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**Redevelopment including a visitor centre
and new parking provision at
Gnoll Estate Country Park,
Neath**

**Transport Statement
August 2023**

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Applicant: Andrew Scott Limited

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Project name: Gnoll Estate Country Park

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- Appendix B Main Car Parking Area Proposals
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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd. have been instructed by Andrew Scott Limited to produce a Transport Statement (TS) in support of a full planning application for a proposed development at Gnoll Estate Country Park, Fairyland, Neath.

1.1.2 The Gnoll Estate Country Park is owned by Neath Port Talbot County Borough Council (NPTCBC). The estate developed from the landscaped grounds of the former Gnoll House and offers views across the County Borough.

1.1.3 The development that is considered in this Transport Statement consists of the following;

- Demolition and rebuilding of existing visitor centre;
- Extension and increase to existing visitor car parking area of 100 spaces;
- Refurbishment and potential extension works to Pond Cottage as a cafe/ tea rooms; and
- Creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works.

1.1.4 The purpose of this assessment is to detail the likely transport characteristics of the proposed development, and its potential impact on the surrounding transport and highway networks.

1.2 Pre-Application Consultation (PAC)

1.2.1 A Pre-Application Consultation (PAC) request was submitted to the council (N/3/23/0005/00), with a formal response received from the Head of Highways and Transport, dated 14/06/23.

1.2.2 While there were, “No highway objection in principle to the proposal”, concerns were raised on a number of issues:

- The location, layout and number of parking spaces (including Electric Vehicle Charging Provision) should be clearly shown along with any proposed changes to

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the access road. The NPTCBC Parking Standards (Oct 2016) must be referenced with regards to parking provision.

- A TAN 18 Transport Impact Assessment is required
- Pond Cottage Parking Provision must be shown (1 space per bedroom)
- Details of the access route from Cimla Road will need to be submitted to ensure the capacity to allow for additional vehicles

1.2.3 This TS endeavours to satisfactorily address these and any other issues raised.

1.3 Structure of the Report

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

- Section 2 describes the existing transport conditions surrounding the development site,
- Section 3 outlines the proposed development and its access strategy;
- Section 4 details the transport characteristics of the proposed development, together with an estimate of multi modal trip generation and the likely impact on the surrounding highway network; and,
- Section 5 summarises and concludes the findings of the report.

2 EXISTING SITUATION

2.1 Introduction

2.1.1 This section of the report describes the site location along with the existing transport infrastructure within the vicinity of the site, local amenities and the safety record of the local highway network.

2.2 Site Location

2.2.1 Gnoll Estate is owned by Neath Port Talbot Council on the landscaped grounds of the former Gnoll House, located 1.5km northeast of Neath Town Centre.

2.2.2 The location of the site is detailed in **Figure 2.1**.



Figure 2.1 Site location

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2.3 Site Access Points

2.3.1 There are two vehicular access points serving the Gnoll Estate Country Park, with the majority of visitors to the Gnoll Estate Country Park using the main entrance via Fairyland.:

- The main entrance to at the northern end of Fairyland; and
- Secondary entrance of Cimla Crescent serving the Great Pond at the southern extent of the estate.

2.4 Local Highway Network

2.4.1 The local highway network in the vicinity of Gnoll Estate Country Park is shown in **Figure 2.2**.

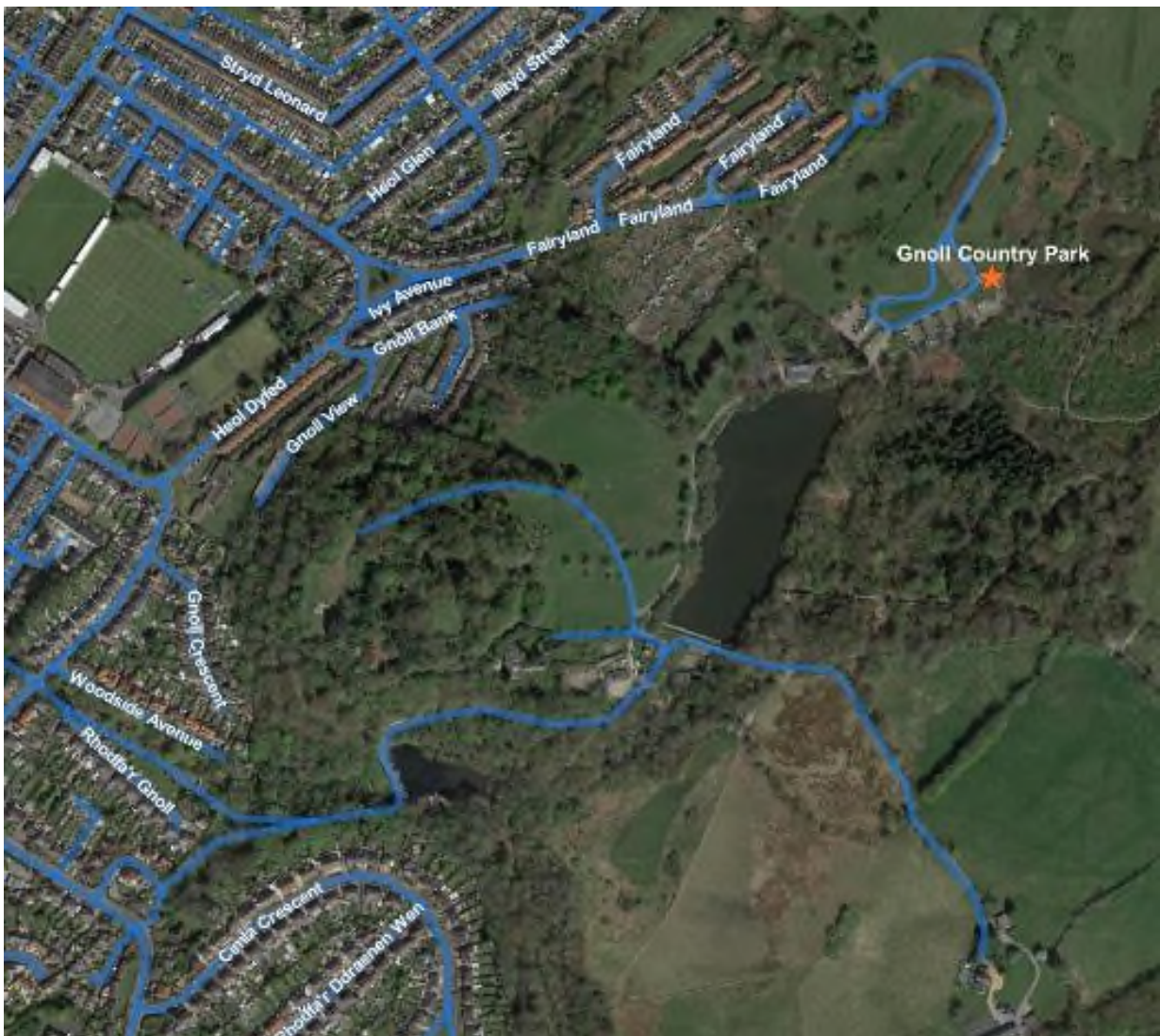


Figure 2.2 Local highway network

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Gnoll Estate Country Park Access Routes – Main Entrance

- 2.4.2
- With regards to vehicular access to the Country Park from outside of Neath, the designated Brown Sign Route as advised in the Park’s website is to “Leave the M4 at Junction 43 onto the A465. Follow the A465 to Neath/Castell Nedd then follow the brown signs.”
- 2.4.3
- For visitors outside of Neath they are now more than likely to use Satnav and/or Googlemaps to determine their route to the Country Park. Googlemaps shows a different route to/from the County Park for much of its extent with both routes using Fairylands from its junction with Ivy Avenue on final approach to the Country Park.
- 2.4.4
- The two routes effectively skirt around the northern and southern edges of Neath Town Centre, with both routes described below and shown in **Figure 2.3**:

Brown Sign Route

- Head east towards Neath Town Centre at A465/A474 roundabout
- A474
- A4230 Neath Abbey Road
- B4434 Bridge
- B4434 Riverside Drive
- B4434 Prince of Wales Drive
- B4434 Gnoll Park Road
- Hartle Street
- Ivy Avenue
- Fairylands

Googlemaps Route

- Head west towards Pontardawe at A465/A474 roundabout
- A474
- Windsor Road
- B4434 Eastland Road
- B4287 Cimla Road
- Beechwood Avenue
- Dyfed Road
- Ivy Avenue
- Fairylands

- 2.4.5
- For more local visitors within Neath Ivy Avenue and Fairylands will also necessarily be used to access the Country Park, with various routes leading to these roads being used with respect to local knowledge.

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2.4.6 There are no apparent capacity issues with the roads used on these routes, with a minimal impact with regards to any additional traffic generated by the proposed improvements to Gnoll Estate Country Park.



Figure 2.3 Gnoll Estate Country Park Main Entrance Access Routes

Fairyland

- 2.4.7 Fairyland is a single carriageway residential street (6.75m wide), which terminates at its eastern end at the Gnoll Estate Country Park, providing access via a two-arm roundabout. To the west Fairyland becomes Ivy Avenue. While Fairyland is fronted by residential dwellings on the northern side, the southern side is taken up by the Gnoll Estate Country Park and the Fairyland Allotments.
- 2.4.8 The carriageway is subject to a 30mph speed limit with 1.5m footways on the northern edge of the carriageway and street lighting.
- 2.4.9 There are resident permit holder parallel parking bays on the northern edge of carriageway which serve the dwellings of Fairyland. Parking is prohibited on the southern edge of carriageway with double yellow lines. There are ‘keep clear’ markings at priority junctions to prevent any parking.
- 2.4.10 Traffic calming is present in the form of ‘slow/ara’ markings and speed humps on the carriageway.

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Ivy Avenue

- 2.4.11 Ivy Avenue is a short section of single carriageway residential road (6.75m wide), similar in nature to and effectively providing a western extension of Fairyland, connecting with Dyfed Road to the south and Harle Street to the west.

Dyfed Street

- 2.4.12 Dyfed Street (6.75m wide) s a continuation to the south of Fairyland and Ivy Avenue with residential dwellings on the southern side and Neath Tennis Club on the northern side.
- 2.4.13 The road is subject to a 20mph speed limit with on-street parking on the northern side with street lighting and footways on both sides of the carriageway.

Beechwood Avenue

- 2.4.14 Beechwwod Avenue is a single carriageway residential road and local distributor road (7.25m wide), connecting with Dyfed Road to the north at a priority T-junction just to the south of Neath Tennis Club and to the south with the B4287 Cimla Road at a mini-roundabout.
- 2.4.15 The road has residential dwellings on both sides and is subject to a 30mph speed limit with on-street parking in residents parking bays on both sides of the carriageway, but with double yellow lines on the eastern side of the carriageway over the southern section of the road
- 2.4.16 The road is equipped with street lighting and footways on both sides of the carriageway. Traffic calming in the form of speed cushions is provided along the carriageway

B4287 Cimla Road

- 2.4.17 The B4287 Cimla Road is a local distributor road (8.5m wide), connecting Neath Town Centre and the B4434 to the west and towards Cimla to the east.
- 2.4.18 This section of the B4287 is fronted by residential properties on both sides, with a number of side roads serving residential streets.

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- 2.4.19 The road is subject to a 30mph speed limit with on-street parking restricted by double yellow lines on both sides of the carriageway. The road is equipped by street lighting and footways on both sides of the carriageway.

Harle Street

- 2.4.20 Harle Street is a single carriageway residential road and local distributor road (7.5m wide) connecting with Ivy Avenue and Fairyland to the east at a priority T-junction and to the west with the B4434 Gnoll Park Road at a priority T-junction.
- 2.4.21 The road has residential dwellings on both sides and is subject to a 30mph speed limit with mainly unrestricted on-street parking on both sides of the carriageway with three short sections of residents only parking bays.
- 2.4.22 The road is equipped with street lighting and footways on both sides of the carriageway.

B4434 Gnoll Park Road

- 2.4.23 The B4434 Gnoll Park Road is a local distributor road (7.5m wide) connecting with Neath Town Centre to the south and towards Cimla to the east.
- 2.4.24 This section of the B4434 is fronted by residential properties on the western side, with residential dwellings and the Gnoll Rugby and Cricket Grounds on the eastern side, with a number of side roads serving residential streets. The remainder of the road is a mixture of double yellow lines and residents parking bays, mainly located on the western side of the road.
- 2.4.25 The road is subject to a 30mph speed limit with on-street parking restricted on the eastern side along the extent of the Gnoll Rugby Ground by double yellow lines. The road is equipped by street lighting and footways on both sides of the carriageway.

Gnoll Estate Country Park Access Routes – Secondary Entrance

- 2.4.26 With regards to vehicular access to the secondary access to the Country Park there are no signs for this entrance on the local road network. Visitors using this entrance would use local knowledge and map-based information whether in static printed form or interactively vis googlemaps.

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- 2.4.27

This secondary access uses a long road internal to the Country Park, which is designated as an urban clearway adjacent to and accessed via the north eastern end of Rookwood Close, which is a small residential cul de sac.
- 2.4.28

Rookwood Close connects with the B4287 Cimla Road approximately 250m to the east of the B4287 Cimla Road/Beechwood Grove roundabout as described in the main entrance access route. The secondary access route via the B4287 Cimla Road and Rookwood Close is shown in **Figure 2.4**.



Figure 2.4 Gnoll Estate Country Park Secondary Access

2.5 Car Parking Provision

- 2.5.1

There are two parking areas at the Gnoll Estate Country Park as shown in **Figure 2.5**, which operate as pay and display, providing a total of 201 car parking spaces. A close-up image of the main parking area is shown in **Figure 2.6**.

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- Main Parking Area: 183 spaces, located at northern end of the Fish Pond and adjacent to the existing Visitor Centre and Adventure Play Area – served by the main vehicular access along Fairyland; and
- Rookwood Close Visitors Car Park (18 spaces) located at the southern extent of the Country Park adjacent to the Main Pond - served by a secondary access via Cimla Crescent.



Figure 2.5 Gnoll Estate Country Park Car Parking Areas

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Figure 2.6 Gnoll Estate Country Park Main Car Parking Area

2.6 Active Travel

2.6.1 Existing pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 2.7**.

Pedestrians

2.6.2 As described above, there are good quality footways present on Fairyland. Local footpaths which tie into various pedestrian access points to Gnoll Estate.

2.6.3 Gnoll Country Park benefits from internal off-road footpath connections which tie into the surrounding residential areas of Neath and Cimla as shown in Figure 2.5.

Cyclists

2.6.4 As shown above, the site is located approximately 500m directly south of NCN route 47. NCN route 47 is 195km route from Newport to Fishguard via Neath and Carmarthen. NCN route 47 ties into NCN route 46 at Tonna, a 148.9km route from Bromsgrove, Worcestershire to Neath.

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Figure 2.7 Pedestrian & cyclist infrastructure in the vicinity of the Country Park

Active Travel Network Map

- 2.6.5

In accordance with the Active Travel Wales (Wales) Act 2013, NPTCBC have developed an Active Travel Network Map (ATNM), which contains details of existing and proposed improvements to active travel routes that the Council will seek to deliver over the next 15 years.
- 2.6.6

The existing and proposed routes within the wider area surrounding the Country Park are shown in **Figure 2.8** with the routes close to the Country Park shown in **Figure 2.9**.

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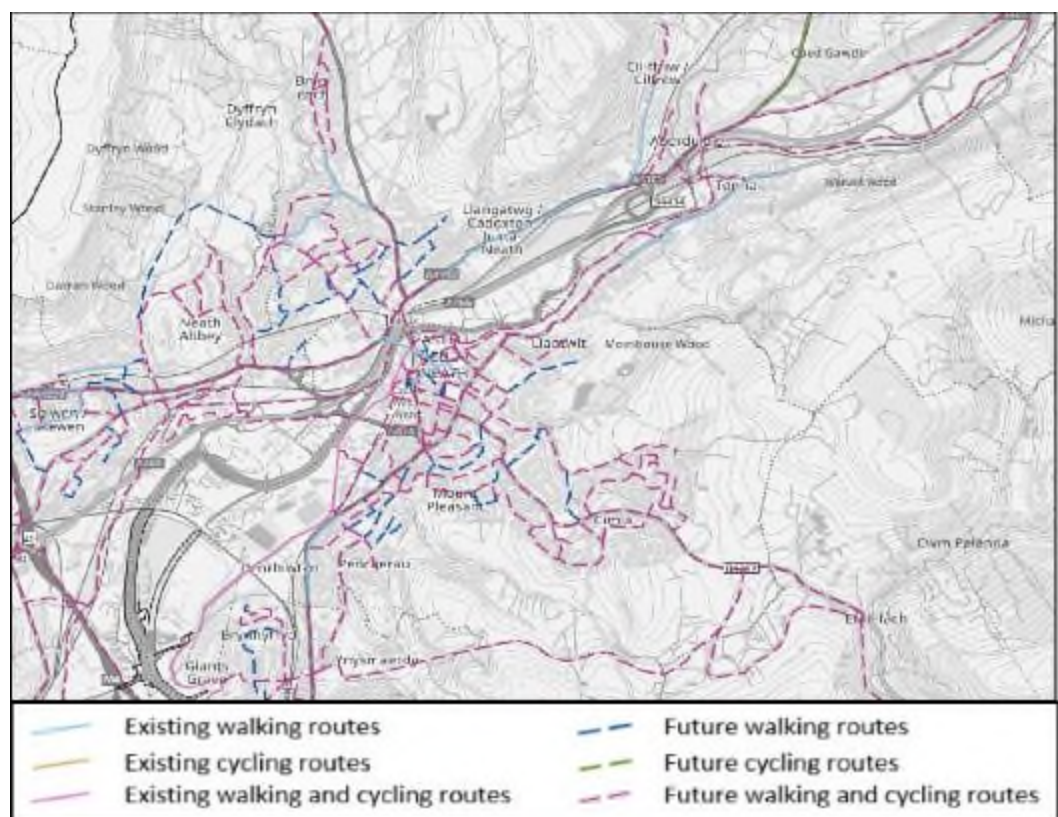


Figure 2.8 Active Travel Network Map existing & proposed routes – wider area

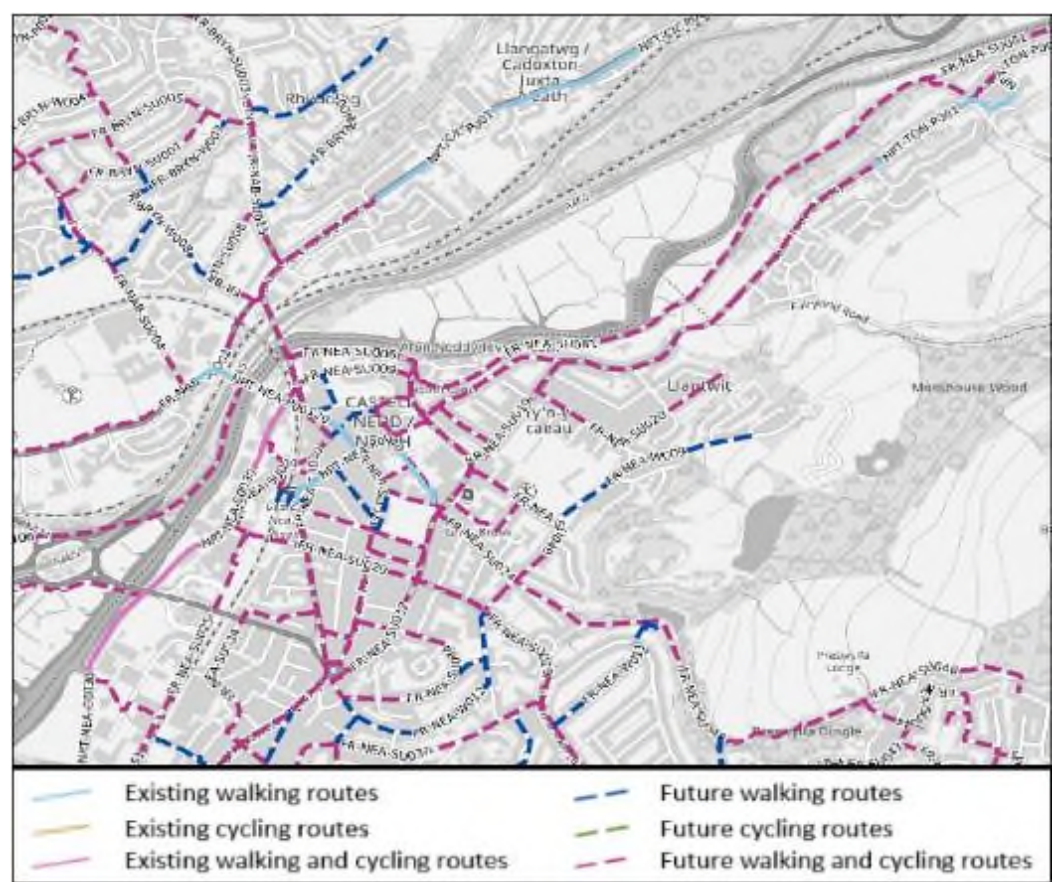


Figure 2.9 Active Travel Network Map existing & proposed routes – close to site

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2.7 Public Transport

2.7.1 Public transport infrastructure in the vicinity of the development site is shown in **Figure 2.10**.



Figure 2.10 Public transport infrastructure

Bus

- 2.7.2 The nearest bus stop to Gnoll estate is located on Fairyland, an 80m walk from the Gnoll Estate access gate. This stop is without shelter, flag or timetable. Bus services available from this stop and serving the local area are summarised in **Table 2.1**, below.
- 2.7.3 There are a good range of bus services operating within the vicinity of the site which allow direct connections to Neath Town Centre.
- 2.7.4 All services operating within the vicinity of Gnoll Park Estate call at Neath Bus Station, providing links to the wider bus network. Neath Bus Station is located a 350m walk from Neath Railway Station

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Route No.	Destination	Frequency
59*	Neath - Pontrhydyfen	Mon-Fri: 07:25 then ~ hourly 07:35- 22:40 Sat: ~ hourly from 07:35-22:40-22:40 Sun: 09:28, 11:58 & 15:28
	Pontrhydyfen - Neath	Mon-Sat: ~ hourly from 08:28-23:11 Sun: 10:20, 12:50 & 16:20
153*	Neath - Fairyland	Tue, Thurs & Sat: ~ every 2 hrs from 08:52-16:50
251*	Neath - Ridgewood Gardens	Mon-Fri: ~ 3 services p/h from 08:34-17:41 Sat: ~ hourly from 08:36-17:41
	Ridgewood Gardens - Neath	Mon-Fri: ~ 3 services p/h from 08:27- 17:55 Sat: ~ hourly from 09:01-17:06

Table 2.1 Bus services within proximity (* services calling at Neath Bus Station)

Rail

2.7.5 Neath Rail Station is located approximately a 2.1km walk distance from the site offering more frequent rail services. The mainline railway station, served by Transport for Wales (Valleys Line network) and Great Western Railways (mainline services to Swansea and West Wales, and stations through to London Paddington).

2.8 Local Amenities

2.8.1 There are several local facilities and amenities within walking distance of Gnoll Estate which are shown in **Figure 2.11** with walking and cycle distance and times shown in **Table 2.2**.

2.8.2 The acceptable walking distances as detailed within the CIHT guidance ‘Providing for Journeys on Foot’ is 1.2km as the preferred maximum. There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)
- Two miles is ‘a distance that could easily be walked by the majority of people’ (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)

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- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)
- Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)
- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).
- Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)
- For commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT).

2.8.3 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document ‘Providing for Journeys on Foot’ and the 320 (12mph) metres per minute based on DfT guidance set out in LTN2/08.

Facility	Distance (m)	Walk Time (mins)	Cycle Time (mins)
Supermarket / convenience store	1300	16	10
Petrol station	800	10	6
Post office	700	8	6
Bank / ATM	2100	25	17
School / education	1700	20	14
Community centre / library	1700	20	14
Sports centre / facility	1100	13	9
GP / medical centre	1800	22	14
Pharmacy	1900	23	15
Café / restaurant	1900	23	15
Bar / pub	2000	24	16
Fast food / takeaway	2000	24	16

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Table 2.2 Local amenities within proximity

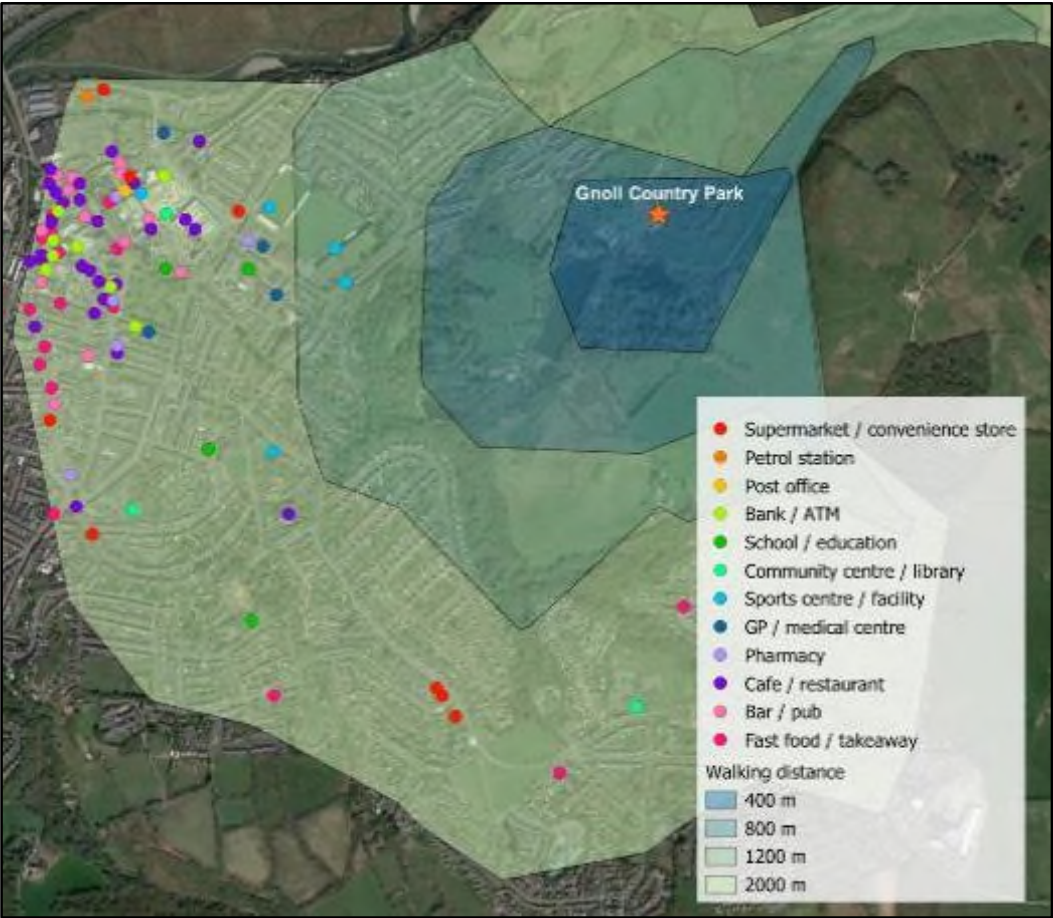


Figure 2.11 Local amenities in the vicinity of Gnoll Estate Country Park

2.9 Highway Safety

- 2.9.1 An assessment has been made of the highway surrounding the development site for the latest 5-year period available (2017-2021). Data has been obtained from the Stats Wales database and is summarised in **Table 2.3** and shown in **Figure 2.12**.
- 2.9.2 This data shows no collisions in the immediate vicinity of Gnoll Estate Country Park along Fairyland, with one on Dyfed Road close to the junction with Beechwood Avenue. There is a cluster of 4 collisions at the B4287 Cimla Road/Beechwood Avenue roundabout, between 15 February 2019 and 5 December 2021.

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Year	No. Personal Injury Collisions				Pedestrians	Cyclists	Vehicles	Casualties
	Fatal	Serious	Slight	Total				
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	0	0	2	1
2020	0	0	4	4	0	1	10	4
2021	0	0	2	2	0	0	3	2
2022	0	0	0	0	0	0	0	0
Total	0	0	7	7	0	1	15	7

Table 2.3 PIC analysis summary



Figure 2.12 Personal Injury Collision locations

3 DEVELOPMENT PROPOSALS

3.1 Land Use

3.1.1 As detailed in section 1 the development proposals include separate applications for the:

- Demolition and rebuilding of existing visitor centre;
- Extension and increase to existing visitor car parking area of 100 spaces;
- Refurbishment and potential extension work to Pond Cottage, as a café/tea room; and
- Creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works, including 27 car parking spaces.

3.1.2 Indicative layouts of the separate development proposals are shown in **Appendix A**.

3.2 Access

Vehicular

3.2.1 The Gnoll Park Country Estate is served by two points of vehicular access serving two parking areas as detailed in sections 2.3 to 2.5 above. No changes to these accesses are included as part of these development proposals.

Pedestrian & Cyclist

3.2.2 Both pedestrians and cyclists may enter the park via access points detailed above.

3.2.3 There are also additional pedestrian entrances on Cimla Crescent and on Fairyland to the south-west of the primary site access.

3.3 Parking

Vehicular

3.3.1 While there are no proposed changes to the secondary parking area adjacent to the Great Pond, there are two areas where increased parking provision is proposed as shown in **Appendix B**:

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- Main Parking Area: An additional 100 spaces are proposed in two areas to the north of the existing car parking, which would provide an overall total of 283 car parking spaces; and
- Kitchen Garden Holiday Accommodation: involves the provision of 24 car parking spaces located in the existing operational service yard, which shall be reconfigured for this purpose. To facilitate these changes the existing service yard storage buildings are to be relocated closer to the proposed new visitor centre. To provide accessible access 3 accessibility/drop off spaces have been included adjacent to Cabins and Lodges as shown in Appendix A.

3.3.2 This additional car parking provision provides for a total of 328 spaces, an increase of 63%. Electric Vehicle charging spaces will make up 5% of the parking spaces in the main car park and the new visitor parking area at the operational service yard in relation to the Kitchen Garden Holiday accommodation.

3.3.3 This additional car parking provision, particularly with regards to the main parking area, will serve to provide sufficient parking for the existing facilities and visitor attractions and thereby ensure that there is no parking within the Country Estate outside of the designated parking areas.

Cycle

3.3.4 Cycle parking will be provided in the vicinity of the new visitor centre (number to be determined) and the Kitchen Garden Holiday accommodation for each dwelling.

4 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 This section of the report outlines the likely volumes of traffic generated by the development.

4.1.2 Multi modal trip generation rates have been derived from the 7.10.2 TRICS database to inform the likely vehicle movements associated with the proposed development.

4.1.3 Sites have been selected on the basis of following criteria:

- Land use: Leisure – Country Parks 07/M
- Survey days: Saturday and Sunday
- Number of parking spaces: 25-540
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.1.4 The TRICS analysis found 3 directly comparable sites to Gnoll Park, the full TRICS output is contained within **Appendix C**.

Existing Gnoll Park Country Estate

4.1.5 The TRICS vehicle trip rates and the existing trip generation with a total of 201 parking spaces are shown in **Table 4.1**.

4.1.6 The existing Gnoll Park Estate is likely to generate up to 117 two-way vehicle movements during the peak hour (15:00-16:00). Across the whole day the existing development is likely to generate up to 1,074 two-way vehicle movements.

4.1.7 This trip generation will necessarily be split over the two accesses and parking areas. With 91% of the parking spaces being in the main parking area that would provide for 107 two-way vehicle movements during the peak hour via the main entrance and 10 two-way vehicle movements via the secondary access.

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Hour Start	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
7	0.046	0.015	0.061	9	3	12
8	0.301	0.054	0.355	61	11	71
9	0.194	0.146	0.340	39	29	68
10	0.336	0.198	0.534	68	40	107
11	0.257	0.211	0.468	52	42	94
12	0.305	0.220	0.525	61	44	106
13	0.292	0.253	0.545	59	51	110
14	0.235	0.296	0.531	47	59	107
15	0.194	0.388	0.582	39	78	117
16	0.122	0.327	0.449	25	66	90
17	0.072	0.172	0.244	14	35	49
18	0.035	0.085	0.120	7	17	24
19	0.026	0.041	0.067	5	8	13
20	0.200	0.320	0.520	40	64	105
Daily	2.615	2.726	5.341	526	548	1,074

Table 4.1 Total Vehicle Trip Generation – Existing

Proposed Gnoll Park Estate

- 4.1.8

Applying the TRICS vehicle trip rates to the proposed total of 328 parking spaces provides the trip generation shown in **Table 4.2**.
- 4.1.9

The proposed improvements to the Gnoll Park Estate are likely to increase the trip generation to a maximum of 191 two-way vehicle movements during the peak hour (15:00-16:00). Across the whole day the proposed development is likely to generate a maximum of 1,752 two-way vehicle movements.
- 4.1.10

This trip generation will necessarily be split over the two accesses and parking areas. With 86% of the parking spaces being in the main parking area and accessed via the main entrance, would provide for 165 two-way vehicle movements during the peak hour via the main entrance and 26 two-way vehicle movements via the secondary access.
- 4.1.11

This forecast increase equates to 1 additional 2-way trip per minute during the peak via the main access and 1 additional 2-way trip every 4 minutes via the secondary entrance.

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Hour Start	Arrivals	Departures	Two-way
7	15	5	20
8	99	18	116
9	64	48	112
10	110	65	175
11	84	69	154
12	100	72	172
13	96	83	179
14	77	97	174
15	64	127	191
16	40	107	147
17	24	56	80
18	11	28	39
19	9	13	22
20	66	105	171
Daily	858	894	1,752

Table 4.2 Total Vehicle Trip Generation – Proposed

4.2 Potential Impact

- 4.2.1

The forecast increase in trip generation of 63% as detailed above is based upon the proposed increase in car parking spaces.
- 4.2.2

As mentioned above this additional parking provision, particularly with regards to the main parking area, will serve to provide sufficient parking for the existing facilities and visitor attractions and thereby ensure that there is no parking within the Country Estate outside of the designated parking areas and is not expected to result in a pro-rata increase the trip generation.
- 4.2.3

Therefore, this forecast development trip generation can be seen as the worst-case scenario with in reality the likely increase being less than the increase in car parking spaces.
- 4.2.4

While the proposed redevelopment of the site is forecast to increase the trip generation, it is envisaged that the proposed development will have a marginal impact on the local highway network during the weekday and weekend peak periods, nor throughout the course of the day.

5 SUMMARY & CONCLUSIONS

5.1 Summary

5.1.1 Asbri Transport Ltd. have been instructed by Andrew Scott Limited to produce a Transport Statement (TS) in support of a full planning application for a proposed development at Gnoll Estate Country Park, Fairyland, Neath.

5.1.2 The development that is considered in this Transport Statement consists of the following separate planning applications;

- Demolition and rebuilding of existing visitor centre;
- Extension and increase to existing visitor car parking area of 100 spaces;
- Refurbishment and potential extension works to Pond Cottage as a cafe/tea room; and
- Creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works.

5.1.3 This TS includes information in response to Neath Port Talbot County Borough Council pre-application comments, with regards to car parking and access routes to the Country Estate.

5.2 Conclusions

5.2.1 The development proposals and associated increase in car parking spaces are intended to improve the visitor experience at the Country Park with improved facilities and parking infrastructure.

5.2.2 The impact of the forecast increase in trip generation that may be expected on the site entrances and local highways network are minimal, with no reasons for refusal on transport and highways grounds.

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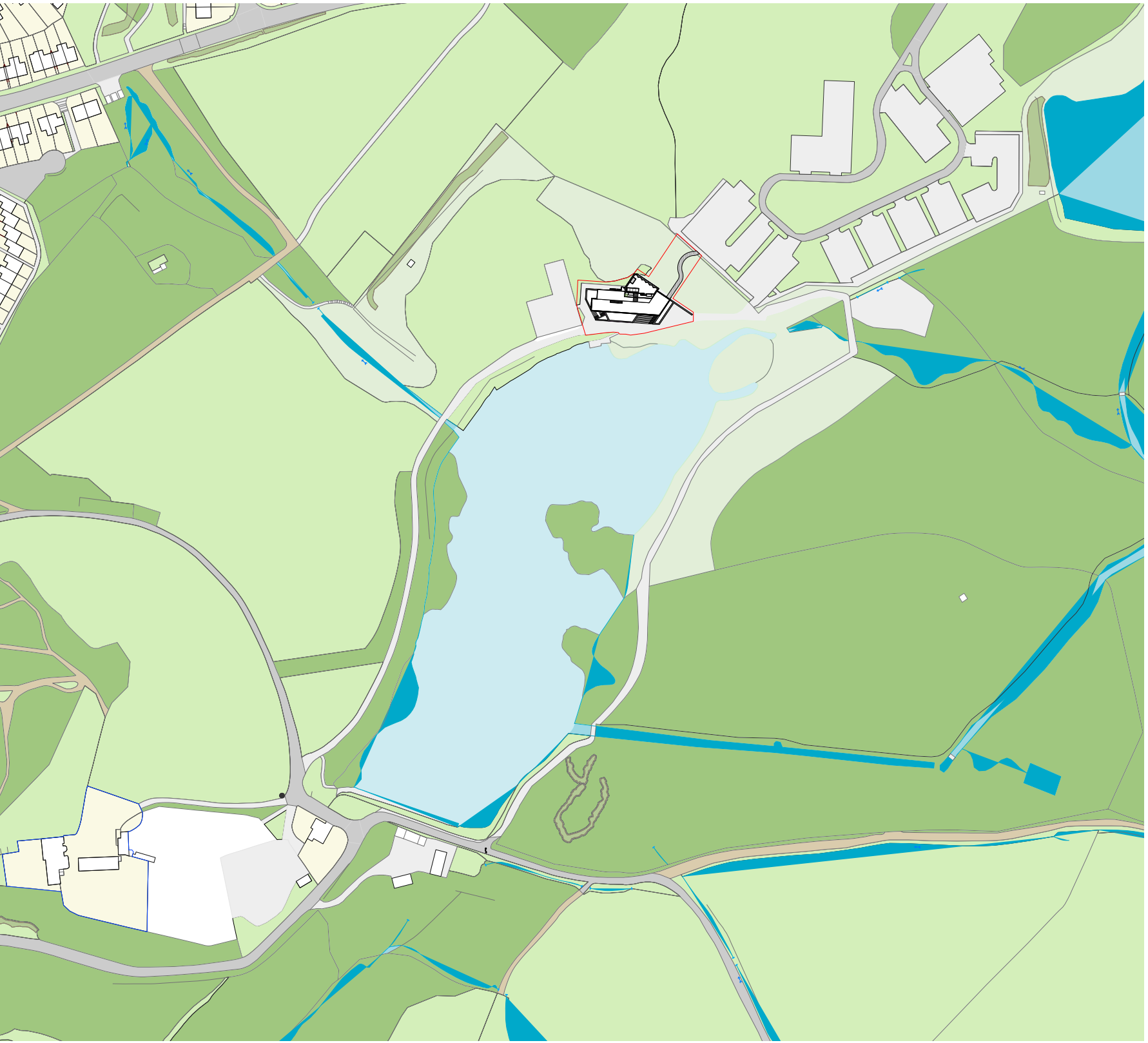
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Appendix A



00201.1 SITE PLAN
SCALE 1:200 @ A1, 1:400 @ A3



00201.2 SITE LOCATION PLAN
SCALE 1:2500 @ A1, 1:5000 @ A3

Responsibility is not accepted for errors made by others scaling from this drawing.

All construction information should be taken from figured dimensions only. Dimensions are in millimetres unless otherwise stated.

All dimensions and conditions are to be checked on site prior to preparing drawings or commencing any work.

Any variations or supplementary drawings are to be approved by The Architect.

All details are to be read in strict accordance with GA drawings and construction notes

All steelwork sizes, padstones, blockwork strengths and associated structural design to be in accordance with structural engineers design and requirements. Hiraeth Architecture accepts no liability to any discrepancies in the structural design indicated on these drawings. Any structural related queries should be directed to the project engineer immediately.

SERIES		PLANNING
SUITABILITY		S2 - ISSUED FOR INFORMATION
REV	DATE	NOTE
P2	06/07/2023	Bridge added
P3	17/07/2023	Trees added, Bridge layout revised.
P4	14/08/23	Revised Site plan and internal layout.

Hiraeth.

job number

2325

Zone

02

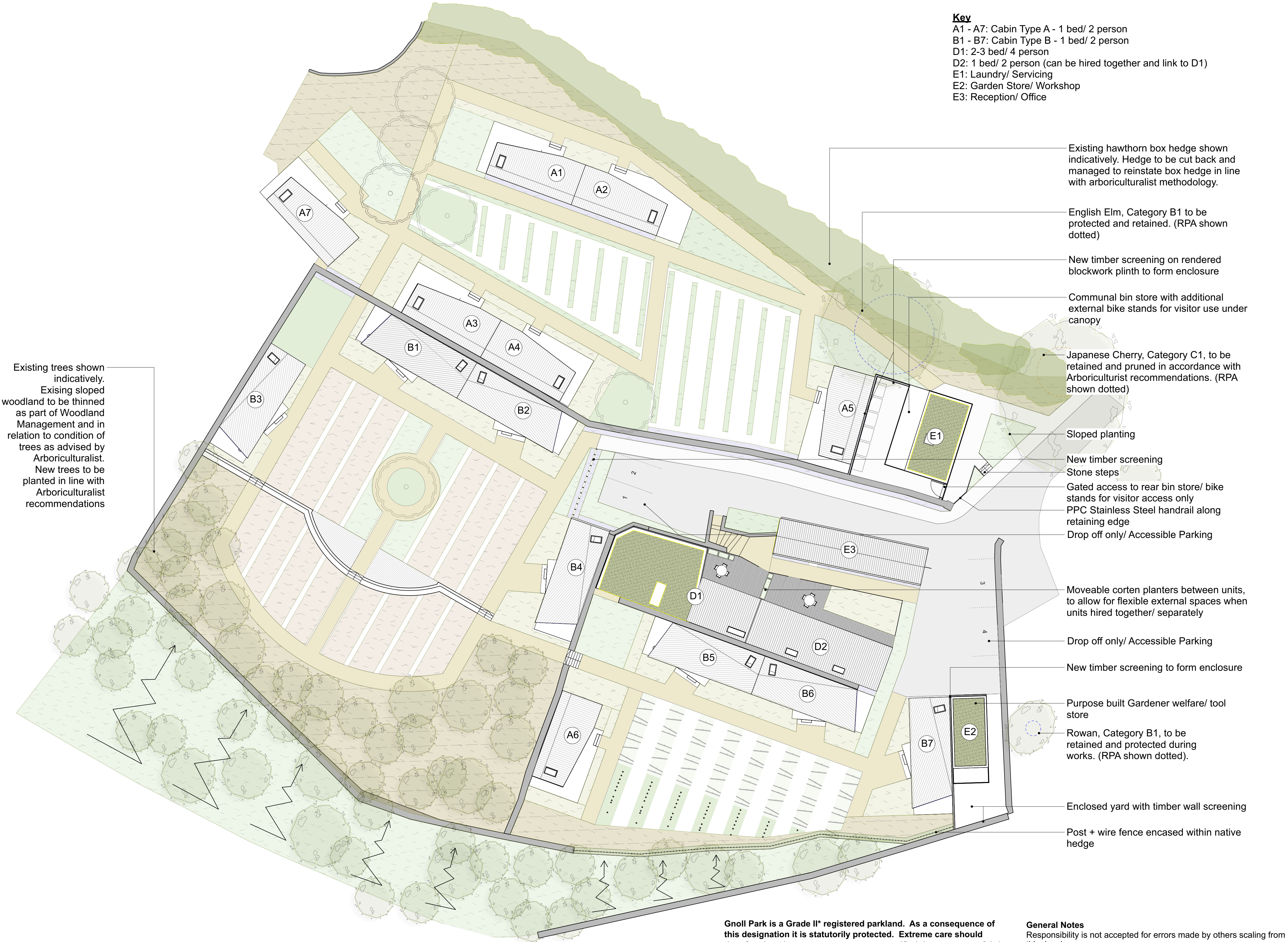
Neath Port Talbot CBC
GNOLL PARK

Proposed Site Plan

Scale AS NOTED Date 04/23

02920 025814 | office@hiraetharchitecture.co.uk
The Maltings | East Tyndall St | Cardiff | CF24 5EA

UPRN	Zone	Originator	Role	Type	Sht number	S Code	Rev
2080	02	HIR	A	DR	00201	S2	P4



- Key**
A1 - A7: Cabin Type A - 1 bed/ 2 person
B1 - B7: Cabin Type B - 1 bed/ 2 person
D1: 2-3 bed/ 4 person
D2: 1 bed/ 2 person (can be hired together and link to D1)
E1: Laundry/ Servicing
E2: Garden Store/ Workshop
E3: Reception/ Office



For soft landscaping and specification, please refer to Landscape Architect drawings and specification



P 00201.1 SITE PLAN: KITCHEN GARDEN
SCALE 1:200 @ A1, 1:400 @ A3

Gnull Park is a Grade II* registered parkland. As a consequence of this designation it is statutorily protected. Extreme care should therefore be taken not to cause any unspecified damage to any fabric or part of structures and landscape on or within the site when undertaking any construction works.

BAT NOTES AND METHODOLOGY

A. Bat surveys have been undertaken in the Kitchen Garden area and should be referred to in full

B. All British bat species and their roosts (occupied or not) are legally protected. It is a criminal offence to kill, injure or take a wild bat, and/or intentionally or recklessly damage, destroy, or obstruct access to, a bat roost. Prosecution could lead to fines and imprisonment. Any involved individual or company could be held liable.

C. All work carried out where bats are or have been found to be present must be supervised by and carried out to the satisfaction of the retained bat expert.

General Notes
Responsibility is not accepted for errors made by others scaling from this drawing.

All construction information should be taken from figured dimensions only. Dimensions are in millimetres unless otherwise stated.

All dimensions and conditions are to be checked on site prior to preparing drawings or commencing any work.

Any variations or supplementary drawings are to be approved by The Architect.

All details are to be read in strict accordance with GA drawings and construction notes

All steelwork sizes, padstones, blockwork strengths and associated structural design to be in accordance with structural engineers design and requirements. Hiraeth Architecture accepts no liability to any discrepancies in the structural design indicated on these drawings. Any structural related queries should be directed to the project engineer immediately.

SERIES		PLANNING	
SUITABILITY		S2 - ISSUED FOR INFORMATION	
REV	DATE	NOTE	
P6	01/09/2023	Design of E1 & E2 developed with site plan implications	
P7	14/09/2023	Minor Layout amendments	
P8	22/09/2023	Planning Issue - updates to respond to client comments	

Hiraeth.

2325 04

NEATH PORT TALBOT CBC

GNOLL PARK

Proposed: Site Plan - Kitchen Garden

Scale 1:200 @ A1, 1:100 @ A3

Date 06/23

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The Maltings | East Tyndall St | Cardiff | CF24 5EA

UFRN

Zone

Originator

Role

Type

Sheet number

S Code

Rev

2080

04

HIR

A

DR

00201

S2

P8

do not scale from this drawing

| all dimensions to be verified on site

| notify architect of all discrepancies

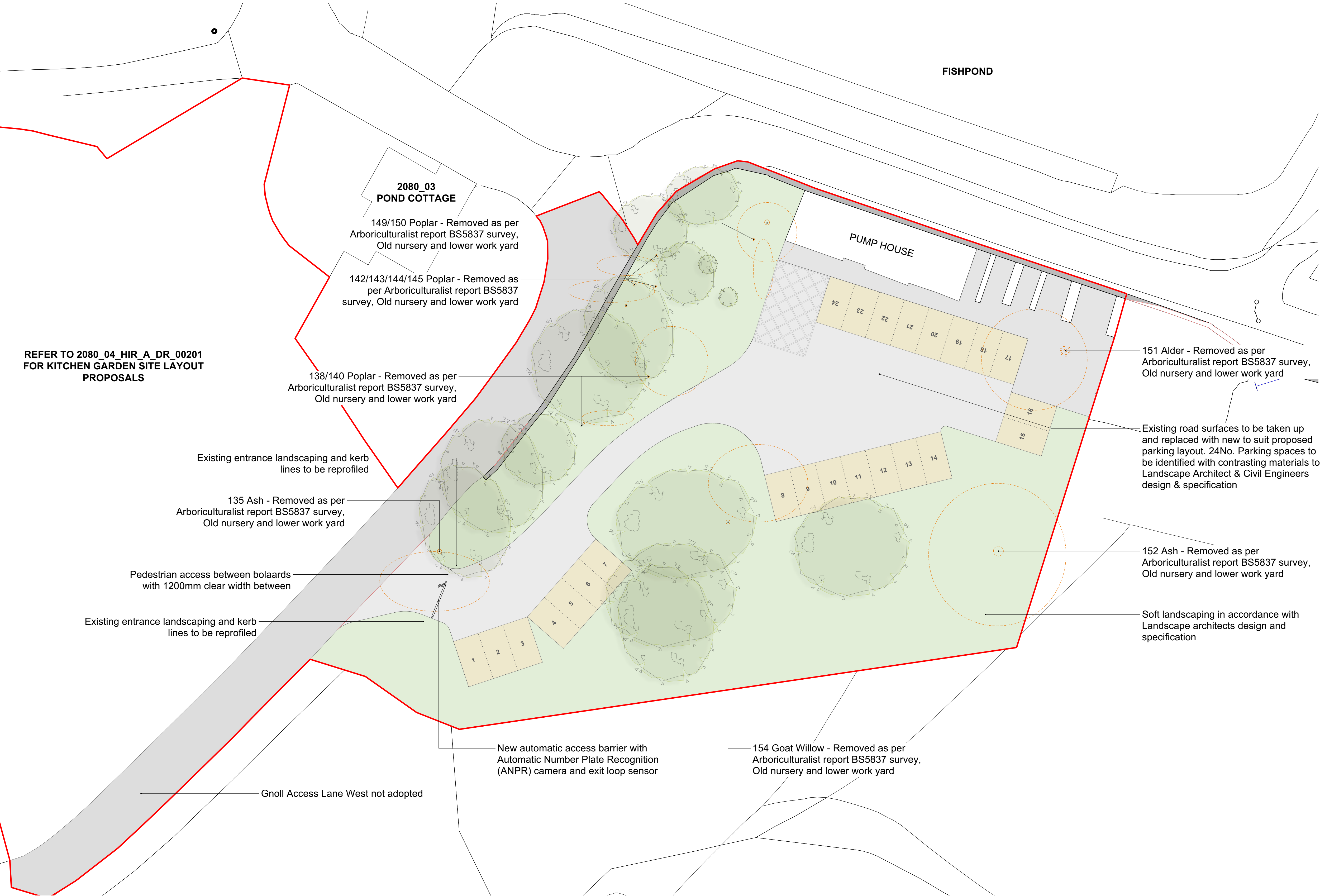
| copyright Hiraeth architecture

Superseded

Appendix B



Car Park Layout Option 3
Scale: NTS @ A1, 01/06/2023



Gnoll Park is a Grade II* registered parkland. As a consequence of this designation it is statutorily protected. Extreme care should therefore be taken not to cause any unspecified damage to any fabric or part of structures and landscape on or within the site when undertaking any construction works.

BAT NOTES AND METHODOLOGY

- A. Bat surveys have been undertaken in the Kitchen Garden area and should be referred to in full
- B. All British bat species and their roosts (occupied or not) are legally protected. It is a criminal offence to kill, injure or take a wild bat, and/or intentionally or recklessly damage, destroy, or obstruct access to, a bat roost. Prosecution could lead to fines and imprisonment. Any involved individual or company could be held liable.
- C. All work carried out where bats are or have been found to be present must be supervised by and carried out to the satisfaction of the retained bat expert.

General Notes
Responsibility is not accepted for errors made by others scaling from this drawing.

All construction information should be taken from figured dimensions only. Dimensions are in millimetres unless otherwise stated.

All dimensions and conditions are to be checked on site prior to preparing drawings or commencing any work.

Any variations or supplementary drawings are to be approved by The Architect.

All details are to be read in strict accordance with GA drawings and construction notes

All steelwork sizes, padstones, blockwork strengths and associated structural design to be in accordance with structural engineers design and requirements. Hiraeth Architecture accepts no liability to any discrepancies in the structural design indicated on these drawings. Any structural related queries should be directed to the project engineer immediately.

SERIES		PLANNING	
SUITABILITY		S2 - ISSUED FOR INFORMATION	
REV	DATE	NOTE	
P1	27/06/2023		
P2	10/07/2023	Entrance barrier arrangement updated	
P3	22/09/2023	Fence around Pump House omitted	

Hiraeth.

2325 04

NEATH PORT TALBOT CBC

GNOLL PARK

Proposed: Site Plan - Service Yard

Scale1:200 @A1, 1:400 @A3

Date06/23

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The Maltings | East Tyndall St | Cardiff | CF24 5EA

UPRN	Zone	Originator	Role	Type	Sht number	S Code	Rev
2080	04	HIR	A	DR	00202	S2	P3

do not scale from this drawing | all dimensions to be verified on site | notify architect of all discrepancies | copyright Hiraeth architecture



Superseded

Appendix C

Superseded

Filtering Summary

Land Use	07/M	LEISURE/COUNTRY PARKS
Selected Trip Rate Calculation Parameter Range	25-540 PARKING	
Actual Trip Rate Calculation Parameter Range	25-304 PARKING	
Date Range	Minimum: 01/01/15	Maximum: 16/10/21
Days of the week selected	Saturday	2
	Sunday	1
Main Location Types selected	Free Standing (PPS6 Out of Town)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Superseded

Calculation Reference: AUDIT-317901-230818-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : M - COUNTRY PARKS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days

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

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:	Parking spaces
Actual Range:	25 to 304 (units:)
Range Selected by User:	25 to 540 (units:)

<u>Public Transport Provision:</u>	
Selection by:	Include all surveys

Date Range: 01/01/15 to 16/10/21

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.

<u>Selected survey days:</u>	
Saturday	2 days
Sunday	1 days

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

<u>Selected survey types:</u>	
Manual count	3 days
Directional ATC Count	0 days

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 undertaking using machines.

<u>Selected Locations:</u>	
Free Standing (PPS6 Out of Town)	3

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.

<u>Selected Location Sub Categories:</u>	
Out of Town	3

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.

<u>Inclusion of Servicing Vehicles Counts:</u>	
Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Superseded

Secondary Filtering selection:

Use Class:
F2(c) 3 days

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:
All Surveys Included
Population within 1 mile:
1,000 or Less 1 days
1,001 to 5,000 2 days

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

Population within 5 miles:
50,001 to 75,000 1 days
125,001 to 250,000 2 days

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 2 days
1.1 to 1.5 1 days

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.

Travel Plan:
No 3 days

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 3 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Superseded

LIST OF SITES relevant to selection parameters

Site(1):	CA-07-M-02	Site area:	48.00 hect
Development Name:	COUNTRY PARK		
Location:	NEAR CAMBRIDGE	Parking spaces:	130
Postcode:	CB22 3AE	No of Employees:	11
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	27/06/21
Sub-Location Type:	Out of Town	Survey Day:	Sunday
PTAL:	n/a		
Site(2):	DS-07-M-01	Site area:	8.04 hect
Development Name:	NATURE RESERVE		
Location:	NEAR DERBY	Parking spaces:	25
Postcode:	DE72 3QH	No of Employees:	7
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	14/07/18
Sub-Location Type:	Out of Town	Survey Day:	Saturday
PTAL:	n/a		
Site(3):	HC-07-M-02	Site area:	350.00 hect
Development Name:	COUNTRY PARK		
Location:	NEAR WATERLOOVILLE	Parking spaces:	304
Postcode:	PO8 0QE	No of Employees:	25
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	16/10/21
Sub-Location Type:	Out of Town	Survey Day:	Saturday
PTAL:	n/a		

Superseded

Trip Rates for Key Periods		Trips per 1 parking PARKING	
Period	Inbound	Outbound	Total
0800-0900	0.301	0.054	0.355
1700-1800	0.072	0.172	0.244

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
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	3	153	0.046	3	153	0.015	3	153	0.061
08:00 - 09:00	3	153	0.301	3	153	0.054	3	153	0.355
09:00 - 10:00	3	153	0.194	3	153	0.146	3	153	0.340
10:00 - 11:00	3	153	0.336	3	153	0.198	3	153	0.534
11:00 - 12:00	3	153	0.257	3	153	0.211	3	153	0.468
12:00 - 13:00	3	153	0.305	3	153	0.220	3	153	0.525
13:00 - 14:00	3	153	0.292	3	153	0.253	3	153	0.545
14:00 - 15:00	3	153	0.235	3	153	0.296	3	153	0.531
15:00 - 16:00	3	153	0.194	3	153	0.388	3	153	0.582
16:00 - 17:00	3	153	0.122	3	153	0.327	3	153	0.449
17:00 - 18:00	3	153	0.072	3	153	0.172	3	153	0.244
18:00 - 19:00	3	153	0.035	3	153	0.085	3	153	0.120
19:00 - 20:00	3	153	0.026	3	153	0.041	3	153	0.067
20:00 - 21:00	1	25	0.200	1	25	0.320	1	25	0.520
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.615			2.726			5.341

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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Parameter summary

Trip rate parameter range selected:

25 - 304 (units:)

Survey date date range:

01/01/15 - 16/10/21

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

Number of Sundays:

1

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0