

Active Travel Appraisal

Cardonnel Court Nursing Home,
Cardonnel Road, Skewen, SA10 6BS

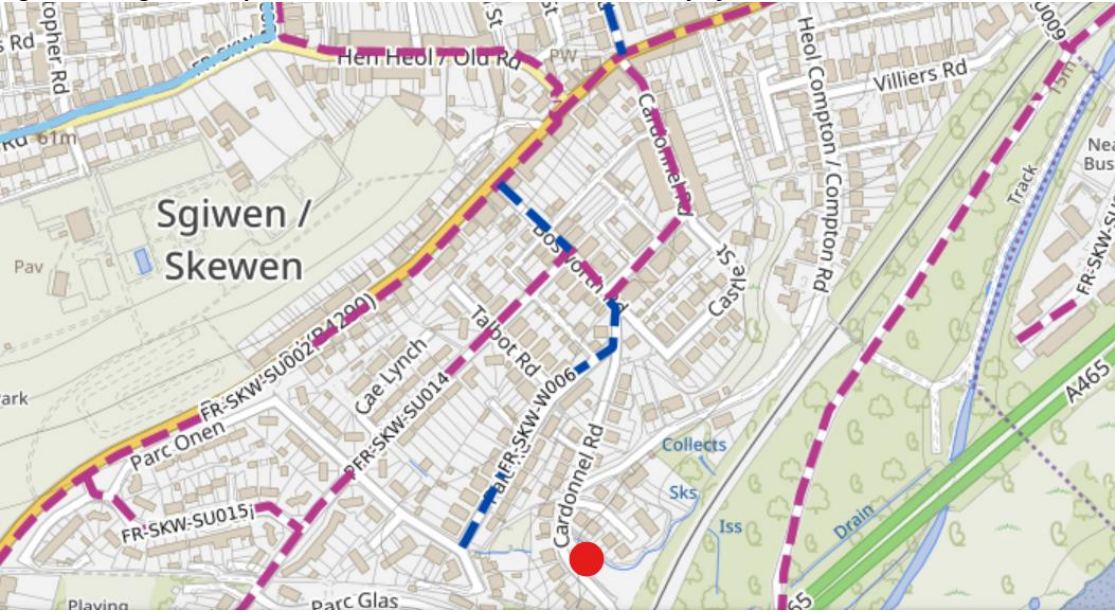
January 2026



Appraisal Details	
Benefactors	This Appraisal has been prepared on behalf of SWP SPV3 Ltd.
Scope	This Appraisal considers the active travel merits of the development.
Planning Policy Context	
Planning Policy Wales	Planning Policy Wales (PPW) Edition 12 (2024) sets out the land use planning policies of the Welsh Government. The overall objective is to ensure the planning system contributes towards the delivery of sustainable development and achieving sustainable places. Paragraph 4.1.8 of PPW sets out that “The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling, and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity and improving the health of the nation. It is noteworthy that the principle of the proposed residential development is complimentary to the document, which goes on to state that the planning system should facilitate developments which “are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car”. This section of the report demonstrates how the proposed development supports these goals.
Active Travel Act	In support of Planning Policy Wales, in September 2014 the Welsh Government introduced the Active Travel (Wales) Act which makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel. The first stage of the act requires Local Authorities to produce Existing Route Maps (ERMs) to show existing routes within the district that the council considers suitable for Active Travel uses. These ERMs do not, therefore, show all routes within an area, focussing only on the most suitable and attractive options that would likely encourage Active Travel journey choices. The second stage of the act requires Local Authorities to identify potential new routes or improvements to existing routes within the district. The Authority can apply for funding from Welsh Government for upgrades and the delivery of new routes, but this can only be undertaken if the routes are identified through the process described above. The location of these routes, therefore, is important to establish in the context of the development proposals. Providing connections to these routes ensures future residents of the development will be encouraged to utilise Active Travel modes to and from the site, based on the knowledge that these routes will be of a high quality. Relevant routes in the context of the development are covered in more detail in the following section to assess how future residents of the site may benefit from the connections provided as part of the local Active Travel network. For reference, both existing and proposed routes in the vicinity of the site are shown in Fig.1 overleaf, with solid blue lines representing existing pedestrian routes, broken blue lines representing future pedestrian

routes, and purple broken lines representing further pedestrian and cycle routes. The site is identified in red.

Fig.1: Existing and Proposed Active Travel Routes in the Vicinity of the Site

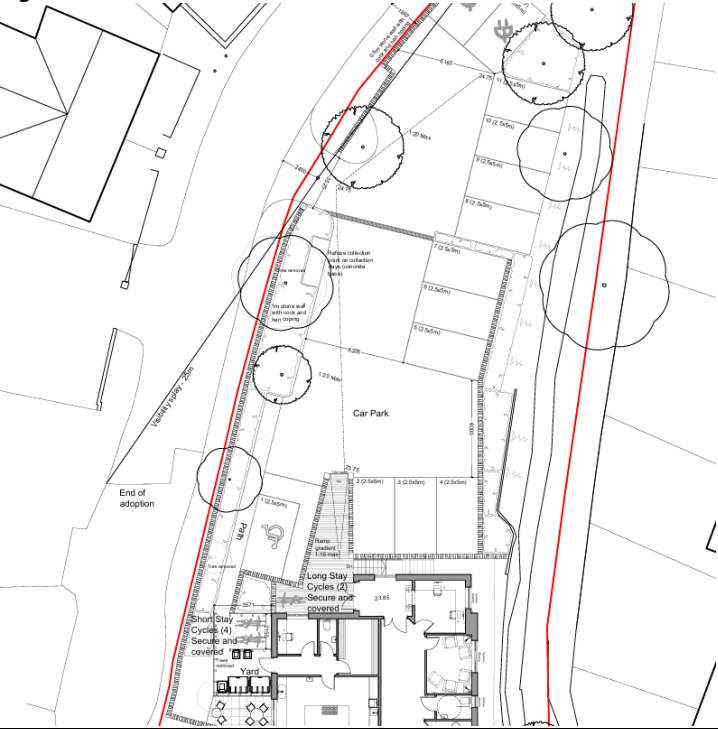


Analysis

Accessibility by Foot

The Proposed Site Plan which accompanies the application demonstrates that pedestrian access into the site would be via a level, lightly trafficked, shared-surface entrance directly from the footway of Cardonnel Road. Access in and around the building itself would be via dedicated footways, which includes a gentle sloping ramp in compliance with DDA requirements.

Fig.2: Site Plan



The application site is connected by via an extensive and well-maintained network of footways that provide connectivity to the nearby bus stops and local facilities.

The local network in the vicinity of the site includes continuous footways providing access into the centre of Skewen to the north. The residential nature of the area means that there is a wide-ranging network of footways throughout, providing good connectivity with the facilities in the vicinity of the site.

The development connects directly to the local footway network immediately adjacent to the site on Cardonnel Road. To the north of the proposed access junction, Cardonnel Road benefits from a continuous footway and streetlighting for its entire length. For the majority of the length of Cardonnel Road the footway is to both sides of the carriageway. The footways are of a reasonable quality, measuring at least 1-metre in width. From its junction with Bosworth Street, Cardonnel Road is identified as a proposed Pedestrian and Cycle Active Travel Route (FR-SKW-SU014) which runs to the north and links with the facilities and services of Skewen town centre as well as the wider Active Travel Network. At the junction with Bosworth Street Cardonnel Road also links with a proposed Pedestrian Active Travel Route (FR-SKW-W006) which runs along a short-stretch of Bosworth Street, before running to the south-west along Parc Wern.

To the immediate south of the site a (largely traffic-free) pedestrian and cycle route links to Burrows Road and Skewen Park to the west. This is not illuminated however offers a safe day-time alternative for pedestrians. This length of Burrows Road is also identified as a proposed Pedestrian and Cycle Active Travel Route (FR-SKW-SU002).

Planning Policy Wales (PPW) does not define a catchment within which travel by foot is considered feasible and the suggest maximum desirable walk distance of 2 kilometres, advocated within the document entitled 'Guidelines for Providing for Journeys on Foot' has been adopted for this report. The guidance is set out below for reference:

- Maximum desirable distance to nearest bus stop = 400-metres.
- Maximum desirable distance to Town Centre = 800-metres.
- Maximum desirable distance to food shopping = 1-kilometre.
- Maximum desirable distance to all other uses = 2-kilometres.

There follows a table which identifies the proximity of the site to the above facilities.

Facility	Location	Walking Distance
Bus Stop	Parc Wern	400m
Town Centre	Skewen Designated Town Centre	700m
Food Shopping	C&C Premier Store, Bosworth Street	400m
Railway Station	Skewen Railway Station	1,100m
Primary School	Coedffranc Primary School	750m
Park	Skewen Park	800m

The application site is therefore considered to afford high quality opportunities to travel by foot to a wide range of destinations, including Neath Town Centre and the railway station to the south. Therefore, the proposals comply with sustainability principles of Planning Policy Wales.

Accessibility by Bike

The industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.

	Cycle access into the site would be via the level, lightly trafficked, shared-surface entrance directly from Cardonnel Road. The proposed development would provide safe and secure cycle storage for both residents and staff as shown on the accompanying plans. With regard to dedicated cycle infrastructure, it is noted that National Cycle route 47 is located 2.9-kilometres to the north-east of the site. National Cycle route 47 can be accessed via a largely traffic-free route in the form of the Tenant Canal Towpath. National Cycle route 47 provides a predominantly traffic free route, with onward accessibility provided to both Swansea and Port Talbot via NCN Route 4. This route is also included within the Existing Route Mapping network (as INM-NEA-C017), with reference to the Active Travel Wales act. In addition, Route FR-SKW-SU014 has been identified as a future connection that would link Cardonnel Road with Skewen Town Centre. This future route would benefit residents of the site should it be delivered, potentially enhancing the connectivity between the development and both Skene town centre and other destinations further afield. The analysis presented above illustrates that all of the town of Skewen is accessible by bike, including the town centre and railway station. In addition, Neath town centre is accessible by bike, again by way of a largely traffic-free route in the form of the Tenant Canal Towpath. With reference to the analysis presented, the application site is located where access by bicycle provides a realistic alternative to car travel for many journeys. Given the above and the facilities identified, the proposed development is acceptable in the context of its credentials to encourage journeys by bike and therefore complies with the sustainability principles of Planning Policy Wales.
Accessibility by Public Transport	Public transport accessibility comprises two principal aspects: • Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and • Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served. In the case of the first criterion, the application site is located within 350 metres of the nearest bus stop, which is situated on Parc Wern to the north of the site. The site is also 1,100 metres away from Skewen Railway Station. With regard to the second criterion, the bus stops are served by a regular (roughly hourly) service that connects with both Skewen and Neath town centres as well as various locations in between. Skewen Railway Station also offers a regular (twice hourly during peak periods) service to Neath and Swansea and onwards on the wider rail network. In combination, the services described above provide a regular service that offers connections to Skewen and Neath town centres, Swansea city centre, as well as wider destinations on the rail network. The analysis demonstrates that there is ample opportunity for future residents of the site to access key destinations via both the bus and rail networks during both peak periods.
Conclusion	
	The evidence set out within this section of the report confirms that a wide range of non-car travel options would be available to the future residents of the proposed development. The Active Travel facilities in the vicinity of the site are of high quality and would facilitate non-vehicular trips to a wide range of local destinations, in line with the policy objectives of Planning Policy Wales and the Active Travel Wales act.

