

**AFAN UNITED FOOTBALL CLUB, LAND OFF  
PRINCESS MARGARET WAY, ABERAVON**

**TRANSPORT STATEMENT AND TRAVEL PLAN**

**PREPARED FOR**



**THE CLOSE  
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## CONTENTS

|          |                                                 |           |
|----------|-------------------------------------------------|-----------|
| <b>1</b> | <b>INTRODUCTION .....</b>                       | <b>1</b>  |
| <b>2</b> | <b>EXISTING CONDITIONS .....</b>                | <b>3</b>  |
| <b>3</b> | <b>ACCESSIBILITY OF THE SITE .....</b>          | <b>10</b> |
| <b>4</b> | <b>PROPOSED DEVELOPMENT .....</b>               | <b>12</b> |
| <b>5</b> | <b>TRIP GENERATION AND TRAFFIC IMPACT .....</b> | <b>22</b> |
| <b>6</b> | <b>TRAVEL PLAN .....</b>                        | <b>25</b> |
| <b>7</b> | <b>SUMMARY AND CONCLUSIONS .....</b>            | <b>32</b> |

## FIGURES

|             |                                                             |
|-------------|-------------------------------------------------------------|
| FIGURE 1.1  | SITE LOCATION                                               |
| FIGURE 2.1  | SITE CONTEXT                                                |
| FIGURE 2.2  | LOCAL HIGHWAY NETWORK                                       |
| FIGURE 2.3  | PRINCESS MARGARET WAY LOOKING NORTHWEST                     |
| FIGURE 2.4  | PEDESTRIAN CROSSING ON PRINCESS MARGARET WAY                |
| FIGURE 2.5  | ROUNDBOUT PROVIDING ACCESS TO SITE ON PRINCESS MARGARET WAY |
| FIGURE 2.6  | ACCESS ROAD SERVING CINEMA AND RESTAURANT                   |
| FIGURE 2.7  | ACCESS ROAD SERVING APPLICATION SITE                        |
| FIGURE 2.8  | HIGHWAYS MAINTAINABLE AT PUBLIC EXPENSE                     |
| FIGURE 2.9  | ACCESS ROAD SERVING APPLICATION SITE                        |
| FIGURE 2.10 | SITE SURROUNDS                                              |
| FIGURE 2.11 | CRASHMAP ACCIDENT DATA                                      |
| FIGURE 3.1  | ACTIVE TRAVEL NETWORK                                       |
| FIGURE 3.2  | LOCATION OF CLOSEST BUS STOPS                               |
| FIGURE 4.1  | SITE AREA                                                   |
| FIGURE 4.2  | PROPOSED SITE PLAN                                          |
| FIGURE 4.3  | PROPOSED ACCESS ROUTE                                       |
| FIGURE 4.4  | PROPOSED CAR PARK AND ACCESS ROUTE                          |
| FIGURE 4.5  | PROPOSED PEDESTRIAN ACCESS FROM MOORLAND ROAD               |
| FIGURE 4.6  | VIEW OF PROPOSED PEDESTRIAN ACCESS                          |

|             |                                                |
|-------------|------------------------------------------------|
| FIGURE 4.7  | POTENTIAL ADDITIONAL PEDESTRIAN ACCESS         |
| FIGURE 4.8  | VIEW OF POTENTIAL ADDITIONAL PEDESTRIAN ACCESS |
| FIGURE 4.9  | PEDESTRIAN ROUTE TO NORTHWEST OF SITE          |
| FIGURE 4.10 | PARKING TABLE FROM SPG                         |
| FIGURE 4.11 | SWEPT PATH OF LARGE REFUSE VEHICLE             |
| FIGURE 4.12 | SWEPT PATH OF A COACH                          |
| FIGURE 5.1  | PROPOSED USERS OF THE FACILITY                 |

## **APPENDICES**

|            |                        |
|------------|------------------------|
| APPENDIX A | NPTC HIGHWAY RESPONSE  |
| APPENDIX B | BUS TIMETABLES         |
| APPENDIX C | PROPOSED SITE PLAN     |
| APPENDIX D | SWEPT PATH ASSESSMENTS |

## 1 INTRODUCTION

### Brief

- 1.1 Miles White Transport Ltd (MWT) have been appointed by Afan United Football Club (AUFC or 'the club') to prepare a Transport Statement and Travel Plan to support a planning application for the redevelopment of the existing Multi-Use Games Area (MUGA) to an all-weather 3G pitch, spectator stand, changing rooms/clubhouse and associated works (including a car park) on land off Princess Margaret Way in Aberavon, Neath Port Talbot.
- 1.2 The location of the site is shown below in **Figure1.1**.



**FIGURE 1.1: SITE LOCATION**

### Planning Background

- 1.3 A pre-application enquiry (reference P/4/24/0002/00) was submitted to Neath Port Talbot Council (NPTC) in February 2024. NPTC provided highways/transport comments on this pre-application in March 2024, and these are attached as **Appendix A**.

1.4 This response identified the main issues in relation to highways/transport to be as follows:

1. Afan Lido Football Clubs MUGA redevelopment is likely to draw significant traffic to the area of Aberavon. The 37 space car park within the curtilage of the site will not be able to cater for all facility users in accordance with our [Parking Standards SPG](#).  
In this instance, a Travel Plan is to be provided outlining how Traffic Generation will be minimised at peak times. This plan should also highlight where patrons will be directed to park in the circumstance that the car park (on-site) be at capacity. This is to circumvent Afan Lido Football Club patrons parking within residential streets close to the site and on the highway.
2. Due to the expected footfall of the site, we would recommend that the site have safe pedestrian walkways and allocated crossings in accordance with our [Active Travel Guidance](#) to ensure safety for all parties.
3. In accordance with our Active Travel Guidance and Parking Standards SPG signage is to be used to show the one-way traffic, pedestrian walkways and disabled spaces.

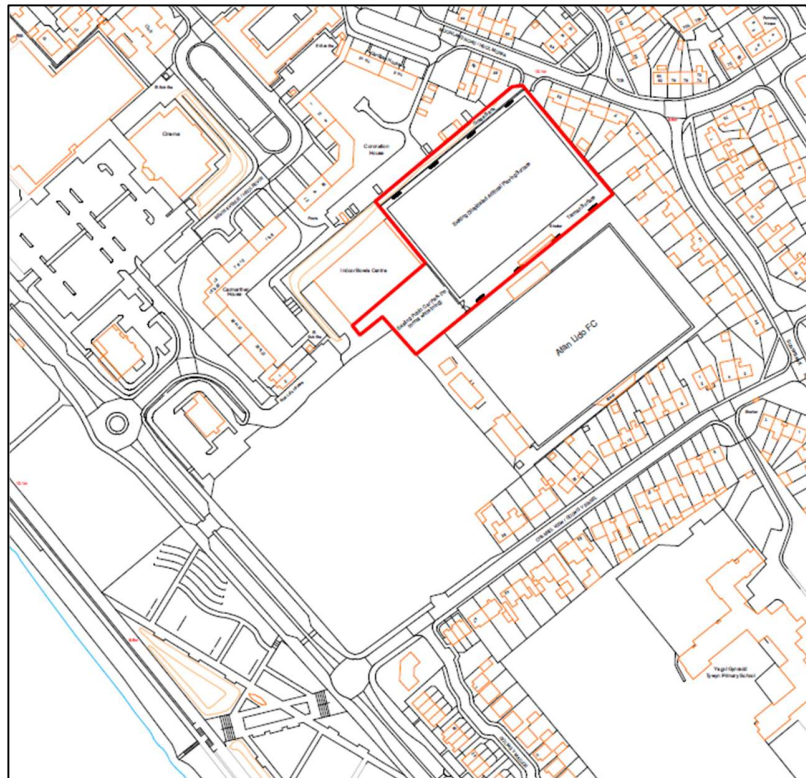
### Purpose and Structure

- 1.5 This report has been prepared to assess the transportation, traffic, parking and highway implications associated with the development proposals.
- 1.6 A planning application has now been submitted to Neath Port Talbot Council (NPTC) and has been provided with the reference number P2024/0194.
- 1.7 The structure of this report is summarised below:
- Section 2: Describes the existing conditions on the transportation network in the vicinity of the site.
  - Section 3: Provides a summary of the existing accessibility of the site by non-car modes of travel.
  - Section 4: Outlines the relevant characteristics of the proposed development, including site access and parking provision.
  - Section 5: Identifies the number of trips that will be generated by the proposed development and assess the impact of these additional trips.
  - Section 6: Identifies the Travel Planning measures that could be delivered as part of the proposed development.
  - Section 7: Presents a summary of the report and identifies the main conclusions that can be drawn.

## 2 EXISTING CONDITIONS

### Site Location

- 2.1 The application site is located around 150m northeast of Princess Margaret Way in Aberavon, which is within the area administered by NPTC as shown below in **Figure 2.1**.



**FIGURE 2.1: SITE CONTEXT**

### Local Highway Network

- 2.2 The location of the site in relation to the local highway network is identified in **Figure 2.2** overleaf.
- 2.3 Princess Margaret Way runs along Aberavon Beach and connects to Victoria Road to the southeast and becomes Golden Way to the northwest. It provides a single lane in each direction, which is separated by a central island, and provides a lane for car (and bus) parking on both sides as shown overleaf in **Figure 2.3**.



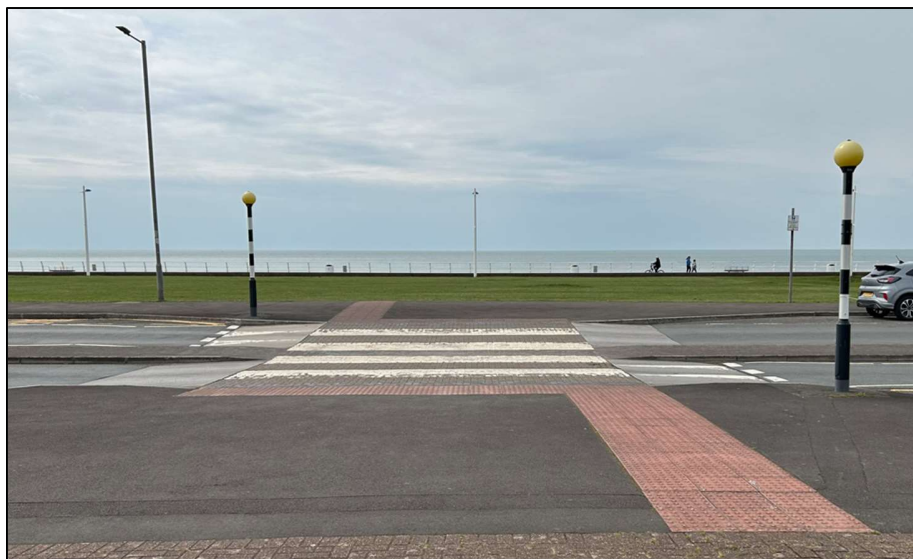
**FIGURE 2.2: LOCAL HIGHWAY NETWORK**



**FIGURE 2.3: PRINCESS MARGARET WAY LOOKING NORTHWEST**

- 2.4 There is a large five-armed roundabout to the northwest of the site on Princess Margaret Way that provides a connection to Western Avenue (for Baglan) and Dalton Road, which provides a link to the A4241 and provides access to the Sandfields housing area.

- 2.5 Moorland Road leads southeast from Dalton Road and becomes Sandown Road before connecting with Victoria Road, which again provides a link to the A4241.
- 2.6 Sunnybank Road leads from Moorland Road and connects with Channel View, which routes back to Princess Margaret Way.
- 2.7 All the roads around the site are subject to a 20mph speed limit and provide street lighting and footways along both sides of the road. There are several high-quality pedestrian crossings on Princess Margaret Way as shown below in **Figure 2.4**.



**FIGURE 2.4: PEDESTRIAN CROSSING ON PRINCESS MARGARET WAY**

- 2.8 The A4241 provides the primary route between the M4 motorway (via Junction 38 at Margam) to the southeast and the A48 in Baglan and passes through Port Talbot and Aberavon.
- 2.9 The site is accessed from Princess Margaret Way via a roundabout as shown in **Figure 2.5** overleaf. This roundabout leads to two roads (unnamed). The road leading northwest serves the Reel Cinema (Hollywood Park) and The Front restaurant as shown in **Figure 2.6** overleaf.
- 2.10 The road leading southeast provides access to the Cinnamon Kitchen restaurant, a public car park, Afan Lido Football Club, the bowls club and the application site. **Figure 2.7** overleaf shows this road in the vicinity of the restaurant and car park.



**FIGURE 2.5: ROUNDBOUT PROVIDING ACCESS TO SITE ON PRINCESS MARGARET WAY**

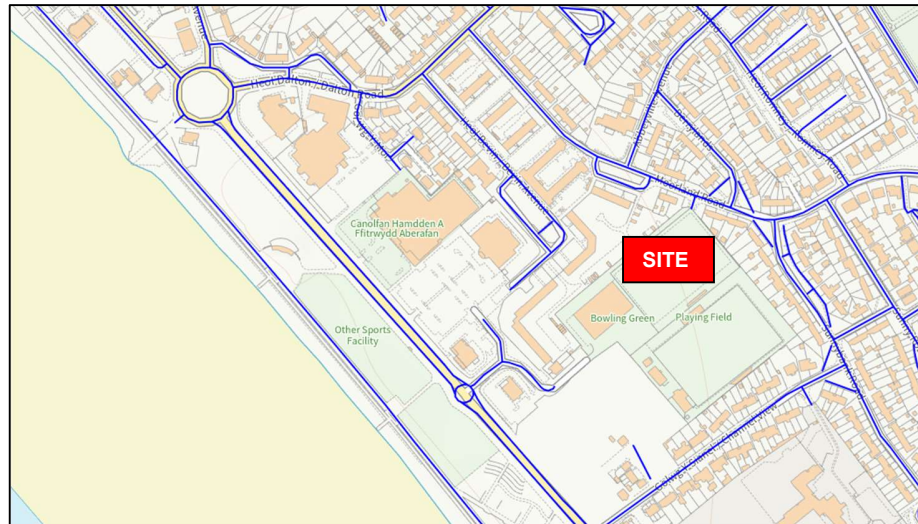


**FIGURE 2.6: ACCESS ROAD SERVING CINEMA AND RESTAURANT**



**FIGURE 2.7: ACCESS ROAD SERVING APPLICATION SITE**

- 2.11 The extent of adoption on these access roads is shown below in **Figure 2.8**. This show that the access road leading to the application site is adopted (i.e., a highway maintained at public expense) up to the bend in the road close to the public car park.



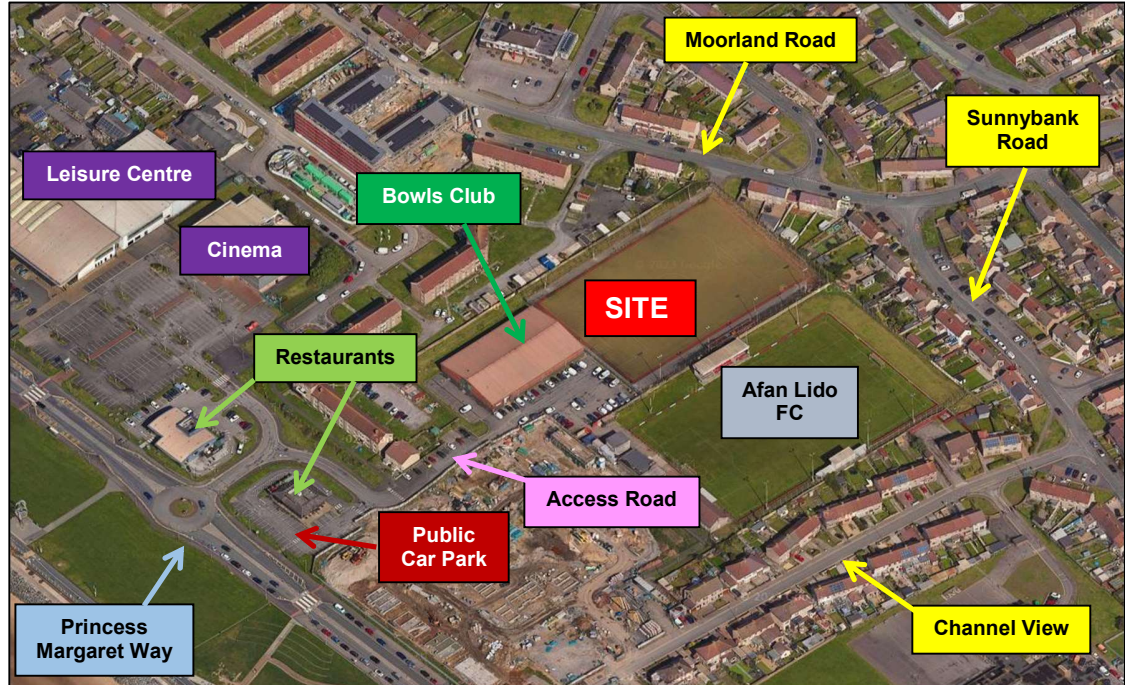
**FIGURE 2.8: HIGHWAYS MAINTAINABLE AT PUBLIC EXPENSE**

- 2.12 The remaining section of the road is private and is shown below in **Figure 2.9**. This road serves Afan Lido FC and the bowls club as well as the application site. At present this road is affected by construction vehicles associated with the construction site to the southwest of the site (the former Afan Lido/Aquadome site).



**FIGURE 2.9: ACCESS ROAD SERVING APPLICATION SITE**

2.13 The roads serving the site and the surrounding facilities are shown in **Figure 2.10** below.



**FIGURE 2.10: SITE SURROUNDS**

#### Existing Personal Injury Accident Records

- 2.14 Accident data for the most recent five years (January 2018 to December 2022) has been investigated using the CrashMap database and is shown overleaf in **Figure 2.11**.
- 2.15 This shows that there was only one accident recorded on the road network surrounding the site, which occurred in April 2020 at the junction of Princess Margaret Way/Channel View and resulted in a slight injury.
- 2.16 Overall, it is considered that the road network surrounding the site has an excellent safety record.



**FIGURE 2.11: CRASHMAP ACCIDENT DATA**



## Public Transport

- 3.7 There are several bus stops located around the site on Moorland Road and Channel View as shown below in **Figure 3.2**.



**FIGURE 3.2: LOCATION OF CLOSEST BUS STOPS**

- 3.8 The closest bus stops on Moorland Road are within 120m of the edge of the site (a 1.5 minute walk). These bus stops are served by the 82 bus service, which is operated by First Cymru between Sandfields and Port Talbot Bus Station. Buses operate every hour on Mondays to Saturdays. The timetables for the 82 bus service is attached as **Appendix B**.
- 3.9 The nearest railway station is in Port Talbot, which is on the South Wales Main Line and within a 5 minute walk of the bus station, which is served by the 82 bus service.

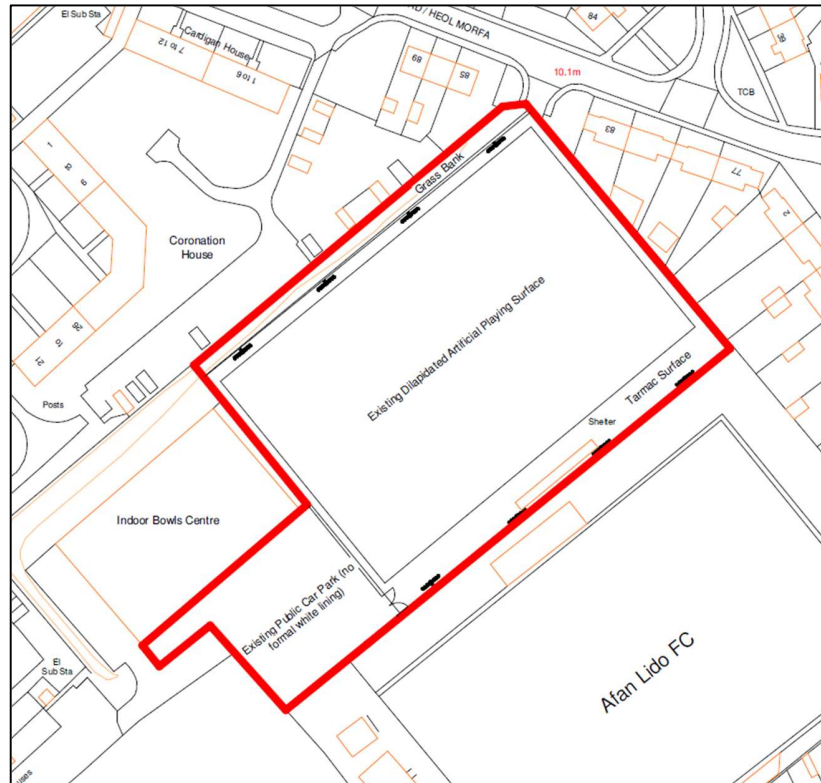
## Summary

- 3.10 The above identifies that the proposed site is in a sustainable location and is readily accessible by non-car modes of travel including walking, cycling, bus and train.

## 4 PROPOSED DEVELOPMENT

### Site Area

- 4.1 The proposed redevelopment site is shown below in **Figure 4.1**.

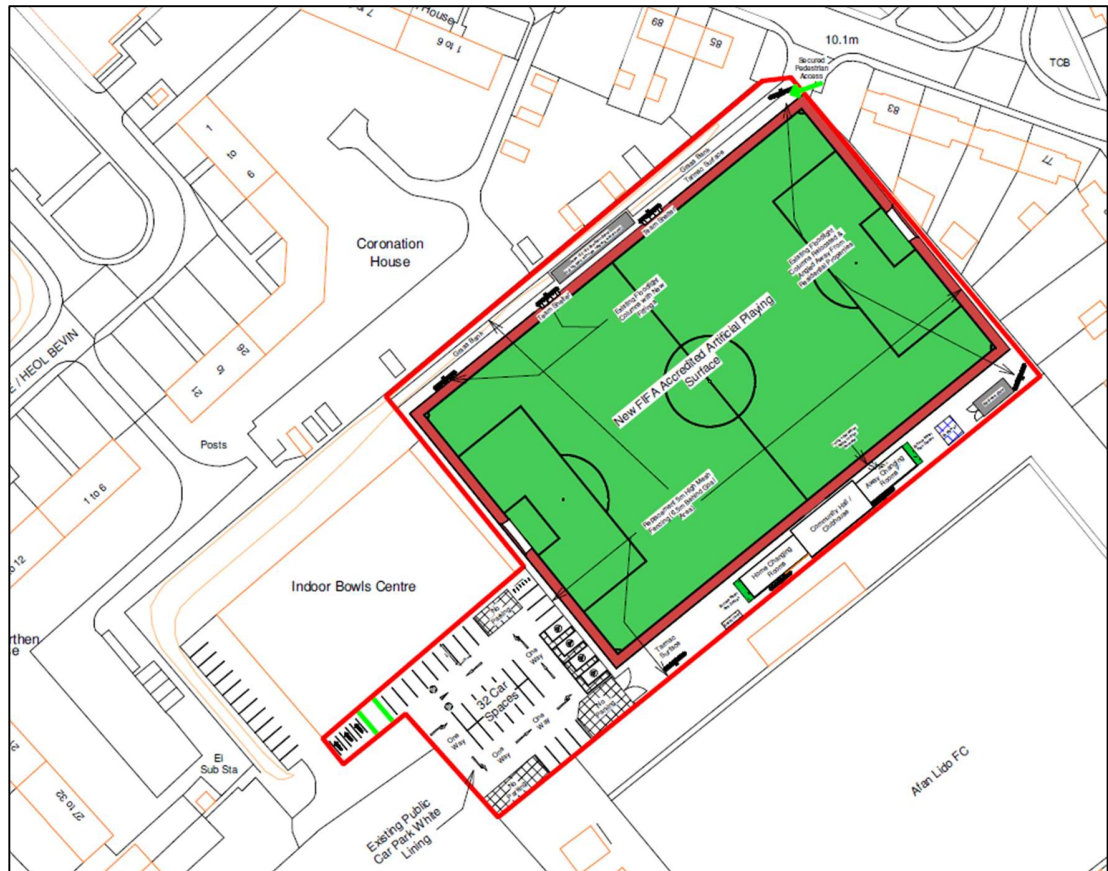


**FIGURE 4.1: SITE AREA**

- 4.2 The site area includes the existing MUGA and car park in the vicinity of Afan Lido FC and the bowls club.

### Proposed Redevelopment

- 4.3 The redevelopment proposes to upgrade the existing MUGA to an all-weather 3G pitch, spectator stand, changing rooms/clubhouse and associated works (including a car park)
- 4.4 The proposed site layout is shown in **Figure 4.2** overleaf and in the Proposed Site Plan prepared by GO Concept Designs (drawing number PA102 P02) attached as **Appendix C**.



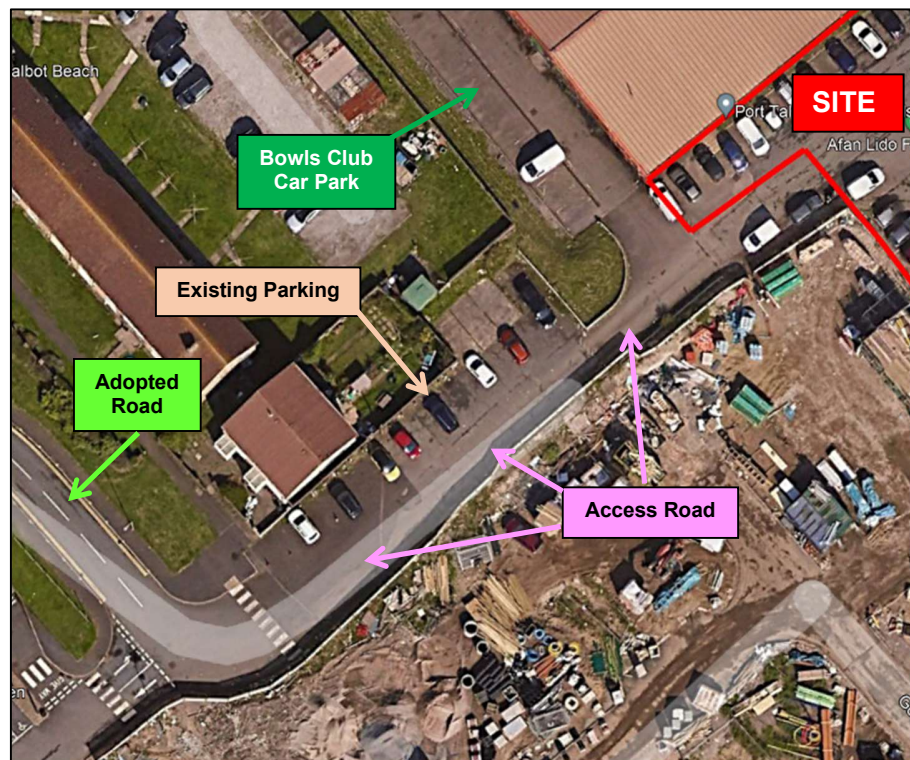
**FIGURE 4.2: PROPOSED SITE PLAN**

4.5 The proposed redevelopment comprises the following main elements:

- FIFA accredited artificial playing surface
- New spectator stand (100-150 capacity)
- Community hall/clubhouse and changing rooms
- New light fittings on existing floodlight columns
- Team shelters
- Equipment store
- Reconfigured and improved car park – 32 car spaces (including 4 mobility impaired), 3 motorcycle spaces and 6 cycle hoops

### Vehicular Access

- 4.6 The car park will be accessed as it is at present, i.e., from the access road leading past the Afan Lido houses to/from Princess Margaret Way.
- 4.7 This road is privately owned from the site boundary to the bend in the road to the southwest of the site (approximately 80m) and provides parking, access to the Afan Lido houses and the bowls club, as well as to the site as shown below in **Figure 4.3**.

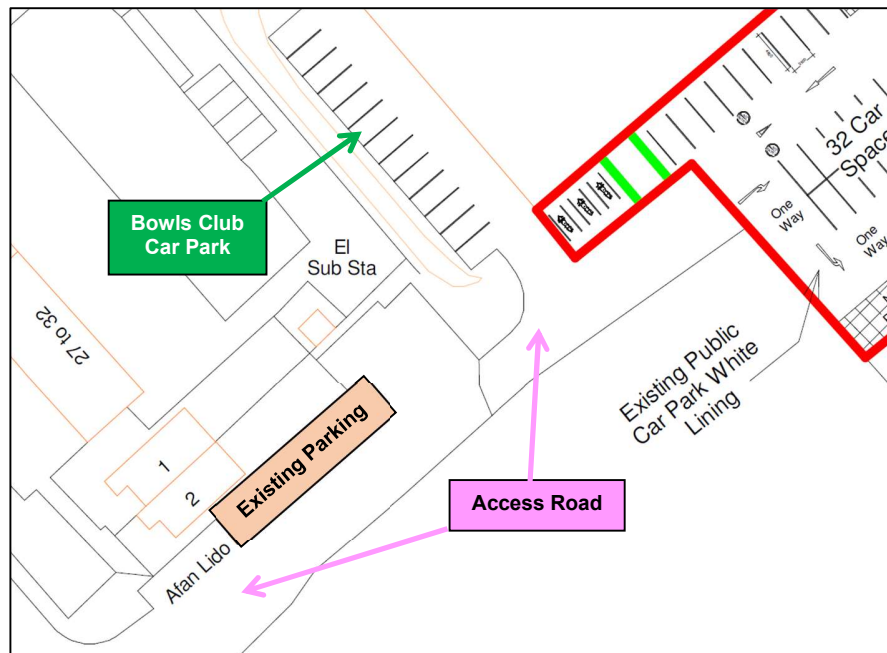


**FIGURE 4.3: PROPOSED ACCESS ROUTE**

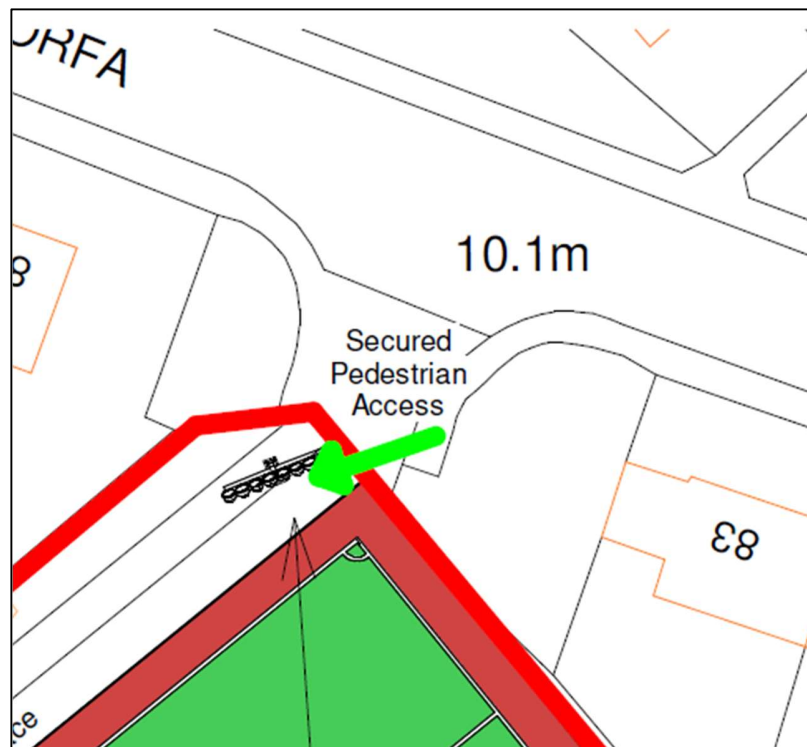
- 4.8 The relationship between the proposed car park and this access route is shown overleaf in **Figure 4.4**.

### Pedestrian Access

- 4.9 Pedestrian access will be via the vehicular access, which is already used by pedestrian associated with the bowls club and Afan Lido FC, as well as from a new pedestrian only access on Moorland Road in the northern corner of the site as shown overleaf in **Figure 4.5**.



**FIGURE 4.4: PROPOSED CAR PARK AND ACCESS ROUTE**



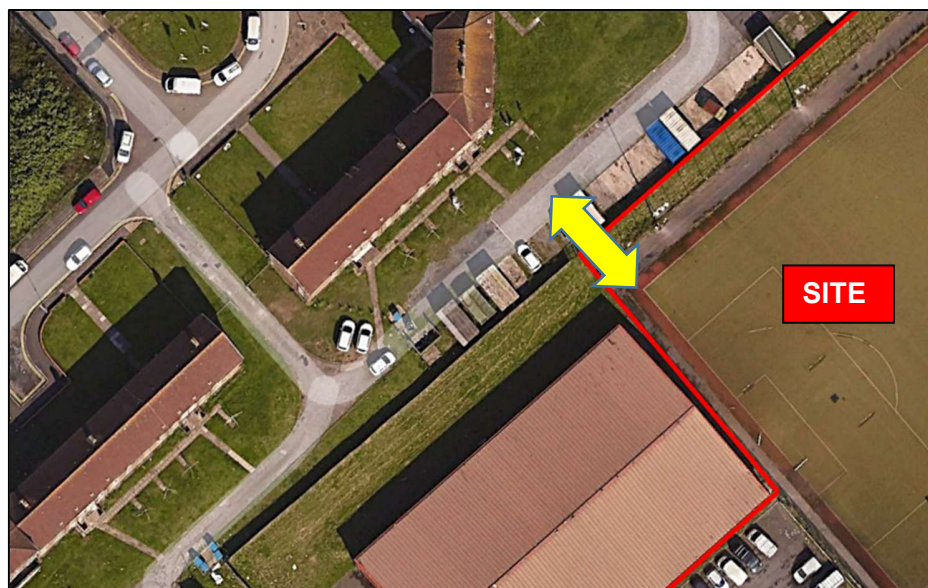
**FIGURE 4.5: PROPOSED PEDESTRIAN ACCESS FROM MOORLAND ROAD**

4.10 The location of the new pedestrian access is shown in **Figure 4.6** below.



**FIGURE 4.6: VIEW OF PROPOSED PEDESTRIAN ACCESS**

4.11 If suitable pedestrian links are provided as part of the redevelopment of the flats (Coronation House) to the northwest of the site (currently being undertaken by Tai Tarian), then an additional pedestrian access could be created in the location shown below in **Figure 4.7**, subject to agreement with NPTC highways officers through the application process.



**FIGURE 4.7: POTENTIAL ADDITIONAL PEDESTRIAN ACCESS**

- 4.12 Indeed, there was an entrance to the site at this location as shown below in **Figure 4.8**. If this could be reopened it would cater for pedestrians travelling to/from the west of the site.



**FIGURE 4.8: VIEW OF POTENTIAL ADDITIONAL PEDESTRIAN ACCESS**

- 4.13 This would also potentially enable access to the bowls club and Afan Lido FC as well and connect the site to the high-quality pedestrian route between the cinema access road and Moorland Road as shown below in **Figure 4.9**, which is likely to be improved further as part of the future redevelopment of the nearby flats by Tai Tarian.



**FIGURE 4.9: PEDESTRIAN ROUTE TO NORTHWEST OF SITE**

- 4.14 Therefore, the second issue raised by NPTC in their pre-application response (relating to safe pedestrian walkways) is satisfactorily addressed.

### Car Parking

- 4.15 The level of car parking required is contained in NPTC's 'Parking Standards Supplementary Planning Guidance' (SPG, October 2016), which provides maximum parking standards, i.e., 'not more than' figures.
- 4.16 This document identifies the site as being in parking zone 3 and the parking requirement for 'Stadia' is as shown below in **Figure 4.10**.

| Zones 2 to 4                                                    |                                |                                           |
|-----------------------------------------------------------------|--------------------------------|-------------------------------------------|
| Type of Development                                             | Operational                    | Non-operational                           |
| Children's Play Centres                                         | 1 space per 3 members of staff | 1 space per 20m <sup>2</sup> of play area |
| Assembly Halls (Commercial) e.g. Bingo Hall                     | 1 commercial vehicle space     | 1 space per 8 m <sup>2</sup>              |
| Assembly Halls (Social) e.g. Unlicensed Club / Community Centre | 1 commercial vehicle space     | 1 space per 10 m <sup>2</sup>             |
| Cinemas, Theatres & Conference Centres                          | 1 commercial vehicle space     | 1 space per 5 seats                       |
| Stadia                                                          | 1 commercial vehicle space     | 1 space per 15 seats                      |

**FIGURE 4.10: PARKING TABLE FROM SPG**

- 4.17 Thus, the proposed facility would require 1 commercial vehicle space for operational purposes and a maximum of 10 car parking spaces for the non-operational elements, i.e., the spectator stand ( $150/15 = 10$ ).
- 4.18 In addition, section 4.6 of the SPG states that for new stadia and sports pitches "*it may be appropriate to provide additional parking for participants at a rate of 1 space per 2 participants. This will be dependent on the location and nature of the site and the availability of on-street and off-road parking*".
- 4.19 On the basis that there will be 22 participants (i.e., two teams of 11 players), this equates to an additional requirement for a maximum of 11 spaces.
- 4.20 Thus, the total maximum car parking requirement according to the SPG is 22 spaces (1 + 10 + 11).

- 4.21 The proposed car park provides 32 spaces and so provides more than is required in the SPG. Whilst it is acknowledged that the parking standards identify a maximum number of spaces, it is believed that an over-provision in this location could be helpful to cater for parking associated with other facilities in the area should they be required, e.g., bowls club, Afan Lido FC etc.
- 4.22 Therefore, the first issue raised by NPTC in their pre-application response (stating that the proposed level of car parking was insufficient) is not correct as the proposed facility provides more parking than is required in the SPG and is thus considered to be acceptable from a transport perspective.
- 4.23 The car park will be signed and marked out to accord with the NPTC SPG and thus the third issue raised by NPTC in their pre-application response will be satisfied.

#### **Cycle Parking**

- 4.24 The level of cycle parking required is also contained in NPTC's Parking Standards SPG, which states that 1 cycle stand is required for every 10 staff (long term) and 1 space per 100 seats (short term).
- 4.25 This would equate to 2 cycle spaces for short term users and 2 for long term use, i.e., a total of 4 cycle spaces. The proposed site layout shows the provision of 6 cycle stands close to the pitch and adjacent to the bowls club.
- 4.26 Therefore, the level of cycle parking proposed is acceptable.

#### **Motorcycle Parking**

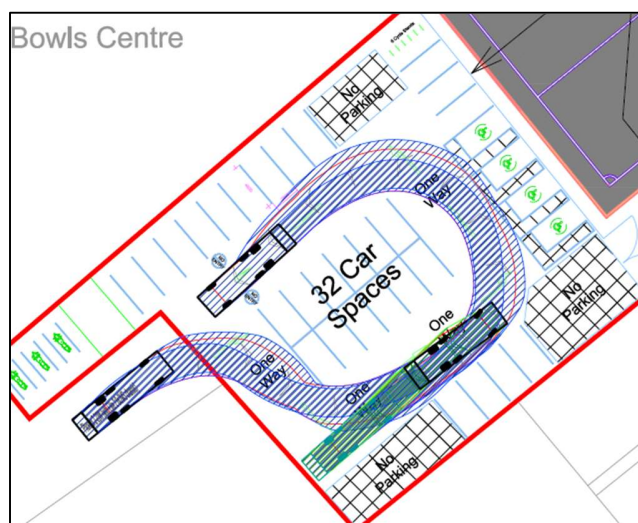
- 4.27 The level of motorcycle parking required is also contained in NPTC's Parking Standards SPG, which states that motorcycle parking should be provided at 5% of the car parking provision.
- 4.28 Given that 32 car parking spaces are proposed, this equates to a requirement for 2 motorcycle parking spaces.
- 4.29 The proposed site layout shows the provision of 3 motorcycle spaces close to the bowls club entrance and so is acceptable.

### Mobility Impaired Parking

- 4.30 The level of mobility impaired (disabled) parking required is also contained in NPTC's Parking Standards SPG, which recommends that mobility impaired parking should be provided at 6% of the car parking provision for leisure and recreational facilities.
- 4.31 Given that 32 car parking spaces are proposed, this equates to a requirement for 2 mobility impaired parking spaces.
- 4.32 The proposed site layout shows the provision of 4 mobility impaired parking spaces close to the pitch and entrance to the clubhouse, and so this aspect of the proposed car park is acceptable.

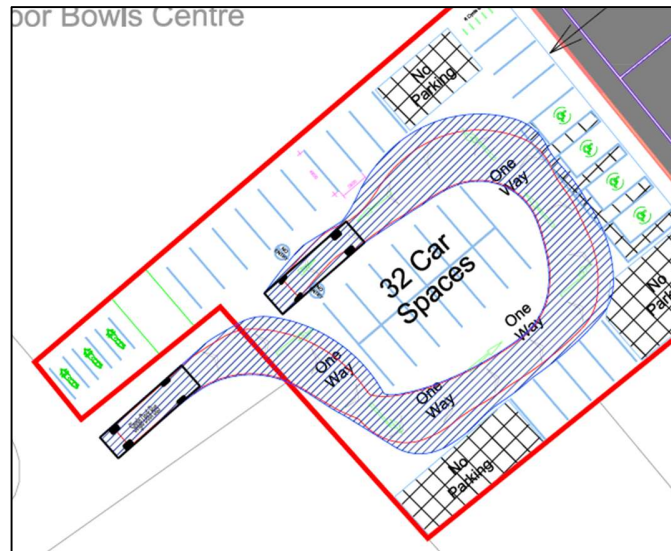
### Swept Path Assessments

- 4.33 The AutoTrack computer program has been used to assess the swept path of cars utilising the proposed car parking spaces and is attached as drawing number 24034-TK01 Rev A in **Appendix D**. This demonstrates that a large car can satisfactorily enter and exit the proposed parking spaces.
- 4.34 The swept path of a large refuse collection vehicle has also been assessed and is shown in drawing number 24034-TK02 Rev A in **Appendix D**, and below as **Figure 4.11**. This demonstrates that a large refuse vehicle can satisfactorily enter and exit the proposed car park and collect waste from an assumed position in the southern corner of the car park.



**FIGURE 4.11: SWEPT PATH OF LARGE REFUSE VEHICLE**

- 4.35 Whilst it is not envisaged that coaches will regularly visit the site via the car park, a swept path assessment of a bus/coach entering and existing the car park has been undertaken and is shown in drawing number 24034-TK03 Rev A in **Appendix D**, and below as **Figure 4.12**.



**FIGURE 4.12: SWEEP PATH OF A COACH**

- 4.36 This assessment shows that a coach can just about circulate around the car park in a single manoeuvre and avoid the parking spaces. However, it is anticipated that any visiting teams travelling by coach (itself not expected to be a regular occurrence) will utilise the bus/coach parking bays on Princess Margaret Way, which are within 270m (or a 3-minute walk) of the site.

## 5 TRIP GENERATION AND TRAFFIC IMPACT

### Trip Generation

- 5.1 The trip generation associated with the various users of the facility are set out as follows.

#### Football Matches

- 5.2 The playing season will cover August to April each year.
- 5.3 In each season there are scheduled to be 11 home matches in the league with additional cup games depending upon the success of the team. It is considered that there will be a maximum of 15 home football matches each season.
- 5.4 Players and spectators will typically arrive from 13:30 on matchdays and depart by 16:15, i.e., they will typically be at the facility for less than 3 hours.
- 5.5 It is anticipated that most home players and spectators will arrive on foot given that the club's support is mainly drawn from the nearby Sandfields estate. Some spectators will drive but the number is not expected to be very high and will likely involve several occupants in the same vehicle (i.e., car sharing).
- 5.6 The club has confirmed that Afan Lido FC have no right to park in the car park in their lease and the bowls club are the only other party who can rightfully use the car park, albeit they have a separate (13 space) car park to the west of the bowls club that is their primary parking area.
- 5.7 In any event, Afan Lido FC normally play their home matches on a Friday evening and so there is no conflict as Afan United FC play on a Saturday afternoon. If there was an occasion where both teams were schedule to play at home at the same time (however unlikely), the club secretary will liaise with the South Wales FA and the Football Association of Wales (FAW) to ensure that this is avoided.

#### Other Activities

- 5.8 The club prepared a Business Plan in March 2024 that, amongst other things, identifies (in Figure 2 on page 9) the proposed users of the facility when the club do not have home fixtures.
- 5.9 This is reproduced overleaf as **Figure 5.1**.

Figure 2 - Proposed Users and Requirements

| FOOTBALL CLUBS/ASSOCIATIONS                   |                                                                                   |                                                                                 |                                                       |
|-----------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------|
| Organisation                                  | Participant Numbers                                                               | Usage Required                                                                  | Type of Use                                           |
| Bridgend & Port Talbot Junior Football League | 32 clubs/4114 junior players                                                      | Saturday mornings (weekly)<br>Midweek evenings                                  | Small sided football hubs<br>Matches                  |
| Baglan Dragons Football Club                  | 110 youth and senior player                                                       | 3-12 hours midweek evenings<br>Midweek evenings and weekends                    | Training<br>Matches                                   |
| Baglan Boys and Girls Club                    | 405 mini junior players (incl. 140 girls)                                         | 5-10 hours midweek evenings<br>Weekends                                         | Training<br>Matches                                   |
| Giants Grave Boys and Girls Club              | 126 mini junior players<br>79 senior players                                      | Midweek evenings                                                                | Training                                              |
| Wales Deaf Football Association               | 25 senior players                                                                 | 7 hours per month                                                               | Training and Matches                                  |
| Boys and Girls Clubs of Wales                 | 140 U17 players<br>16 junior players                                              | Weekly use from January to July                                                 | Trials<br>Training<br>Matches                         |
| Bryncoch Football Club                        | 3 senior teams and 245 registered mini/juniors (20 girls)<br>68 seniors           | Midweek evenings                                                                | Training                                              |
| EDUCATION & YOUTH PROVISION                   |                                                                                   |                                                                                 |                                                       |
| Ysgol Gynradd Tywyn                           | 467 pupils<br>48 (ALN)                                                            | Weekdays<br>Weekly                                                              | Curricular/ Extra Curricular<br>Activities<br>Matches |
| St Joseph's School and Sixth Form             | 900 pupils                                                                        | Weekdays<br>Weekly                                                              | Curricular/ Extra Curricular<br>Activities<br>Matches |
| Neath Port Talbot Youth Service               | 11-25 year olds                                                                   | Weekdays                                                                        | Youth activities                                      |
| MULTISPORT ACTIVITIES                         |                                                                                   |                                                                                 |                                                       |
| My Rounders                                   | 24 mixed adult teams<br>16 female only teams (600 in total)                       | 2 Weekday Evenings (April to Sept)<br>Sunday afternoon/ evening (April to Sept) | Training<br>Matches                                   |
| Afan Rounders                                 | 18 women and girls                                                                | Weekday Evenings (April to Sept)                                                | Training                                              |
| The All Round Saints Rounders Team            | 18 women and girls                                                                | Weekday Evenings (April to Sept)                                                | Training                                              |
| Wales Rugby League                            | 100 players across 9 teams including women's, mixed ability and wheelchair squads | 60 hours in total (April to August)                                             | Non contact training                                  |
| Aberavon Fighting Irish Rugby League Club     | 22 Under 17's players<br>22 Senior players                                        | Weekday Evenings (April to August)                                              | Non contact training                                  |
| Aberavon Green Stars Rugby Football Club      | 250 mini and junior players                                                       | Weekday Evenings (6-8 hours)                                                    | Non contact training                                  |
| Aberavon Harlequins Rugby Football Club       | 91 senior and junior players                                                      | Weekday Evenings (3 hours)                                                      | Non contact training                                  |

**FIGURE 5.1: PROPOSED USERS OF THE FACILITY**

- 5.10 **Figure 5.1** shows that there will be a multitude of other local sporting and community organisations making good use of the new facilities throughout the week.
- 5.11 Again, it is envisaged that most of the trips will be made on foot although it is accepted that there will be some vehicle trips particularly for younger participants. It is expected that these vehicles will compromise numerous participants (car sharing) and that the proposed car parking facility will be more than adequate to cater for the anticipated levels of demand.

- 5.12 Should this prove not be the case at peak times, the club has agreed that any overspill parking can take place at the Red Dragon Pub at the junction of Moorland Road and Abbeyville Avenue. This is not proposed out of necessity nor to ensure policy compliance, but more for the comfort of NPTC highway officers.
- 5.13 to rather than There are also additional parking facilities available at the public car park close to Princess Margaret Way and additional car parking opportunities can be explored by the club, if required (e.g., the cinema car park).

#### **Traffic Impact**

- 5.14 It is our professional view that the proposed new facility will not have an adverse traffic impact upon the surrounding road network as the majority of users will travel to and from the site by active modes of travel.

## 6 TRAVEL PLAN

### Introduction

- 6.1 A Travel Plan is a package of measures designed to promote access to a site by active and sustainable modes of transport thereby reducing reliance on single occupancy private car usage.
- 6.2 Travel Plans are site specific and tailored to the individual requirements of the type of development and intended users of the site.
- 6.3 Travel Plans have a set of clear objectives which underpin the purpose for having a Travel Plan. Appropriate measures are identified to help achieve the stated objectives, as well as appropriate monitoring and marketing techniques, if relevant.

### Objectives

- 6.4 The objectives of the Travel Plan should benefit both the occupiers of the site and the wider community. The overarching, site specific objective has therefore been identified as:
- *Seek to minimise the number of single occupancy car journeys made to the site, to promote travel by active and more sustainable modes of transport, and to manage the overall transport impacts of the development.*
- 6.5 Wider environmental, economic and health objectives also apply, such as:
- *Reducing carbon emissions.*
  - *Reducing dependency on the car.*
  - *Reducing living costs.*
  - *Improving individual health and fitness.*
- 6.6 These objectives should guide the setting of targets and the types of measures that are implemented.

---

## **Motivation**

### Sustainability

- 6.7 Studies indicate that carbon dioxide (CO<sub>2</sub>) is one of the important greenhouse gases and that its emission from the combustion of fossil fuels is one of the major causes of global warming.
- 6.8 Transport is now the biggest emitter of greenhouse gas emissions in the UK. Domestic transport (road, rail, domestic aviation and shipping) equates to 28% of all UK emissions (Sustrans). This ranks it above all other sectors including energy supply.
- 6.9 Everybody can play a part in reducing these greenhouse gas emissions, especially when choosing a sustainable mode of travel instead of a Single Occupancy Vehicle (SOV). For instance:
- Walking and Cycling – by far the greenest modes of travel.
  - Bus or Train – mass transit systems offer a far greener mode of travel per passenger than SOVs.
  - Car Sharing – two or more people sharing a car generates half or less of the emissions from an SOV.
- 6.10 The Chartered Institution of Highways & Transportation (CIHT) states that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person. Based on an average cycling speed of 4.0m/s (14.4kph) 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes.

### Personal Health and Fitness

- 6.11 Choosing to cycle or walk will have positive benefits to an individual's health, fitness and wellbeing. The Government, through the National Health Service, recommends that everybody should exercise to:
- Reduce the risk of heart attack and chances of survival.
  - Reduce the risk of developing long-term diseases.
  - Increase life expectancy and improve quality of life in later years.
  - Increase confidence.

- Improve appearance – body fat is reduced, muscle definition is improved, and skin improves in appearance as more oxygen is delivered to body tissue.
- Improve posture.
- Provide natural pain relief.
- Have a positive effect on breathing, blood supply, muscles, and bones.

#### Financial

- 6.12 There are also significant financial benefits associated with the use of non-car travel modes. Over recent years fuel prices have been steadily increasing. This, coupled with increased parking charges, increased car tax, vehicle maintenance, and vehicle depreciation, means that the cost of using the private car as the travel mode of choice is spiralling.
- 6.13 In comparison, the day-to-day costs associated with walking are negligible. Apart from potentially purchasing a bicycle, the day-to-day costs of cycling are also negligible.

#### **Action Plan**

- 6.14 As part of the development proposals, Travel Plan measures will be introduced to encourage the use of more sustainable modes of transport and to minimise the overall need to travel.
- 6.15 Although a Travel Plan should seek to facilitate long term changes in travel behaviour, it is important to make sure that some of the measures put in place have an immediate effect.
- 6.16 These measures will assist and encourage the use of sustainable modes in order to maximise the available sustainable travel choices such as walking, cycling, public transport and car sharing.

#### **Measures to Provide Information**

##### Travel Plan Co-ordinator

- 6.17 A Travel Plan Co-ordinator (TPC) will be appointed with responsibility for implementing the TPS and reporting against the travel plan targets and action plan.
- 6.18 The TPC function will be fulfilled prior to the construction of the development and will continue throughout occupation and for the agreed monitoring period.

6.19 The TPC will act as a focal point for information for all users of the site. This role will not be full-time and so could be performed by a member of staff/club volunteer alongside other duties.

6.20 The responsibilities of the TPC are many and varied but include:

- Provide travel information to promote sustainable travel.
- Act as a point of contact for all users of the facility.
- Oversee the development and implementation of the TP.
- Coordinate the necessary data collection exercises required to develop the TP.

#### Travel Information

6.21 This Travel Information will include detailed and specific travel information such as the following:

- A site specific multi-modal walking, cycling and bus map showing local walking, cycling and bus routes. These will be supplemented by approximate walking times to these areas.
- Site specific public transport information identifying the location of nearby bus stops and the services available. This information will be further supplemented by detailing the frequency and hours of operation of each service.
- Appropriate contact details for the TPC, public transport enquiries and car share websites.
- Leaflets explaining the health and financial benefits associated with reducing car use.
- A summary of the objectives, benefits and targets associated with the TP.

6.22 Information will be provided on a communal information board located within the site in an easily accessible location.

6.23 The TPC will also be responsible for updating information when appropriate, or as required, on the communal information boards. Information will also be available on the internet.

---

## Measures to Encourage Smarter Travel

### Car Sharing

- 6.24 The TPC will be able to assist users who are interested in car sharing and will endeavour to match people up depending on the types of journeys they regularly make and destinations.
- 6.25 Car sharing is an excellent way of minimising the number of private car journeys on the highway network. The TPC can seek to influence users to adopt this form of travel by providing information and provoking interest where this is feasible.

### Walking Action Plan

- 6.26 Maps showing local walking routes to key facilities will be provided. Users will be provided with information promoting the health and environmental benefits of walking as opposed to driving a car.
- 6.27 Users can be provided with umbrellas to encourage walking during inclement weather as well as high visibility accessories and personal attack alarms to encourage walking trips at all times of the day.

### Cycling Action Plan

- 6.28 It is proposed that sheltered and secure cycle parking spaces will be provided at the site.

### Other Measures

- 6.29 Alternative travel details regarding how to get to the site via public transport, walking and cycling will be sent out to visiting teams.

## Targets

- 6.30 To establish whether a travel plan is working successfully it is necessary to identify a set of targets that should be **SMART**:
- **Specific**
  - **Measurable**
  - **Achievable**
  - **Realistic**
  - **Time-bound**

6.31 A number of 'Action-Type' targets have been identified as being suitable for the proposed development. These are non-quantifiable targets and take the form of actions which need to be achieved including target dates.

6.32 These targets are summarised in **Table 6.1** below.

| Action                                                                                 | Target Date                         | Responsibility |
|----------------------------------------------------------------------------------------|-------------------------------------|----------------|
| Appoint a Travel Plan Coordinator                                                      | Prior to opening                    | AUFC           |
| Produce a Travel Information Pack                                                      | Prior to opening                    | TPC            |
| Install Travel Information Board                                                       | Prior to opening                    | AUFC           |
| Other measures such as car sharing, walking, cycling and public transport action plans | From opening                        | TPC            |
| Undertake Travel Survey                                                                | Annually within 6 months of opening | TPC            |

**TABLE 6.1: SUMMARY OF 'ACTION-TYPE' TARGETS**

6.33 To establish whether a TPC is working successfully it is necessary to identify a set of 'Aim-Type' targets. To establish the baseline modal splits for the site it will be necessary to undertake a travel habits survey following the opening of the development.

#### **Targets**

6.34 Targets will be based on an anticipated 10% reduction in single occupancy motor vehicles modal share.

#### **Monitoring**

6.35 The monitoring period will be from full occupation for a period of five years.

6.36 It is important to recognise that TPC's are live documents and as such develop over time with changing conditions. It will be necessary to review the TP and associated initiatives following full occupation of the site.

- 
- 6.37 Regular monitoring will ensure that progress towards meeting the TPC objectives and targets is measured and will help identify those areas of the TPC that may not be working particularly well, and conversely, those aspects which are performing better than expected.
- 6.38 The TPC will carry out annual surveys to identify the modes of travel based upon a survey questionnaire.

## 7 SUMMARY AND CONCLUSIONS

7.1 The report has been prepared to examine the highway, traffic and transportation issues associated with the proposals.

7.2 In summary, this report demonstrates that:

- The road network surrounding the site has an excellent safety record.
- The proposed site is in a sustainable location and is readily accessible by non-car modes of travel including walking, cycling, bus and train.
- The car park will be accessed as it is at present, i.e., from the access road leading past the Afan Lido houses to/from Princess Margaret Way.
- Pedestrian access will be via the vehicular access, which is already used by pedestrian associated with the bowls club and Afan Lido FC, as well as from a new pedestrian only access on Moorland Road in the northern corner of the site.
- If suitable pedestrian links are provided as part of the redevelopment of the flats to the northwest of the site (currently being undertaken by Tai Tarian), then an additional pedestrian access could be created for pedestrians travelling to/from the west of the site.
- The proposed car park provides 32 spaces and so provides more than is required in the SPG. Whilst it is acknowledged that the parking standards identify a maximum number of spaces, it is believed that an over-provision in this location could be helpful to cater for parking associated with other facilities in the area should they be required, e.g., bowls club, Afan Lido FC etc.
- The level of cycle, motorcycle and mobility impaired parking proposed accords with the NPTC SPG and is thus acceptable.
- The AutoTrack computer program has been used to demonstrate that large cars and refuse vehicles can satisfactorily enter and exit the proposed car park.
- It is envisaged that most of the trips will be made on foot although it is accepted that there will be some vehicle trips particularly for younger participants. However, the proposed car parking facility will be more than adequate to cater for the anticipated levels of demand.

- Should this prove not be the case at peak times, the club has agreed that any overspill parking can take place at the Red Dragon Pub at the junction of Moorland Road and Abbeyville Avenue. This is not proposed out of necessity nor to ensure policy compliance, but more for the comfort of NPTC highway officers.
  - There are also additional parking facilities available at the public car park close to Princess Margaret Way and additional car parking opportunities can be explored by the club, if required (e.g., the cinema car park).
  - It is our professional view that the proposed new facility will not have an adverse traffic impact upon the surrounding road network as most users will travel to and from the site by active modes of travel.
  - A Travel Plan has been formulated to promote access to a site by active and sustainable modes of transport thereby reducing reliance on single occupancy private car usage
- 7.3 In summary, it is considered that the issues raised by NPTC in their pre-application response are satisfactorily addressed.
- 7.4 It is concluded that there are no highways or transportation reasons why this development should not be permitted.

## APPENDICES

## **APPENDIX A**

### **NPTC Response**

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

The Town and Country Planning (Development Management Procedure)  
(Wales) Order 2015 (as amended)

### **HEAD OF ENGINEERING & TRANSPORT**

#### **PRE APPLICATION – HIGHWAY AND DRAINAGE OBSERVATIONS**

PRE APPLICATION NO: P/4/24/0002/00  
APPLICANT: CONCEPT DESIGNS  
LOCATION: AFAN LIDO FOOTBALL CLUB, THE PRINCESS  
MARGARET WAY, ABERAVON  
PROPOSAL: RE-DEVELOPMENT OF THE EXISTING MUGA  
ADJACENT TO FOOTBALL CLUB

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The Highway Authority, in responding to the above pre application, provides the following substantive response:

|                                                                                                           |                                     |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------|
| <b>No comment</b>                                                                                         | <input type="checkbox"/>            |
| <b>No objection</b> (subject to any specified conditions below)                                           | <input type="checkbox"/>            |
| <b>Concerns have been identified</b> (see below for how those concerns can be addressed by the applicant) | <input checked="" type="checkbox"/> |
| <b>Objection</b> – on the grounds set out below                                                           | <input type="checkbox"/>            |
| <b>SAB (SAB approval is required)</b>                                                                     | <input checked="" type="checkbox"/> |

#### **MY HIGHWAY AND DRAINAGE OBSERVATIONS ON THIS PRE APPLICATION PROPOSAL ARE AS FOLLOWS:-**

The following documents are applicable to this submission:-

- Neath Port Talbot County Borough Council - Parking Standards (Oct 2016).
- Neath Port Talbot Highway Technical Design Guide for Residential, Commercial & Industrial Developments.
- Planning Policy Wales Technical Advice Note 18: Transport
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010 requires surface water drainage for new developments to comply with Mandatory National Standards for Sustainable Drainage (SuDS). Reference to the Non-Statutory Ministerial National Standards and the CIRIA 753: The SuDS Manual is recommended.
- Welsh Government's Active Travel Guidance

## Highway Observations

I have the following highway safety concerns in relation to the above proposal:

1. Afan Lido Football Clubs MUGA redevelopment is likely to draw significant traffic to the area of Aberavon. The 37 space car park within the curtilage of the site will not be able to cater for all facility users in accordance with our [Parking Standards SPG](#).  
In this instance, a Travel Plan is to be provided outlining how Traffic Generation will be minimised at peak times. This plan should also highlight where patrons will be directed to park in the circumstance that the car park (on-site) be at capacity. This is to circumvent Afan Lido Football Club patrons parking within residential streets close to the site and on the highway.
2. Due to the expected footfall of the site, we would recommend that the site have safe pedestrian walkways and allocated crossings in accordance with our [Active Travel Guidance](#) to ensure safety for all parties.
3. In accordance with our Active Travel Guidance and Parking Standards SPG signage is to be used to show the one-way traffic, pedestrian walkways and disabled spaces.

## Drainage Observations

1. SAB approval will be required prior to any work commencing. It is a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018.
2. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the life time of construction.

## NOTES TO APPLICANT

1. The non-operational parking requirement in an established predominantly leisure facility area, may be relaxed if it can be shown that adequate parking exists in the vicinity of the site. Consideration must be given to the provision of coach parking where appropriate and to cycle/motorcycle parking.
2. Please note that from 7<sup>th</sup> January 2019, all new developments of more than 1 house, or where a construction area is of 100m<sup>2</sup> or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in **Schedule 3 of the Flood & Water Management Act 2010**.

These systems must be approved by the Council's Highway Development Control service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of

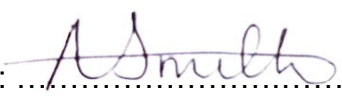
any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDS design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. There is an additional charge of £250 for this service. This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission.

The required SAB permission is separate from any planning permission that might be granted and any works commenced without SAB approval will be deemed a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018, which could mean removing any work that has commenced. As such under this legislation you are not permitted to start work on site until SAB approval has been granted for your proposed development.

You can search the Authority's web site for further information using the link <https://www.npt.gov.uk/sab> or contact the Highway Development Control Section using [hdc@npt.gov.uk](mailto:hdc@npt.gov.uk) or 01639 686850.

***These observations provided are without prejudice and based upon the information provided at the preliminary stage. However, should further or additional information be submitted thereafter, our observations may change to reflect this information.***

SIGNED:  DATE: 12/03/2024  
**HEAD OF ENGINEERING & TRANSPORT**  
Pre Application No: P424000200

## **APPENDIX B**

### **Bus Timetables**

# Timetables for South & West Wales Service Number 82

Valid from 06/05/2024 to 30/08/2024

## 82: Golden Avenue - Port Talbot

### Monday to Friday

| Service No.:                                               | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   |
|------------------------------------------------------------|------|------|------|------|------|------|------|------|------|
| Notes:                                                     | SD   | SD   | NSD  |      |      |      |      |      | SD   |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333     | 0745 | 0818 | 0823 | 0853 | 0953 | 1053 | 1153 | 1253 | 1353 |
| Tir Morfa Road<br>Stop code: 5820WDB46686                  | 0748 | 0821 | 0826 | 0856 | 0956 | 1056 | 1156 | 1256 | 1356 |
| Mozart Drive (Community Centre)<br>Stop code: 5820AWN26254 | 0752 | 0825 | 0830 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 |
| Western Avenue Terminus (S)<br>Stop code: 5820AWO27941     | 0755 | 0828 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fairway (Shops)<br>Stop code: 5820AWN26288                 | ---- | 0833 | 0833 | 0903 | 1003 | 1103 | 1203 | 1303 | 1403 |
| Moorland Road (Red Dragon)<br>Stop code: 5820WDB46492      | ---- | 0841 | 0841 | 0911 | 1011 | 1111 | 1211 | 1311 | 1411 |
| Aquadome<br>Stop code: 5820WDB22084                        | ---- | 0843 | 0843 | 0913 | 1013 | 1113 | 1213 | 1313 | 1413 |
| Lake Road<br>Stop code: 5820WDB22081                       | ---- | 0846 | 0846 | 0916 | 1016 | 1116 | 1216 | 1316 | 1416 |
| Burgess Green (E)<br>Stop code: 5820AWO27952               | ---- | 0849 | 0849 | 0919 | 1019 | 1119 | 1219 | 1319 | 1419 |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485         | ---- | 0852 | 0852 | 0922 | 1022 | 1122 | 1222 | 1322 | 1422 |

|     |                                      |
|-----|--------------------------------------|
| SD  | Operates on school days only         |
| NSD | Operates during school holidays only |

| Service No.:                                               | 82   | 82   | 82   | 82   | 82   |
|------------------------------------------------------------|------|------|------|------|------|
| Notes:                                                     | NSD  |      |      |      |      |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333     | 1453 | 1553 | 1653 | 1753 | 1853 |
| Tir Morfa Road<br>Stop code: 5820WDB46686                  | 1456 | 1556 | 1656 | 1756 | ---- |
| Mozart Drive (Community Centre)<br>Stop code: 5820AWN26254 | 1500 | 1600 | 1700 | 1800 | 1900 |
| Western Avenue Terminus (S)<br>Stop code: 5820AWO27941     | ---- | ---- | ---- | ---- | ---- |
| Fairway (Shops)<br>Stop code: 5820AWN26288                 | 1503 | 1603 | 1703 | 1803 | 1903 |
| Moorland Road (Red Dragon)<br>Stop code: 5820WDB46492      | 1511 | 1611 | 1711 | 1811 | 1911 |
| Aquadome<br>Stop code: 5820WDB22084                        | 1513 | 1613 | 1713 | 1813 | 1913 |
| Lake Road<br>Stop code: 5820WDB22081                       | 1516 | 1616 | 1716 | 1816 | ---- |
| Burgess Green (E)<br>Stop code: 5820AWO27952               | 1519 | 1619 | 1719 | 1819 | 1919 |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485         | 1522 | 1622 | 1722 | 1822 | 1922 |

|            |                                      |
|------------|--------------------------------------|
| <b>NSD</b> | Operates during school holidays only |
|------------|--------------------------------------|

## 82: Port Talbot - Golden Avenue

Monday to Friday

| Service No.:                                           | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   |
|--------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                                 | SD   | SD   | NSD  |      |      |      |      |      |      |      |
| Margam (Tollgate Park)<br>Stop code: 5820AWN26271      | ---- | 0745 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tai-bach<br>Stop code: 5820AWN26433                    | ---- | 0750 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485     | ---- | 0800 | 0805 | 0835 | 0935 | 1035 | 1135 | 1235 | 1335 | 1435 |
| Addison Road (SW)<br>Stop code: 5820AWN26239           | 0730 | 0802 | 0807 | 0837 | 0937 | 1037 | 1137 | 1237 | 1337 | 1437 |
| Lake Road<br>Stop code: 5820WDB22080                   | 0732 | 0804 | 0809 | 0839 | 0939 | 1039 | 1139 | 1239 | 1339 | 1439 |
| Aquadome<br>Stop code: 5820AWN26242                    | 0735 | 0807 | 0812 | 0842 | 0942 | 1042 | 1142 | 1242 | 1342 | 1442 |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333 | 0745 | 0817 | 0822 | 0852 | 0952 | 1052 | 1152 | 1252 | 1352 | 1452 |

|            |                                      |
|------------|--------------------------------------|
| <b>SD</b>  | Operates on school days only         |
| <b>NSD</b> | Operates during school holidays only |

| Service No.:                                           | 82   | 82   | 82   | 82   | 82   |
|--------------------------------------------------------|------|------|------|------|------|
| Notes:                                                 |      |      |      |      |      |
| Margam (Tollgate Park)<br>Stop code: 5820AWN26271      | ---- | ---- | ---- | ---- | ---- |
| Tai-bach<br>Stop code: 5820AWN26433                    | ---- | ---- | ---- | ---- | ---- |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485     | 1535 | 1635 | 1735 | 1835 | 1905 |
| Addison Road (SW)<br>Stop code: 5820AWN26239           | 1537 | 1637 | 1737 | 1837 | 1907 |
| Lake Road<br>Stop code: 5820WDB22080                   | 1539 | 1639 | 1739 | 1839 | ---- |
| Aquadome<br>Stop code: 5820AWN26242                    | 1542 | 1642 | 1742 | 1842 | 1910 |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333 | 1552 | 1652 | 1752 | 1852 | 1919 |

Timetables for South & West Wales Service Number 82

Valid from 11/05/2024 to 31/08/2024

82: Golden Avenue - Port Talbot

Saturday

| Service No.:                                               | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   |
|------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                                     |      |      |      |      |      |      |      |      |      |      |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333     | 0823 | 0853 | 0953 | 1053 | 1153 | 1253 | 1353 | 1453 | 1553 | 1653 |
| Tir Morfa Road<br>Stop code: 5820WDB46686                  | 0826 | 0856 | 0956 | 1056 | 1156 | 1256 | 1356 | 1456 | 1556 | 1656 |
| Mozart Drive (Community Centre)<br>Stop code: 5820AWN26254 | 0830 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 |
| Western Avenue Terminus (S)<br>Stop code: 5820AWO27941     | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Fairway (Shops)<br>Stop code: 5820AWN26288                 | 0833 | 0903 | 1003 | 1103 | 1203 | 1303 | 1403 | 1503 | 1603 | 1703 |
| Moorland Road (Red Dragon)<br>Stop code: 5820WDB46492      | 0841 | 0911 | 1011 | 1111 | 1211 | 1311 | 1411 | 1511 | 1611 | 1711 |
| Aquadome<br>Stop code: 5820WDB22084                        | 0843 | 0913 | 1013 | 1113 | 1213 | 1313 | 1413 | 1513 | 1613 | 1713 |
| Lake Road<br>Stop code: 5820WDB22081                       | 0846 | 0916 | 1016 | 1116 | 1216 | 1316 | 1416 | 1516 | 1616 | 1716 |
| Burgess Green (E)<br>Stop code: 5820AWO27952               | 0849 | 0919 | 1019 | 1119 | 1219 | 1319 | 1419 | 1519 | 1619 | 1719 |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485         | 0852 | 0922 | 1022 | 1122 | 1222 | 1322 | 1422 | 1522 | 1622 | 1722 |

| Service No.:                                               | 82   | 82   |
|------------------------------------------------------------|------|------|
| Notes:                                                     |      |      |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333     | 1753 | 1853 |
| Tir Morfa Road<br>Stop code: 5820WDB46686                  | 1756 | ---- |
| Mozart Drive (Community Centre)<br>Stop code: 5820AWN26254 | 1800 | 1900 |
| Western Avenue Terminus (S)<br>Stop code: 5820AWO27941     | ---- | ---- |
| Fairway (Shops)<br>Stop code: 5820AWN26288                 | 1803 | 1903 |
| Moorland Road (Red Dragon)<br>Stop code: 5820WDB46492      | 1811 | 1911 |
| Aquadome<br>Stop code: 5820WDB22084                        | 1813 | 1913 |
| Lake Road<br>Stop code: 5820WDB22081                       | 1816 | ---- |
| Burgess Green (E)<br>Stop code: 5820AWO27952               | 1819 | 1919 |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485         | 1822 | 1922 |

82: Port Talbot - Golden Avenue

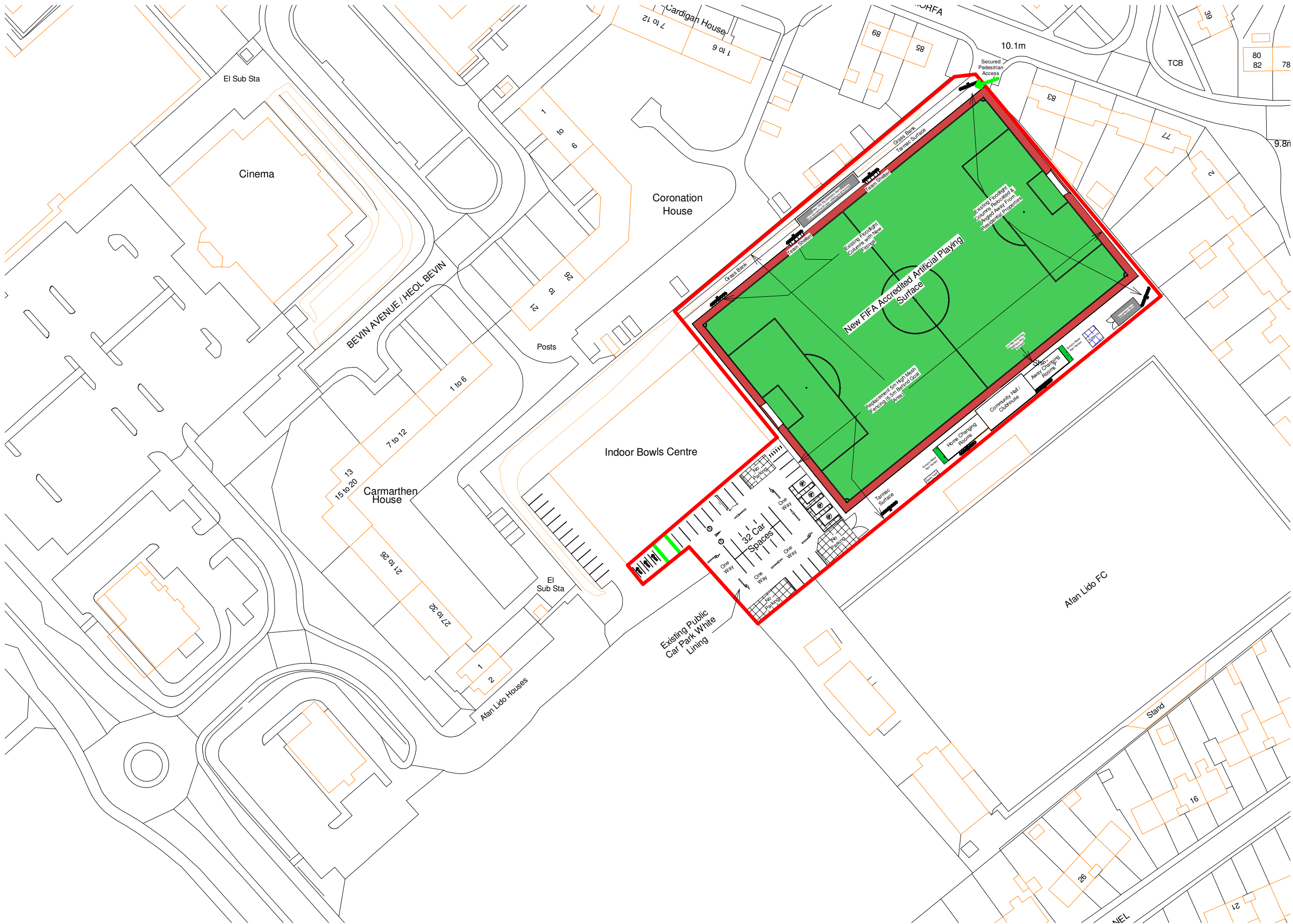
Saturday

| Service No.:                                           | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   | 82   |
|--------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|
| Notes:                                                 |      |      |      |      |      |      |      |      |      |      |
| Margam (Tollgate Park)<br>Stop code: 5820AWN26271      | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Tai-bach<br>Stop code: 5820AWN26433                    | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485     | 0805 | 0835 | 0935 | 1035 | 1135 | 1235 | 1335 | 1435 | 1535 | 1635 |
| Addison Road (SW)<br>Stop code: 5820AWN26239           | 0807 | 0837 | 0937 | 1037 | 1137 | 1237 | 1337 | 1437 | 1537 | 1637 |
| Lake Road<br>Stop code: 5820WDB22080                   | 0809 | 0839 | 0939 | 1039 | 1139 | 1239 | 1339 | 1439 | 1539 | 1639 |
| Aquadome<br>Stop code: 5820AWN26242                    | 0812 | 0842 | 0942 | 1042 | 1142 | 1242 | 1342 | 1442 | 1542 | 1642 |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333 | 0822 | 0852 | 0952 | 1052 | 1152 | 1252 | 1352 | 1452 | 1552 | 1652 |

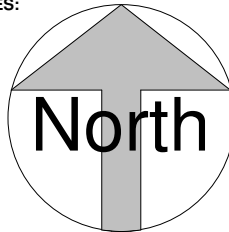
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|--------------------------------------------------------|------|------|------|
| Notes:                                                 |      |      |      |
| Margam (Tollgate Park)<br>Stop code: 5820AWN26271      | ---- | ---- | ---- |
| Tai-bach<br>Stop code: 5820AWN26433                    | ---- | ---- | ---- |
| Port Talbot Bus Station<br>Stop code: 5820AWK65485     | 1735 | 1835 | 1905 |
| Addison Road (SW)<br>Stop code: 5820AWN26239           | 1737 | 1837 | 1907 |
| Lake Road<br>Stop code: 5820WDB22080                   | 1739 | 1839 | ---- |
| Aquadome<br>Stop code: 5820AWN26242                    | 1742 | 1842 | 1910 |
| Sandfields Est (Golden Ave)<br>Stop code: 5820AWN26333 | 1752 | 1852 | 1919 |

## **APPENDIX C**

### **Proposed Site Plan**



NOTES:



Redline Boundary: 9918 sqm



CONCEPT DESIGNS

DRAWING STATUS

Planning

PROJECT

Afan United FC

TITLE

Proposed Site Plan

CLIENT

Afan United FC

DRAWN BY

Gareth Owen

DATE

21.03.24

SCALE (@A3)

1 : 1000

PROJECT NO.

GOCD AUFC01

DRAWING NO.

PA102

REV

P02

GO CONCEPT DESIGNS LTD, 73 MARINER'S QUAY, PORT TALBOT, SA12 6AN  
gareth@goconceptdesigns.co.uk

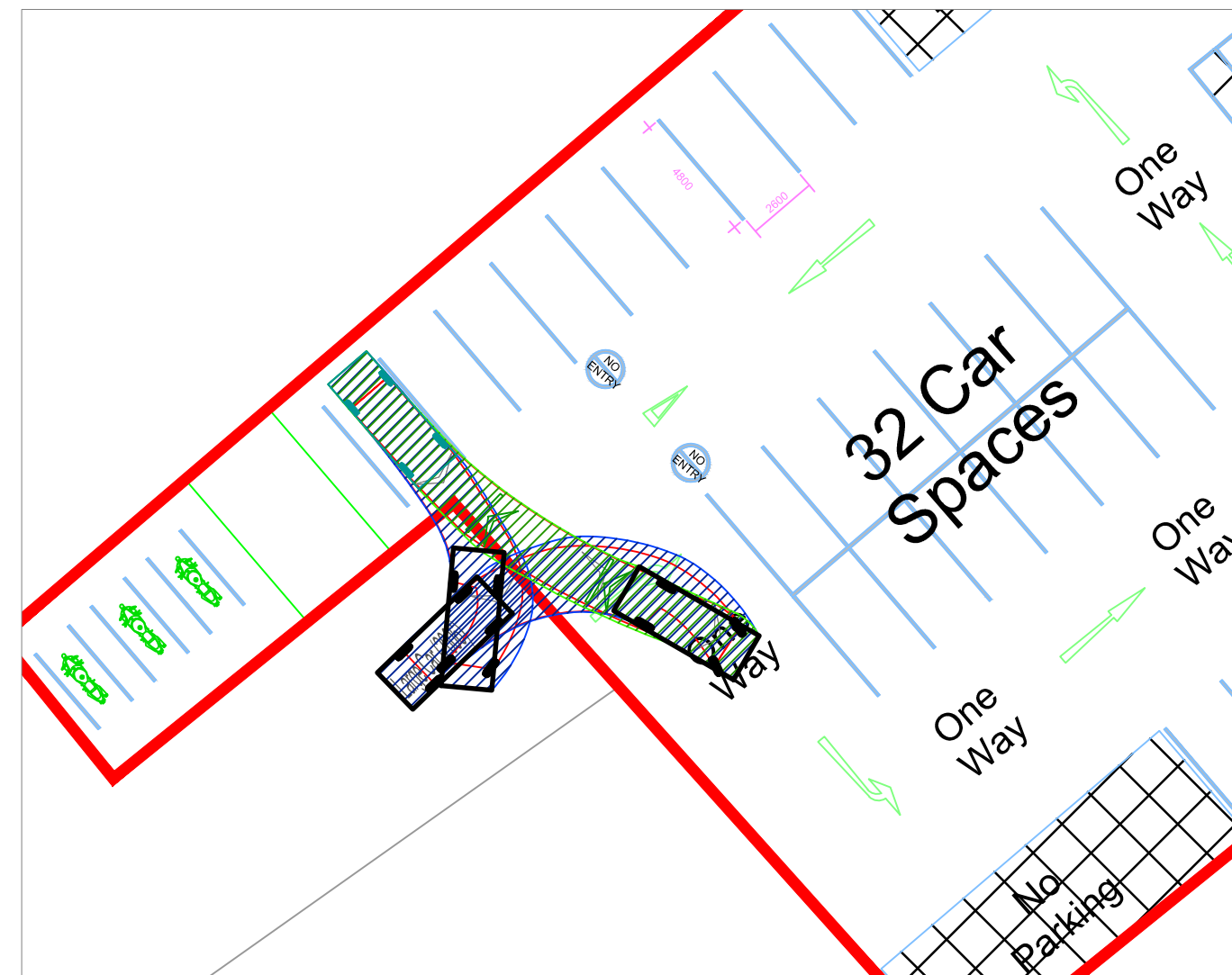
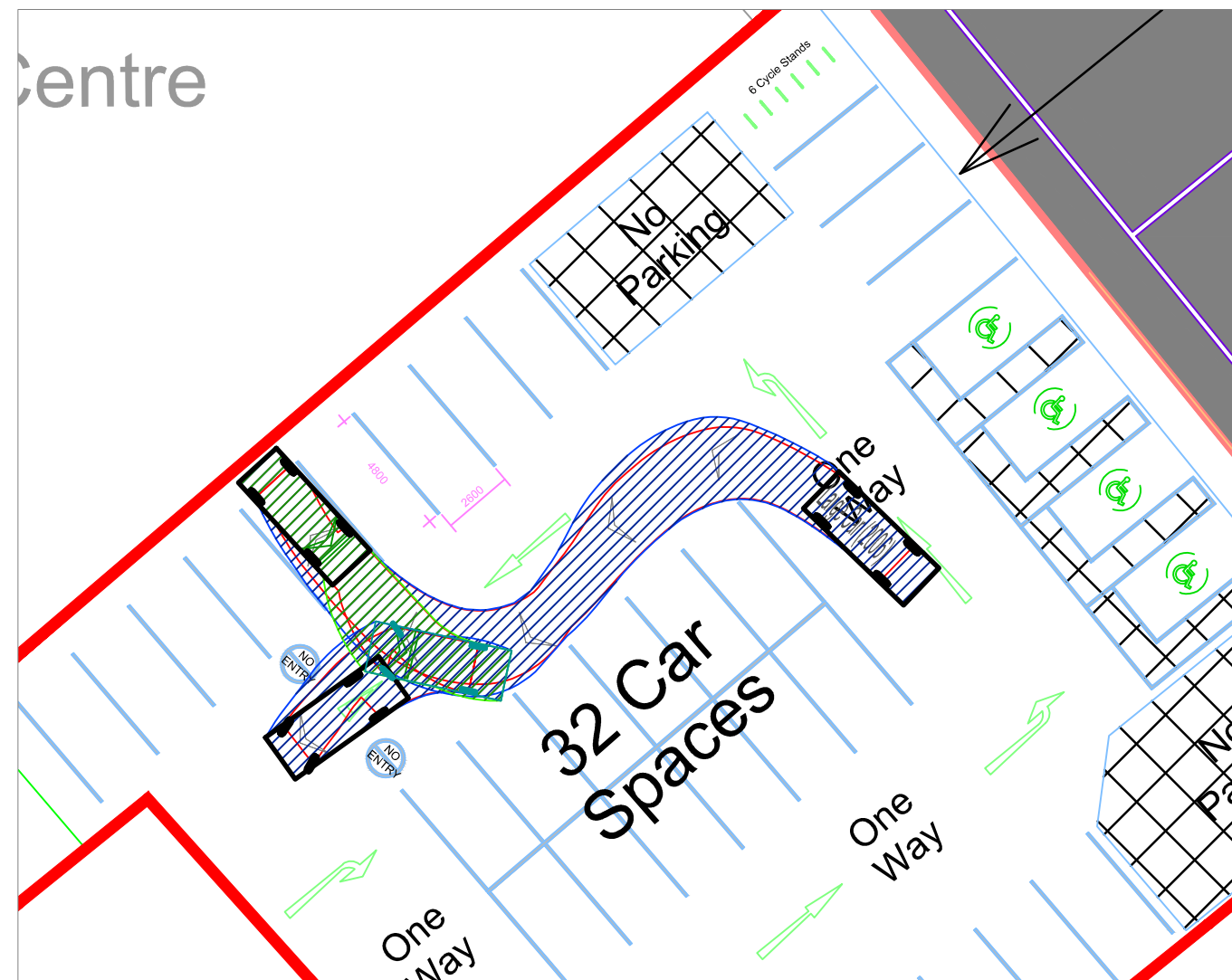
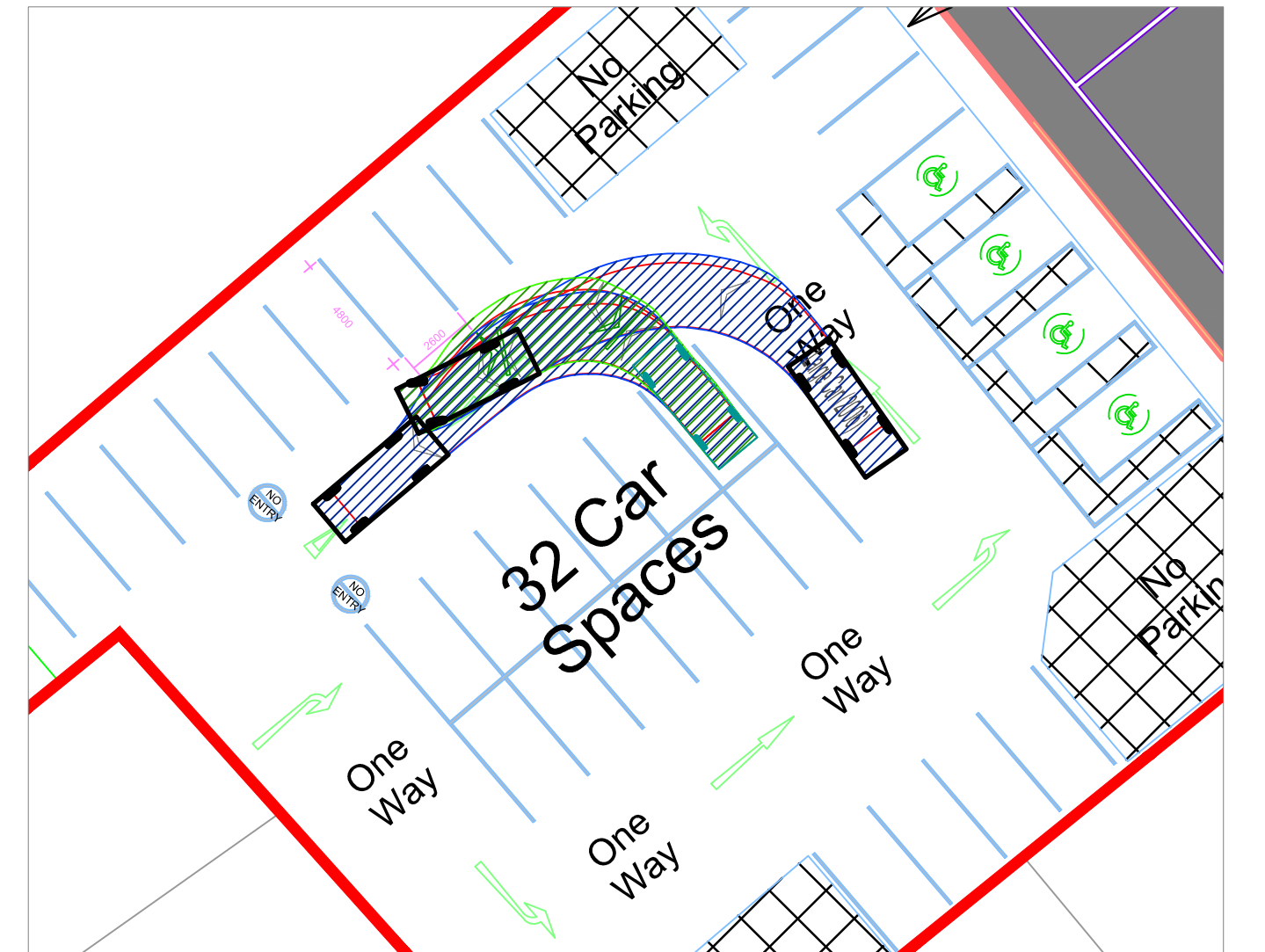
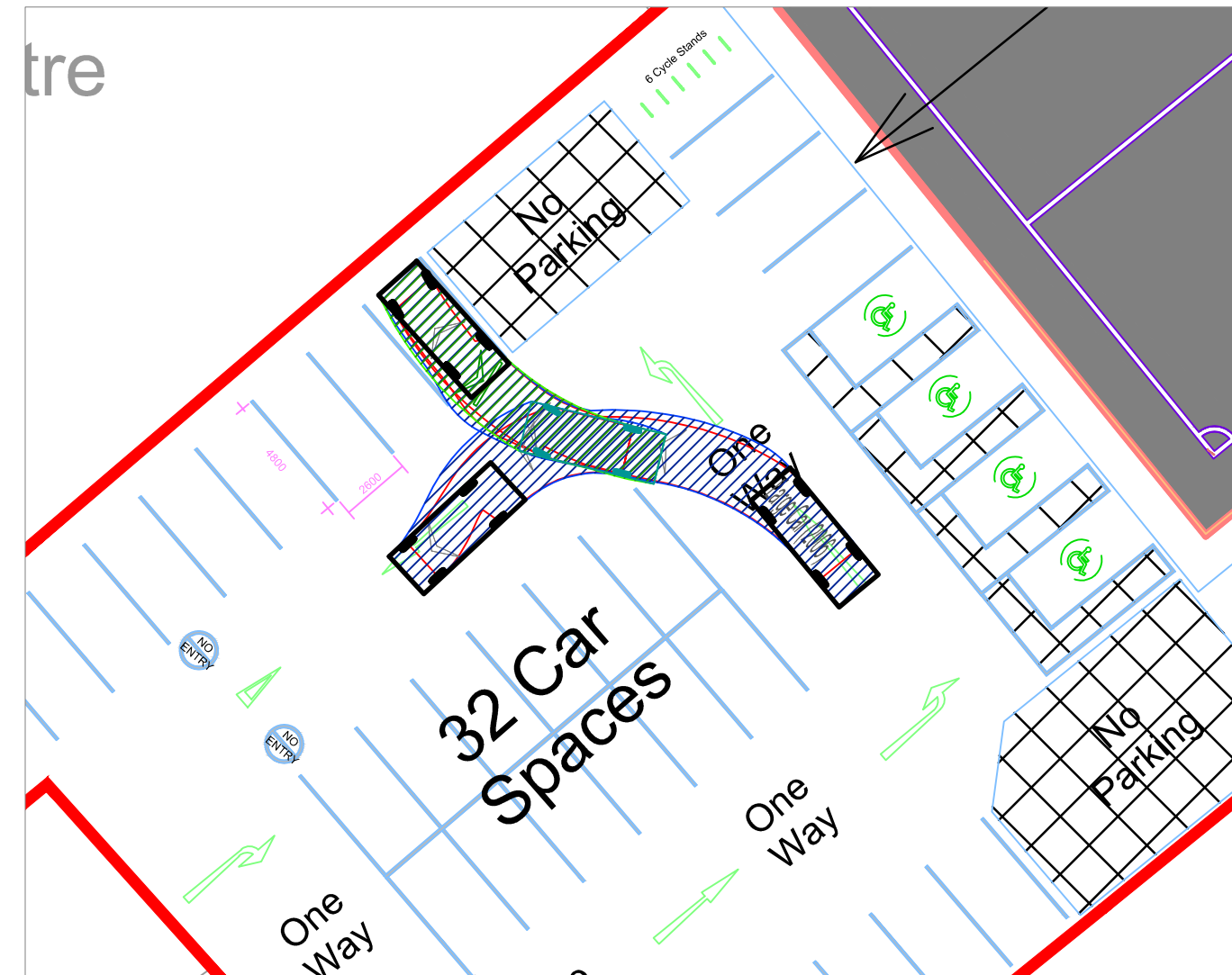
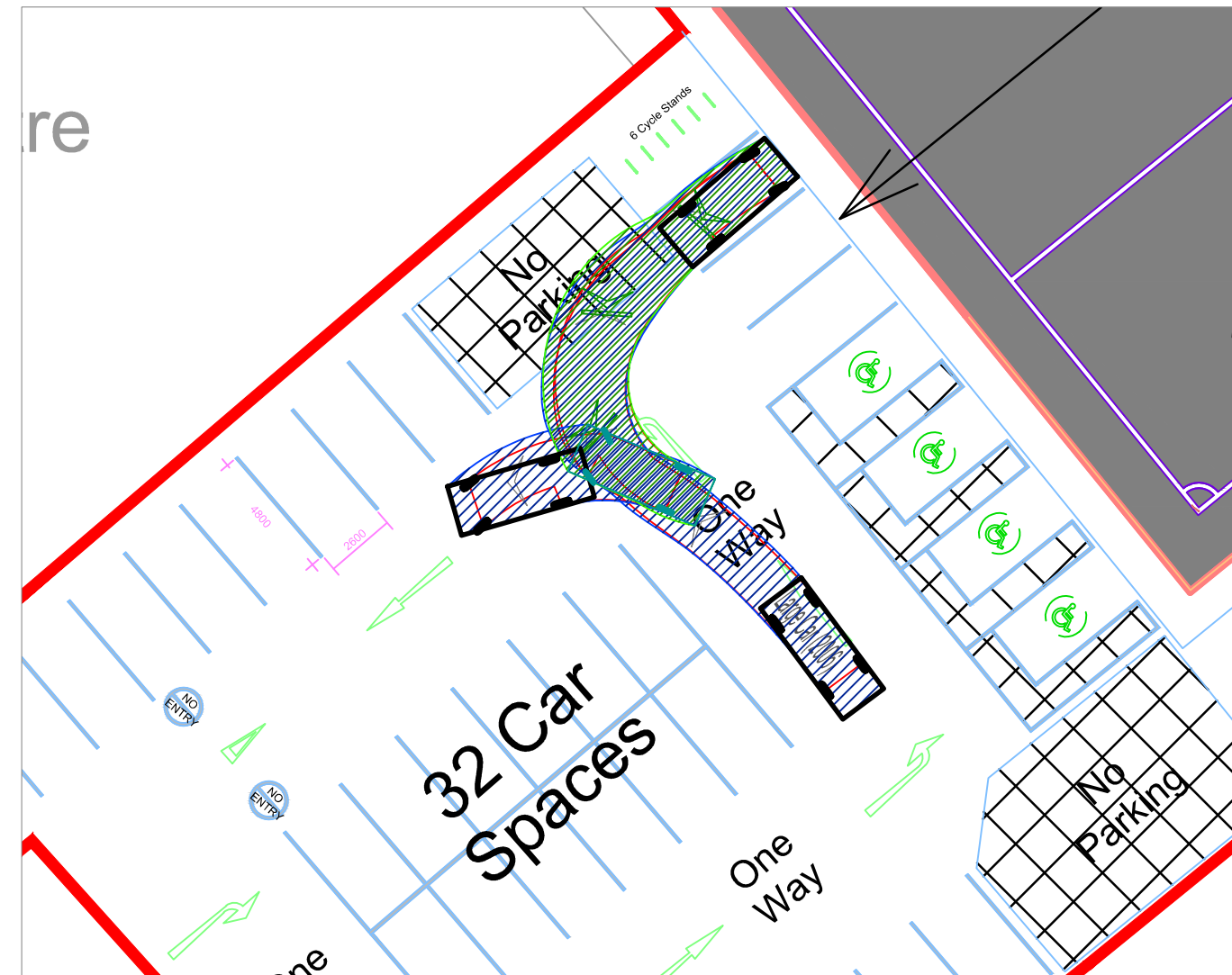
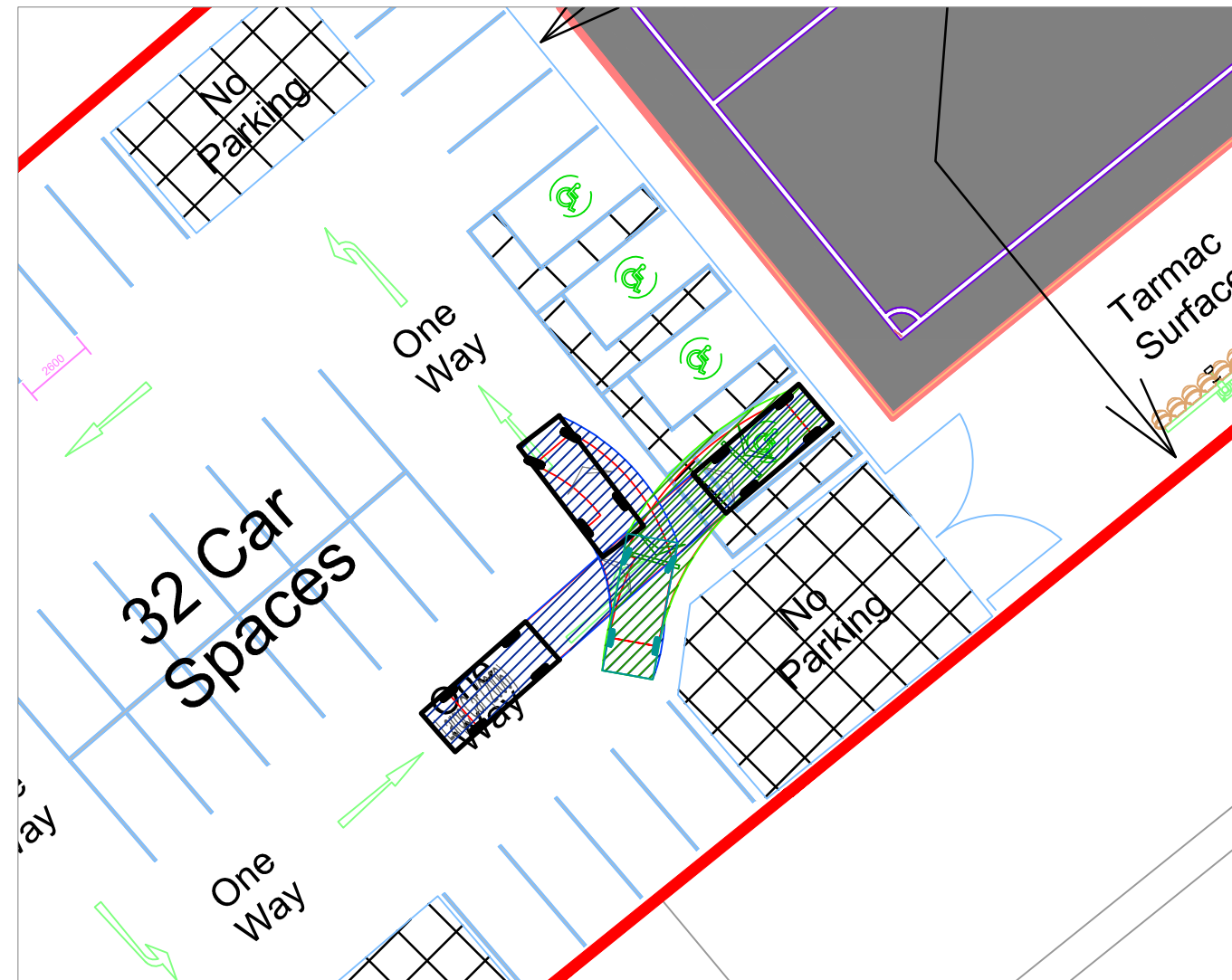
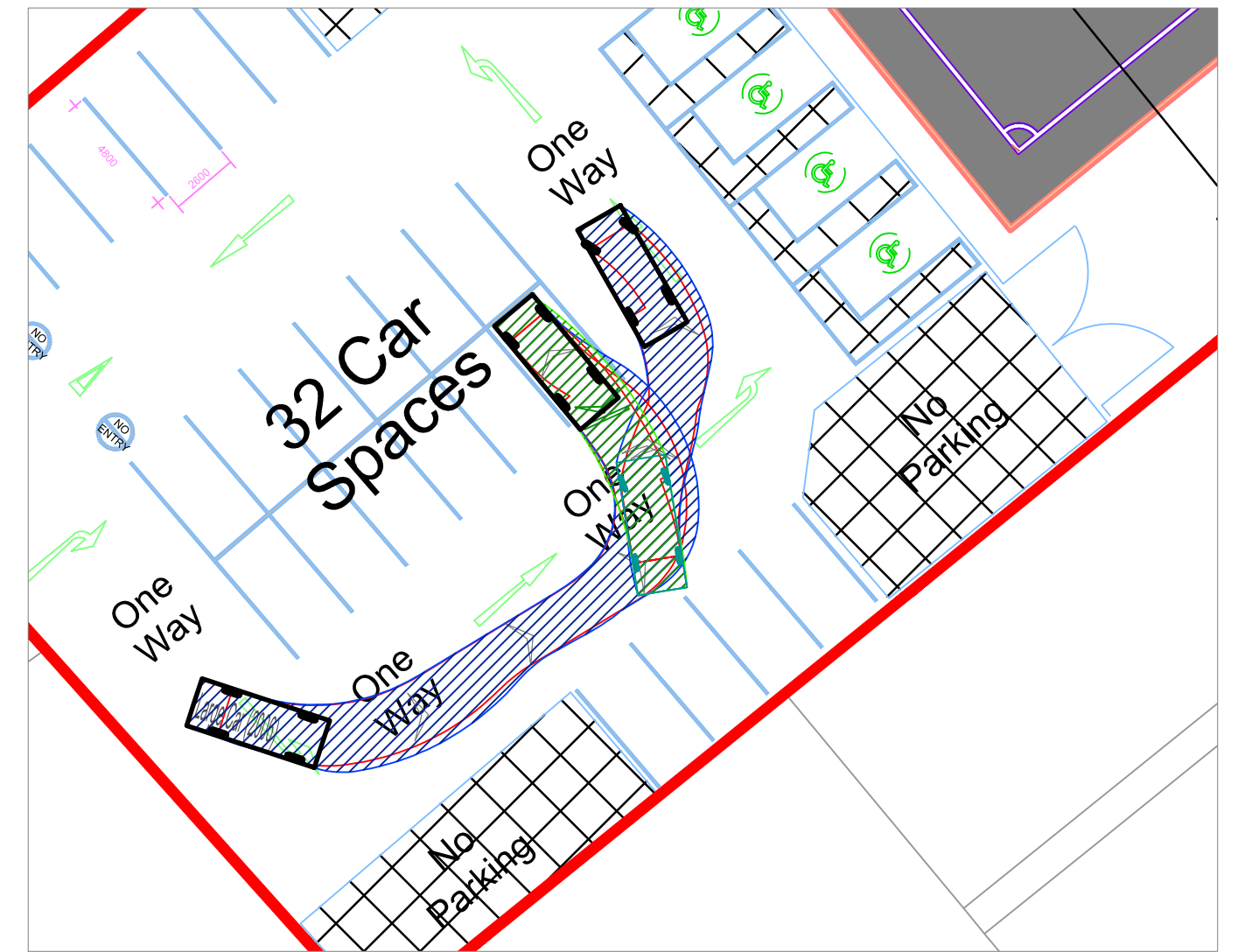
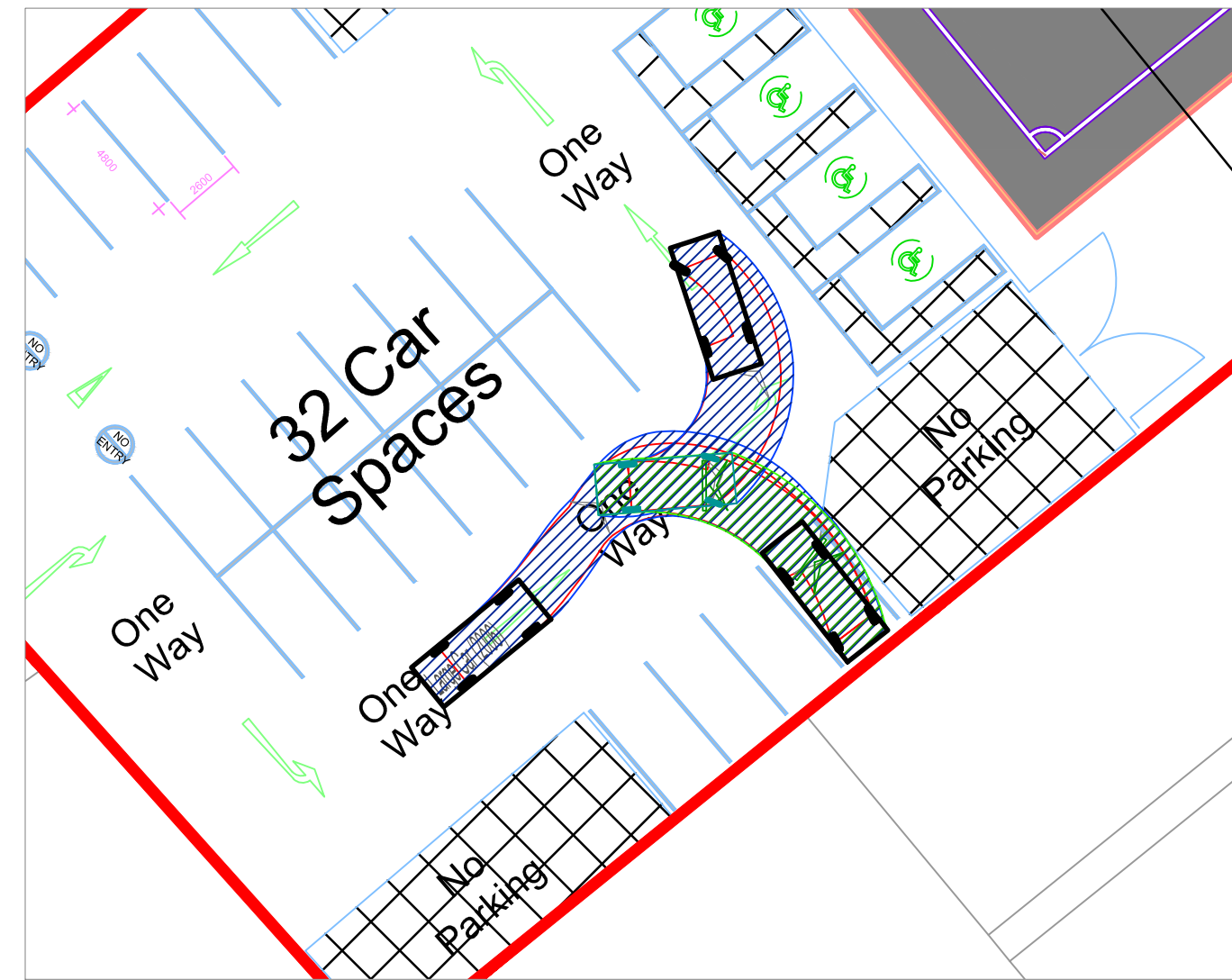
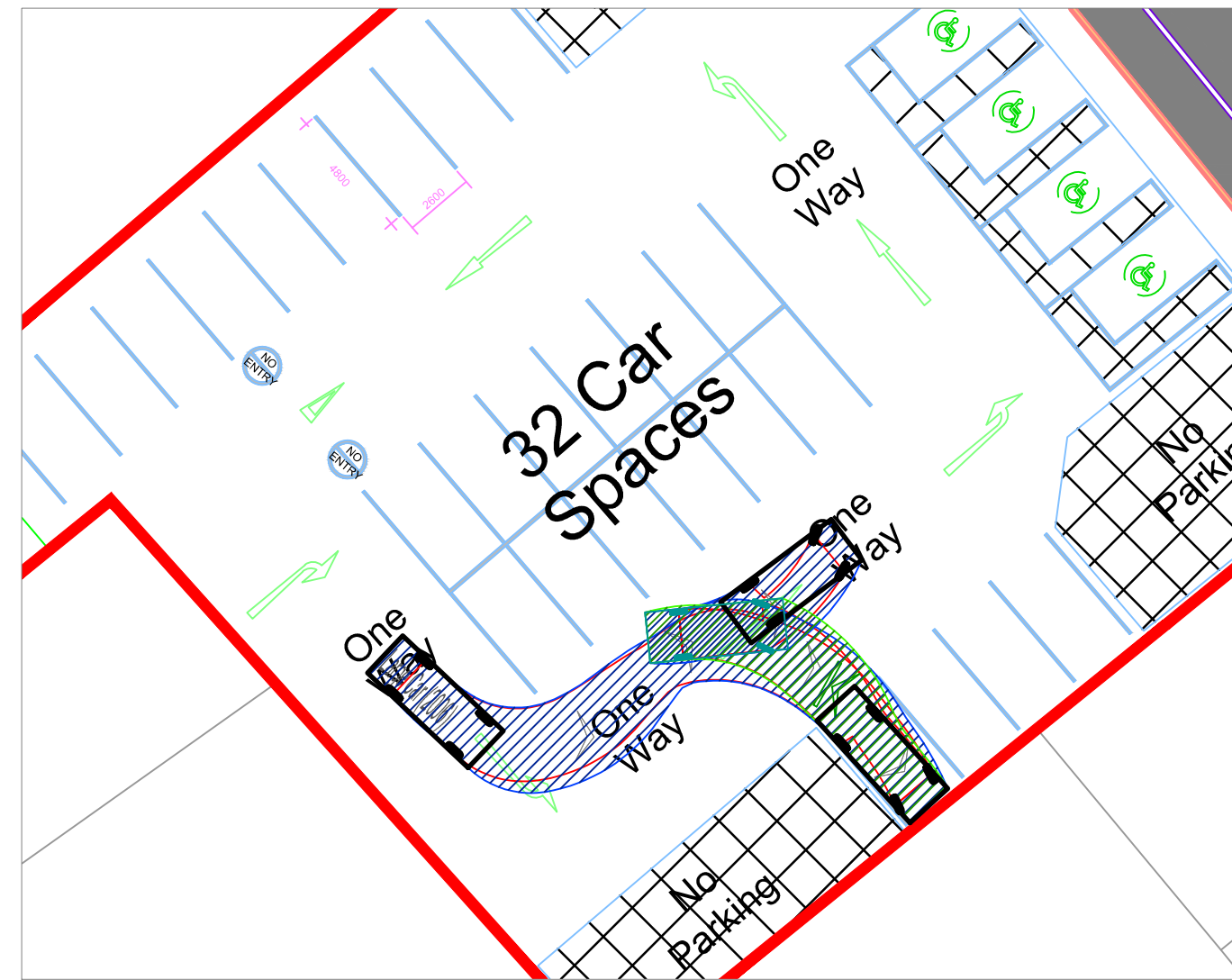
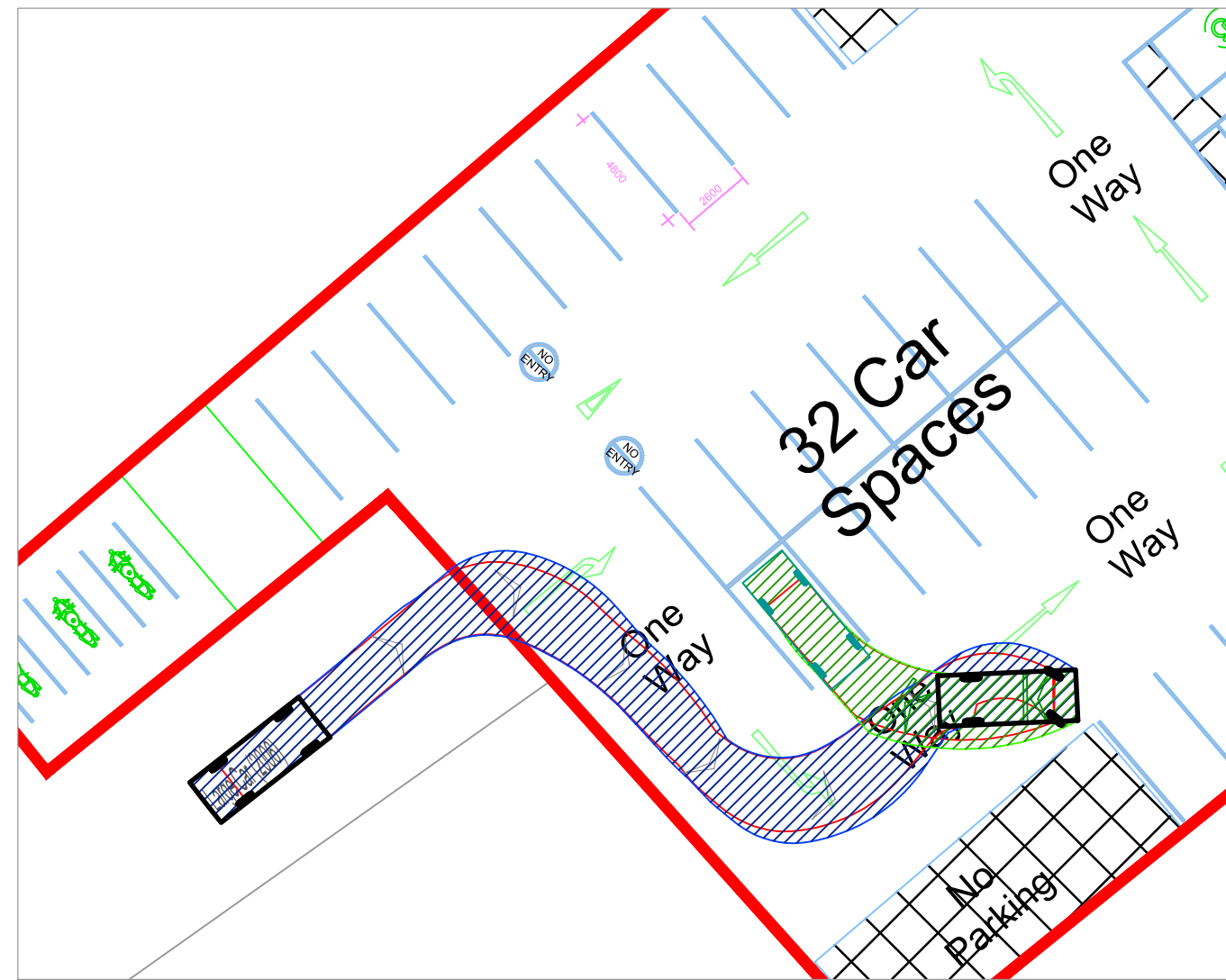
1

# Proposed Site Plan

1 : 1000

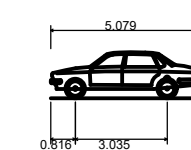
## **APPENDIX D**

### **Swept Path Assessments**



| REV | DETAILS                                  | DRAWN | CHECKED | DATE       |
|-----|------------------------------------------|-------|---------|------------|
| A   | TRACKING REVISITED TO SUIT LATEST LAYOUT | SLW   | RJW     | 26.05.2024 |

- NOTES:
1. Do not scale from this drawing.
  2. This drawing is for illustrative purposes only and not for construction.
  3. This drawing is to be read and printed in colour.



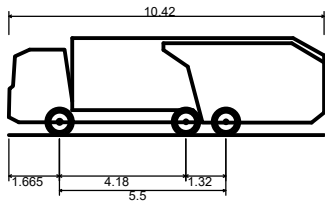
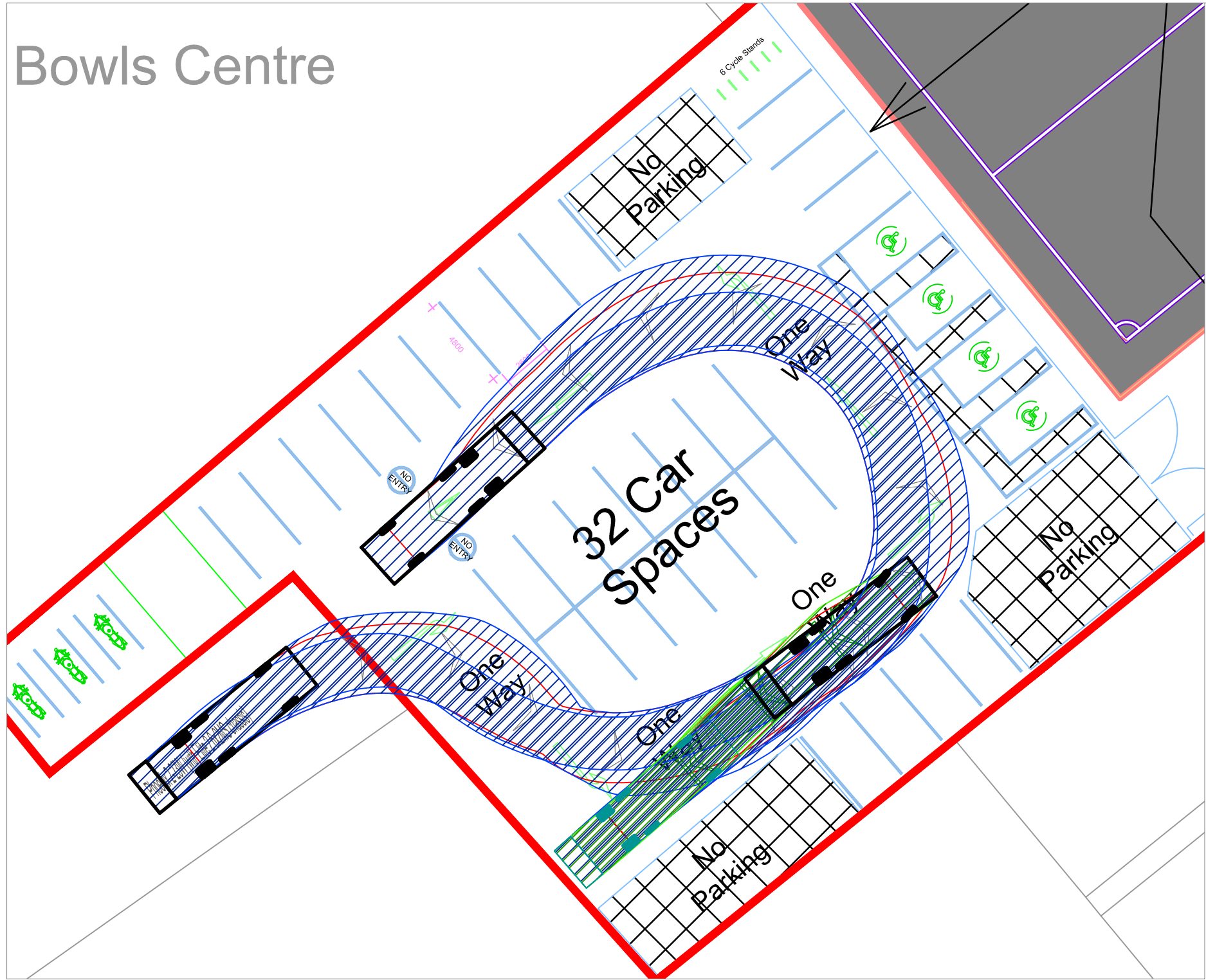
LARGE CAR VEHICLE PROFILE  
(SCALE 1:250)

Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.825m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Look to lock time 4.90s  
Kerb to Kerb Turning Radius 5.900m

|                                              |              |                  |              |                        |                            |
|----------------------------------------------|--------------|------------------|--------------|------------------------|----------------------------|
| PROJECT: AFAN UNITED FC, ABERAVON            |              |                  |              | CLIENT: AFAN UNITED FC |                            |
| DRAWING TITLE: LARGE CAR SWEPT PATH ANALYSIS |              |                  |              | MILES WHITE TRANSPORT  |                            |
| DRAWN: SLW                                   | CHECKED: RJW | DATE: 10.05.2024 | SCALE: 1:250 | SHEET SIZE: A1         | DRAWING NUMBER: 24034-TK01 |
|                                              |              |                  |              |                        | REVISION: A                |



# Bowls Centre



Phoenix 2-23W (with Elite 2 6x2MS chassis)  
Overall Length 10.420m  
Overall Width 2.530m  
Overall Body Height 3.211m  
Min Body Ground Clearance 0.416m  
Track Width 2.530m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 11.150m

**10.4m LARGE REFUSE VEHICLE PROFILE**  
(SCALE 1:250)

| REV | DETAILS                                  | DRAWN | CHECKED | DATE       |
|-----|------------------------------------------|-------|---------|------------|
| A   | TRACKING REVISITED TO SUIT LATEST LAYOUT | SLW   | RJW     | 26.05.2024 |

NOTES:

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.

PROJECT: AFAN UNITED FC, ABERAVON

DRAWING TITLE: 10.4m LARGE REFUSE VEHICLE SWEPT PATH ANALYSIS

DRAWN: SLW

CHECKED: RJW

DATE: 10.05.2024

SCALE: 1:250

SHEET SIZE: A3

CLIENT: AFAN UNITED FC

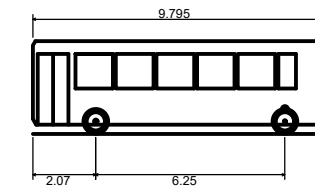
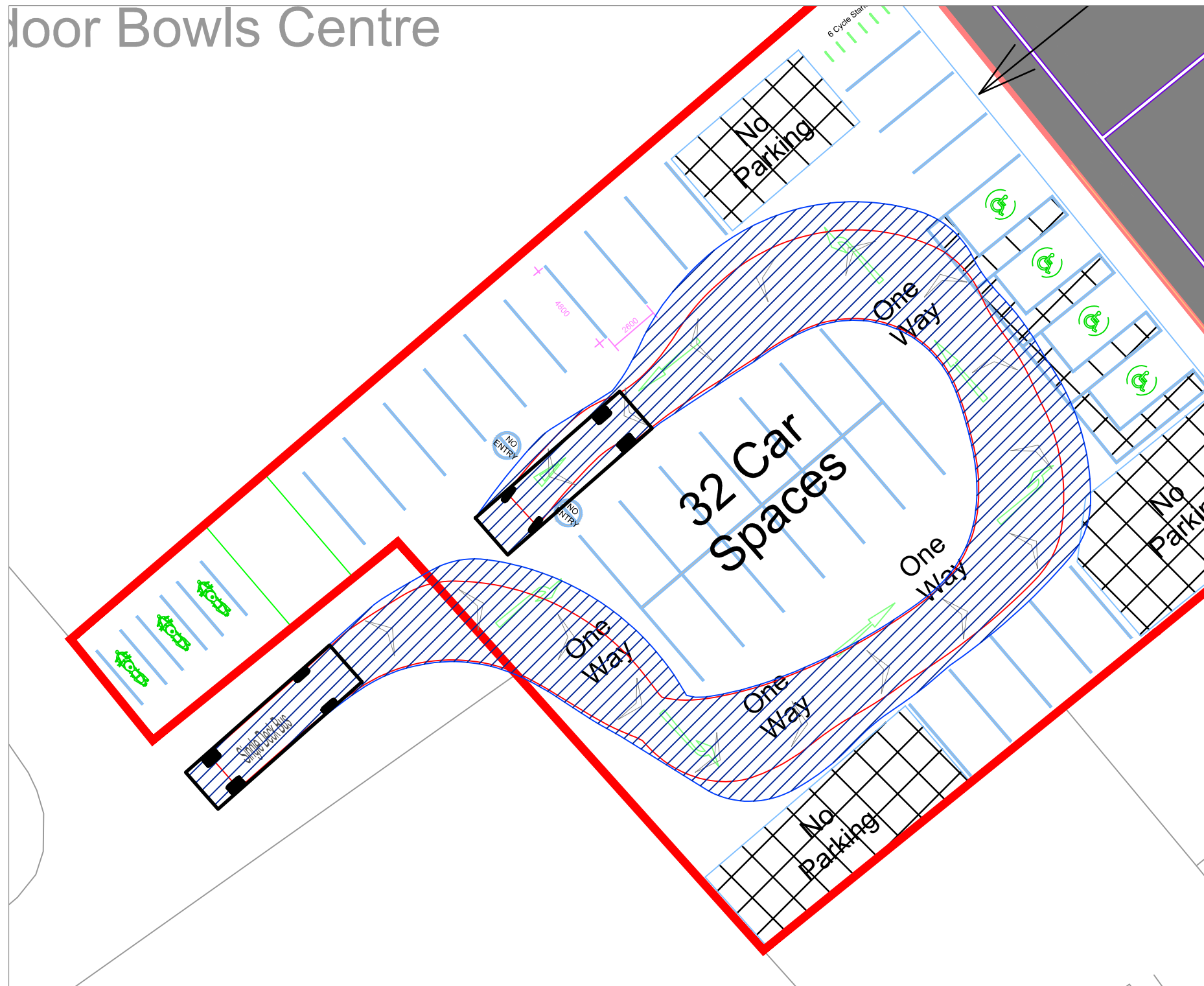
MILES WHITE TRANSPORT

DRAWING NUMBER: 24034-TK02

REVISION: A



# Door Bowls Centre



|                             |         |
|-----------------------------|---------|
| Single Deck Bus             |         |
| Overall Length              | 9.795m  |
| Overall Width               | 2.500m  |
| Overall Body Height         | 3.070m  |
| Min Body Ground Clearance   | 0.306m  |
| Track Width                 | 2.322m  |
| Lock to lock time           | 6.00s   |
| Kerb to Kerb Turning Radius | 10.111m |

COACH / BUS VEHICLE PROFILE  
(SCALE 1:250)

| REV | DETAILS                                  | DRAWN  | CHECKED  | DATE       | NOTES:                                                                                                                                                                                                                              | PROJECT:                                   | CLIENT:                  |
|-----|------------------------------------------|--------|----------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------|
| A   | TRACKING REVISITED TO SUIT LATEST LAYOUT | SLW    | RJW      | 26.05.2024 | <ol style="list-style-type: none"><li>1. Do not scale from this drawing.</li><li>2. This drawing is for illustrative purposes only and not for construction.</li><li>3. This drawing is to be read and printed in colour.</li></ol> | AFAN UNITED FC, ABERAVON                   | AFAN UNITED FC           |
|     |                                          |        |          |            |                                                                                                                                                                                                                                     | DRAWING TITLE:                             |                          |
|     |                                          |        |          |            |                                                                                                                                                                                                                                     | COACH / BUS VEHICLE<br>SWEPT PATH ANALYSIS | MILES WHITE<br>TRANSPORT |
|     |                                          | DRAWN: | CHECKED: | DATE:      | SCALES:                                                                                                                                                                                                                             | SHEET SIZE:                                | DRAWING NUMBER:          |
|     |                                          | SLW    | RJW      | 10.05.2024 | 1:250                                                                                                                                                                                                                               | A3                                         | 24034-TK03               |
|     |                                          |        |          |            |                                                                                                                                                                                                                                     |                                            | REVISION:                |
|     |                                          |        |          |            |                                                                                                                                                                                                                                     |                                            | A                        |