

Neath Town Centre Redevelopment

Sustainable Travel

April 2020.

Phase 3: Retail & Leisure.



A strategic travel plan for the redevelopment was submitted in support of the hybrid outline/full planning application P2013/0863, which was approved on the 13th November 2013.

That permission approved the full planning for the demolition of the Magistrates Court and adjacent demountable buildings, and the development of a 4 deck, 604 space multi-storey car park, 1 No. Retail unit (Class A1), and Shopmobility unit; together with associated permanent and temporary public realm improvements.

Together with outline planning for the demolition of existing multi-storey car park (incorporating Wilkinson and Tesco) and the Greyhound PH, and the development of 9 No. Retail units (Class A1); 7 No. Retail/Food and Drink units (Classes A1/A3); 2 No. Retail/office units (Classes A1/A2); 1 No. Office/Community facility unit (Class B1/A2/D1), and up to 31 No. Residential Units, together with associated public realm improvements, reconfigured service yard and car parking.

Development of the first phase (granted full planning permission) has been completed.



Phase One.

A further phase of that development, was granted full planning permission under P2016/0654 on the 9th January 2017 for a 3 Storey mixed use block comprising 6 commercial units (Class A1/A2/A3 with 12 No. residential units and associated works, including changes to existing service yard and public realm improvements.

That permission is yet to be implemented on site.



Phase Two.

Phase 1 (Detailed Application): approximately 2,148m² for commercial floor space (approximately 2,216 m² including shop mobility) and a 604 space multi storey car parking area over four deck

levels.

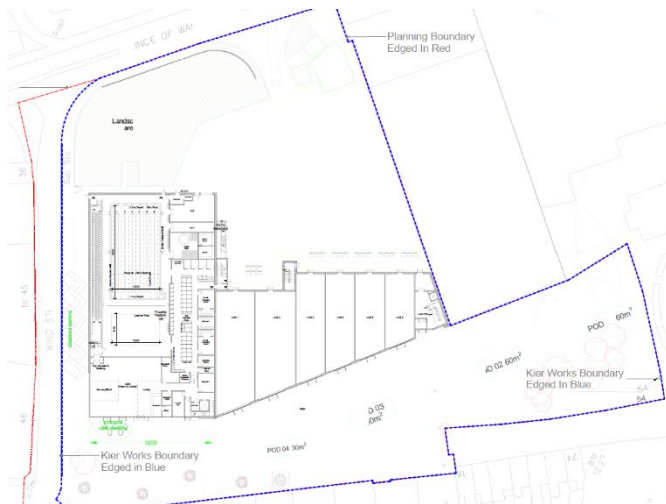
Phase 2 (Outline Application): approximately 12,309m² in total including commercial floor (A1/A3), offices (B1) and residential areas (C3) with approximately 27 units

The recommendations of the Travel Plan at that time can be summarised as follows;

1. To promote and encourage Walking, cycling and the use of public transport for the staff through the provision of suitable information packs, web based information, or notice boards, induction processes and education.
2. The provision on site of suitable facilities to enable sustainable modes of transport, such as on site cycle parking, showers, lockers, together with the promotion of car sharing, public transport information etc.

More detailed information is contained within the Travel Plan contained within Appendix 1.

Development Proposals.



The development includes a new swimming pool with associated leisure facilities, including a café and first floor gym. Six ground floor units, that would allow for a mix of A1 (Retail) A3 (Restaurant) and D1 uses together with a first floor library facility.

In total the development will provide 5,375 m² of ground floor space, with an additional 1,707m² of first floor space, together with service yard, and public realm

Planning Policy Wales states that the main objectives of Welsh Government in respect of transport are;

8.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel¹. This will be achieved through integration:

- within and between different types of transport;
- between transport measures and land use planning;
- between transport measures and policies to protect and improve the environment; and
- between transport measures and policies for education, health, social inclusion and wealth creation. For example, ensuring that development is accessible by means other than the private car will help to meet the Welsh Government's objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in Wales.

In respect of the Development Management process, and Local Development Plan it is considered that land use planning can help to achieve the Welsh Government's objectives for transport through:

- reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling and public transport;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;
- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.



The proposal relates to the provision of 1,354sq m of commercial floor space, and a leisure centre, that replaces one presently at Dyfed Road, plus library.

town centre.

Unit Number	sqm	sqft	Use class
1	338sq m	3638.2 sqft	A1/D1
2	292sq m	3143.06 sqft	A1/D1
3	217sq m	2335.77 sqft	A1
4	193sq m	2077.43 sqft	A1
5	169sq m	1819.1 sqft	A1/D1
6	145sq m	1560.77 sqft	A1/D1
Total	1,354 sq m	14574.33 sqft	

At first floor the development proposes an additional 1,707m² (18374 sqft) of floor space (First floor Gym within the leisure centre, and library over Units 3-6) with separate access onto the main Water Street frontage to Unit 7 serving the library.

It is expected that upon occupation of each unit or within 3 months of the first occupation of that unit, that the operator provide details to the Authority of what measures will be implemented to promote sustainable transport.

Clearly each operator may have specific programmes and incentives, and therefore at this stage, being too prescriptive in the content of programmes offered would potentially stifle any new ideas. However, the physical measures that can be incorporated into the development itself to encourage sustainable transport will be as follows.

Welcome packs to each operator addressing the key aspects

- **Promotion of active travel**
- **supporting public transport.**
- **Managing parking and traffic.**

In addition, as part of the development cycle parking has been shown within the service yard for staff to utilise.



EXAMPLE OF DATE AND INFO TO BE INCLUDED.

Cymru

Contact Number 0800 464 0000

<https://www.traveline.cymru/>



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Public Transport Bus Operators in NPT

<https://www.firstgroup.com/south-west-wales>

<https://www.southwalestransport.com/>

<https://www.natgroup.co.uk/news/nat-group-purchases-select-local-bus-neath>

<https://bustimes.org/operators/select-local-bus-services>

<https://www.ridgwayscoaches.co.uk/bus-timetable>

<http://www.dansa.org.uk/>

Car sharing schemes

<https://sharecymru.carbonheroes.com/WelshLanding.aspx>