

Coastal Housing Group
Holly Street,
Pontardawe

Travel Plan

December 2019

Applicant: Coastal Housing Group

Project no: T19.130

Document ref no: T19.130.D2

Document issue date: 19th Decmber**2019**

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1.0 INTRODUCTION

1.1 Background

1.1.1 A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives. A travel plan identifies an appropriate package of initiatives and measures to promote sustainable travel at a specific location, and then sets out an action plan to implement those measures and monitor their success.

1.1.2 Travel plans can assist in increasing accessibility and improve transport conditions at the local level whilst helping to reduce congestion, local air pollution, carbon emissions and noise.

1.1.3 A growing body of evidence suggests physical activity contributes to mental and physical wellbeing. The promotion of active travel (walking and cycling) as part of a travel plan enables people to enjoy these health benefits as part of their daily routine.

1.2 This Travel Plan

1.2.1 This Travel Plan has been produced in support of a planning application for the proposed development of 36 residential dwellings together with a total of 48 car parking spaces and 2 cycle stands at a site adjacent to Holly Street and Old Foundry Road, Pontardawe.

1.2.2 The main reasons for implementing the Travel Plan:

To provide a framework for the actions and incentives that will make the adoption of the Travel Plan possible;

To understand and reduce the carbon footprint arising from travel to and from the site; and,

To encourage and enable more sustainable travel.

1.2.3 The primary focus of this Travel Plan is the travel undertaken by residents of the proposed development but also includes measures to encourage sustainable travel by visitors to the development.

1.2.4 This document provides an overview of the existing conditions and transport arrangements at the site, and sets out the measures that can be introduced in order to meet the Travel Plan objectives.

1.2.5 This Travel Plan will be regularly reviewed, reflecting that a travel plan is a continuous process for improvement, requiring monitoring and revision to ensure it remains relevant and effective. This document will next be fully revised in five years' time from its date of implementation. (2025).

1.3 Policy

1.3.1 Travel plans have become an important tool for the delivery of national, regional and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. As a result, travel plans are required in association with all significant planning applications.

Active Travel Act 2013 (Wales)

1.3.2 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use. The Act also required highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians.

1.3.3 The Active Travel Act makes provision for:

Approved maps of existing active travel routes and related facilities in a local authority's area;

Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;

Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvement in the range and quality of active travel routes and related facilities; and,

Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

2.0 SITE ACCESSIBILITY AND SUSTAINABILITY

2.1 Introduction

2.1.1 This chapter provides a description of the existing transport network within the vicinity of the site and its accessibility to travel by sustainable modes.

2.1.2 As outlined above, the proposal is for a residential development located on Holly Street, approx. 300m the north of Pontardawe Town Centre.

2.1.3 The site is bounded to the north by Swansea Canal, to the east and south by Old Foundry Road and residential property and to the west by Holly Street and Arthur Terrace.

2.1.4 Access is proposed via Old Foundry Road to the south east of the site, via a priority junction.

Old Foundry Road

2.1.5 Old Foundry Road is a minor road off which vehicular and pedestrian access to the application site will be provided. Old Foundry Road predominantly serves Alloy Industrial Estate located to the east of the site. The road has an approximate carriageway width of 7m with footway provision of a good standard on both sides of the carriageway.

2.1.6 The road is lit and is subject to 30mph speed limit in the vicinity of the application site.

2.1.7 The location of the development is shown on **Figure 2.1**.

2.2 Walking and cycling

2.2.1 The CIHT guidance 'Providing for Journeys on Foot' (2000) sets out desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 2.1**.

	Town Centre (m)	Commuting/school (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 2.1: CIHT suggested acceptable walking distances

- 2.2.2 Research undertaken by WYG published in Local Transport Today edition 13th – 26th October 2017 states the following:
- 2.2.3 Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m the 85th percentile, notably longer than CIHT's 400m maximum distance. The average walking distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT's guidance of 800m.
- 2.2.4 As outlined above, the majority of the roads within the vicinity of the site have footways on both sides of the carriageway. Footway provision is of a good standard within proximity of the proposed development site with good access to surrounding amenities located within Pontardawe Town Centre.
- 2.2.5 It is noted that the nearest bus stops to the site are within the mean walking distances reported in this research.
- 2.2.6 The walking isochrones from the application site are shown in **Figure 2.2**.
- 2.2.7 It can be seen from Figure 2.2 that the site is located to the north-eastern periphery of the central area of Pontardawe and within easy walking distance of the following facilities/amenities:

Convenience goods retail;
Banks and financial institutions;
Restaurants;
Places of worship;
Schools;
Employment;
Leisure and entertainment; and,

Health care facilities.

2.3 Cycle infrastructure

2.3.1 With regard to cycle infrastructure, National Cycle Network (NCN) 43 runs approximately 150m to the east of the application site and roughly follows the River Tawe. NCN 43 is part of the Celtic Trail which connects Swansea to Builth Wells.

2.3.2 Cycle routes within the vicinity of the site are shown in **Figure 2.3**.

2.3.3 The propensity for people to walk or cycle depends on individual preferences and circumstances. These circumstances might include the purpose of the journey, the attractiveness of the route, activity along the route, weather and the cost of alternatives.

2.4 Public transport

Bus services

2.4.1 There are a number of frequent bus services within easy walking distance of the site. **Table 2.2** outlines the services that call at bus stops within 500m of the site along Tawe Terrace, Holly Street and High Street.

2.4.2 The nearest bus stop to the site is stationed approximately 180m to the south east of the proposed development site on Tawe Terrace. Services that run from this stop provide access to Swansea bus station where there are a number of services that provide access around Swansea, Llanelli, Carmarthen, Port Talbot and Cardiff as well as express services across the UK.

2.4.3 Other bus stops are located on Holly Street, approximately 230m to the south west of the proposed development site.

Route No.	Route	Frequency
56	Pontardawe – Neath	Mon-Sat, services approx. hourly between 7:55-19:55.
	Neath – Pontardawe	Mon-Sat, services approx. hourly between 7:55-19:55.
X6	Swansea – Ystradgynlais	Mon-Sat, services approx. every 15-40 minutes between 6:00-19:03.
	Ystradgynlais – Swansea	Mon-Sat, services approx. every 5-40 minutes between 6:00-19:32.
903	Abercrave – Neath College	Mon-Fri, 1 service per day at 8:15.
	Neath College – Abercrave	To Thomas Street – Mon-Fri, 1 service per day at 17:05.
905	Cwmtwrch – Neath College	Mon-Fri, 1 service per day at 7:58.
	Neath College – Cwmtwrch	To Thomas Street - Mon-Fri, 1 service per day at 17:10.

Table 2.2: Scheduled bus services

2.4.4 A map of local bus services is shown in **Figure 2.4**.

2.4.5 As identified in Table 2.2, bus provision in the vicinity of the site is of a reasonable standard with services operating between 6am-7pm Monday – Friday.

Rail

2.4.6 There are no passenger rail services available within Pontardawe with the closest train station being Llansamlet, approximately 8.8km to the south of the application site.

2.4.7 The station is served by Transport for Wales and provides eastbound connections to the following locations, to name but a few:

Neath;
Port Talbot Parkway;
Bridgend;
Cardiff Central;
Newport;
Abergavenny; and

Hereford.

2.4.8 The station's westbound services provide connections to:

Swansea;

Carmarthen; and,

Milford Haven; as well as,

Regional stations throughout South Wales.

2.4.9 A car park is located off Frederick Place for rail passengers, with 27 spaces available and 3 additional disabled bays.

3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 As outlined in section 1, it is proposed to develop land off Holly Street with a residential development of up to 36 dwellings consisting of the following mix:

- 6 no. one bedroom apartments;
- 2 no. two bedroom apartments;
- 16 no. two bedroom semidetached houses;
- 10 no. three bedroom semidetached houses; and,
- 2 no. three bedroom detached houses.

3.1.2 The planning application also proposes 51 on site car parking spaces.

3.1.3 The layout for the proposed development is shown in **Appendix A**.

3.2 Means of access

3.2.1 All vehicular access to the development will be made via Old Foundry Road and this takes the form of a simple priority junction with kerbed bell-mouth radii, as shown in Appendix A.

Pedestrians and cyclists

3.2.2 The development will provide the necessary pedestrian and cycling infrastructure within the site to promote and encourage residents to walk and cycle. Two-metre wide footways will connect with the existing footway provision on Old Foundry Road as well as a pedestrian access to the rear of the site linking with Holly Street.

3.3 Car parking

3.3.1 The development is accompanied by 48 car parking spaces, in accordance with the Neath Port Talbot's adopted residential parking standards for residential developments.

3.4 Modal split

3.4.1 **Table 3.1** below outlines the current 'journey to work' mode share for existing Pontardawe residents, which is based on the Census 2011 National Statistics Travel to Work datasets. The useful data provides a snapshot of the 2011 travel behaviour of residents in the area. The modal split excludes those who were not in employment at the time of the Census and those working from home.

3.4.2 Method of travel to work data has been generated for the following output areas:

Pontardawe (Ward)

Neath port Talbot (Unitary Authority)

Wales (Country)

Method of Travel to work	Pontardawe (Ward)	Neath Port Talbot (Unitary Authority)	Wales (Country)
Train	1%	2%	2%
Bus, minibus, coach	3%	3%	5%
Taxi	1%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%
Driving a car or van	79%	75%	71%
Passenger in a car or van	7%	8%	7%
Bicycle	1%	1%	2%
On foot	7%	9%	11%
Other method of travel to work	1%	1%	1%

Table 3.1: Modal split – journeys to work

3.4.3 The data summarised in Table 3.1 illustrates that the existing residents of Pontardawe currently travel to work in a relatively unsustainable manner with a low proportion (12%) of residents travelling to work via active travel or public transport and a high proportion (79%) of residents travelling to work by private car. This is higher than the proportion of residents that travel to work by private car in Neath and Port Talbot (75%) as a whole.

4.0 OBJECTIVES AND TARGETS

4.1 Introduction

- 4.1.1 This chapter details the objectives, targets and performance indicators for the Travel Plan. The Travel Plan targets provide quantitative goals to assess whether the objectives of the plan have been met. The performance indicators outline the means by which the targets are measured.

4.2 Objectives

- 4.2.1 The headline objective of this Travel Plan is to reduce the proportion of car trips to and from the site and fully encourage and facilitate travel by sustainable mode. This reduces the impact of the development on the local highway network.
- 4.2.2 This headline objective is supported by:
- Increasing the proportion of walking and cycling trips to and from the site;
 - Increasing the proportion of public transport trips to and from the site;
 - Reducing the carbon footprint of the site in relation to travel to and from the site; and,
 - Enabling occupiers to make informed decisions about how and when they travel for all trips to and from the site.

4.3 Targets

- 4.3.1 Targets are essential for monitoring the progress and success of the Travel Plan, and should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.
- 4.3.2 Targets come in two forms: 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.
- 4.3.3 Action targets include actions launching the Travel Plan. Aim targets focus on the modal split of travel to and from the site.

- 4.3.4 The aim of the Travel Plan, as discussed, is to reduce the proportion of trips made to and from the site by car (as driver). The Travel Plan targets should therefore aim to achieve a realistic and practical reduction in car trips over the first five years of the site being occupied. Targets will be reviewed during year five.

Aim targets

- 4.3.5 **Table 4.1** sets out the Travel Plan targets. These targets are based on travel to work data only. The initial surveys will identify travel modes for all trips associated with the site and these targets may need to be adjusted to reflect the results of these base surveys. These targets will be ratified and agreed with Neath Port Talbot County Borough Council against the results of the Initial Travel Survey (ITS) which will be conducted within three months of the development exceeding its trigger point of 50% occupation.
- 4.3.6 There is every expectation that the Travel Plan will achieve the targets that will be established after the initial travel survey and within five years of this survey. The interim targets have been derived to assess the progress of the Travel Plan over the duration of its lifecycle. The interim targets will also allow adjustments to the Travel Plan strategy if necessary.
- 4.3.7 The 10% headline reduction in overall car use has been derived after taking into consideration previous experience on the effectiveness of Travel Plan measures (national case studies suggest a reduction in SOV of between 10-20%), local and national guidance, previous Travel planning experience and the consideration of likely travel patterns.

Action targets

- 4.3.8 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time; therefore, these targets have no numerical values but each target can be assessed by its own method.

4.3.9 The action targets for this site are:

To appoint a travel plan coordinator, or an appointed consultant, and
To undertake the initial monitoring survey within three months of the
development reaching 50% occupation.

Objective	Target	Base	Mode share target		
			Year 1	Year 3	Year 5
Reduce the proportion of car (as driver) trips to and from the site	To reduce the mode share for car drivers	79%	77%	74%	71%
	To increase the mode share for car passengers	7%	8%	9%	10%
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers	8%	9%	10%	11%
	To increase the mode share for cyclists				
Increase the proportion of public transport trips to and from the site	To increase the mode share for rail	4%	5%	6%	7%
	To increase the mode share for bus				
Enable occupiers to make informed decisions about how and when they travel for all trips to and from the site	Every new occupier to receive travel information within one month of occupation	0%	100%	100%	100%

Table 4.1 Travel Plan targets

5.0 TRAVEL PLAN STRATEGY

5.1 Introduction

5.1.1 A travel plan is an active, dynamic document that requires a strategy for its implementation that will be continually updated throughout its life.

5.2 Travel Plan Implementation

5.2.1 The implementation of the Travel Plan will be the responsibility of the developer.

5.2.2 Delivery of the Travel Plan will begin prior to occupation with the implementation of physical measures and will continue through to the implementation of soft measures.

5.2.3 Approximately three months prior to the occupation of the development, it is recommended that production of site promotional material commences to allow immediate distribution on and after the opening of the development.

5.2.4 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan should be implemented, and by whom.

Table 5.1 sets out the implementation programme.

Travel Plan stage	Responsibility	Target date for completion
Implementation of infrastructure measures (cycle parking provision)	Developer	During construction
Establish a timescale for implementation of soft measures	Developer	Prior to initial occupation
Production of marketing material	Developer	Completed prior to initial occupation
Launch of Travel Plan	Developer	Initial occupation
Initial travel survey (ITS)	Developer	Within 3 months of 50% occupation
Ongoing monitoring	Developer	Ongoing following ITS
Full review at end of year 5	Developer/ NPT	5 years after ITS
Transfer of responsibility	NPT/ Occupiers	5 years from ITS or upon reaching targets, whichever comes later

Table 5.1: Implementation programme

6.0 TRAVEL PLAN MEASURES

6.1 Introduction

- 6.1.1 This chapter provides details of the measures to be implemented to facilitate sustained travel behaviour change and encourage sustainable travel by residents.

6.2 Marketing and travel information

- 6.2.1 The dissemination of information on the Travel Plan is vital in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner, as well as identifying the purpose and benefits of the Travel Plan.

6.3 “Welcome Pack”

- 6.3.1 A “Welcome Pack” will be produced and distributed to all residents as they move into the site. The purpose of this pack is to introduce new occupiers to the Travel Plan and the travel options available to them both to and from their new home.

- 6.3.2 The developer or their appointed consultant will be responsible for collating the necessary information, producing the pack and distributing it.

- 6.3.3 The Welcome Pack will include the following:

Location map of the site highlighting the travel related facilities such as bus stops and cycle stands;

Site specific public transport information including up to date local service timetables;

Links to relevant local websites with travel information such as public transport operator information and cycling organisations;

A local walking and cycling map;

Information about the Travel Plan and its key objectives;

Information on bicycle maintenance;

A feedback form.

6.3.4 The feedback from these forms will assist in gathering information about perceived transport choices and ideas on ways to improve the Travel Plan. Results of this will be included in monitoring reports (as outlined in Chapter 7.3).

6.3.5 The pack will be kept up to date and revisions will contain the results of any post monitoring targets and achievements.

6.4 Walking

6.4.1 Walking provides a healthy alternative to the car for journeys less than 2km, and typically forms a minor component of many journeys made by public transport and car.

Marketing incentives

6.4.2 Information on key walking routes with journey information displayed in terms of the time (not distance) required to reach the destination, as well as the health benefits of walking, will be included in the Welcome Pack.

6.5 Cycling

6.5.1 Cycling provides an excellent alternative to the private car for journeys of up to 5km as it is inexpensive, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise.

6.5.2 It is considered that cycling may be the dominant mode for residents residing at the development.

Cycle parking

6.5.3 Secure cycle parking that is to be provided at the site will encourage residents to adopt this mode of travel to and from their place of work.

Marketing incentives

6.5.4 The welcome pack will contain information which will actively promote the use of bicycles as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.

- 6.5.5 Information on cycling routes, local area cycle maps, cycle training and local cycle shops will be included in Welcome Pack and the newsletter.
- 6.5.6 Travel information materials will provide advice on bicycle security, i.e. detailing how to lock a bicycle most effectively and advice on best locks to buy.

Bicycle Users Group (BUG)

- 6.5.7 There will be an on-site Bicycle Users Group (BUG). Those already cycling or those who wish to cycle will be encouraged to take part in the scheme as BUGs are a good way for less experienced cyclists, or those who are not confident in their route, to gain experience by cycling with a more experienced cyclist. A BUG also removes safety concerns for individual cyclists who travel alone.
- 6.5.8 The BUG scheme will also allow site occupiers to meet other cyclists who live onsite. This will help to raise awareness of the Travel Plan, its aims and the current initiatives that are operational, through word of mouth.

6.6 Public transport

- 6.6.1 The site has excellent connections to the public transport network, with a number of buses operating within the vicinity.

Marketing incentives

- 6.6.2 The use of public transport through a number of different incentives, primarily through the Welcome Pack and Travel Plan newsletter. The Welcome Pack will include information on local bus routes, timetables, and location of stops as well as the services available from the rail and bus stations.

6.7 Managing Car use

- 6.7.1 Despite the many alternatives to the private car, some people will rely on their car for certain trips, for example, shopping trips involving bulky or heavy goods is an instance where a car becomes a necessity.

6.7.2 Multi-occupancy car travel is shown to improve the environmental credentials of the private car considerably in comparison to SOV travel and should therefore be promoted.

6.7.3 Residents will be encouraged to plan their weekly trips ahead of time to optimise the number of destinations accessed and have sufficient time to increase vehicle occupancy.

Car parking

6.7.4 Car parking provision at the development has been approved in accordance with Neath Port Talbot's adopted Supplementary Planning Guidance Parking Standards 2016.

Car sharing

6.7.5 The website www.liftshare.com will be promoted to occupiers as part of the Welcome Pack and highlighted within the Travel Plan newsletter. The website has been established to help reduce congestion, pollution, parking problems, stress and expenditure. The service is free to use, and is easily accessible via the internet on www.liftshare.com.

6.8 Reducing the need to travel

6.8.1 In addition to promoting sustainable forms of transport, a key aspect of a Travel Plan is to reduce the need of site users to travel and to help minimise the total distance travelled.

Broadband internet connection

6.8.2 We are aware that high speed broadband internet is available within the area, and the developer will ensure that residents can take advantage of any available services.

6.8.3 Broadband will allow residents to shop online for items which otherwise require a car for their transport. These goods can then be delivered directly to the development, again reducing the necessity for occupiers to travel and own a private car.

- 6.8.4 Access to broadband will also allow occupiers to work from home more easily. Home working will be promoted to all occupiers (through the Travel Plan Welcome Pack); however, it is understood that this working practice is not applicable to all job types. Home working removes the need for occupiers to travel to work every day. Occupiers will consequently make a lower number of journeys per week. This will reduce an individual's carbon footprint and help reduce congestion.

Promotion of local services

- 6.8.5 Promotion of the nearest services such as doctors, dentists, libraries and supermarkets in the Welcome Pack will give residents the opportunity to use these local services rather than ones which may be located further afield.

6.9 Measures implementation plan

- 6.9.1 **Table 6.1** shows the relationship between the measures outlined in this chapter and the overall Travel Plan targets. The table also shows when the measures will be implemented and by whom.

Travel Plan stage	Target	Responsibility	Timeline
All measures	To reduce the mode share for car drivers by 10%	Developer	Prior to occupation
Pedestrian-friendly development layout	To increase the mode share for walkers by 2%	Developer	Prior to occupation
Cycle parking available	To increase the mode share for cyclists by 3%	Developer	Prior to occupation
Participation in walking events, details on walking in Welcome Pack	To increase the mode share for walkers by 2%	Developer	Ongoing from 50% occupation
Walking buddy scheme		Developer	Ongoing from 50% occupation
Details on cycling in Welcome Pack	To increase the mode share for cyclists by 3%	Developer	Ongoing from 50% occupation
		Developer	Ongoing from 50% occupation
Promotion of public transport in Welcome Pack	To increase the mode share for rail 1%	Developer	Ongoing from initial occupation
	To increase the mode share for bus 2%		
Enable residents to take advantage of broadband connections, promoting home working and online shopping	To decrease the carbon emissions related to travel to and from the site by 10%	Developer	Through Welcome Pack
Promotion of local services		Developer	Through Welcome Pack
Welcome Pack	Every new occupier to receive travel information within one month of occupation	Developer	At occupation of individual units
Promotion of sharecymru.com	To increase the mode share for car passengers	Developer	Through Welcome Pack
Information for show home	Applies to all targets	Developer	As long as marketing suite is open

Table 6.1: Implementation programme

7.0 MONITORING

7.1 Introduction

- 7.1.1 This Travel Plan is an evolving strategy that will require monitoring over time to assess progress against its targets. This chapter discusses how progress of the Travel Plan towards its targets will be measured.

7.2 Monitoring

- 7.2.1 It is anticipated that the monitoring will be composed of informal occupier surveys based on the following methodology:

Paper based occupier surveys including a set of basic travel behavior questions, with survey forms will be submitted to the Council for approval. Responsibility for completing the survey, with possible assistance from a consultant; and,

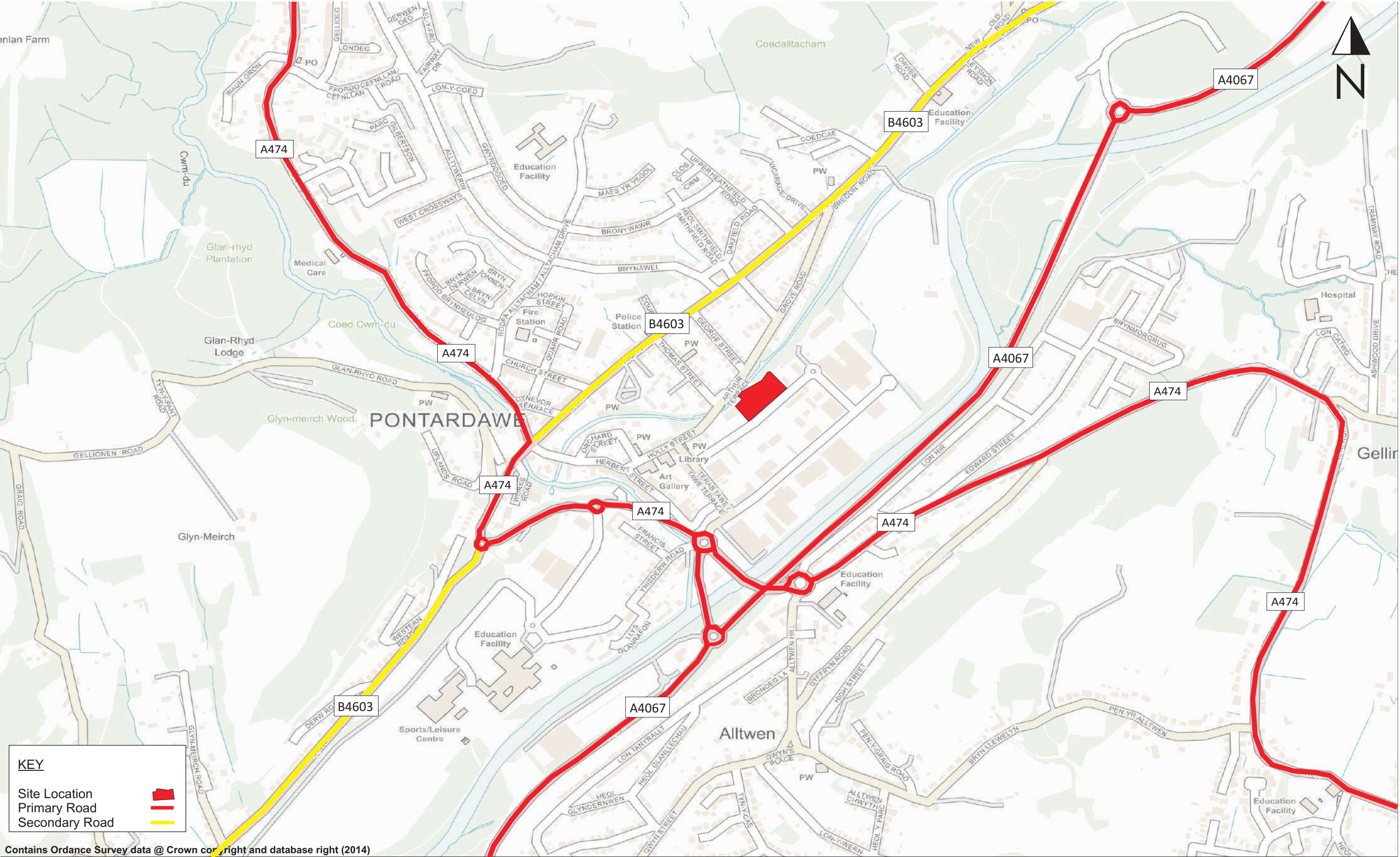
It is recommended that the initial travel survey should take place when the site reaches 50% occupation. This will ensure that there is critical mass on site for implementing the Travel Plan.

- 7.2.2 Following the initial travel survey, monitoring will take place at two yearly intervals until targets are met. A full five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys.

7.3 Reporting

- 7.3.1 A monitoring report will be submitted to Neath Port Talbot County Borough Council by the developer or their appointed consultant following each monitoring period. The report will include the results of both the formal and informal monitoring and demonstrate how this relates to the Travel Plan targets, together with a summary of the Travel Planning activities that have taken place at the site.

Figures



KEY

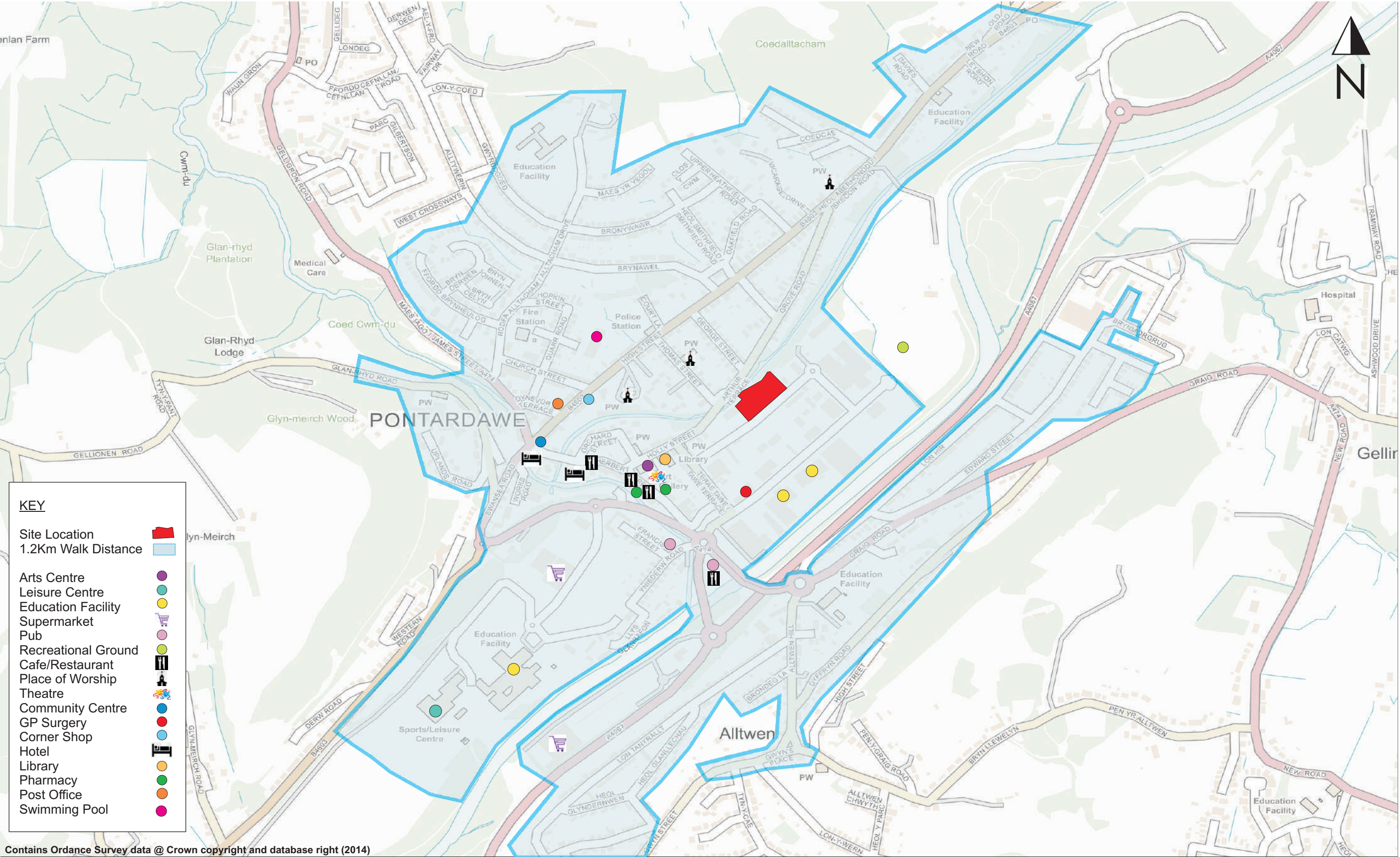
Site Location

Primary Road

Secondary Road

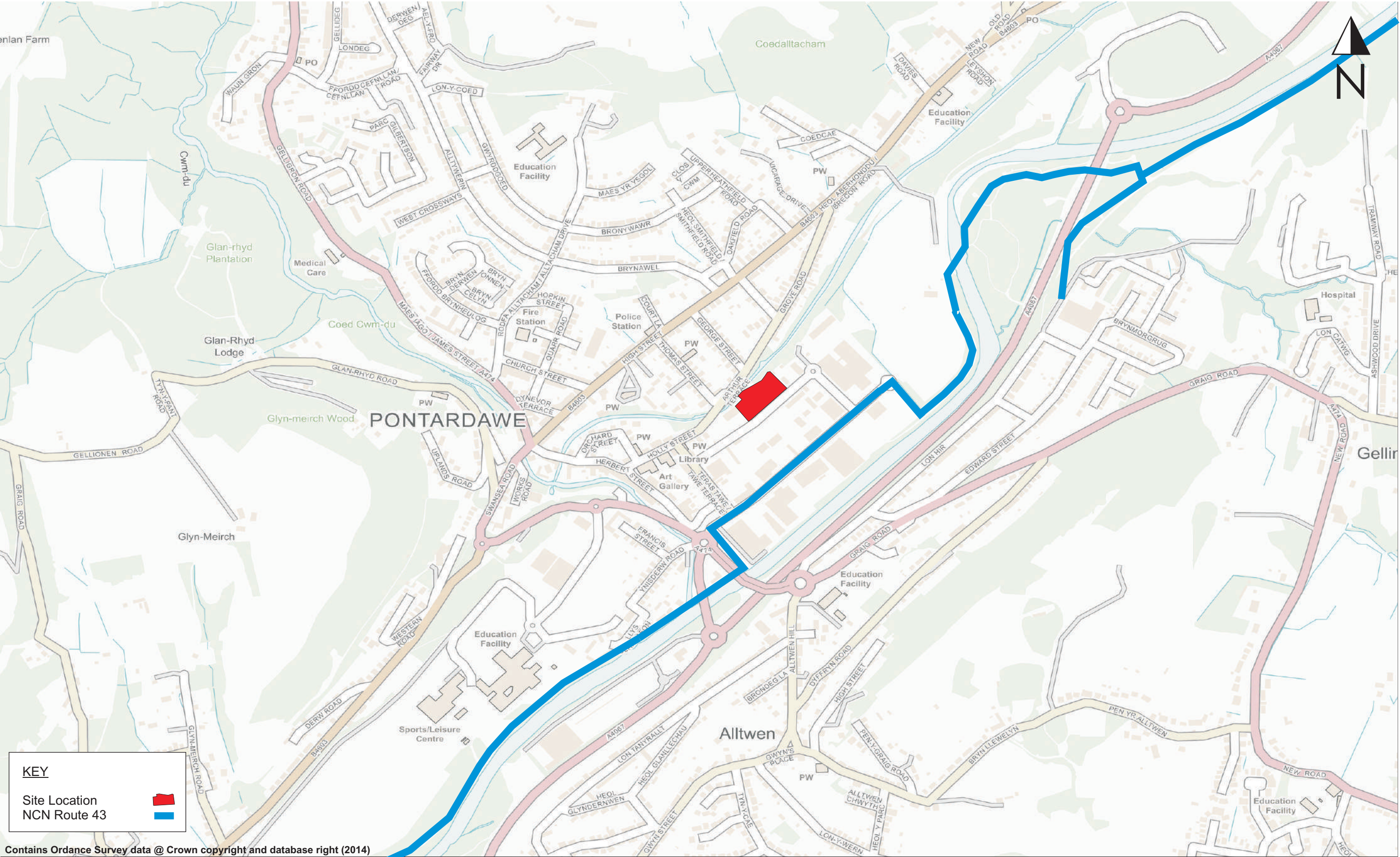
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Drawing Title	Client	asbri transport Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 029 2073 2652	Scale: NTS	File Extension:
	Job Title		Designed by: KW	
Site Location & Local Highway Network	Bluefield Land Ltd	Holly Street, Pontardawe	Drawn by: KW	Drg No: Figure 2.1
			Ckd/Appd: PO'C	
			Issue date: June 2019	
			Job No: T19.130	



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Drawing Title Local Amenities	Client Bluefield Land Ltd	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 029 2073 2652	Scale: NTS	File Extension:
	Job Title Holly Street, Pontardawe		Designed by: KW	
			Drawn by: KW	
			Ckd/Appd: PO'C	
			Issue date: June 2019	Drg No: Figure 2.2
			Job No: T19.130	



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Site Location

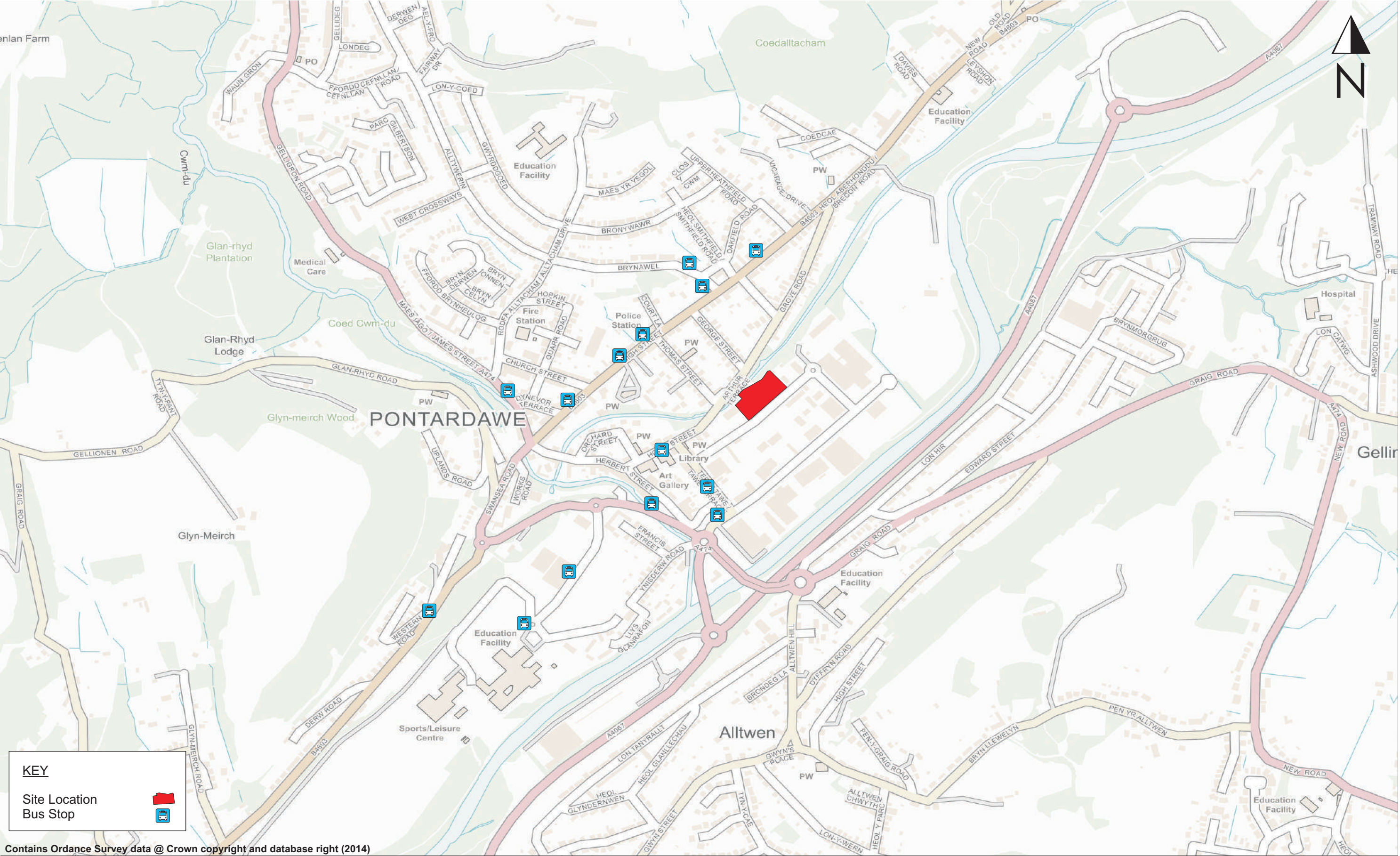
NCN Route 43



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	Job Title		Designed by:	KW	
Local Cycle Network			Drawn by:	KW	Drg No:
			Ckd/Appd:	PO'C	
			Issue date:	June 2019	
			Job No:	T19.130	Figure 2.3

T 029 2073 2652



KEY

Site Location

Bus Stop

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Drawing Title

Appendices

Appendix A



SITE KEY

- Site Boundary
- Indicates potential locations for mature tree planting
- Indicates opportunities for soft landscaping
- Dual aspect buildings
- 1.8m High brick screen wall with brick piers
- 1.8m High timber hit & miss fence
- 7m Buffer from top of watercourse
- Trees to be removed
- Root protection area

Accommodation Schedule

Ref	Description	sq/ft	No.
211	1 bedroom Apartment	548	6
321	2 bedroom Apartment	895	2
421	2 bedroom Semi/Link	895	15
531	3 bedroom Semi/Link	1011	11
532	3 bedroom detached	1011	2
Total			36

Status: PLANNING

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rev	date	description	by
A	11.06.19	Apartments amended	AH
B	24.06.19	Plots - 1 - 24.7 & 37 - 40 parking amended plots	CC
C	22.07.19	2 & 17 substituted to 5.3.1 house types	CC
D	17.12.19	Trees constraints added to layout	CC
		Layout updated in accordance with Engineers layout	CC

Drawn: CC
Checked: BJ
Date: May 2019
Scale: 1:500 @ A1 & 1:1000 @ A3

Client: Coastal Housing Group
Project: Holly Street, Pontardawe
Title: Site Layout
Ref: 2334 - 200

Rev: D



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