4
7	Wales Hanuman Temple	2955	37	9
8	NHS Dental Practice	3385	42	11
9	Neath Port Talbot Hospital	5330	67	17
Public Transport				
	Heol Tewgoed Bus Stop	40	-1	0
	Port Talbot Parkway Railway Station	4370	55	14
Retail				
1	Co-op Food - Cwmafan - Heol Jiwbill	460	6	1
2	Premier express	915	11	3
3	Premier	1120	14	4
4	Tesco Superstore	3255	41	10
5	Aberafan Shopping Centre	3310	41	10
Education				
1	Ysgol Gynradd Cwmafan Primary School	935	12	3
2	Cwmafan Infant School	950	12	3
3	Velindre Community School	2995	37	9
4	St Joseph's R C Comprehensive School	4410	55	14
Leisure				
1	Cwmafan Football Club	835	10	3
2	Port Talbot Barbell club	835	10	3
3	Parc Siencyn Powell	860	11	3
4	Playground	775	10	2
5	Ynys Park Trefelin	2175	27	7
6	Pontrhydyfen RFC Oakwood Playing Field	2750	34	9
Employment				
1	Brunel Industrial Estate	1530	19	5

* Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute



3.3.5 Table 3-1 and Figure 3-4 demonstrate that the site is well located in relation to a range of everyday facilities and services, which can be accessed via the established pedestrian and cycle network described above.

- 3.3.6 A number of key facilities are located within a short walking distance of the site, including the Co-op food store, pharmacy, health centre, library, playground and recreational facilities. The local Post Office and primary schools are also located within approximately 1 km of the site and can be accessed via established pedestrian routes.
- 3.3.7 A wider range of retail, education, leisure, employment and healthcare facilities is available within longer walking and cycling distances. As demonstrated by Table 3-1, many of these destinations are within a relatively short cycle journey of the site, providing opportunities for everyday journeys to be undertaken without reliance on the private car.
- 3.3.8 The closest bus stop is also situated within a very short walking distance of the site. As detailed further in Section 3.4, this is served by the No. 81 bus service, which provides access along Heol Jiwbili and the B4286, where a number of the identified local facilities and services are concentrated. The proximity of the bus stop therefore provides further opportunities for residents to access local facilities through a combination of walking and public transport.
- 3.3.9 Overall, the site benefits from a range of everyday facilities and services within suitable walking and cycling distances, together with convenient pedestrian access to the local bus network. This provides future residents with opportunities to undertake a range of everyday journeys by sustainable modes, with public transport accessibility considered further in Section 3.4.

3.4 Public Transport

Bus

- 3.4.1 The closest bus stop to the site is located on Heol Tewgoed, approximately 40m to the south, and is served by the 81 service. The stop is provided with a shelter, bus flag and timetable information.
- 3.4.2 Service 81 is operated by First Cymru and provides connections between Cwmclais Road and Port Talbot Parkway Railway Station. The service operates approximately hourly between 07:00 and 19:00, Monday to Saturday, providing around 12–13 services per day.
- 3.4.3 The site also benefits from access to additional bus services from stops along the B4286, approximately 800m walking distance to the south, including Service 83. These stops are accessible via established pedestrian and cycle network, providing access to a wider range of bus services within acceptable walking and cycling distances.
- 3.4.4 The available bus services provide future residents with an alternative to the private car for a range of journey purposes, including commuting, retail, leisure and healthcare, together with connections to wider bus and rail services from Port Talbot Parkway Railway Station.
- 3.4.5 The site therefore benefits from good accessibility to public transport, with a bus stop in close proximity and additional services available within acceptable walking distance on the B4286. This provides future residents with realistic opportunities to travel by sustainable modes and reduce reliance on the private car.

Rail

- 3.4.6 The closest railway station is Port Talbot Parkway, located approximately 4.4km south of the site.
- 3.4.7 Service 81 provides a direct connection to Port Talbot Parkway from the bus stop on Heol Tewgoed, approximately 40m from the site, providing opportunities for combined bus and rail journeys.

- 3.4.8 Port Talbot Parkway provides rail connections to a range of local, regional and national destinations. Swansea and Llanelli can be reached in approximately 25 and 40 minutes respectively, with regional connections to Cardiff (c.45 minutes) and Carmarthen (c.75 minutes). Wider destinations include London Paddington (c.150 minutes) and Manchester Piccadilly (c.280 minutes).

3.5 Summary

- 3.5.1 The site is located within the existing settlement of Cwmafan and benefits from established pedestrian, cycle and public transport connections, giving future residents a genuine choice of travel modes.
- 3.5.2 The site connects directly to the existing footway network, with lit routes providing convenient access to local facilities and services. Surrounding residential streets are lightly trafficked and subject to a 20mph limit, offering a low-speed environment conducive to cycling, with connections to the wider National Cycle Network and Active Travel Network.
- 3.5.3 The site is well situated in relation to a range of everyday services and facilities, including local shops, schools, healthcare, community and leisure facilities. A range of these facilities are accessible within a 20-minute walk of the site, consistent with the characteristics of a 'walkable neighbourhood' identified within Welsh Government Active Travel Guidance.
- 3.5.4 The site's location also benefits from close proximity to public transport, with a bus stop situated a very short walk from the site providing regular services through Cwmafan and to Port Talbot Parkway railway station. Additional bus services are available from the B4286 within walking distance, providing further opportunities for travel by public transport.
- 3.5.5 Overall, the site provides realistic opportunities for travel by walking, cycling and public transport, reducing reliance on the private car and supporting the sustainable transport objectives of Future Wales, PPW12 and TAN 18. This is also consistent with NPTCBC's pre-application assessment that the site occupies a "sustainable location within the existing settlement of Cwmafan" and benefits from connectivity to the local walking network and wider active travel infrastructure.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposed development comprises 10 affordable residential units on land at Heol Tabor, Cwmafan, comprising eight one-bedroom walk-up units and two one-bedroom bungalows.
- 4.1.2 Vehicular access would be taken directly from Heol Tabor, with off-street frontage parking served by new vehicle crossover arrangements. The proposals would provide dedicated resident and visitor parking, together with pedestrian access serving the proposed dwellings.
- 4.1.3 The proposed site layout is shown in Appendix A.

4.2 Access and Site Layout

Vehicular Access

- 4.2.1 Vehicular access to the proposed parking spaces would be provided directly from Heol Tabor via vehicle crossovers along the site frontage. This arrangement reflects the existing residential character of the surrounding area, where frontage parking and direct vehicle access are already present. A plan showing the site access arrangements and visibility splays is included in Appendix B.
- 4.2.2 Heol Tabor is a lightly trafficked residential road subject to a 20mph speed limit, with a carriageway width of approximately 6.5m–7.0m adjacent to the site. The low-speed residential character of the road is reinforced by its geometry, frontage development and existing on-street parking activity, and is considered suitable to accommodate the proposed frontage access arrangements.
- 4.2.3 Evidence presented within MfS demonstrates that residential streets incorporating frontage parking and direct vehicle access arrangements generally experience very low levels of collisions associated with vehicles manoeuvring into and out of parking spaces, including where vehicles reverse into or out of spaces. Such arrangements are therefore recognised as capable of operating safely within appropriate low-speed residential environments. This is relevant to the proposed arrangement on Heol Tabor.
- 4.2.4 The principle of frontage parking and direct vehicle access was not raised as an issue at the pre-application stage and is therefore considered acceptable. The Highway Authority's comments related principally to visibility and detailed design matters, and the layout has subsequently been revised to address these comments.
- 4.2.5 Visibility splays of 2.0m x 25m are shown from the proposed parking spaces, in line with the recommended visibility distances set out within MfS and TAN18 for 20mph speeds. In practice, a greater level of visibility is available along Heol Tabor, together with good forward visibility for drivers manoeuvring to and from the parking spaces.
- 4.2.6 Pedestrian visibility splays of 2.4m x 2.4m can also be achieved at the parking accesses in accordance with NPTCBC's pre-application requirements. These would be retained clear of landscaping, planting and other obstructions that could restrict visibility between vehicles and pedestrians using the frontage footway.
- 4.2.7 Swept path analysis using a large car demonstrates that vehicles can appropriately manoeuvre into and out of the proposed frontage parking spaces within the available carriageway. The analysis is included at Appendix C.

- 4.2.8 Overall, the proposed frontage parking and vehicle crossover arrangement is considered appropriate for the character and function of Heol Tabor and would not result in an unacceptable impact on highway safety or the operation of the local highway network.
- 4.2.9 The vehicle crossovers would be provided in accordance with NPTCBC requirements, with detailed matters including construction, surfacing, drainage and gradients addressed through the subsequent detailed design and highway approval process. This would include ensuring that surface water does not discharge onto the highway and that driveway gradients accord with the Highway Authority's requirements. These matters can be appropriately secured by planning condition, where necessary.

Pedestrian Access

- 4.2.10 The existing footway along the site frontage would be retained and provides connections to the surrounding residential area and wider pedestrian network. The 2.4m x 2.4m pedestrian visibility splays identified above would be retained clear of landscaping, planting and other obstructions that could restrict visibility between vehicles and pedestrians using the frontage footway.
- 4.2.11 Separate private pedestrian paths would provide access between the frontage and the proposed dwellings. These routes do not form part of the adopted highway and would be designed to provide suitable and accessible pedestrian access to the dwellings in accordance with the applicable Building Regulations requirements.

Site Layout

- 4.2.12 The proposed units would be arranged with frontage parking accessed directly from Heol Tabor. The parking is predominantly arranged in adjoining groups of spaces, with separate private pedestrian paths providing access to the proposed units.
- 4.2.13 The layout has been developed in response to NPTCBC's pre-application comments, including revisions to the position and dimensions of the frontage parking spaces and the introduction of two dedicated visitor parking spaces. The existing footway along Heol Tabor would be retained as part of the overall arrangement.

4.3 Parking

Car Parking Provision

- 4.3.1 NPTCBC's adopted Car Parking Standards SPG identifies maximum residential parking provision of one space per bedroom for apartments and houses, up to a maximum of three spaces per dwelling, together with visitor parking at a rate of one space per five dwellings.
- 4.3.2 The development comprises 10 one-bedroom affordable residential units and would provide one dedicated resident parking space per unit together with two visitor spaces, resulting in a total provision of 12 car parking spaces. The proposed provision therefore accords with the applicable resident and visitor parking standards.
- 4.3.3 The resident parking spaces are predominantly arranged as adjoining groups along the site frontage and measure approximately 6.0m x 3.2m. The Highway Authority's pre-application response requested dimensions of 6.0m x 3.6m, treating the proposed spaces as residential driveways. This has been reviewed against the relevant NPTCBC Parking Standards SPG and Highway Technical Design Guide.
- 4.3.4 The published guidance distinguishes between different forms of residential parking. The Parking Standards SPG identifies a standard car parking space measuring 4.8m x 2.6m, with its specific

reference to a 6.0m x 3.6m driveway relating to properties provided with a garage. The separate Highway Technical Design Guide identifies 6.0m x 3.6m for a single private driveway within the curtilage of an individual dwelling, but importantly also identifies grouped car parking bays alongside adoptable highways as a separate form of parking provision, with each bay measuring 6.0m x 2.6m.

- 4.3.5 The proposed arrangement is considered to more closely reflect this form of grouped frontage parking, comprising adjoining parking spaces serving separate residential units rather than conventional individual private driveways within individual dwelling curtilages. At 3.2m wide, the proposed spaces exceed the 2.6m width identified for grouped parking, while separate pedestrian approach paths are provided to the proposed units. The proposed dimensions are therefore considered appropriate for the form of parking proposed.

Cycle Parking

- 4.3.6 The NPTCBC Parking Standards SPG identifies a requirement for one long-stay cycle space per five bedrooms for apartments, resulting in a minimum requirement for two spaces for the proposed units.
- 4.3.7 A secure and covered cycle store providing four cycle parking spaces is proposed to the rear of the units, accessible via the private pedestrian paths through the development. Cycle storage for the two bungalows can be accommodated within their private curtilages.
- 4.3.8 The proposed cycle parking therefore exceeds the minimum NPTCBC requirement, with details provided at Appendix A.

4.4 Servicing and Emergency Access

- 4.4.1 Refuse collection would be undertaken from the kerbside on Heol Tabor. Dedicated bin storage areas are provided to the rear of the walk-up units, while the bungalows would accommodate bins within their individual curtilages. Bins would be presented at the kerbside on collection days.
- 4.4.2 The development would also generate routine home delivery and servicing activity typical of residential use. Given the frontage nature of the development, these vehicles would be able to serve the site directly from Heol Tabor.
- 4.4.3 Emergency vehicles, including fire appliances, would similarly be able to serve the development directly from Heol Tabor, with all dwellings located within 45m of the highway. As such, suitable access would be available for emergency vehicles in accordance with the relevant Building Regulations requirements.

5. TRIP GENERATION

5.1 Introduction

- 5.1.1 This section sets out the forecast trip generation of the proposed development using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of use, scale, location, accessibility, and surrounding population.
- 5.1.2 The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. Trip rates have been obtained and applied to establish the estimated / forecast trip generation during peak hours on a weekday and over a daily period.
- 5.1.3 The site has previously benefited from planning permission for six private residential dwellings, for which the associated level of vehicle movements was accepted by the Highway Authority. Whilst the current proposals increase the number of units to 10, these would comprise entirely one-bedroom affordable homes and would be expected to generate a similarly modest level of vehicle activity.
- 5.1.4 The following assessment therefore applies affordable residential flats trip rates, reflecting the proposed tenure, predominantly flatted form and one-bedroom nature of the development.

5.2 Proposed Trip Generation

- 5.2.1 The TRICS category '03/D RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS' has been selected to derive vehicle trip rates for the proposed development. The scheme comprises 10 one-bedroom affordable units, including eight walk-up units and two bungalows, with all units providing approximately 53m² of accommodation. The affordable flats category is considered more representative than the equivalent affordable houses category given the small, one-bedroom nature of the proposed accommodation. Affordable housing sites comprising houses are more likely to include larger family accommodation and may therefore exhibit different travel characteristics when trip rates are calculated on a per-dwelling basis. Although two units are bungalows, these provide the same one-bedroom accommodation and floor area as the walk-up units and are therefore considered likely to have broadly comparable travel characteristics.
- 5.2.2 The following parameters have been applied to the search criteria to obtain sites of a similar nature:
- Located in England and Wales, excluding Greater London
 - Vehicle surveys
 - Weekday surveys (Monday-Friday)
 - Sites between 6 and 56 dwellings
 - Suburban Area / Edge of Town / Neighbourhood Centre locations
 - Surveys undertaken from 2010 onwards (depends on sample size)
 - Remove sites with a population of over 125,000 within 5 miles
 - Remove surveys undertaken during the Covid-19 pandemic
- 5.2.3 The application of these parameters resulted in identifying four comparable sites. The resultant vehicle trip rates, and vehicle trip generation based upon the proposed 10 dwellings are summarised in Table 5-1. The full TRICS report is included in Appendix D.

Table 5-1: Vehicle Trip Generation Assessment – Affordable/Local Authority Flats

Time Period	Trip Rates (per unit)			Trip Generation (10 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.116	0.101	0.217	1	1	2
PM Peak (17:00-18:00)	0.087	0.051	0.138	1	1	2
12 Hours (07:00-19:00)	1.354	1.305	2.659	14	13	27

- 5.2.4 Table 5-1 demonstrates that the proposed development is forecast to generate approximately 2 two-way vehicle movements during the AM peak hour (08:00–09:00) and 2 two-way vehicle movements during the PM peak hour (17:00–18:00).
- 5.2.5 Over a 12 hour period, the proposed development is forecast to generate 27 two-way vehicle movements.
- 5.2.6 The forecast level of vehicle activity is considered reasonable in the context of the car ownership characteristics of the surrounding area. As identified in Section 2.6, 21% of households within the site's Output Area have no car and 68% have one car or less. Given that the proposals comprise relatively small, one-bedroom affordable accommodation, it is reasonable to expect that some future residents may not own a car.
- 5.2.7 The peak-hour movements equate to approximately one vehicle movement every 30 minutes, on average. This represents a very low level of traffic generation which would have a negligible impact on the operation of the local highway network. As such, no formal capacity analysis is considered necessary.
- 5.2.8 As demonstrated in Section 2, there is no evidence of an existing road safety issue within the vicinity of the site. Given the very low level of additional vehicle movements, the proposals would not result in an unacceptable impact on highway safety.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 This Transport Statement (TS) has been provided in support of an application for a proposed residential development comprising 10 affordable residential units at Heol Tabor, Cwmafan.
- 6.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access and the impact on the local highway network.
- 6.1.3 The proposed development comprises eight one-bedroom walk-up units and two one-bedroom bungalows, with each unit providing approximately 53m² of accommodation, with vehicular access provided directly from Heol Tabor via frontage vehicle crossovers. The proposals provide one resident parking space per unit and two visitor spaces, together with pedestrian access paths, cycle and refuse storage and associated landscaping.
- 6.1.4 The site comprises an area of undeveloped land fronting Heol Tabor. The site has an established planning history for residential development, with outline planning permission granted in 2021 for six dwellings (App Ref: P2020/1071) and a subsequent application for five dwellings submitted and later withdrawn (App Ref: P2024/0623).
- 6.1.5 The current proposals were also subject to pre-application consultation with NPTCBC (Ref: Q2026/0177), which did not identify an overriding highway objection to the principle of development, subject to design matters raised being satisfactorily addressed.
- 6.1.6 The site provides opportunities for travel by walking, cycling and public transport, with a range of everyday services and facilities within Cwmafan accessible within suitable walking and cycling distances, including local shops, schools, healthcare, community and leisure facilities. A range of these facilities are accessible within a 20-minute walk of the site, consistent with the characteristics of a 'walkable neighbourhood' identified within Welsh Government Active Travel Guidance. The site is connected to the surrounding pedestrian and active travel network, while a bus stop approximately 40m to the south provides regular services to Port Talbot Parkway railway station. Further bus services are available from the B4286, with Port Talbot Parkway providing onward regional and national rail connections.
- 6.1.7 Vehicular access would be provided directly from Heol Tabor through frontage vehicle crossovers. Visibility splays appropriate to the 20mph speed environment are demonstrated from the proposed parking accesses, together with pedestrian visibility in accordance with NPTCBC's pre-application requirements. The existing frontage footway would be retained and separate private pedestrian paths would provide access to the proposed dwellings. Swept path analysis demonstrates that vehicles can appropriately manoeuvre into and out of the proposed frontage parking spaces.
- 6.1.8 The development would provide one dedicated resident parking space per dwelling together with two visitor spaces, resulting in a total of 12 spaces. The visitor parking provision is in accordance with the NPTCBC Parking Standards SPG requirement of one visitor space per five dwellings. The 2021 Census data for Output Area W00004795 demonstrates that 68% of households have one car or less, which is consistent with the proposed provision of one resident parking space per dwelling, supported by dedicated visitor parking. Secure cycle parking would also be provided as part of the development.

- 6.1.9 Refuse collection, servicing and deliveries would take place from Heol Tabor, consistent with the frontage nature of the development. Emergency vehicles would similarly be able to serve the dwellings directly from Heol Tabor. Detailed matters associated with the vehicle crossovers, including surfacing, drainage and gradients, would be addressed through the detailed design and highway approval process.
- 6.1.10 An assessment of vehicle trip generation has been undertaken using TRICS trip rates for affordable/local authority flats, reflecting the affordable tenure and one-bedroom nature of the proposed accommodation. The development is forecast to generate approximately two two-way vehicle movements during both the AM and PM peak hours, together with approximately 27 two-way movements over the 12-hour period. This level of traffic would not have a material impact on the operation of the local highway network and no formal capacity assessment or highway mitigation is considered necessary.

6.2 Conclusions

- 6.2.1 The site location will encourage and promote sustainable travel behaviour, with opportunities for future residents to travel by walking, cycling and public transport, and is in accordance with the sustainable transport objectives of TAN18, PPW12 and the Active Travel (Wales) Act.
- 6.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the access arrangements and pedestrian routes will provide safe and suitable access for the proposed residential use.
- 6.2.3 The proposals will not have a material impact on the operation of the highway network and no highway mitigation is required.
- 6.2.4 The analysis presented within this TS addresses the pre-application comments from the highway authority and should enable the Highway Authority to provide a positive recommendation on the planning application.

APPENDIX A

Proposed Site Layout Plan



Site key

- Site Boundary
- 1.8m High close boarded timber fence
- Indicates potential locations for tree planting

Schedule of Accommodation

Affordable

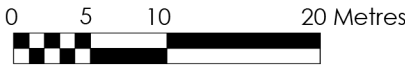
Ref	Description	M²	No.
211	1 Bed Walk Up	53	08 No.
212	1 Bed Bungalow	53	02 No.
		Total	10 No.

Landscape Key

- Public facing soft landscaping managed by management company
- Public facing private frontage managed by residents
- Private rear gardens managed by residents

Surface Treatments

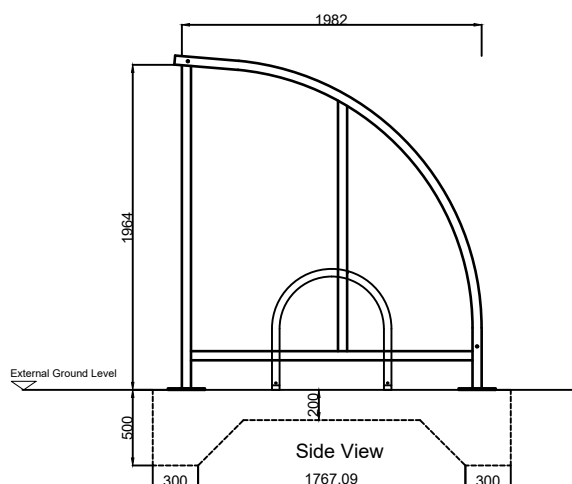
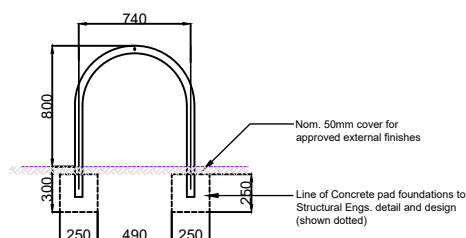
- Parking spaces to be finished in tarmacadam
- Private footpaths & patios to be finished in concrete paving slabs



A1 Original sheet size				
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Rev	Date	By	CHK	Description
A	22.05.26	CC		Paths & parking amended
B	08.06.26	CC		Plots 1-8 handed
C	28.07.26	CC		Visitor spaces added
D	05.08.26	CC		Maintenance access added
E	10.08.26	CC		Bin and cycle stores added

Client: Bluefield Land		Project: Heol Tabor Cwmafan		Drawing Title: Site Layout	
Drawing Status: PLANNING SUBMISSION	Date: Sept 25	Drawn By: CC	Checked: Director	Scale: 1:250@A1/1:500@A3	Job No: 2851
		Drawing No: 00(03)100	Rev: E	Unit 2 Chapel Barns Merthyr Mawr Bridgend CF32 0LS t: 01656 656267 e: mail@spring-consultancy.co.uk	





GENERAL NOTES:

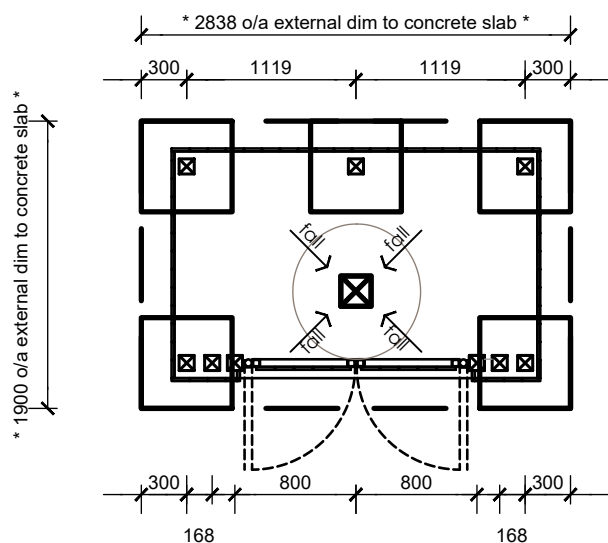
Where a proprietary storage or hanging system is provided, the space requirements are flexible but the system must allow each cycle to be removed independently and meet all other criteria.

Easy and direct access from/to the dwelling(s) and from/to the cycle store to a public right of way. Access from the store to public right of way through the dwelling is not acceptable. Communal cycle store(s) should be located within 100m (from the front door or the main entrance to a block of flats).

A steel fixing set in concrete (or similar solid foundations / hardstanding) to manufacturer's instructions, which allows both the wheel and frame to be locked securely. An example of a secure fixing would be the 'Sheffield' type frame - as shown below:

NOTE: Setting out centres and positions of 2 No. Cycle Stand Hoops (without shelter) to be as Retail Cycle storage.

NOTE: All foundations and concrete slabs to Structural Engineers detail and design.



Plan Layout

top of s.w.timber posts to be cut to form
sloping "weathered" profile (see section)

Nom. 119mm x 12mm close boarded fencing enclosure panels in s.w. timber to be fully treated with preservative, and stained. Colour TBC, with 50mm galvanised nail fixings

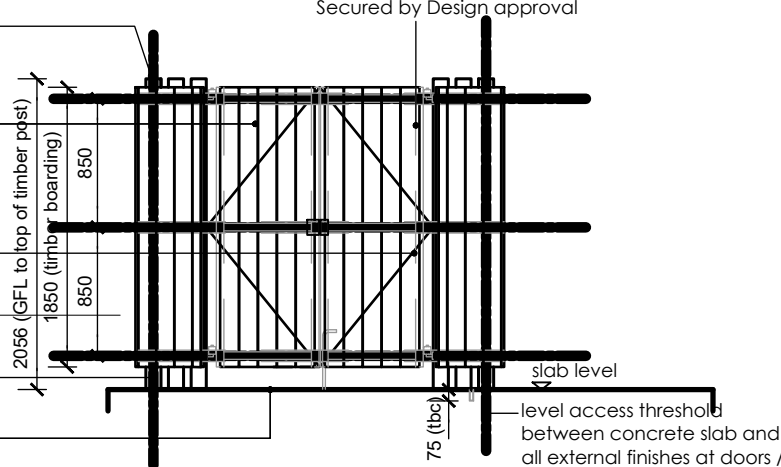
Doors (size 680mm wide x 1850mm high) SHS
frame and clad with vertical treated SW —
timber boarding

100mm x 100mm s.w.timber posts to be painted to be fully treated with preservative, and stained. Colour TBC

Concrete slab to Structural Engineers details

NOTE:
All timbers are to be pressure impregnated with approved preservative.
All cut ends to be preservative treated prior to fixing.
Timber quality to be as noted in BS 1722, part 5.

Door/Gate Ironmongery:
2No. galv.m.s. anti-tamper hook and eye hinges per door.
1 No. galv.m.s. garage door bolt to one leaf only.
Digital Lock to doors to clients request and Secured by Design approval



Front Elevation

Scale 1:50 @ A3

BIN STORE -

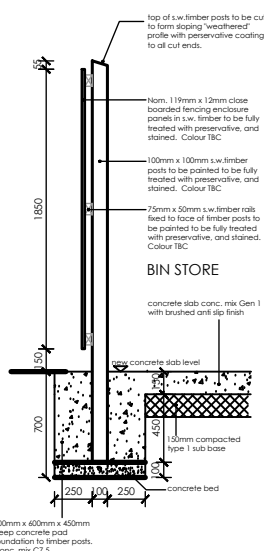
All containers must be accessible to disabled people, particularly wheelchair users, and sited on a hard, level surface. To ensure easy access, the containers must not be stacked.

The Local Authority is responsible for regular collection of waste from the dwelling. This includes the collection of residual waste (waste not intended for recycling or composting) and in many cases recyclable household waste.

Access routes should be direct, free from obstructions and raised thresholds, have a suitable surface (as defined in Approved Document M, section 6.9), and allow easy manoeuvring of a wheelchair. If provision of a raised threshold is unavoidable, it should not be at a height of greater than 15mm, with adequate and timely warning that there is a change in level. Where changes in level are unavoidable, suitable ramps should be specified (as defined in Approved Document M, section 6.15).

A turning circle of at least 1500mm diameter, or an elliptical zone of 1400x1700mm, should be provided to allow a wheelchair user to turn and return in the opposite direction.

Heights to the centre of handles, locks and door controls need to be in accordance with the requirements set out in British Standard 8300 (British Standards, 2001).



Side Elevation(s) Scale 1:50 @ A3

Scale 1:50 @ A3

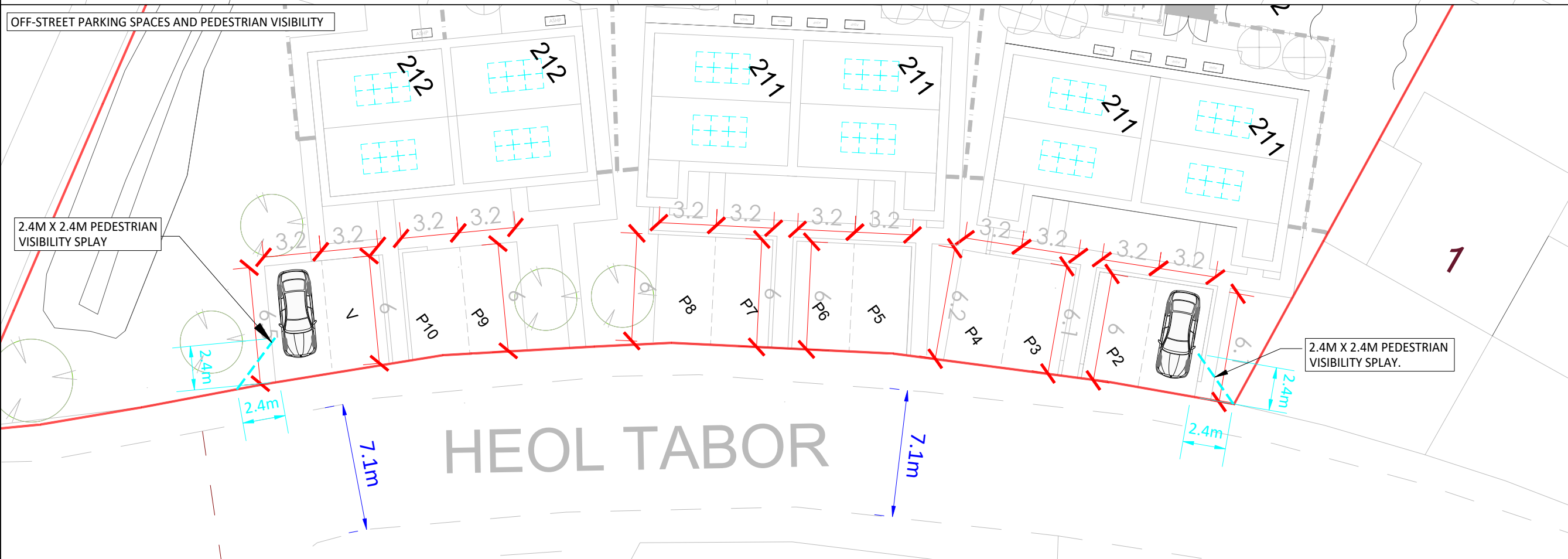
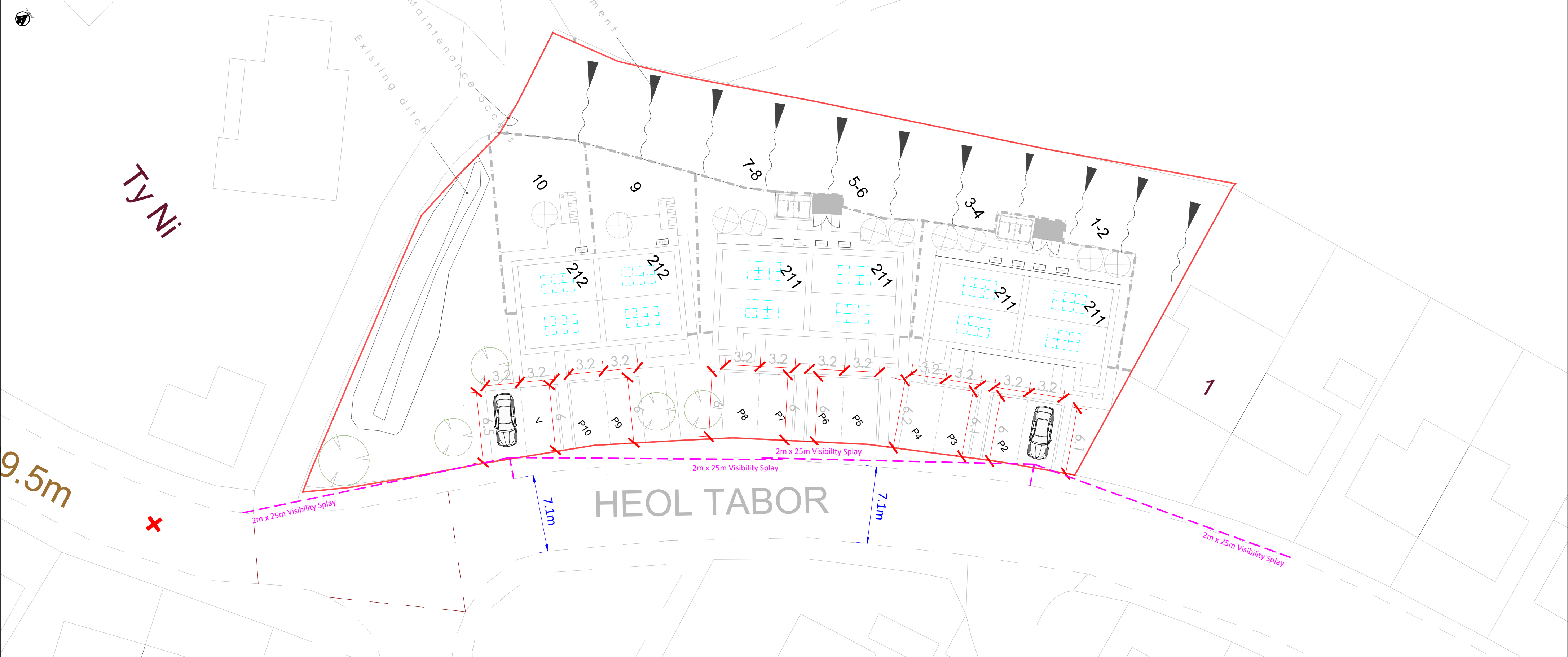
A3
Original sheet size

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Client: Bluefield Land		Project: Heol Tabor		Drawing Title: Bin & Cycle Store Plans and Elevations			
Drawing Status: PLANNING SUBMISSION	Date: AUG 26	Drawn By: cc	Checked: cw	Director: 1:50 @ A3	Job No: 2851	Drawing No: BS(02)300	Rev: Unit 2 Chapel Barns Merthyr Mawr Bridgend CF32 0LS t: 01656 656267 e: mail@spring-consultancy.co.uk

APPENDIX B

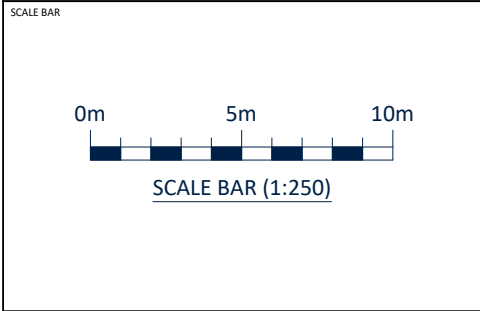
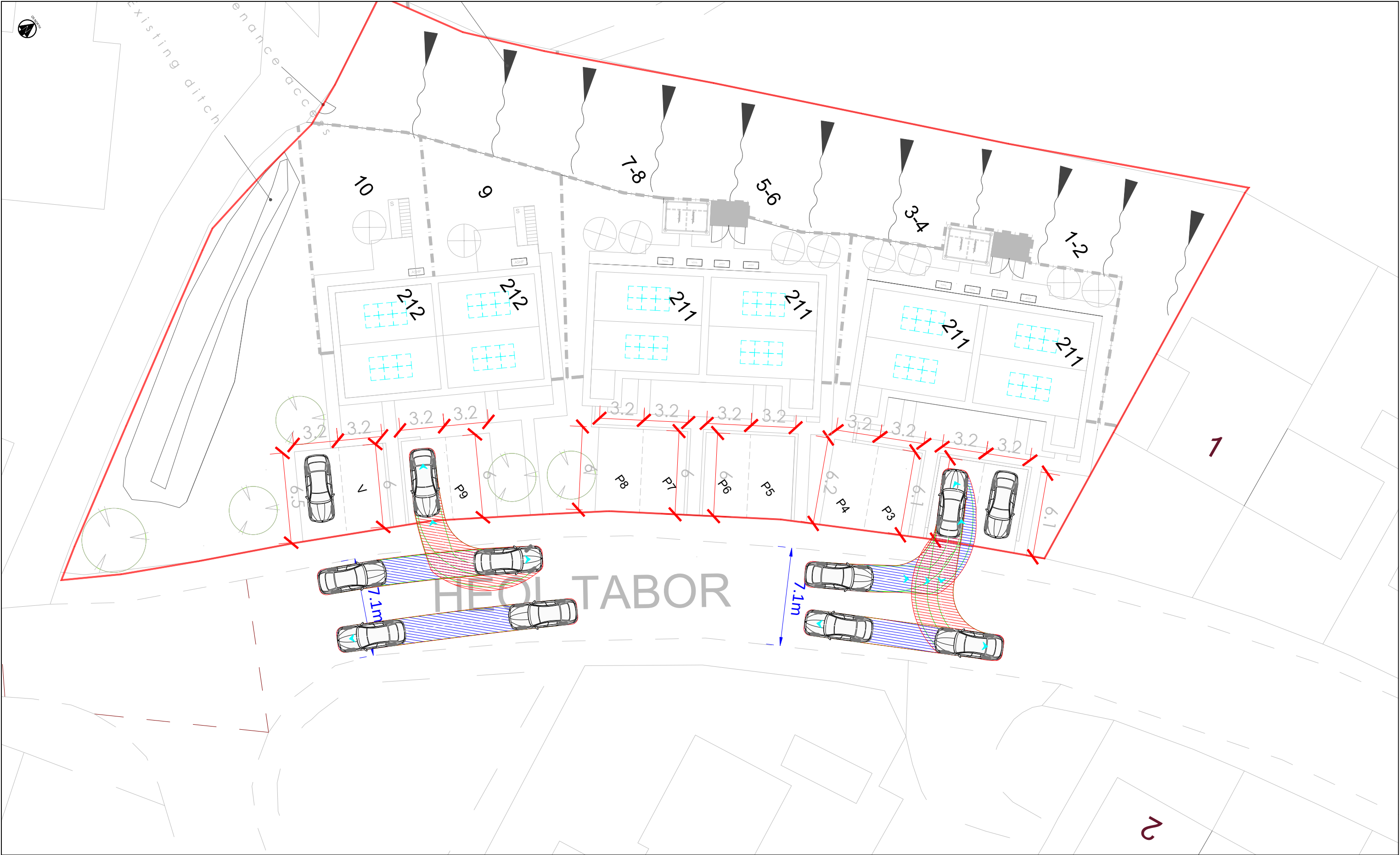
Site Access and Visibility Splay Plan



SCALE BAR				KEY PLAN				NOTES				NOTES (CONTINUED)				NOTES (CONTINUED)				REVISIONS (CONTINUED)				REVISIONS				Apex TRANSPORT PLANNING CLIENT BLUEFIELD LAND LTD PROJECT LAND AT HEOL TABOR, CWMAFAN				TITLE SITE ACCESS AND VISIBILITY SPLAY PLAN HEOL TABOR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
0m 5m 10m SCALE BAR (1:250)				1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes. 2. The content of this drawing is subject to detailed design considerations such as, but not limited to ground conditions, utilities and statutory undertakers' apparatus, drainage, levels, signage, lighting, etc. 3. Where information has been obtained from third party sources (including highway authority records and utility data), such information has been relied upon to the best of the knowledge and belief of the Designer. No responsibility is accepted for inaccuracies or omissions within third party data. 4. The extent of adopted highway shown (where indicated) has been based on third party information and is not a guarantee of accuracy. No responsibility is accepted for inaccuracies or omissions within third party data. 5. This drawing is based on Ordnance Survey mapping: Ordnance Survey © Crown Copyright 2026. All rights reserved. License number 100024357. 6. This drawing has been prepared to scale based on the best information available at the time of preparation. While reasonable care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon for construction. 7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works, and no responsibility or liability is accepted to any third party. 8. This drawing does not constitute technical approval and is not suitable for use in support of any Section 26, Section 275, or other highway agreement without further design development and formal approval.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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APPENDIX C

Swept Path Analysis



KEY

LARGE CAR

metres

Width : 1.87
Track : 1.87
Lock to Lock Time : 6.0
Steering Angle : 36.9

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

NOTES

1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes.

2. The content of this drawing is subject to detailed design considerations such as, but not limited to: ground conditions, utilities and statutory undertakers' apparatus, drainage, levels, signage, lining, structures.

3. Where information has been obtained from third-party sources (including highway authority records and utility data), such information has been relied upon in good faith as available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third-party data.

4. The extent of adopted highway shown (where indicated) has been based on third-party information and is indicative only. Verification with the relevant highway authority is recommended.

5. This drawing is based on Ordnance Survey mapping: Ordnance Survey © Crown Copyright 2025. All rights reserved. Licence number 100022432.

6. This drawing has been prepared to scale based on the best information available at the time of preparation. While reasonable care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon uncritically. Dimensions, levels and extents should be verified by site survey and through subsequent detailed design prior to any technical approval, detailed design, or construction.

7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works.

8. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted to any third party.

9. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 276, or other highway agreement without further design development and formal approval.

REVISIONS				
Rev	Date	Description	By	App
P02	17/08/26	Second Issue	GP	DC
P01	28/04/26	First Issue	GP	DC

Apex
TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

BLOCK BRISTOL
PITHAY COURT
BRISTOL
BS1 3BN
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
BLUEFIELD LAND LTD

PROJECT
HEOL TABOR, CWMAFAN

TITLE		
SWEPT PATH ANALYSIS USING LARGE CAR		
PROPOSED OFF-STREET PARKING SPACES		
PROJECT NO. C26-082	SCALE @ A3 1:250	
STATUS DESCRIPTION INFORMATION		STATUS S2
DRAWING NO. C26082-ATP-DR-TP-002		

APPENDIX D

TRICS Trip Generation Output



Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Filtering Summary:

Land Use: 03/D RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Trip Rate Calculation Parameter Range: 6 - 60 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 56 DWELLS

Date Range: Minimum: 01/01/2010 Maximum: 05/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1118 2915

Days of the week selected:

Tuesday	1
Thursday	2
Friday	1

Main Location Types selected:

Suburban Area	2
Edge of Town	1
Neighbourhood Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
----------------------------	---

Population <1 Mile ranges selected:

1,001 to 5,000	2
5,001 to 10,000	1
25,001 to 50,000	1

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Population <5 Mile ranges selected:

5,001 to 25,000	2
100,001 to 125,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4
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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
		1 day
08	NORTH WEST	
	AC	CESHIRE WEST & CHESTER
		1 day
09	NORTH	
	DH	DURHAM
		1 day
11	SCOTLAND	
	DU	DUNDEE CITY
		1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	6 to 56 (units:DWELLS)
Range Selected by User:	6 to 60 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 05/03/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Tuesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	4
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Suburban Area	2 days
Edge of Town	1 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	3 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	3 days

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Secondary Filtering Selection:

Use Class:

C3	4 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

215 - 2915

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
25,001 to 50,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 surveys
100,001 to 125,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys
No	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-D-01	Number of dwellings:	30.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	24/05/2012
Location:	CHESTER	Survey Day:	Thursday
Postcode:	CH3 5SW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DH-03-D-02	Number of dwellings:	35.00 DWELLS
Development Name:	MAISONETTES	Survey Date:	23/09/2025
Location:	NEAR DURHAM	Survey Day:	Tuesday
Postcode:	DH7 8XB		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 3:	DU-03-D-01	Number of dwellings:	17.00 DWELLS
Development Name:	FLATS IN HOUSES	Survey Date:	06/05/2011
Location:	NEAR DUNDEE	Survey Day:	Friday
Postcode:	DD8 2XD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	KS-03-D-01	Number of dwellings:	56.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	01/05/2014
Location:	HECKMONDWIKE	Survey Day:	Thursday
Postcode:	WF15 6EE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-D-03	07-12-2011	ApexTP - Not comparable
AN-03-D-04	10-11-2025	ApexTP - Not comparable
GA-03-D-01	10-04-2024	ApexTP - Not comparable
RO-03-D-01	14-07-2011	ApexTP - Not comparable

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	34	0.065	0.087	0.152
08:00-09:00	4	34	0.116	0.101	0.217
09:00-10:00	4	34	0.116	0.138	0.254
10:00-11:00	4	34	0.159	0.152	0.311
11:00-12:00	4	34	0.080	0.109	0.189
12:00-13:00	4	34	0.152	0.130	0.282
13:00-14:00	4	34	0.145	0.116	0.261
14:00-15:00	4	34	0.130	0.138	0.268
15:00-16:00	4	34	0.109	0.087	0.196
16:00-17:00	4	34	0.094	0.087	0.181
17:00-18:00	4	34	0.087	0.051	0.138
18:00-19:00	4	34	0.101	0.109	0.210
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.354	1.305	2.659

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Parameter Summary:

Trip rate parameter range selected:	6 - 60 (units: DWELLS)
Survey date date range:	06/05/2011 - 23/09/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	34	0.000	0.000	0.000
08:00-09:00	4	34	0.000	0.000	0.000
09:00-10:00	4	34	0.000	0.007	0.007
10:00-11:00	4	34	0.007	0.000	0.007
11:00-12:00	4	34	0.000	0.000	0.000
12:00-13:00	4	34	0.000	0.000	0.000
13:00-14:00	4	34	0.007	0.007	0.014
14:00-15:00	4	34	0.000	0.000	0.000
15:00-16:00	4	34	0.000	0.000	0.000
16:00-17:00	4	34	0.000	0.000	0.000
17:00-18:00	4	34	0.000	0.000	0.000
18:00-19:00	4	34	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Parameter Summary:

Trip rate parameter range selected:	6 - 60 (units: DWELLS)
Survey date date range:	24/05/2012 - 23/09/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	34	0.000	0.000	0.000
08:00-09:00	4	34	0.000	0.000	0.000
09:00-10:00	4	34	0.000	0.000	0.000
10:00-11:00	4	34	0.000	0.000	0.000
11:00-12:00	4	34	0.000	0.000	0.000
12:00-13:00	4	34	0.000	0.000	0.000
13:00-14:00	4	34	0.000	0.000	0.000
14:00-15:00	4	34	0.007	0.007	0.014
15:00-16:00	4	34	0.000	0.000	0.000
16:00-17:00	4	34	0.000	0.000	0.000
17:00-18:00	4	34	0.000	0.000	0.000
18:00-19:00	4	34	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Parameter Summary:

Trip rate parameter range selected:	6 - 60 (units: DWELLS)
Survey date date range:	01/05/2014 - 01/05/2014
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	34	0.000	0.000	0.000
08:00-09:00	4	34	0.007	0.000	0.007
09:00-10:00	4	34	0.000	0.007	0.007
10:00-11:00	4	34	0.000	0.000	0.000
11:00-12:00	4	34	0.000	0.000	0.000
12:00-13:00	4	34	0.000	0.000	0.000
13:00-14:00	4	34	0.000	0.000	0.000
14:00-15:00	4	34	0.000	0.000	0.000
15:00-16:00	4	34	0.000	0.000	0.000
16:00-17:00	4	34	0.000	0.000	0.000
17:00-18:00	4	34	0.000	0.000	0.000
18:00-19:00	4	34	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Parameter Summary:

Trip rate parameter range selected:	6 - 60 (units: DWELLS)
Survey date date range:	24/05/2012 - 24/05/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	34	0.000	0.000	0.000
08:00-09:00	4	34	0.007	0.007	0.014
09:00-10:00	4	34	0.000	0.000	0.000
10:00-11:00	4	34	0.014	0.014	0.028
11:00-12:00	4	34	0.000	0.000	0.000
12:00-13:00	4	34	0.014	0.007	0.021
13:00-14:00	4	34	0.014	0.007	0.021
14:00-15:00	4	34	0.007	0.014	0.021
15:00-16:00	4	34	0.000	0.007	0.007
16:00-17:00	4	34	0.000	0.000	0.000
17:00-18:00	4	34	0.007	0.000	0.007
18:00-19:00	4	34	0.000	0.007	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.063	0.063	0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3b9c3c83-3585-44d8-bc45-ca9f0e92adc3

Parameter Summary:

Trip rate parameter range selected:	6 - 60 (units: DWELLS)
Survey date date range:	24/05/2012 - 23/09/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

