

Planning application 23/0789/00

**Development including enhanced and extended car parking areas at
Gnoll Estate Country Park,
Neath
Neath Port Talbot**

**Transport Statement
January 2024**

Applicant: Andrew Scott Limited

Project no: T23.138

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Project name: Gnoll Estate Country Park

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

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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 proposed development is being submitted as a number of separate applications, with this Transport Statement considering the following element of the proposals;

- Extension and increase to existing visitor car parking area

1.1.4 This Transport Statement supersedes that dated 9th November 2023 (which was submitted to the LPA) which also assessed the demolition and rebuilding of existing visitor centre and the creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works.

1.1.5 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

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

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**.

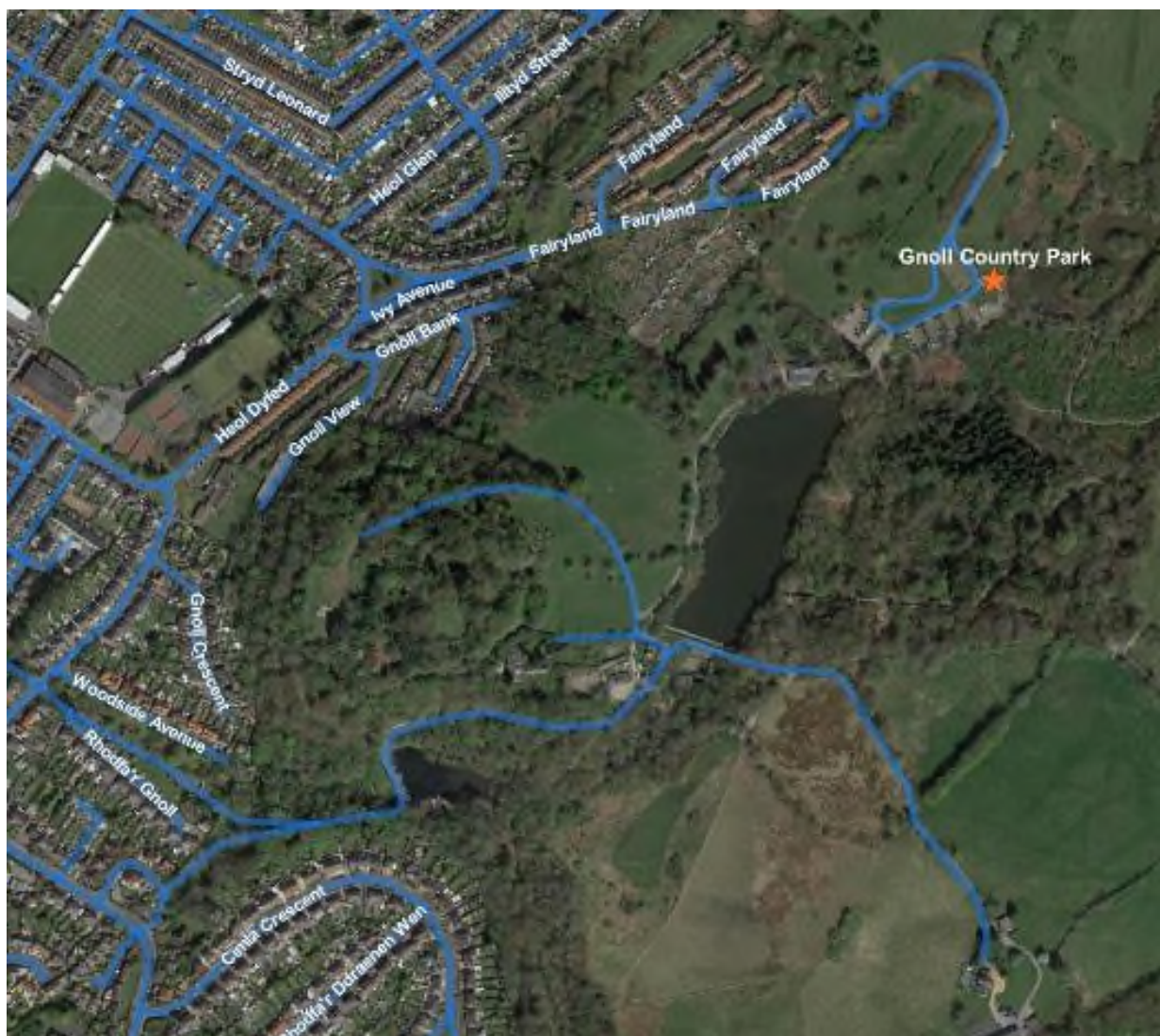


Figure 2.2 Local highway network

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.

- 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.

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) is 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 Beechwood 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.

- 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 via googlemaps.

- 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**.

- 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



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.



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**.

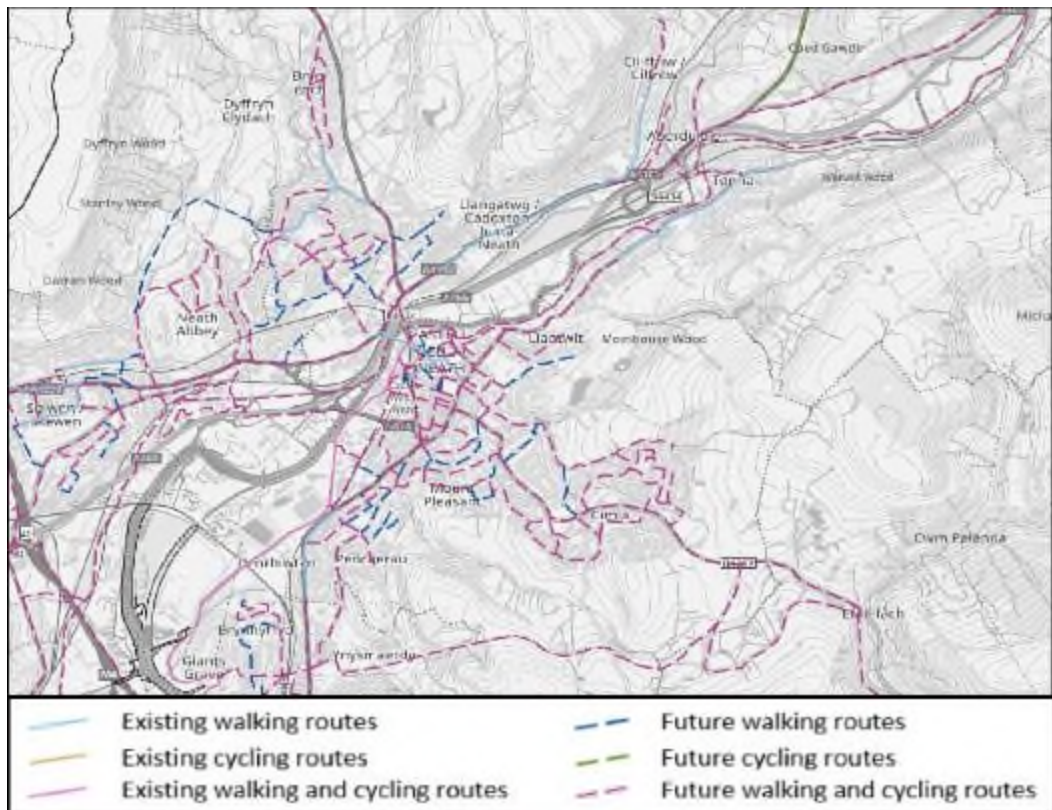


Figure 2.8 Active Travel Network Map existing & proposed routes – wider area

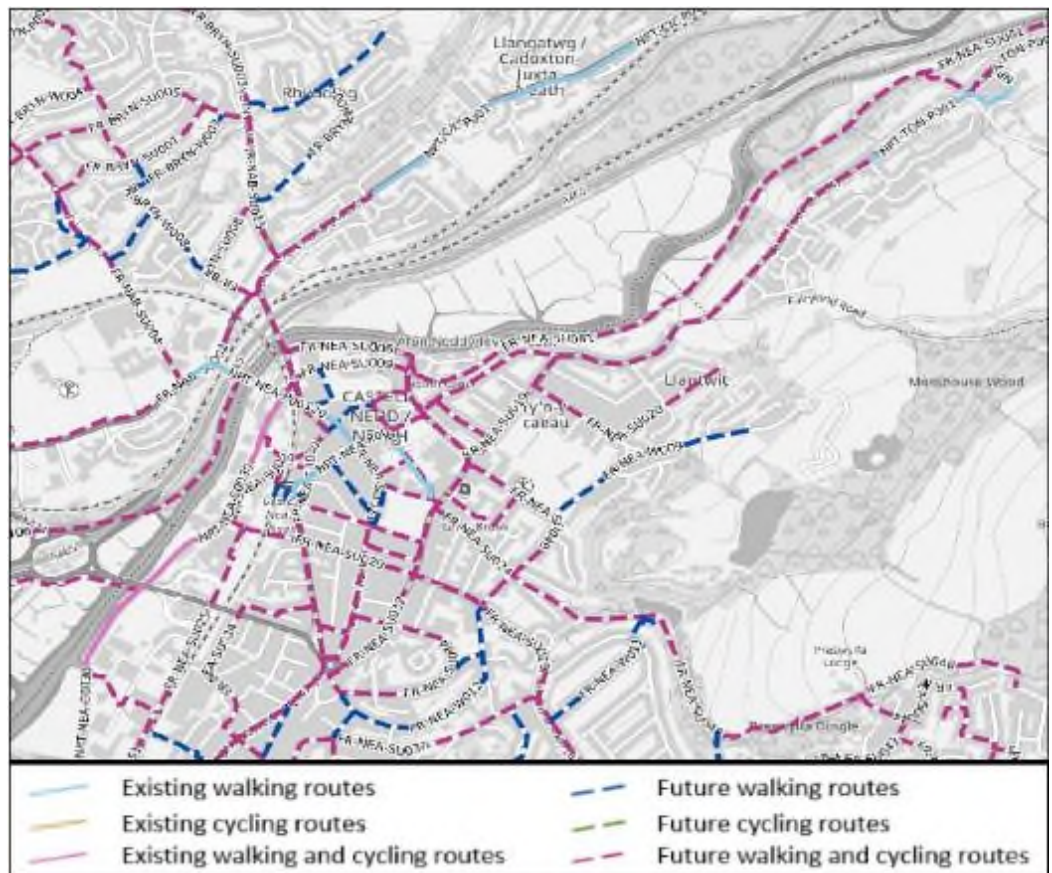


Figure 2.9 Active Travel Network Map existing & proposed routes – close to site

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

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)

- 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

Table 2.2 Local amenities within proximity

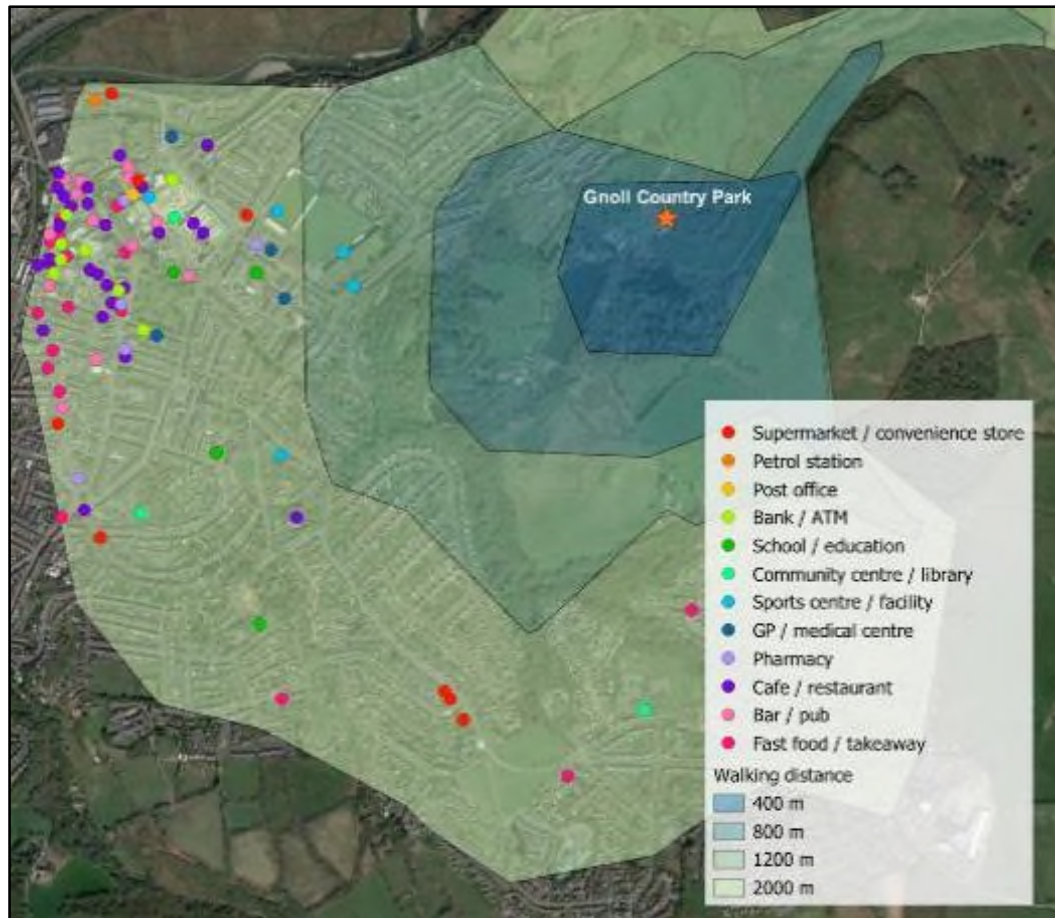


Figure 2.11 Local amenities in the vicinity of Gnoll Estate Country Park

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.

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 proposed is the following:

- Extension and an increase in existing visitor spaces in the main car parking area of 100 spaces.

3.2 Access

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.

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

3.3 Car Parking

3.3.1 The proposals for the development of the main parking area involve the addition of 100 spaces in two areas to the north of the existing car parking, which would provide an overall total of 283 car parking spaces, an increase of 55%.

3.3.2 The proposed changes to the main parking area located to the north of the visitor centre is proposed as shown in **Appendix A**.

3.3.3 A minimum of 10% of the total parking spaces will be provided as Electric Vehicle Charging (EVC) spaces. These EVC spaces will be accommodated by upgrading a number of existing car parking spaces closest to the visitor centre, with this area also highlighted on the attached site location plan.

3.3.4 This additional parking provision will serve to ensure that there is no parking within the Country Estate outside of the designated parking areas.

3.3.5 The enhancements to the main car parking area include the provision of 14 cycle stands in accordance with the Neath Port Talbot parking standards. With the exact location of the cycle stands within the main car park still to be determined, please refer to the Hiraeth drawings for further details.

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 While the main purpose of the proposed new parking spaces is to aid in providing an enhanced visitor experience at the Country Park and to ensure that there is no parking within the Country Estate outside of the designated parking areas, there may be a consequent increase in visitors to Gnoll Park. This would likely be a natural consequence of making Gnoll Park more attractive.

4.1.3 The trip generation analysis below forecasts the likely increase in vehicular traffic accessing Gnoll Park in relation to the pro rata increase in parking provision of 55%. In terms of forecast trip generation this could be seen as a worst case scenario.

4.1.4 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.

4.1.5 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.

4.1.6 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

4.1.7 The TRICS vehicle trip rates and the existing trip generation with a total of 183 parking spaces are shown in **Table 4.1**.

- 4.1.8 The existing Gnoll Park Estate is likely to generate up to 107 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 977 two-way vehicle movements.

Hour Start	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
7	0.046	0.015	0.061	8	3	11
8	0.301	0.054	0.355	55	10	65
9	0.194	0.146	0.340	36	27	62
10	0.336	0.198	0.534	61	36	98
11	0.257	0.211	0.468	47	39	86
12	0.305	0.220	0.525	56	40	96
13	0.292	0.253	0.545	53	46	100
14	0.235	0.296	0.531	43	54	97
15	0.194	0.388	0.582	36	71	107
16	0.122	0.327	0.449	22	60	82
17	0.072	0.172	0.244	13	31	45
18	0.035	0.085	0.120	6	16	22
19	0.026	0.041	0.067	5	8	12
20	0.200	0.320	0.520	37	59	95
Daily	2.615	2.726	5.341	479	499	977

Table 4.1 Total Vehicle Trip Generation – Existing

Proposed Gnoll Park Estate

- 4.1.9 Applying the TRICS vehicle trip rates to the proposed total of 283 parking spaces provides the trip generation shown in **Table 4.2**.
- 4.1.10 The proposed improvements to the Gnoll Park Estate are likely to increase the trip generation to a maximum of 165 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 1,512 two-way vehicle movements.
- 4.1.11 This forecast increase of 58 vehicles during the peak hour equates to 1 additional 2-way trip per minute during the peak via the main access.

Hour Start	Arrivals	Departures	Two-way
7	13	4	17
8	85	15	100
9	55	41	96
10	95	56	151
11	73	60	132
12	86	62	149
13	83	72	154
14	67	84	150
15	55	110	165
16	35	93	127
17	20	49	69
18	10	24	34
19	7	12	19
20	57	91	147
Daily	740	771	1,512

Table 4.2 Total Vehicle Trip Generation – Proposed

4.2 Potential Impact

- 4.2.1 As mentioned above the forecast prorata increase in vehicle trip generation in relation to the proposed increase in car parking spaces can be seen as a worst case scenario. While improved parking provision will improve the attractiveness of Gnoll Park it is unlikely to generate the prop rate increase in traffic as discussed.
- 4.2.2 Nevertheless, even if there was to be a prop rata increase in traffic visiting Gnoll Park the the proposed development with 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;

- Extension and increase to existing visitor car parking area

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.

Appendices

Appendix A



1. This drawing is preliminary and subject to change during detailed design. Not to be used for construction purposes.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. Do not scale from this drawing, use figured dimensions only.
4. All dimensions in m unless states otherwise.
5. Any discrepancies should be reported to the engineer immediately.
6. Site Plan taken from architects layout, drawing 2223 VC EX 002.
7. Topographical survey taken from Landmark Surveys Wales, drawing 6571, 6588, 6588-1.
8. This drawing is to be read in conjunction with and constructed in accordance with Jubb drawing 710 - Construction standard details.
9. Design is based on an assumed site wide CBR value of 2.5% - to be confirmed by GI report.
10. Contractor to conduct in situ CBR tests in advance of construction phase to confirm minimum CBR levels at formation level.
11. If testing indicates CBR <2.5% at formation levels then contractor to consult engineer.

 UNLINED PERMEABLE PAVING (Grasscrete)
 UNLINED PERMEABLE PAVING (Gravelcrete)
 LINED PERMEABLE PAVING (Grasscrete)
 LINED PERMEABLE PAVING (Gravelcrete)
 ASPHALT TARMAC
 SITE BOUNDARY

Rev	Date	Description	By	Apvd
-----	------	-------------	----	------

TITLE:
EXTERNAL WORKS LAYOUT -
VISITOR CENTRE CARPARK

SCALE@A1:
1:250

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix B

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

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

Calculation Reference: AUDIT-317901-230818-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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:)

Public Transport Provision:

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.

Selected survey days:

Saturday	2 days
Sunday	1 days

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

Selected survey types:

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 undertaken using machines.

Selected Locations:

Free Standing (PPS6 Out of Town)	3
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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:

Out of Town	3
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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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

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
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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		

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

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.