

Waterfall Country
Pontneddfechan
Visitor Infrastructure Scheme

Transport Statement
September 2024

Applicant: Andrew Scott Ltd.

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Project name: Waterfall Country Pontneddfechan – Visitor Infrastructure Scheme

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APPENDICES

Appendix A – Site Layout

1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport have been appointed by Andrew Scott Ltd to produce a Transport Statement to accompany a planning application submission to the Local Planning Authority of Neath Port Talbot County Borough Council for the permanent parking provision of 136 car spaces and also coach and mini-bus parking and a visitor centre at Pontneddfechan.

1.1.2 The site lies within the village Pontneddfechan within the Upper Neath Valley as shown in **Figure 1.1**.

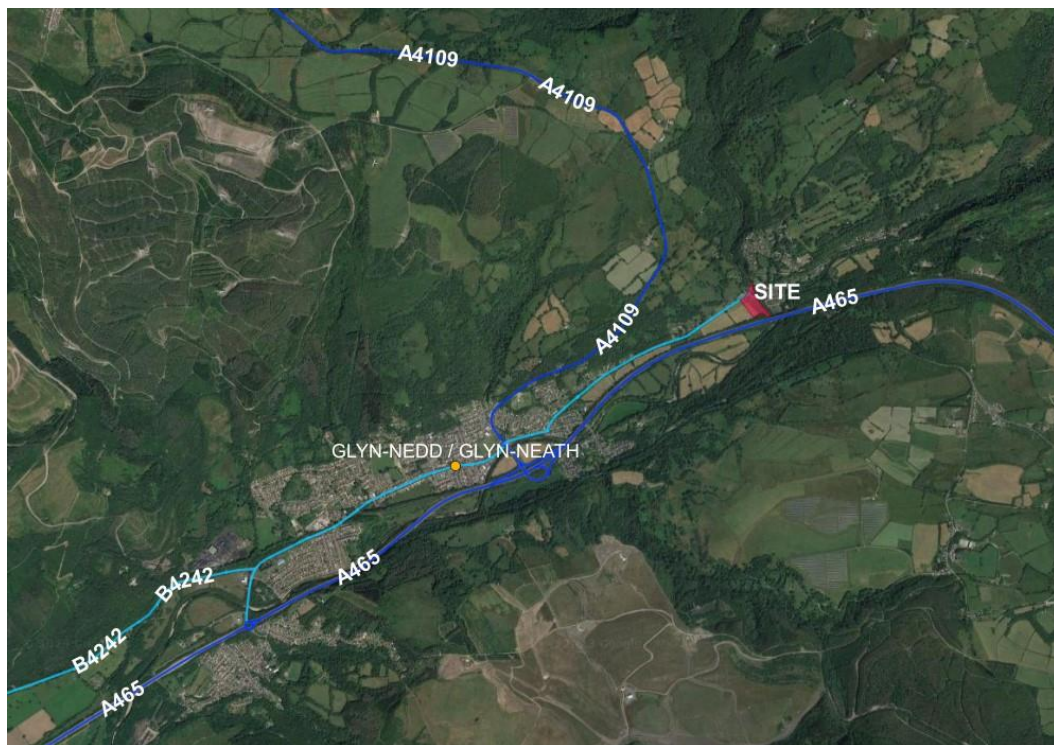


Figure 1.1 Site location

1.2 Purpose of the Report

1.2.1 The purpose of this report is to detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding transport network.

1.2.2 Following this introductory chapter, the report is structured as follows

- Section 2 describes the existing transport conditions surrounding the proposed development site;
- Section 3 explores the options for accessing the site by all modes;
- Section 4 outlines the development proposals;
- Section 5 considers the likely impact of the development proposals on local transport provision and infrastructure; and
- Section 6 provides the conclusions of the report.

2 EXISTING SITUATION

2.1 Site location

2.1.1 As discussed above, the site is located in the village Pontneddfechan within the Upper Neath Valley. The area is known for its waterfalls and from 1857-1931 was home to Pontneddfechan Gunpowder Works.

2.1.2 The proposed development site includes the village square and agricultural land to the south of Pontneathvaughan Road.

2.2 Highway Network

2.2.1 The local highway network within the vicinity of the proposed site is shown in **Figure 2.1**.



Figure 2.1 Local highway network

Pontneathvaughan Rd

2.2.2 Pontneathvaughan Road is a two-way single carriageway linking Glynneath to Pontneddfechan which follows the alignment of the A465. The northern edge of carriageway has scattered residential properties and is greenfield to the south.

- 2.2.3 In the vicinity of the site, the road is subject to a 20mph speed limit. West of the site, the carriageway is subject to a 30mph speed limit until Ebenezer Methodist church, and has traffic calming in the form of priority chicanes.
- 2.2.4 The carriageway has street lighting and continuous footway provision on the northern edge of carriageway. Dropped kerbs and tactile paving are present at informal crossing points.
- 2.2.5 Parking on Pontneathvaughan Road at the immediate site access is restricted with double yellow lines on both sides of the carriageway. Double yellow lines continue along High Street and continue east. West of the site, parking is unrestricted with approximately 270m of parking layby on the southern edge of carriageway and unrestricted on the northern edge.

2.3 Highway Safety

- 2.3.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2018-2022). Within the 5-year period, no collisions have occurred within the assessed area, detailed in **Figure 2.2**.

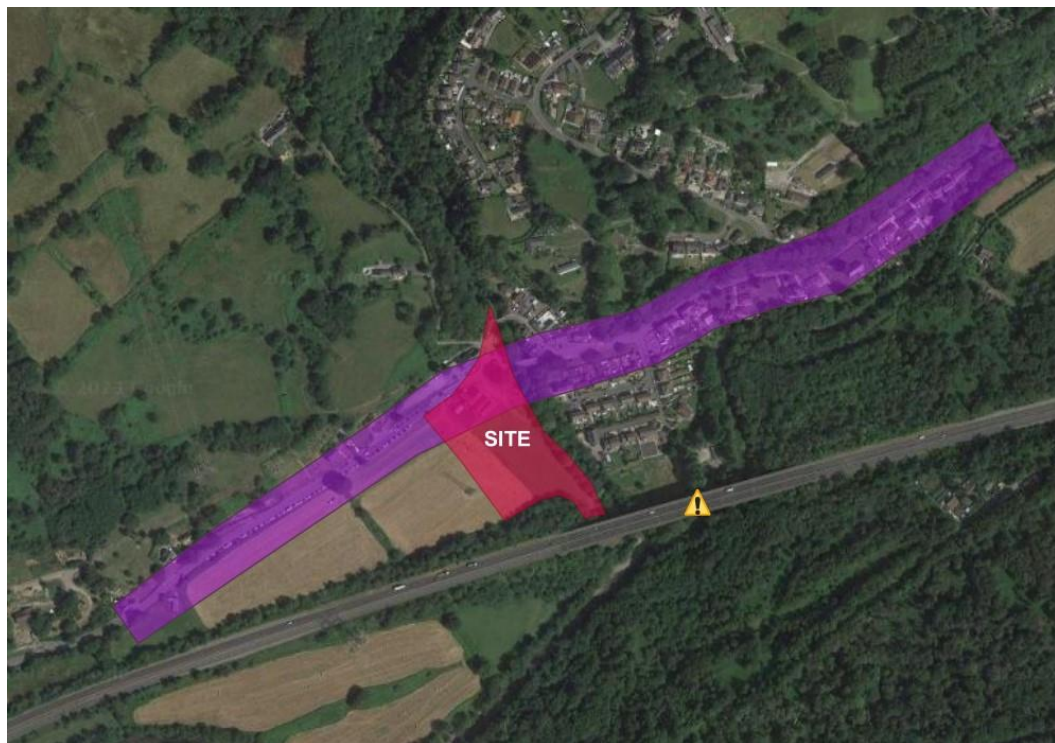


Figure 2.2 PIC analysis area

3 SITE ACCESS & SUSTAINABILITY

3.1 Active Travel

3.1.1 Active Travel infrastructure within proximity of the site is shown in **Figure 3.1**.

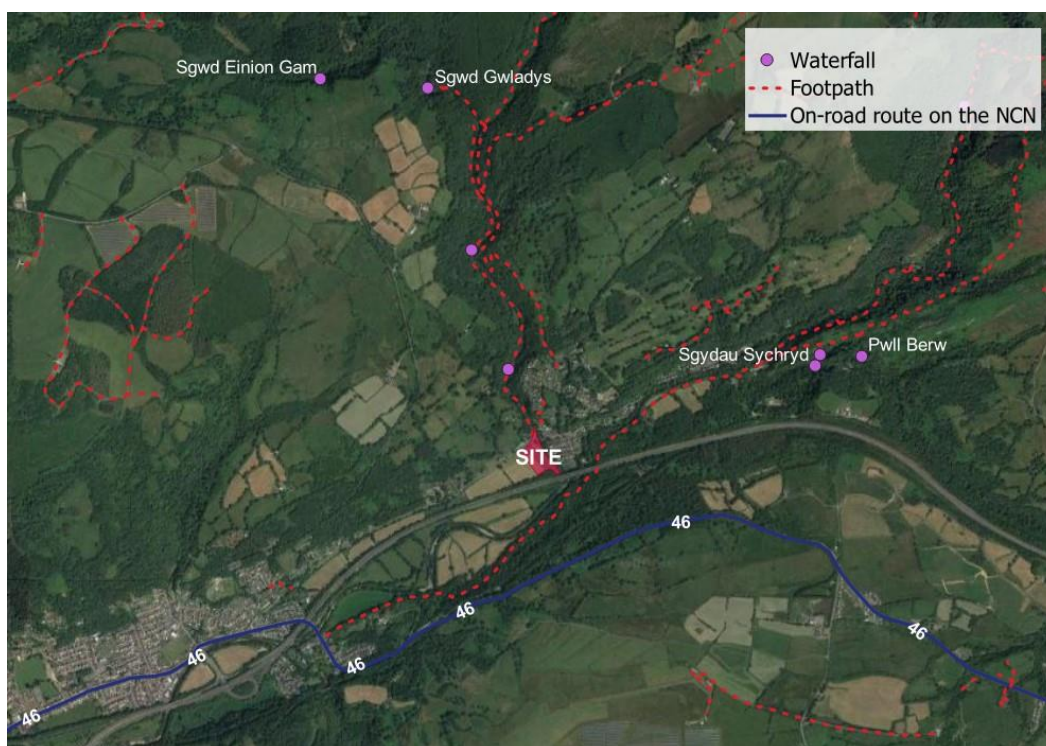


Figure 3.1 Active Travel infrastructure

Pedestrians

3.1.2 Provision for travelling on foot within the vicinity of the site is good and Pontneathvaughan Road benefits from informal crossing points with dropped kerbs and tactile paving. There are intermittent footways on High Street in line with the rural nature of the village.

3.1.3 Glynneath town is located a 30-minute walk to the southwest of Pontneddfechan and there is continuous footway provision on the northern edge of carriageway to reach this. Glynneath town has signalled pedestrian crossing points at all arms of the High Street/A4109 crossroads.

3.1.4 The area is known for its waterfalls and gunpowder works walking routes and the local area benefits from a vast range of footpaths, tracks and bridleways.

Cyclists

- 3.1.5 Cyclist provision within the local area is good quality and priority chicanes have designated cycle lanes. At the Pontneathvaughan Road/Aberdare Road priority junctions, cyclists will meet NCN Route 46.
- 3.1.6 NCN Route 46 follows the rough alignment of the A465 and connects Bromsgrove to Neath. The route is overall 148.9km and throughout Glynneath and Pontneddfechan is on-road cycle route.
- 3.1.7 Within the wider content, NCN route 46 meets NCN Route 4 in Swansea and NCN Route 478 in Aberdare.

3.2 Active Travel Network Map

- 3.2.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed new and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.
- 3.2.2 The Active Travel Network Map within the locality of the site is shown in **Figure 3.2**.

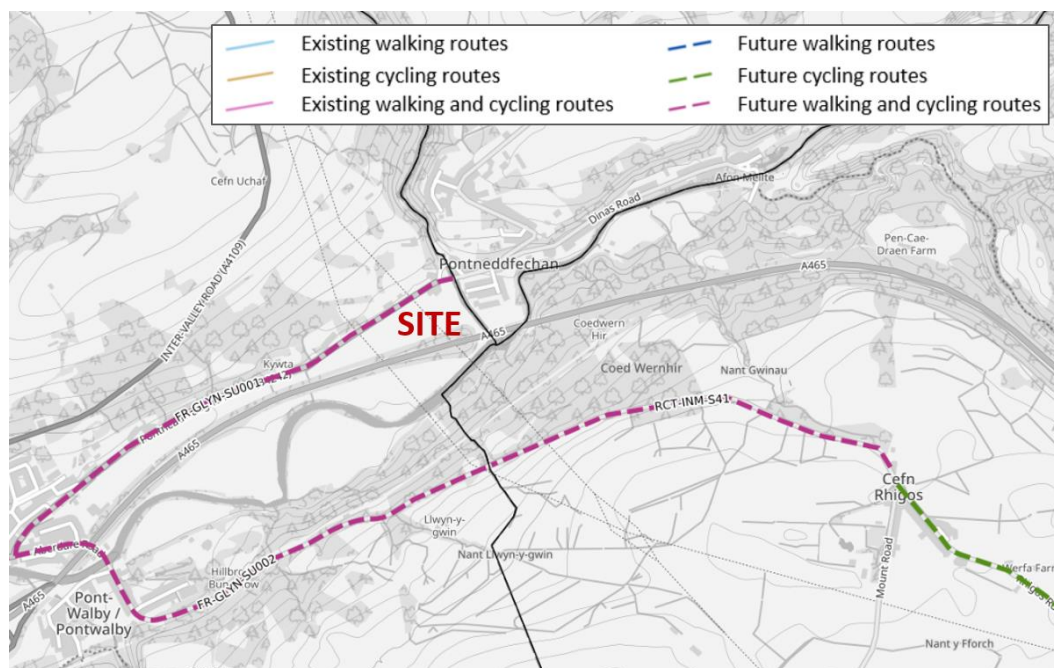


Figure 3.2 Active Travel Network Map

3.3 Public Transport

3.3.1 Public transport infrastructure within proximity of the development site is detailed in **Figure 3.3.**



Figure 3.3 Public transport infrastructure within proximity

Bus

3.3.2 There are eastbound and westbound bus stops available directly adjacent to the propose site. Though marked on Traveline Cymru, there are no visible carriageway marking to show this. There is a cage marking bus stop 140m east of the site access which has a shelter, timetable information and nearby bench.

3.3.3 Services operating from these bus stops are summarised in **Table 3.1**, below.

Route No.	Destination	Frequency
55*	Neath - Pontneddfechan/Min Yr Awel	Sun: 11:17 & 15:52
	Pontneddfechan/Min Yr Awel - Neath	Sun: 11:24 & 16:01
161*	Neath - Min Yr Awel	Mon-Fri: 09:46 & 13:51
	Min Yr Awel - Neath	Mon-Fri: 10:29 & 14:01
162	Glynneath - Min Yr Awel	Mon-Fri: 10:06 & 10:26
	Min Yr Awel - Glynneath	Mon-Fri: 09:51 & 10:11
906*	Neath College - Min Yr Awel	Mon-Fri: 17:42
	Min Yr Awel - Glynneath	Mon-Fri: 07:37

Table 3.1 Bus services within proximity (* = calling at Neath Bus Station)

- 3.3.4 As can be seen from the above, the site is served by public transport with services providing links to Neath Bus Station.

Rail

- 3.3.5 Neath Railway Station is located 19.5km from the development site and Aberdare railway Station is located 16.8km from the development site. These are available via bus connections from Glynneath centre.

3.4 Vehicular Parking

- 3.4.1 Carriageways to the west of the proposed access are largely unrestricted and there is an approximately 260m unrestricted parking layby on the southern edge of carriageway.
- 3.4.2 To the east, much of the carriageway as double yellow lines or is for residential parking only with very small sections of unrestricted carriageway. There is a small parking area for four vehicles adjacent to The Angel.
- 3.4.3 The Dinas Rock Natural Resources Wales car park is located approximately 1.2km northeast from the site.
- 3.4.4 The Pontneddfechan Community Hall has a small number of unmarked honesty box parking spaces.



Figure 3.4 Local parking



Photograph 3.1 Pontneathvaughan Road parking layby



Photograph 3.2 High Street car park



Photograph 3.3 Dinas Rock car park

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The development proposes to provide permanent parking provision of 136 car spaces and also coach and mini-bus parking and a visitor centre at Pontneddfechan.
- 4.1.2 The development also proposes an element of offsite public realm works that will improve the urban realm of Pontneddfechan village including coloured asphalt surfacing to reduce traffic speeds and link public spaces, and narrowing of the carriageway to 6.5m to facilitate a footway on the northern edge of carriageway.
- 4.1.3 The existing public toilets will be removed and replaced with public artwork and the existing High Street car parking will be replaced with soft planting and bicycle parking.
- 4.1.4 The proposed site plan can be found at **Appendix A**.

4.2 Access

Vehicular

- 4.2.1 Vehicular access into the site is to be provided with the formalising of an existing gated access into the site, this is shown in **Photograph 4.1**.
- 4.2.2 A new field access and gate will be constructed to the west of the new junction in order to retain access to the agricultural land for the landowner. This will be made up of a stone track.



Photograph 4.1 Proposed site existing access

- 4.2.3 The site access and internal layout has been designed to accommodate all likely vehicle movements, including refuse vehicles and coaches.

Pedestrian & Cyclist

- 4.2.4 Pedestrians and cyclists will be able to access the area via the existing junction. A separate footway will be provided to allow seamless connection to the Pontneddfechan village.
- 4.2.5 The development proposes to provide 3 pedestrian crossing points across Pontneathvaughan Road of which will be 3 informal pedestrian crossing points with dropped kerbs and tactile paving.
- 4.2.6 Dropped kerbs and tactile paving will also be provided across High Street, opposite The Angel and to access the proposed decked viewing terrace.

4.3 Parking

Vehicular

- 4.3.1 As discussed above, the development proposes to provide a total of 136 parking spaces of the following mix;

- Standard car parking bays - 113

- Electric Vehicle charging bays - 13
- Disabled parking bays - 10
- Motorcycle parking bays - 12
- Coach bays - 1
- Minibus parking bays - 10

Bicycle

- 4.3.2 A dedicated cycle store is proposed next to the welfare building. Three cycle stands are also proposed to the north of Pontneathvaughan Road adjacent to the existing toilets.

5 TRANSPORT CHARACTERISTICS

5.1 Introduction

5.1.1 In order 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 the proposed employment use on the site.

5.1.2 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.

5.2 Proposed Use

5.2.1 It is proposed to develop a new visitor centre, along with a car park of 136 spaces as well as providing public realm improvements.

5.2.2 In terms of trip generation, it is not expected that the proposals will result in any new trips on the local highway network. The proposals seek to provide a focus for visitors to the area and a formal parking provision away from the highway.

5.2.3 Current parking provision on Pontneathvaughan Road is provided in a combination of a layby and uncontrolled on-street parking. At peak times, this can cause local issues and obstruction.

5.2.4 The new visitor centre and car park will provide a focus for visitors to the area, and will serve to remove and alleviate the existing pressure on the local highway network. Due to the nature of the attraction, it is not envisaged that the proposals will result in additional visitors, but will provide an ancillary facility that will not increase the trip attraction of the Waterfalls *per se*. In response to the Trunk Road Agency's pre-application consultation comments, a Transport Assessment is not deemed necessary to accompany the planning submission.

5.2.5 As such, no trip generation is forecast to arise from the proposals, with only potential improvements to the local highway system arising. It is considered that there will be no impact on the wider local and strategic highway network as a result of these proposals.

6 CONCLUSION

6.1 Summary

6.1.1 Asbri Transport has been appointed by Andrew Scott Ltd. to produce a Transport Statement in support of a submission to provide a new visitor centre and car park at Pontneddfechan, Neath Port Talbot.

6.1.2 The layout of the site has been designed to ensure ease of pedestrian and cyclist access and will include links to the surrounding pedestrian networks. Access to the existing public transport network is within close proximity to the site.

6.1.3 An analysis of the local highway network, including provision for pedestrian, cyclist and public transport movement has been undertaken, and concluded that there are opportunities for users of the proposed development to undertake trips by alternative modes of travel to the private car and that the site is situated within close proximity to existing bus services and local amenities.

6.1.4 Vehicular access to the site is proposed via a new priority junction with Pontneathvaughan Road and will include pedestrian links to the village.

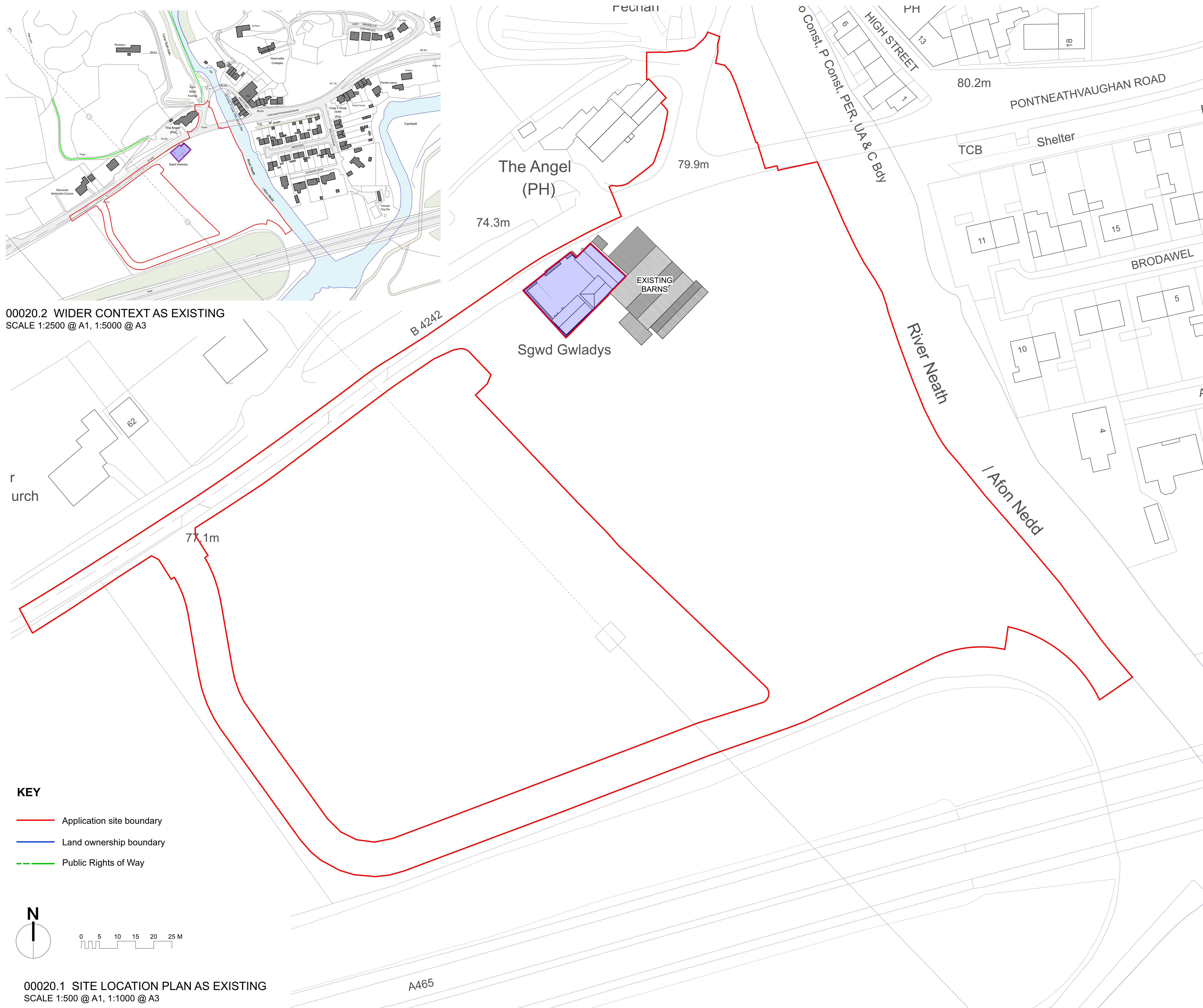
6.1.5 It is not considered that the proposals will result in an increase in vehicle numbers accessing the locality, but will provide a focussed and controlled location for parking, as well as parking for minibuses and coaches, and will remove the existing negative impacts associated with visitors to the area. As such, there will be no impact on the local and strategic highway network.

6.2 Conclusion

6.2.1 In conclusion, the proposed development site is considered to be appropriate and acceptable in traffic and transport terms. It is considered that the development proposals can be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic using the local highway network.

Appendices

Appendix A



SERIES	PROPOSED	
SUITABILITY	S2 - ISSUED FOR INFORMATION	
REV	DATE	NOTE
P7	27/06/2024	Revised RLB for PAC submission
P8	19/08/2024	Revised RLB for Planning Application
P9	05/09/2024	Planning Submission

Hire

job number Volume

2326 00

NEATH PORT TALBOT CBC
LOWER PONTNEDDFECHAN

SITE LOCATION PLAN AS EXISTING

Scale 1:500 @ A1 , 1:1000 @ A3 Date 02/24

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