

Project Number	T24.125	Project Name	Land at Glyncorrwg Village Workshops, Glyncorrwg
Noted by	K Williams & P O'Connor		
Subject	Proposed new workshops	Date	July 2024

Technical Note

1 Introduction

- 1.1.1 Asbri Transport Limited has been appointed by Andrew Scott Ltd to produce a Technical Note assessing the transport implications of proposed new work-shops at the site of the existing Glyncorrwg Village Workshops.
- 1.1.2 This Technical Note has been prepared to assess the transport implications of the proposed development to provide new industrial units of 450m² gross floor area. The land use proposed is understood to be B2 General Industry.
- 1.1.3 The planning application also proposes a total of 18 parking spaces, two of which will be marked for use by disabled motorists including a 1.2m hatched and 2 will be for EV charging.
- 1.1.4 This Technical Note reviews the transport characteristics of the surrounding area, including the site's accessibility to active travel movement and Public Transport travel.

2 Existing Situation

2.1 Site Location

- 2.1.1 The site is situated on a parcel of land located immediately to the east of the existing Glyncorrwg work-shops. The work-shops are located to the south of the settlement of Glyncorrwg in the Afan Valley. Glyncorrwg Ponds and Mountain Bike Centre are located immediately to the south.
- 2.1.2 The location of the site is detailed in **Figure 2.1**, below.



Figure 2.1 - Site Location

2.2 Highway Network

2.2.1 The local highway network within the vicinity of the development site is shown in Figure 2.2.

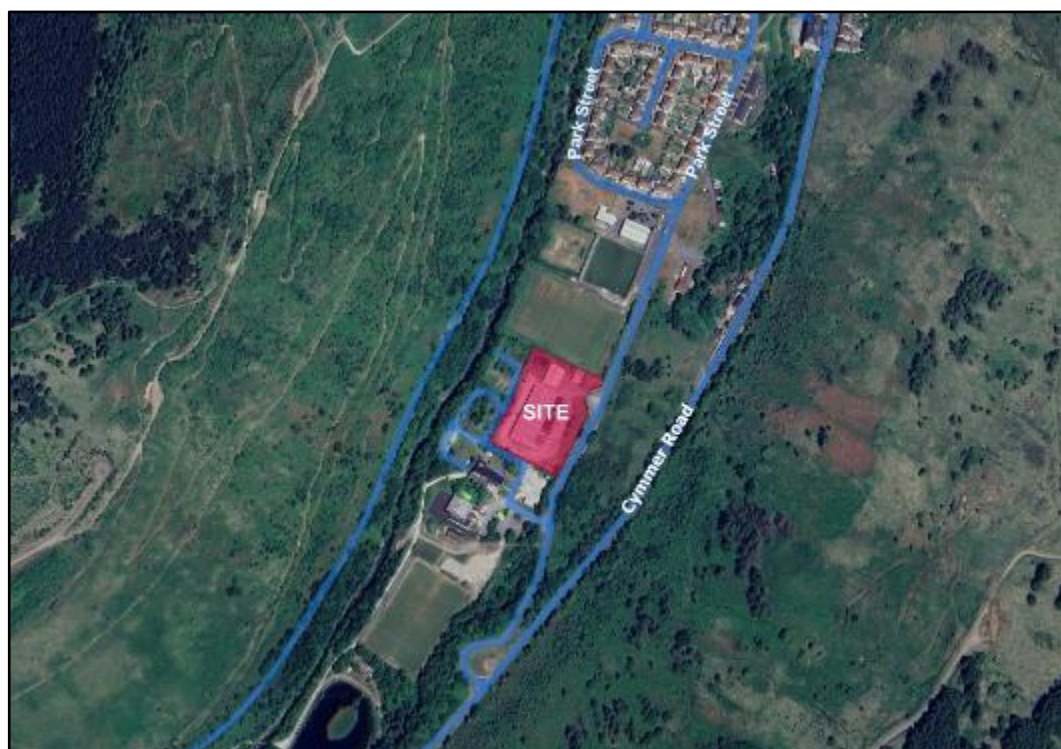


Figure 2.2 - Local highway network

Cymmer Road

- 2.2.2 Cymmer Road is a two-way single carriageway located to the east of the development site. It is a distributor road that runs in a broadly north-south direction between the settlements of Cymmer to the south and Glyncorrwg. For most of its length it is subject to the national speed limit of 60 mph for single carriageway roads reducing to 20mph once the road enters Glyncorrwg.
- 2.2.3 The settlement of Glyncorrwg is located to the west of Cymmer Road and there are side road junctions in the form of simple priority junctions. There is street-lighting present and footways on each side of the carriageway once within the settlement.
- 2.2.4 Traffic entering Glyncorrwg is subject to a traffic calming feature where north-bound traffic must give way to southbound traffic. Cymer Road is a bus route.
- 2.2.5 Glyncorrwg Primary School is located on the corner of Cymmer Road and Bridge Street.

Park Street

- 2.2.6 Park Street provides access to the application site and follows a broadly similar north/south alignment to Cymmer Road to the east and described below. It also provides access to Glyncorrwg Ponds and Mountain Bike Centre and to the north residential dwellings that form the southern area of the settlement.
- 2.2.7 Park Street forms the minor arm of a simple priority junction with Cymmer Road at this point with an initial posted speed limit of 30mph changing to 20mph approximately 200m south of the proposed development access.
- 2.2.8 Park Street has a footway on the western side of the carriageway only providing a continuous link to the centre of Glyncorrwg.

2.3 Active Travel

- 2.3.1 There is a reasonable level of footway provision in the settlements of Glyncorrwg linking the proposed site to local areas, amenities and public transport nodes. Many of the junctions within the settlement benefit from informal crossing points with dropped kerbs.

2.4 Public Transport

2.4.1 The development site is served by public transport with bus stops on Cymmer Road. The bus services available in Glyncorrwg are detailed in **Table 2.1** below.

Route No.	Destination	Frequency
83	Port Talbot - Blaengwynfi/Glyncorrwg	Mon-Sat: Every 2 hrs from 08:30-09:28 to 18:55-19:33
	Blaengwynfi/Glyncorrwg - Port Talbot	Mon-Sat: Every 2 hrs from 09:29-10:29 to 17:29-19:44 (change at Cymmer for last bus)
908	Croeserw-Neath College	Mon-Fri (Term Time): 07:12-07:31-08:33
	Neath College-Croeserw	Mon-Fri (Term Time): 16:48-17:56-17:58

Table 2.1 Bus Services

2.5 Highway Safety

2.5.1 Personal Injury Collision (PIC) data has been from obtained from Welsh Government Stats Wales for the most recent 5-year period available (2018-2022).

2.5.2 It was observed that no collisions have occurred within the local area within the latest 5-year period.

3 Development Proposals & Proposed Access

3.1 Development Proposals

3.1.1 The planning application proposes the development of light industrial units of 450m² gross floor area.

3.2 Access

Vehicular

3.2.1 Vehicular access is proposed via the existing priority junction on Park Street. This access junction serves existing light industrial land use currently occupied by MPN Windows.

3.2.2 The existing access has a visibility splay that complies with current technical standards as detailed in Manual for Streets.

3.2.3 A draft General Arrangement has been produced by NPT Property and Regeneration. This is shown in **Figure 3.1** and **Appendix A**.



Figure 3.1 – Proposed Development

Pedestrian Access

- 3.2.4 Pedestrian access will be via the existing footways either side of the access road.

Parking Standards

- 3.2.5 Neath Port Talbot County Borough Council's Parking Standards are published in Supplementary Planning Guidance dated October 2016.
- 3.2.6 The Parking Standards SPG uses 6 designated zones where a zone 1 location has the highest level of accessibility to services and zone 6 the lowest. No areas in Neath Port Talbot have been designated a zone 1. Based on map 12 of the SPG Glyncorrwg is located in Zone 5, Countryside.
- 3.2.7 **Table 3.1** below is an extract from the Parking Standards SPG

Zones 5 & 6

Type of Development	Operational	Non-Operational
Small Industry (< 100m ²)	1 van space	1 space
Small Industry (< 235m ²)	1 van space	2 spaces
Industry	See Note 5	1 space per 80 m ²
Highly Technical Industry	See Note 5	1 space per 20 m ²
Industrial Warehouses	See Note 5	1 space per 140 m ²
Storage Warehouses	1 space per 500 m ²	Nil
Distribution Centres (<1000 m ²)	35% of GFA	1 space per 80 m ²
Distribution Centres (≥1000 m ²)	25% of GFA	1 space per 80 m ²

Table 3.1 Parking standards for Industry & Industrial Warehousing (NPT SPG October 2016)

- 3.2.8 The parking standards also include a requirement for a minimum operational area as detailed in the following table:

Gross Floor Area m ²	100	250	500	1000	1001	2000
Minimum Operational Requirements m ²	70	85	100	150	150	200

- 3.2.9 Based on the above parking standards for industrial use (1 space per 80m²) a total of 6 parking spaces are required and 100m² of operational space.
- 3.2.10 The proposed layout includes 18 spaces, which makes an allowance for operational space and the displaced parking from the existing site.
- 3.2.11 Part of the proposed development site is hardstanding, which is frequently utilised by the existing units, and the proposed parking provision will ensure sufficient parking, storage and manoeuvring space for the existing and proposed units, as well as a formalisation of the on-site parking arrangements.

4 Trip Generation

- 4.1.1 To assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by proposed employment use on the site.
- 4.1.2 This section of the report, therefore outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

- 4.1.3 Vehicle trip generation rates have been obtained from the TRICS 7.11.1 trip generation database. Trip rates have been derived for each of the potential end users at the development site.
- 4.1.4 As discussed, the planning application proposed the development of a small scale semi-rural business centre (use classes B1, B2 and B8).
- 4.1.5 A trip generation has therefore been derived for all potential land uses as there are no relevant sites within the TRICS database.

Employment – Industrial Unit

- 4.1.6 Sites were selected based on the following criteria:
- Land use: Employment – industrial unit
 - Survey days: Monday – Friday
 - Population within 1 mile: 1,001 to 5,000
 - Population within <5 miles: 5,001 to 75,000
 - GFA: 175 to 11375
 - Location of sites: UK, excluding Greater London, Northern Ireland and Republic of Ireland
- 4.1.7 The TRICS analysis found 3 comparable sites to the proposed development site. The full output can be found in **Appendix B**, with a summary of the AM peak, PM peak and daily arrivals and departures in **Table 1**, below.

Peak Period	Trip rate (per 100m ²)			Trip Generation (670m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	1.303	0.069	1.372	6	1	7
1700-1800	0.055	1.069	1.124	1	5	6
Daily	3.244	3.175	6.419	15	14	29

Table 4.1 Employment – industrial unit trip generation

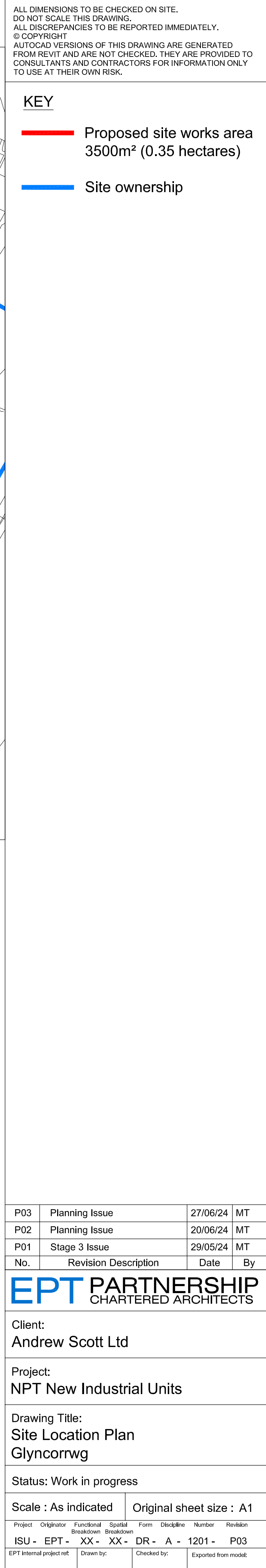
- 4.1.8 **Table 1** demonstrates that the proposed development would likely generate up to 7 and 6 two-way vehicular movements during the AM and PM peak hours respectively. Daily, the site could generate up to 29 two-way vehicle movements.

- 4.1.9 It can be considered that this likely level of movement will have a marginal impact on the highway network.

5 Conclusion

- 5.1.1 Asbri Transport Limited has been appointed to produce a Technical Note to provide a transport appraisal of proposed new industrial units of 450m² at the site of the existing Glyncorrwg workshops in Neath Port Talbot.
- 5.1.2 This Technical Note has assessed and described the local transport network including access to public transport, its highway safety record, and opportunities for active travel.
- 5.1.3 Highway safety data surrounding the site was reviewed for the latest 5-year period and it was observed that no collisions have occurred within the local area.
- 5.1.4 The site will generate a minimal level of traffic with up to 7 and 6 two-way vehicular movements during the AM and PM peak hours respectively. Daily, the site could generate up to 29 two-way vehicle movements.
- 5.1.5 The development will be accessed via an existing priority access junction that complies with current technical standards and the planning application proposes a total of 18 parking spaces, two of which will be marked for use by disabled motorists including a 1.2m hatched and 2 will be for EV charging and will serve the existing units as well as the proposed.

Appendix A





ALL DIMENSIONS TO BE CHECKED ON SITE.
DO NOT SCALE THIS DRAWING.
ALL DISCREPANCIES TO BE REPORTED IMMEDIATELY.
© COPYRIGHT
AUTOCAD VERSIONS OF THIS DRAWING ARE GENERATED
FROM REVIT AND ARE NOT CHECKED. THEY ARE PROVIDED TO
CONSULTANTS AND CONTRACTORS FOR INFORMATION ONLY
TO USE AT THEIR OWN RISK.

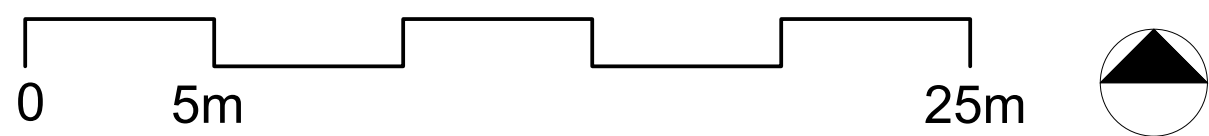
- GENERAL NOTES**
- Site M&E services - refer to M&E drgs
 - Site drainage - refer to Civils drgs
 - Site setting out & levels - refer to Civils drgs
 - Hard landscaping details - refer to Civils drgs
 - Soft landscaping - refer to landscape drgs

- ACCESS NOTES**
- All slopes along footpaths no steeper than 1:21
 - Level access provided at personnel/fire door and vehicle access door locations.

- H&S NOTES**
- ⚠ Site Hazards Identified:
1. Site adjacent occupied workshop site. Careful management of deliveries to works area and site works boundary to be fenced off securely at all times to prevent unauthorised access.
 2. Multiple below ground drainage and services including power within and around the proposed works site. Refer to underground utilities survey for below ground services locations.

- KEY**
- Proposed site works area
 - Existing buildings
 - Proposed New buildings
 - Proposed impermeable tarmac footpath. Refer to Civils drgs for details
 - Proposed impermeable tarmac carpark. Refer to Civils drgs for details
 - Proposed permeable block paving. Refer to Civils drgs for details.
 - Proposed concrete. Refer to Civils drgs for details. Access and Loading/Unloading only. No storage or work activities externally.
 - Existing/ proposed soft landscaping. Refer to landscape drgs
 - Proposed planting. Refer to landscape drgs
 - Proposed water retention features indicatively shown. Refer to specialist drawings for details
 - New trees indicatively shown. Refer to landscape drgs
 - Existing Palisade fence and gates to be retained
 - 1930mm high Eco weldmesh fencing and gates. Galv. steel powder coated. Colour: Black TBC by Client
 - RWP New square anti-climb PPC aluminium rainwater pipes shown indicatively
 - HY Existing Fire Hydrants
 - B Vehicle Bollards
 - P Pod point electrical vehicle charging
 - Indicates 8 metre distance from building for fire separation of waste storage.

- PARKING NOTES:**
- 18 total designated Parking Spaces to be provided.
 - Total inclusive of 2 No. accessible spaces.
 - Total Inclusive of 2 No.EV spaces based on minimum 10% of spaces to be EV.
- Note that changing further standard parking bays into designated EV charging bays is being reviewed. These may be included at RIBA Stage 4 but will be dependent on the capacity of incoming site electrical supply to support increased EV bays. This will not change the total number of proposed designated parking spaces.



P04	Planning Issue	01/07/24	MT
P03	Planning Issue	27/06/24	MT
P02	RIBA Stage 3 Issue	29/05/24	MT
P01	Initial Issue	23/05/24	MT
No.	Revision Description	Date	By
EPT PARTNERSHIP CHARTERED ARCHITECTS			
Client: Andrew Scott Ltd			
Project: NPT New Industrial Units			
Drawing Title: Proposed Site Plan Glyncorrwg			
Status: Work in progress			
Scale : 1:200		Original sheet size : A1	
Project	Originator	Functional Breakdown	Spatial Breakdown
ISU - EPT -	XX -	XX -	DR - A - 6201 - P04
EPT internal project ref: 11298		Drawn by: MT	Checked by: MT
		Exported from model: Autocad native file	

Appendix B

Calculation Reference: AUDIT-317901-240430-0445

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: Gross floor area
Actual Range: 175 to 11375 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 03/05/23

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:
Tuesday 1 days
Thursday 1 days
Friday 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:
Edge of Town 1
Free Standing (PPS6 Out of Town) 2

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:
Industrial Zone 2
Out of Town 1

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 1 days - Selected
Servicing vehicles Excluded 24 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	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:

Yes	1 days
No	2 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.

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|--|
| 1 | FU-02-C-01 DOMINO'S PIZZA
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY 10/06/14 | WESTMORLAND & FURNESS

Survey Type: MANUAL |
| 2 | LE-02-C-01 COMMERCIAL VEHICLE SERVICES
WYMESWOLD ROAD
NEAR LOUGHBOROUGH
BURTON ON THE WOLDS
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 175 sqm
Survey date: FRIDAY 17/06/22 | LEICESTERSHIRE

Survey Type: MANUAL |
| 3 | WS-02-C-02 AVIATION COMPANY
MAYDWELL AVENUE
NEAR HORSHAM
SLINFOLD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 11375 sqm
Survey date: THURSDAY 23/01/14 | WEST SUSSEX

Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HE-02-C-02	Site location does not represent development
LC-02-C-06	Site location does not represent development

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1563	0.000	2	1563	0.000	2	1563	0.000
05:30 - 06:00	2	1563	0.128	2	1563	0.000	2	1563	0.128
06:00 - 06:30	3	4833	0.028	3	4833	0.000	3	4833	0.028
06:30 - 07:00	3	4833	0.117	3	4833	0.041	3	4833	0.158
07:00 - 07:30	3	4833	0.124	3	4833	0.014	3	4833	0.138
07:30 - 08:00	3	4833	0.255	3	4833	0.028	3	4833	0.283
08:00 - 08:30	3	4833	0.903	3	4833	0.041	3	4833	0.944
08:30 - 09:00	3	4833	0.400	3	4833	0.028	3	4833	0.428
09:00 - 09:30	3	4833	0.110	3	4833	0.062	3	4833	0.172
09:30 - 10:00	3	4833	0.097	3	4833	0.041	3	4833	0.138
10:00 - 10:30	3	4833	0.090	3	4833	0.097	3	4833	0.187
10:30 - 11:00	3	4833	0.062	3	4833	0.062	3	4833	0.124
11:00 - 11:30	3	4833	0.055	3	4833	0.076	3	4833	0.131
11:30 - 12:00	3	4833	0.014	3	4833	0.028	3	4833	0.042
12:00 - 12:30	3	4833	0.034	3	4833	0.110	3	4833	0.144
12:30 - 13:00	3	4833	0.097	3	4833	0.110	3	4833	0.207
13:00 - 13:30	3	4833	0.110	3	4833	0.055	3	4833	0.165
13:30 - 14:00	3	4833	0.041	3	4833	0.055	3	4833	0.096
14:00 - 14:30	3	4833	0.048	3	4833	0.034	3	4833	0.082
14:30 - 15:00	3	4833	0.048	3	4833	0.069	3	4833	0.117
15:00 - 15:30	3	4833	0.021	3	4833	0.076	3	4833	0.097
15:30 - 16:00	3	4833	0.014	3	4833	0.041	3	4833	0.055
16:00 - 16:30	3	4833	0.041	3	4833	0.110	3	4833	0.151
16:30 - 17:00	3	4833	0.055	3	4833	0.193	3	4833	0.248
17:00 - 17:30	3	4833	0.041	3	4833	0.103	3	4833	0.144
17:30 - 18:00	3	4833	0.014	3	4833	0.966	3	4833	0.980
18:00 - 18:30	3	4833	0.090	3	4833	0.331	3	4833	0.421
18:30 - 19:00	3	4833	0.028	3	4833	0.124	3	4833	0.152
19:00 - 19:30	3	4833	0.062	3	4833	0.055	3	4833	0.117
19:30 - 20:00	3	4833	0.021	3	4833	0.097	3	4833	0.118
20:00 - 20:30	2	1563	0.032	2	1563	0.032	2	1563	0.064
20:30 - 21:00	2	1563	0.064	2	1563	0.096	2	1563	0.160
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		3.244			3.175			6.419	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	175 - 11375 (units: sqm)
Survey date date range:	01/01/12 - 03/05/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.