

**PONTRHYDYFEN RFC, OAKWOOD AVENUE,
PONTRHYDYFEN, NEATH-PORT TALBOT**

TRANSPORT STATEMENT AND TRAVEL PLAN

PREPARED FOR



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1 INTRODUCTION

Brief

- 1.1 Miles White Transport Ltd (MWT) have been appointed by Pontrhydyfen RFC (PRFC) to prepare a Transport Statement and Travel Plan to support a planning application for the construction of two-storey rugby clubhouse and associated changing rooms at the existing Pontrhydyfen RFC site off Oakwood Avenue in Pontrhydyfen, 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 Q2025/0377) was submitted to Neath Port Talbot Council (NPTC) in November 2025. NPTC provided a response in February 2026, which contained comments from the Head of Transport and Engineering (under 'Highway Safety') that are attached as **Appendix A**.
- 1.4 This response identified three main issues in relation to highways/transport as follows:
- Access – the access arrangement to the site from Oakwood Avenue needs to integrate the Afan Valley Cycleway (NCN887) in compliance with the design specification of *Welsh Government Active Travel Guidance*. This is dealt with in Section 4 of this TS.
 - Swept Paths – a swept path analysis of the largest vehicle expected to go to the site travelling along Oakwood Avenue from the junction with the B4287 Queen Street. This is dealt with in Section 4 of this TS.
 - Parking – parking should be provided in accordance with the *Parking Standards Supplementary Planning Guidance* (SPG) October 2016. This is dealt with in Section 4 of this TS.
- 1.5 The pre-application response also raised matters relating to construction traffic, but these will be dealt with by the main contractor at the discharge of planning condition stage.

Purpose and Structure

- 1.6 This report has been prepared to assess the transportation, traffic, parking and highway implications associated with the development proposals.
- 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.

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- 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 south of Oakwood Avenue on the southern edge of the village of Pontrhydyfen as shown below in **Figure 2.1**.



FIGURE 2.1: SITE CONTEXT

- 2.2 Pontrhydyfen is a small village in the Afan Valley and in the area administered by NPTC. It is 3km north of Cwmafan and approximately 5km north of Port Talbot and east of Neath.

Local Highway Network

- 2.3 The location of the site in relation to the local highway network is identified in **Figure 2.2** overleaf.
- 2.4 Oakwood Avenue runs through the southern part of Pontrhydyfen from the B4287 Queen Street in the east to the site and the adjacent NCN887 cycleway in the south. It is a residential collector road that provides access to several other residential roads and facilities in this part of the village.

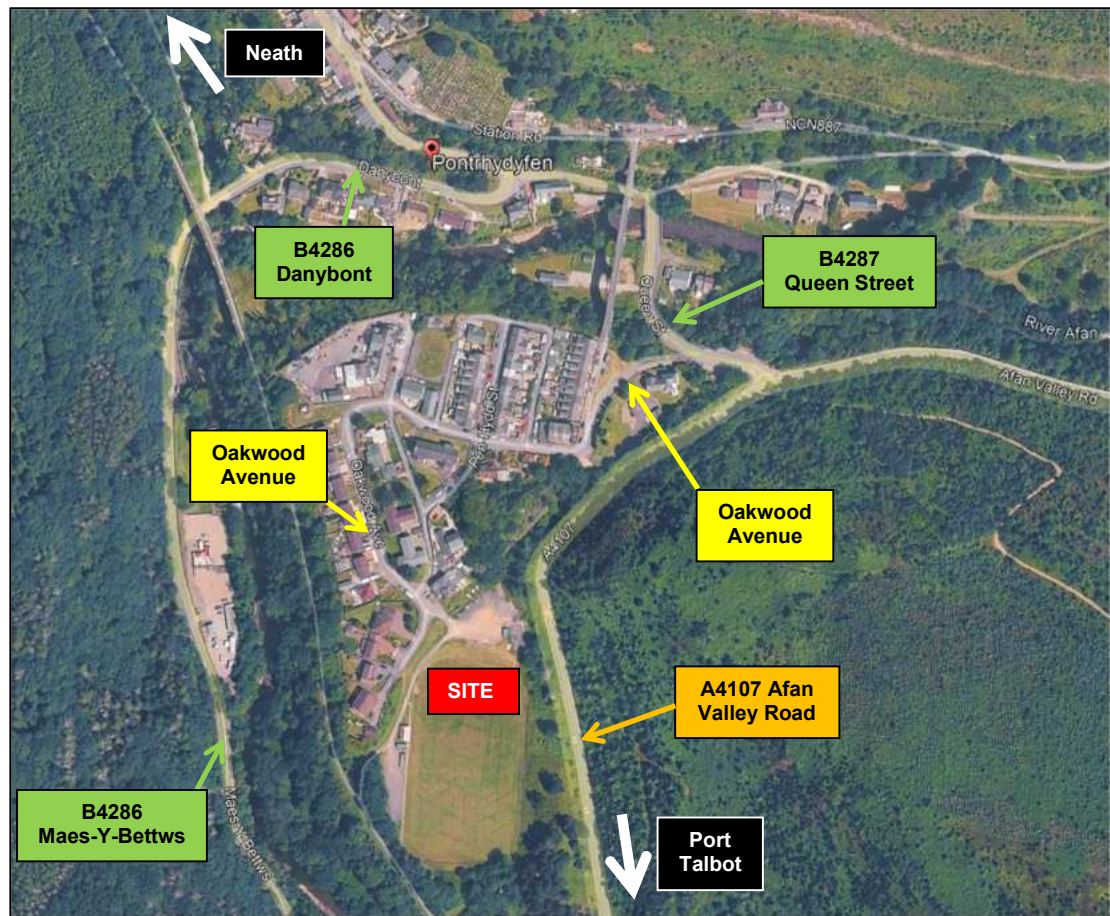


FIGURE 2.2: LOCAL HIGHWAY NETWORK

- 2.5 Oakwood Avenue is subject to a 20mph speed limit and provides street lighting and footways along at least one side of the road from the lane serving the rear of properties on Pen-Hydd Street/Aqueduct Terrace as shown in **Figures 2.3, 2.4 and 2.5** overleaf.
- 2.6 The B4287 Queen Street leads north from the A4107 Afan Valley Road through Pontrhydyfen and on towards Efail Fach and Neath. It is subject to a 20mph speed limit and provides street lighting and footways along both sides of the road as shown in **Figure 2.6** and **Figure 2.7** overleaf.
- 2.7 The A4107 Afan Valley Road leads from Port Talbot (the A48 and M4) in the south along the eastern/southern side of the Afan Valley to the A4061 in the north close to Treorchy. It is subject to a 30mph speed limit in the vicinity of Pontrhydyfen and is lit but does not provide any footways.



FIGURE 2.3: OAKWOOD AVENUE (NEAR B4287)



FIGURE 2.4: OAKWOOD AVENUE (NEAR SCHOOL STREET)



FIGURE 2.5: OAKWOOD AVENUE (NEAR SITE)



FIGURE 2.6: QUEEN STREET (SOUTH OF OAKWOOD AVENUE)



FIGURE 2.7: QUEEN STREET (NORTH OF OAKWOOD AVENUE)

- 2.8 The extent of adoption on these access roads is shown overleaf in **Figure 2.8**. This shows that the access road leading to the application site is adopted (i.e., a highway maintained at public expense) up to the NCN887 cycleway at the bend in the road close to the existing car park.

Traffic Volumes

- 2.9 Automatic Traffic Counters (ATCs) were installed on Oakwood Avenue in the locations shown overleaf in **Figure 2.9** between 13th and 19th March 2026. The results are attached as **Appendix B**.



FIGURE 2.8: HIGHWAYS MAINTAINABLE AT PUBLIC EXPENSE

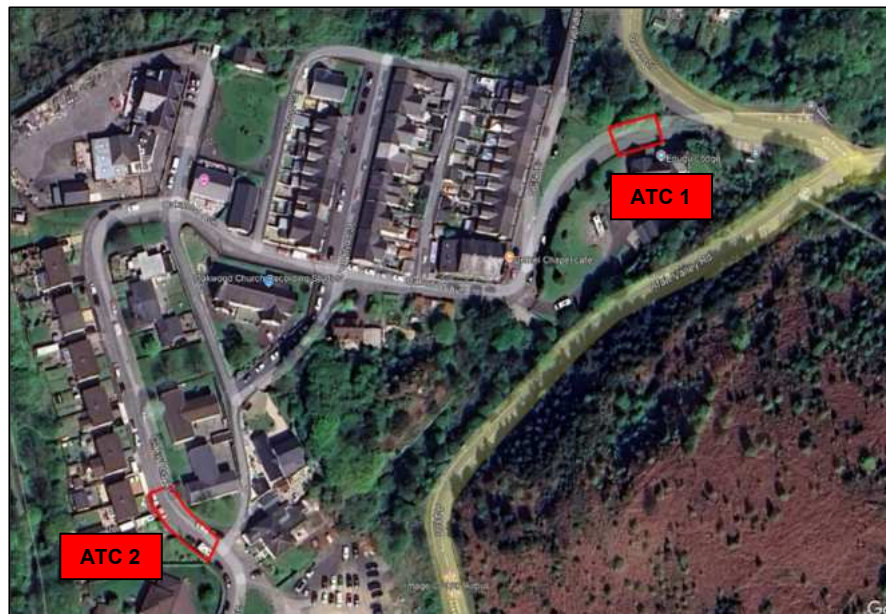


FIGURE 2.9: ATC LOCATIONS

ATC 1

- 2.10 ATC 1 was located the west of the junction with Queen Street as shown below in **Figure 2.10**.



FIGURE 2.10: ATC 1 IN PLACE

- 2.11 The average weekday traffic volumes are summarised below in **Table 2.1**.

Time Period	Eastbound	Westbound	Two-Way
Morning Peak (8:00-9:00)	8	20	28
Evening Peak (17:00-18:00)	25	13	43
12 Hour (07:00-19:00)	162	165	327
Daily (24 Hour)	198	196	394

Table 2.1: Existing Weekday Two-way Traffic Volumes – ATC 1

- 2.12 The typical two-way weekday peak hour traffic flows are 28 and 43 vehicles (in the morning and evening network peaks respectively). Over a 12-hour day there would typically be around 325 vehicles travelling along this part of Oakwood Avenue and nearly 400 over a whole day.
- 2.13 The proportion of HGV's (OGV1, OGV2 and Bus classifications) is summarised overleaf in **Table 2.2** and shows that the proportion of HGV traffic on this part of Oakwood Avenue is higher than the national average of approximately 5%.

Time Period	Eastbound	Westbound	Two-Way
5 Day Average	9.9%	9.4%	9.7%
7 Day Average	9.0%	8.5%	8.8%

Table 2.2: Existing Weekday HGV Proportions – ATC 1

2.14 The speeds recorded on this part of Oakwood Avenue are summarised below in **Table 2.3**.

Time Period	Average Speed (mph)	85thile Speed (mph)
Eastbound	17.1	20.8
Westbound	16.6	20.4

Table 2.3: Existing Vehicle Speeds – ATC 1

2.15 This shows that vehicle speeds on this part of Oakwood Avenue are broadly in line with the 20mph speed limit.

ATC 2

2.16 ATC 2 was located on Oakwood Avenue to the north of the site as shown in **Figure 2.11**.



FIGURE 2.11: ATC 2 IN PLACE

2.17 The average weekday traffic volumes are summarised below in **Table 2.4**.

Time Period	Northbound	Southbound	Two-Way
Morning Peak (8:00-9:00)	4	4	8
Evening Peak (17:00-18:00)	5	12	17
12 Hour (07:00-19:00)	65	68	133
Daily (24 Hour)	76	82	158

Table 2.4: Existing Weekday Two-way Traffic Volumes – ATC 2

2.18 The typical two-way weekday peak hour traffic flows are 8 and 17 vehicles (in the morning and evening network peaks respectively). Over a 12-hour day there would typically be around 130 vehicles travelling along this part of Oakwood Avenue and nearly 160 over a whole day.

2.19 The proportion of HGV's (OGV1, OGV2 and Bus classifications) is summarised overleaf in **Table 2.5** and shows that the proportion of HGV traffic on this part of Oakwood Avenue is around the national average of approximately 5%.

Time Period	Northbound	Southbound	Two-Way
5 Day Average	4.2%	6.4%	5.3%
7 Day Average	4.5%	5.9%	5.2%

Table 2.5: Existing Weekday HGV Proportions – ATC 2

2.20 The speeds recorded on this part of Oakwood Avenue are summarised below in **Table 2.6**.

Time Period	Average Speed (mph)	85thile Speed (mph)
Northbound	12.6	15.9
Southbound	14.3	18.1

Table 2.6: Existing Vehicle Speeds – ATC 2

2.21 This shows that vehicle speeds on this part of Oakwood Avenue are well below the 20mph speed limit.

Existing Personal Injury Accident Records

- 2.22 Accident data for the most recent five years (January 2020 to December 2024) has been investigated using the CrashMap database.
- 2.23 This shows that there were no accidents recorded in Pontrhydyfen apart from a slight injury accident at the junction of Queen Street with Station Road, which is some distance from the application site.
- 2.24 Thus, the road network surrounding the site has an excellent safety record.

3 ACCESSIBILITY OF THE SITE

Introduction

- 3.1 This section of the report reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land use.
- 3.2 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Cycling also has the potential to substitute for short car trips, particularly those less than 5km. Both modes of travel have the potential to form part of a longer journey by public transport.

Walking and Cycling

- 3.3 There are footways on the roads surrounding the site and several cycle routes as shown below in **Figure 3.1**, which is an extract from the NPTC active travel network map in the vicinity of the site.

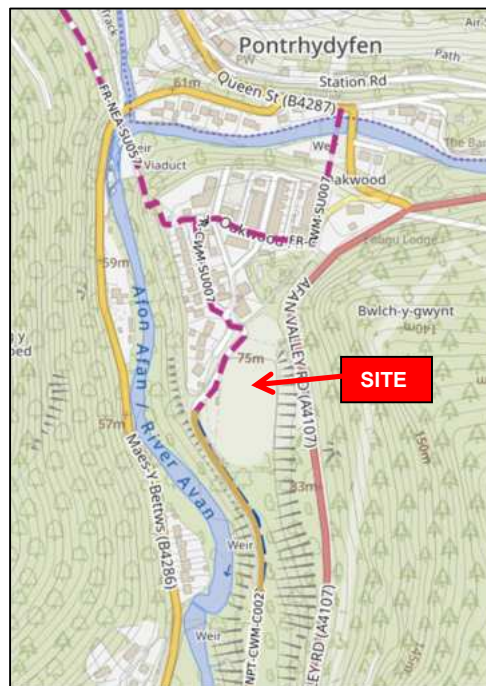


FIGURE 3.1: ACTIVE TRAVEL NETWORK

- 3.4 The roads surrounding the site are generally lightly trafficked and are conducive for cyclists.

- 3.5 The area covered by the 5km cycling distance widely considered to be appropriate to encourage day to day use includes Cwmafan, and parts of Neath and Port Talbot.
- 3.6 National Cycle Network Route (NCN) 887 runs past the site as shown below in **Figure 3.2**.



FIGURE 3.2: NATIONAL CYCLE NETWORK ROUTE 887

- 3.7 NCN887 provides a largely traffic free and surfaced (over 87%) route between Port Talbot and the Afan Forest Park. It provides a link between the towns of Port Talbot, Cwmafan, and Pontrhydyfen, connecting local people to shops, schools, and workplaces.

Public Transport

- 3.8 There are bus stops located close to the junction of Oakwood Avenue with Queen Street as shown overleaf in **Figure 3.3**.
- 3.9 The closest bus stops on Queen Street are within 405m of the site via Oakwood Avenue (a 5-minute walk). These bus stops are served by several bus services as summarised in **Table 3.1** overleaf.



FIGURE 3.3: LOCATION OF CLOSEST BUS STOPS

Service	Operator	Route	Frequency
59	First Cymru	Neath - Oakwood	Hourly (Mon-Sat) Three Daily (Sun)
83	First Cymru	Morrisons – Blaengwynfi Terminus	Hourly (Mon-Sat)
902	First Cymru	Neath Bus Station – Tollgate Park	Daily (Mon-Fri)
908	Wilkins Travel	Croeserw – Neath College	Daily (Mon-Fri)

Table 3.1: Existing Bus Services

- 3.10 The timetables for these bus services are attached as **Appendix C**.
- 3.11 The nearest railway stations are in Port Talbot and Neath, which are both on the South Wales Main Line. Port Talbot Station is served by the 83 bus and the 59 service stops within a 3-minute walk of Neath station.

Summary

- 3.12 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.

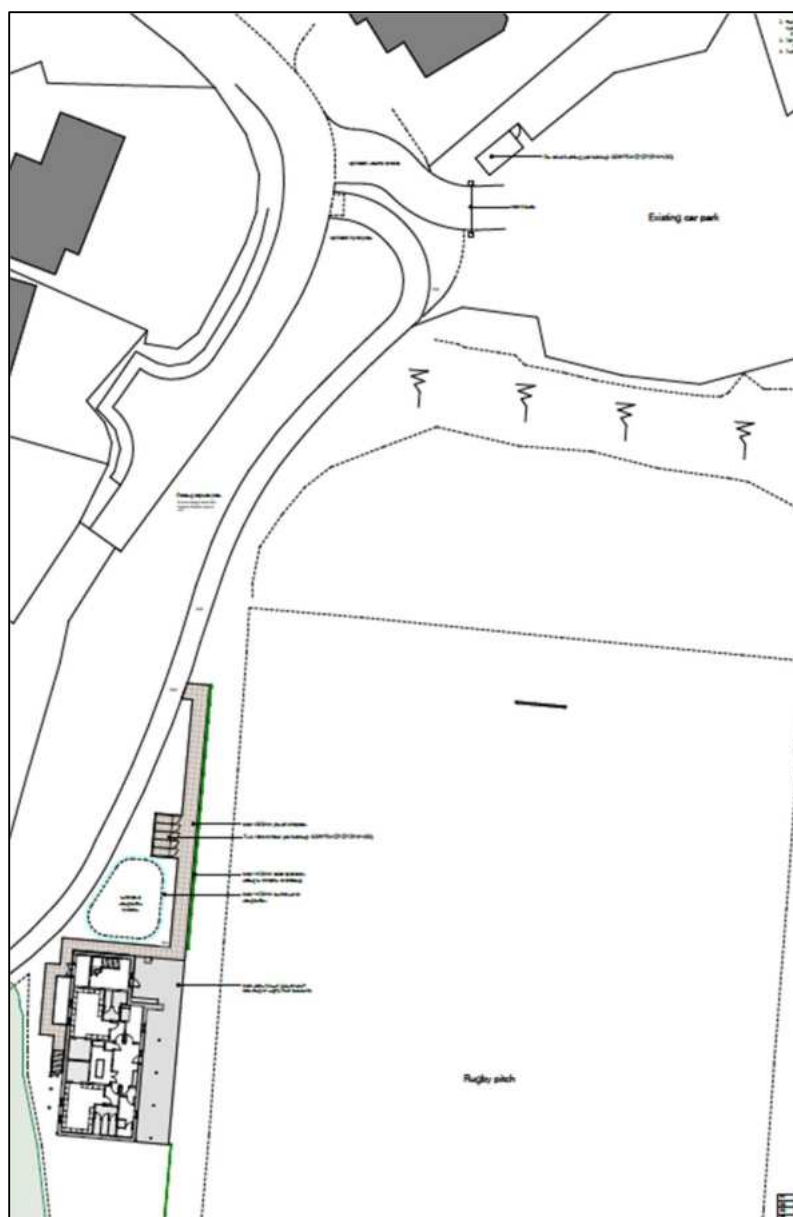


FIGURE 4.2: PROPOSED SITE PLAN

4.4 The proposed development will comprise the following main elements:

- Changing facilities for two teams and officials.
- First aid/physio room.
- Bar/community room with servery, kitchen, and toilets.

- Staircase and platform lift.
- Plant and storage spaces.
- Sustainable drainage system, bike and bin storage.

4.5 A CGI of the proposed clubhouse has been prepared by Pentan Architects as shown below in **Figure 4.3**.



FIGURE 4.3: PROPOSED CLUBHOUSE (CGI)

Vehicular Access

- 4.6 The existing access arrangement serving the car park conflicts with the footway/cycleway (NCN 887) as shown overleaf in **Figure 4.4**.
- 4.7 The car park is proposed to be accessed via a revised access arrangement as shown in **Figure 4.5** overleaf and in drawing 25140-SK01 Rev A attached as **Appendix E**.
- 4.8 This arrangement realigns the existing footway/cycleway (NCN887) to the south of the proposed access to the car park. A verge is proposed as a clear buffer between the access and the footway/cycleway. This requires part of the grassed area to the southwest of the existing footway/cycleway (circa 47 sq.m) to be removed. However, it is proposed that around 32 sq.m of verge will be provided as part of the access arrangement, meaning that only 15 sq.m of verge will be lost overall.



FIGURE 4.4: EXISTING ACCESS AND NCN 887

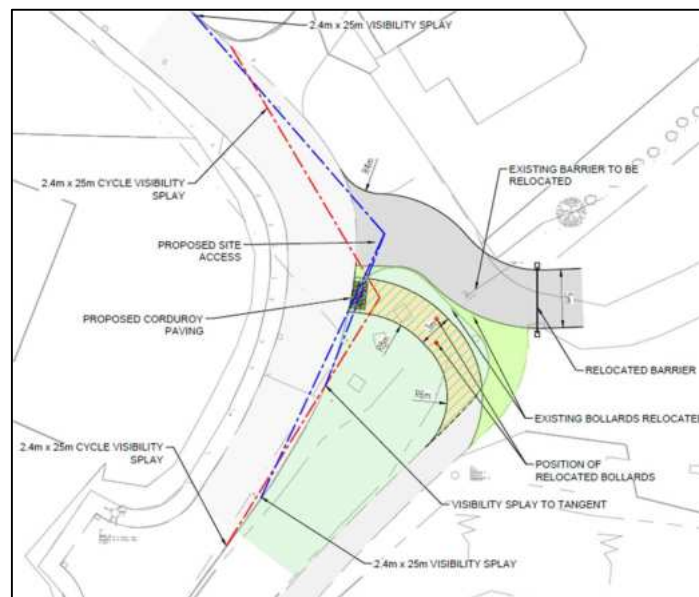


FIGURE 4.5: PROPOSED ACCESS ARRANGEMENT

- 4.9 The proposed access arrangement provides a safe layout that caters for future vehicle movements into the car park area whilst providing an improved arrangement for those utilising the NCN887 footway/cycleway.

- 4.10 An alternative access arrangement has been prepared to demonstrate that there is flexibility to how the car park is accessed. This is shown in **Figure 4.6** below and in drawing 25140-SK02 Rev A attached as **Appendix E**.

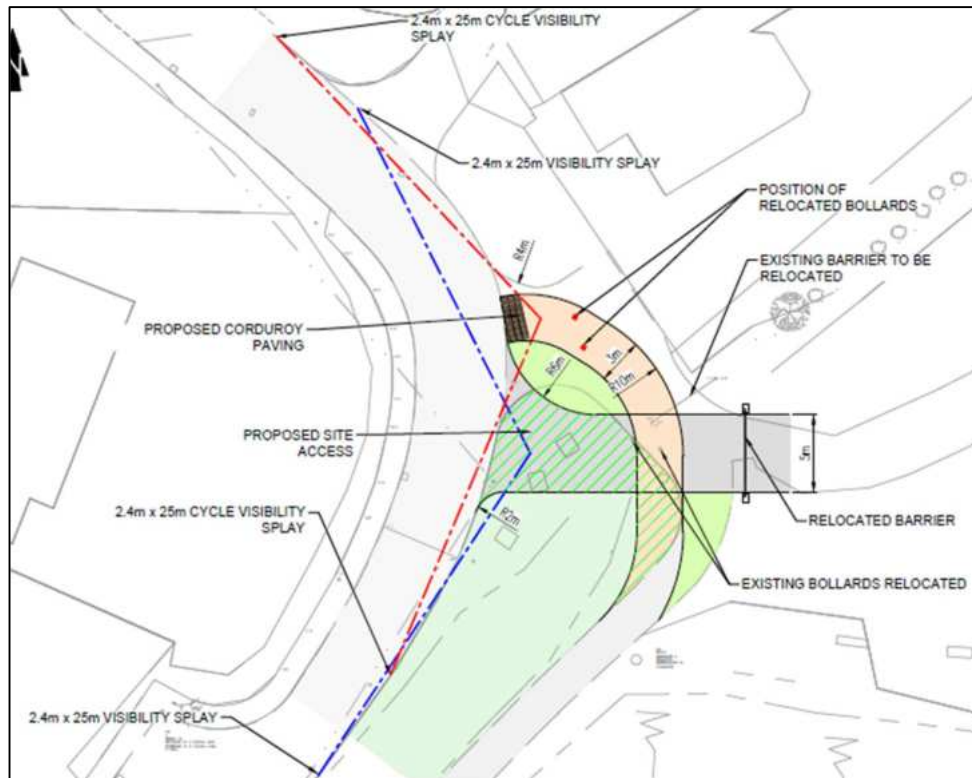


FIGURE 4.6: ALTERNATIVE ACCESS ARRANGEMENT

- 4.11 This arrangement shows the access on a straighter alignment, with the footway/cycleway crossing the access and then re-joining the main carriageway, as it currently does.
- 4.12 The footway/cycleway could be provided as a continuous raised crossing across the junction with pedestrians/cyclists having priority over vehicles using the access to the car park.

Active Travel Access

- 4.13 Pedestrian and cycle access will be via the existing footway/cycleway (NCN887), which leads past the proposed clubhouse as shown overleaf in **Figure 4.7**.



FIGURE 4.7: NCN 887 LEADING TOWARDS PROPOSED CLUBHOUSE

Car Parking

- 4.14 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.
- 4.15 NPTC's pre-application response sets out their expectations on parking based on the site being Class Use D2 (Sports Club) with a club house and located in zone 4 (suburban or near urban) in the Parking SPG as follows:
- 1 commercial space (coach) plus 1 car space per 15 seats.
 - As the clubhouse will be licensed, additional parking is required as follows:
 - ✓ One parking space per 3 non-resident staff
 - ✓ One space per 5sqm of public area (including servery).
- 4.16 It is our view that the seat element relates more to stadia (than a clubhouse) where there are seats alongside the pitch to enable spectators to watch the game. Thus, the 'seat' provision is replaced by the licensed clubhouse requirement as the space cannot be used for both purposes at the same time.

- 4.17 The public area within the proposed clubhouse is 112sqm and so would require 22 parking spaces. It is envisaged that there would be no more than 6 staff at any one time, which requires 2 further parking spaces. Thus, the licensed clubhouse element requires up to 24 car parking spaces to be provided.
- 4.18 Section 4.6 of the SPG identifies 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”*.
- 4.19 In terms of the players/officials, whilst they will generate additional parking, it is our view that this will be less than the *“1 space per 2 players”* suggested in section 4.6 of the SPG, as there is an overlap with the cars parked in relation to the clubhouse use. Instead, it is thought that the parking requirement for players will be more like 1 space per 3 players/officials. The changing rooms will cater for 40 players and 5 officials, which would require up to circa 15 parking spaces.
- 4.20 Thus, the total parking requirement would be for 39 spaces based upon 24 spaces for the licensed clubhouse and 15 spaces for players/officials. One coach space will also be required. Drawing 25140-SK03 Rev A (**Appendix F**) shows that there is the ability for 40 cars to park within the car park area plus a space for a coach to park. An extract of this is shown in **Figure 4.8** overleaf.
- 4.21 Therefore, the car park area can provide parking for the number of vehicles required by NPTC’s parking standards and is therefore acceptable. There is also space for a bin storage area within the car park.

Cycle Parking

- 4.22 The level of cycle parking required is also contained in NPTC’s Parking Standards SPG, which states that 1 cycle space is required per 40sqm of public floor space or per 100 seats (stadia).
- 4.23 As already stated, the public area is 112sqm, which means that 3 cycle spaces are required. An additional space could be provided for the stadia element, if desired.
- 4.24 There is a cycle storage area to the north of the clubhouse that will provide for at least 4 cycles. Therefore, the level of cycle parking proposed is acceptable.

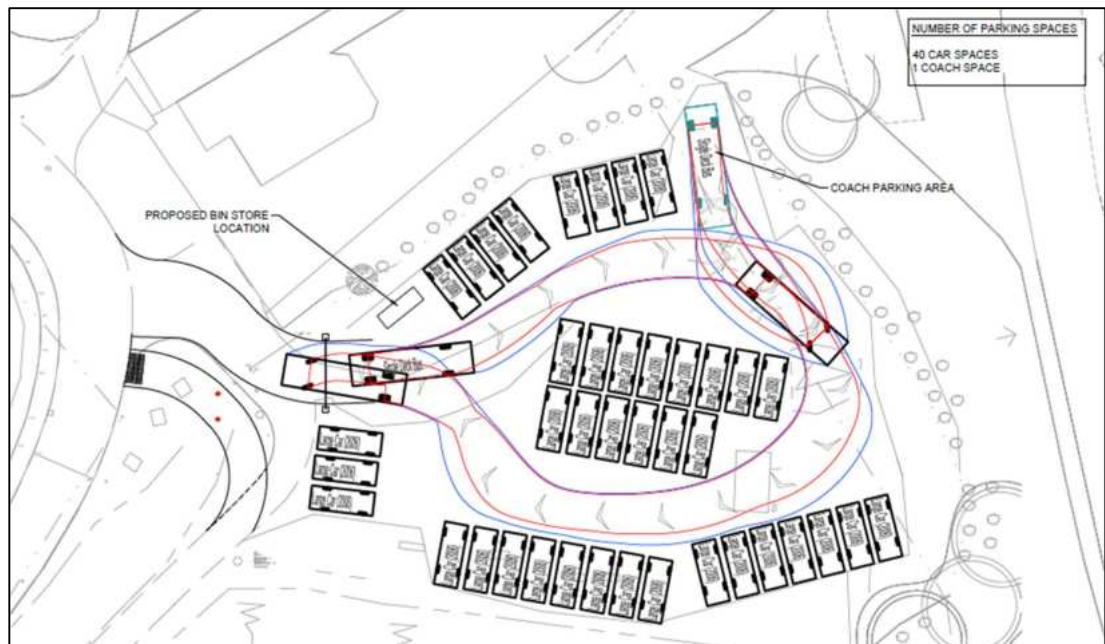


FIGURE 4.8: PARKING AREA

Mobility Impaired Parking

- 4.25 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.
- 4.26 Given that 40 car parking spaces can be provided, this equates to a requirement for 2 mobility impaired parking spaces, which could be accommodated within the existing car park.

Swept Path Assessments

- 4.27 The AutoTrack computer program has been used to assess the swept path of a coach utilising a coach parking space in the car park as shown in **Figure 4.8**.
- 4.28 The swept path of a coach entering and existing the site via Oakwood Avenue has been assessed as requested by NPTC, and is shown in drawings 25140-SPA01 Rev A and 25140-SPA021 Rev A, respectively, attached as **Appendix G**.
- 4.29 This shows that a coach can satisfactorily enter and exit the proposed car park via Oakwood Avenue.

5 TRIP GENERATION AND TRAFFIC IMPACT

Trip Generation

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

Rugby Matches

- 5.2 PRFC currently compete in the National League 5 West Central. There are 18 matches per season, which typically runs from September (??) to May. Of these, 9 matches are played at home on Oakwood Avenue, which take place every 2 weeks on average.
- 5.3 Players currently change at The Miners Arms in the village and drive or walk down to the pitch, which is clearly not ideal for retaining existing players or attracting new ones. Thus, these trips will already be occurring, but just in a different (busier) part of the village.
- 5.4 Players and spectators will typically arrive from 14:00 on matchdays and depart by 16:30, 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 or in shared cars given that the club's support is mainly drawn from the village itself.
- 5.6 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).
- 5.7 There are currently seven junior PRFC sides, but they do not all play home at the same time. The car park will adequately cater for the demand associated with junior matches as they would not generate as many vehicle movements as senior games.

Licensed Clubhouse Events

- 5.8 PRFC currently opens on Friday, Saturday, and Sunday. Non-playing activities take place at The Miners Arms in the village.
- 5.9 In the future, PRFC would like to open on Tuesdays and Thursdays for training related activities.

- 5.10 The clubhouse is intended to be a 'warm space' for the local community (i.e., a public building where people can feel warm and safe) and so it is likely that the clubhouse may be open during the days, depending upon demand.
- 5.11 The clubhouse would be available to hire for social events, but the frequency of this potential use is unknown at this stage.

Traffic Impact

- 5.12 It is difficult to predict accurately how many social events will take place and so the traffic impact of this has not been assessed.
- 5.13 The rugby side of things is easier to assess and will involve the existing vehicle trips to/from The Miners Arms and the car park being focussed on the redeveloped Oakwood Avenue site.
- 5.14 The capacity of the car park will be circa 40 spaces, but it is thought unlikely that this will be full very often and that cars will all arrive in the same period. It is thought more likely that up to 20 to 30 cars could arrive at the site in the hour before an event and a similar number depart after an event.
- 5.15 This would mean that there would be a maximum of one additional vehicle every 2 or 3 minutes on matchdays and when other rugby events take place.
- 5.16 Thus, it is our professional view that the proposed new clubhouse will not have an adverse traffic impact upon the surrounding road network.

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 (CO₂) 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 Travel Plan 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	PRFC
Produce a Travel Information Pack	Prior to opening	TPC
Install Travel Information Board	Prior to opening	PRFC
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 agreed with NPTC.

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 proposed access arrangement provides a safe layout that caters for future vehicle movements into the car park area whilst providing an improved arrangement for those utilising the NCN887 footway/cycleway.
- 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 and cycle access will be via the existing footway/cycleway (NCN887), which leads past the proposed clubhouse.
- The total parking requirement would be for 39 spaces based upon 24 spaces for the licensed clubhouse and 15 spaces for players/officials. One coach space will also be required.
- There is the ability for 40 cars to park within the car park area plus a space for a coach to park. Therefore, the car park area can provide parking for the number of vehicles required by NPTC's parking standards and is therefore acceptable. There is also space for a bin storage area within the car park.
- Cycle and mobility impaired parking will also accord with the NPTC SPG and is thus acceptable.
- The AutoTrack computer program has been used to demonstrate that a coach can satisfactorily enter and exit the proposed car park via Oakwood Avenue.

- The proposed new clubhouse will not have an adverse traffic impact upon the surrounding road network.
 - 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 Pre-Application Response



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Date Dyddiad	17 th February 2026
Direct line Rhif ffôn	01639 686746
Email Ebost	l.byng@npt.gov.uk
Contact Cyswllt	Lewis Byng
Your ref Eich cyf	
Our ref Ein cyf	Q2025/0377

Steffan Harris
LRM Planning
22 Cathedral Road
Cardiff
CF11 9LJ

BY EMAIL ONLY

Dear Sir/Madam

Town and Country Planning Act 1990

Pre-App. Ref.: Q2025/0377
PROPOSAL: Construction of two-storey rugby clubhouse and associated changing rooms internally.
LOCATION: Pontrhydyfen RFC Oakwood Playing Field Oakwood Avenue
Pontrhydyfen Neath Port Talbot SA12 9SD

I refer to your correspondence received on 28 November 2025, concerning the above and your request for pre-application advice. Having considered the nature of submission, I respond as follows.

Is Planning Permission Required?

As a result of changes to the householder 'permitted development rights' in 2013, many extensions, outbuildings or alterations to residential dwellings can be constructed without the need to obtain planning permission. Due to the potential complexities of the Regulations, however, we are unable to provide you with such advice as part of our pre-application service.

Should you wish to be formally advised of whether planning permission is required for your proposal, you will need to submit an application to the Council for a 'Certificate of Lawfulness of Proposed Use or Development (CLOPUD)'. Guidance on making such an application is available at www.gov.wales/planningapplications, where you can also submit such an application

Amgylchedd ac Adfywio

Ceri Morris Pennaeth Cynllunio a Gwarchod y Cyhoedd

Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG

Ffôn 01639 686868

Environment and Regeneration

Ceri Morris Head of Planning and Public Protection

The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG

Tel 01639 686868

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni.

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

electronically. Alternatively, forms can be downloaded via the following link:
<https://1app.planningapplications.gov.wales/app/downloadable-forms>

The advice offered below therefore relates solely to the planning merits of your proposal.

Local Context and Constraints

The application site comprises Pontrhydyfen Rugby Football Club, with access gained via Oakwood Avenue. The site itself is located outside, but adjacent to the settlement boundary of Pontrhydyfen Village. The site of the proposed development is part of the wider playing field, along the western side of the pitch. This area currently accommodates a number of shipping containers and an overflow car parking area accessed via Oakwood Avenue.

- High Risk Coal Area.
- Area of potentially Contaminated Land.
- Proximity to Public Right of Way 41/130.PT/1.

Relevant Planning History

From an examination of our records, the application site/ property has the following relevant planning history:

- **P1990/7506:** Proposed temporary changing rooms. Application approved on 11th March 1990.
- **P1996/10325:** Changing rooms. Application approved on 28th March 1996.
- **P2008/0968:** Single storey changing room facilities unit / building. Application approved 14th January 2009.

Relevant Planning Policies

In addition to national guidance contained within Planning Policy Wales, any application would be considered against the Policies within the Adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting www.npt.gov.uk/ldp. The relevant policies would include:

Strategic Policies

- **Policy SP3** Sustainable Communities
- **Policy SP15** Biodiversity and Geodiversity

Topic Based Policies

- **Policy SC1** Settlement Limits
- **Policy BE1** Design
- **Policy TR2** Design and Access of new Development

The Council's [Householder Design Guide](#) within the council's supplementary planning guidance for design is also relevant.

Analysis of Proposal

Principle of Development

Policy SC1 (Settlement Limits) states, "Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle. Outside settlement limits, development will only be permitted under the following circumstances:

1. It constitutes a sustainable small-scale employment use adjacent to a settlement limit;
2. It constitutes live-work unit(s) immediately adjacent to a settlement limit in the Valleys Strategy Area only.
3. It constitutes the small-scale expansion of an existing business or the suitable conversion of an existing building.
4. It constitutes the appropriate replacement of an existing dwelling.
5. It is an affordable housing exception site.
6. It is an appropriate rural enterprise dwelling.
7. It is an appropriate 'One Planet Development';
8. It is a sustainable tourism or farm diversification proposal that is suitable in a countryside location.
9. It is associated with the provision of public utilities, infrastructure and waste management facilities that cannot reasonably be located elsewhere.
10. It is associated with either agriculture, forestry, minerals or energy generation.
11. It relates to the appropriate provision of accommodation for Gypsies / Travellers.
12. It constitutes the provision of open space and small-scale ancillary facilities adjoining the settlement limit.

In this instance, the proposal would be considered to satisfy Criterion 1, as the application site is located in close proximity to the settlement limit boundary of Pontrhydyfen, and its use would require employees to operate the facility, and as such would constitute a sustainable small-scale employment use.

Visual Impact

It is noted that the existing shipping containers / temporary structures are in a poor state and offer little in terms of character and visual appearance. Despite being of a somewhat generous scale, the appropriate siting of the proposal, below adjacent neighbouring properties and the A4107, offers a degree of natural screening and contributes towards softening the overall visual impact of the proposal.

Moreover, the design of the proposal offers an interesting and contemporary visual addition to the application site, one that not only corresponds with the general visual aesthetic of a traditional sporting clubhouse expected at such a location, but also provides a modern twist that effectively merges and transitions with particular design features and the visual appearance of neighbouring properties sited along Oakwood Avenue to the rear.

The materials proposed to be used on the external surfaces of the proposal will provide for a contemporary finish, with the use of timber cladding for the canopy roof structure and the first-floor element contributing towards integrating the structure into the wooded backdrop and the expansive glazing on the front elevation also softening the overall massing of the structure.

Residential Impact

Despite being sited 27m away from the nearest residential property on Oakwood Avenue, and being sited at a lower level, a Noise Impact Assessment will be required should a full application be submitted which appropriately assesses the associated noise impacts arising from the proposal in relation to the relevant nearby receptors. This should be completed to the appropriate British Standards.

Notwithstanding the above, given the appropriate separation distance to neighbouring properties alongside the siting at a lower level, it is likely that there will be an acceptable impact on the residential amenity of neighbouring properties in terms of overbearing impact, overshadowing and overlooking.

Highway Safety

The Head of Transport and Engineering (Highways and Drainage) have been asked for comments for this pre-application. The following points are raised and will be expected to be addressed should a full application be submitted:

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

The nature of the plot upon which the site is located gives us the following highway safety concerns as outlined below:

Highway Comments

Classification of Highway

The existing access arrangement to the site is via the adopted highway at Oakwood Avenue which leads towards the site. However, the site boundary does not abut the public highway for vehicular access. Currently, the entrance to both the existing car parks to the North and the West of the pitch can only be accessed by vehicles traversing an NPT designated cycle route NCN887 which would not be acceptable for a development of this nature.

The following points from the *Welsh Government Active Travel Guidance February 2020* must be considered upon submission of a full planning application and any subsequent amendments to the site access arrangements:

- *9.1.2 The Active Travel Act requires that, as highway authorities, local authorities and the Welsh Ministers must take reasonable steps to enhance the provision made for walkers and cyclists in their exercise of functions under Parts 3, 4, 5, 9, and 12 of the Highways Act 1980 as far as it is practicable to do so.*
- *9.1.3 The Act also requires that highway authorities have regards to the needs of walkers and cyclists in exercising their functions under Parts 1, 2, 4 and 7 of the Road Traffic and Regulation Act 1984, Part 3 of the New Roads and Street Works Act 1991 and Part 2 of the Traffic Management Act 2004.*
- *9.2.2 The duty to enhance provision for active travellers when undertaking highway construction, maintenance or improvement is a fundamental component in the construction of the active travel integrated networks. Highways authorities should seek to enhance provision unless they can demonstrate good reason not to. Thus, the consideration of the needs of active travellers should be an important consideration in all highways projects and feature in the earliest design considerations.*
- *9.2.6 Highways projects in Wales must not make walking and cycling less convenient or safe.*

Therefore, to facilitate the vehicular access to the site an extension to Oakwood Avenue would be required, and should be constructed to highway authority adoptable standards. For this design to be acceptable by NPTCBC's Highway and Active Travel standards, any design must show integration of the Highway to an adoptable standard incorporating the existing NPT cycle network. The design and construction/modification of any combined highway and active travel infrastructure must be in compliance with the design specifications of *Welsh Government Active Travel Guidance*.

Highway Access – Construction Traffic

The site and surrounding residential area are accessed via the junction of Oakwood Avenue and the B4287 (Queen Street). This junction has a sharp turning radius, poor vertical alignment, and accommodates only one vehicle at a time, despite being a two-way highway. The route from this junction to the proposed site is predominantly residential, with narrow carriageways, sections without footways, and sharp bends. To ensure highway safety during and after construction, the following documents must accompany any full application:

1. Construction Method Statement
2. Construction Traffic Route Access Plan
3. Swept Path Analysis on all junctions approaching site (from the Oakwood Avenue – B4287 junction onwards), using the largest vehicle expected to go site (inclusive of low loader vehicles used to transport excavator equipment). The tracking must be undertaken using AutoTrack CAD software.

Parking

Upon submission of a full planning application, a detailed car park layout drawing showing disabled parking provisions, adequate manoeuvrability to allow vehicles to enter and exit in forward gear, pedestrian vision splays, and clear markings. Parking spaces must measure at least 4.8m in length by 2.6m in width, increased to 3.6m in width for disabled spaces.

The following standards, policy and guidance must also be considered:

- As there are no existing facilities on site, the proposed changing rooms and clubhouse require an alternative parking requirement to the existing use of sports field only, via NPTCBC's current parking standards found within the *Supplementary Planning Guidance – October 2016 (SPG)*.
- The *SPG* outlines that the “*local authority reserves the right to treat all planning applications on their merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development and its impact on the local and regional highway network*”.
- The site is defined as Class Use D2 (Sports Club) and is located within Parking Zone 4 according to the *SPG*. The existing parking requirement for sports fields with no club house is 1 coach space, plus 12 regular vehicle parking spaces per pitch. The proposed parking requirement is 1 commercial vehicle space, plus 1 space per 15 seats.
- Should the clubhouse area be a licensed club, there is an additional parking requirement of 1 commercial vehicle space, plus 1 space per 3 non-resident staff & 1 space per 5m² of public area including servery.
- In relation to 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.
- In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.

General Highway Comments & Conditions

The following Highway safety conditions are also applicable to this application:

- Prior to first use of the clubhouse & car park, any non-adopted vehicular areas shall be surfaced in porous material, or provision must be made to direct run-off water from the hard surface, to a permeable porous area or surface within the curtilage of the clubhouse & car park to a maximum gradient of 1 in 9, with no surface water allowed to flow out onto the public highway and permanently maintained as such thereafter.
- Prior to first use the applicant is to construct a vehicular verge/footway crossing to Highway Authority specification and design.
- Any gates shall be of a type which open inwards only, can be seen through and shall be maintained as such thereafter.

- No surface water from within the curtilage of the site shall be allowed to flow out onto the public highway or be connected into the highway drainage system.
- A satisfactory vehicular turning space shall be provided within the site curtilage so that all vehicles can enter and leave the property in a forward gear.

Drainage Comments

Drainage Statement/Strategy

Prior to commencement of works on site, a scheme for the comprehensive and integrated drainage of the site shall be submitted to and approved in writing by the Local Planning Authority. This Scheme shall ensure that surface water is discharged at greenfield run off rates, and that no surface water or land drainage run off discharges directly or indirectly into the public sewerage system unless all other options have been fully assessed and evidence is submitted to the Local Planning Authority as part of any alternative submission. The scheme as approved shall be fully implemented on site in accordance with these details prior to the first beneficial use of the development and retained as such thereafter.

Ordinary Watercourse Consent

It is noted that the River Afan watercourse is located ~ 55m from the site. Should a SAB application propose a new connection to this watercourse, National Resources Wales (NRW) approval would be required, due to the classification of the watercourse as a Main River.

In addition to this NRW approval, the following condition may become applicable:

- Any proposed culverting works to the open watercourse will require Water Course Consent prior to any culverting works commencing. By law the erection or alteration of any culvert, weir or other like obstruction to the flow of an ordinary watercourse requires local authority consent. Consent is needed for both permanent and temporary works. Works carried out must be in accordance with the consent. You must ensure the contractor(s) carrying out the works are fully aware of the consent and its conditions. Consents are valid for up to 12 months.

Potential SuDS

As shown in drawing *1010 Rev P3* with the inclusion of the '*Indicative raingarden location*', please note the following condition:

- Should soakaways be proposed as part of the above drainage scheme, they must be accompanied by infiltration tests to BRE365 to ensure suitability.

SAB Requirement

Due to the proposal's total construction area exceeding 100m², a SAB application is required to be submitted and approved by NPTCBC's SuDS Approval Body (SAB), according to *Sustainable Drainage (Approval and Adoption) (Wales) Order 2018 regulations under Schedule 3 of the Flood and Water Management Act 2010*:

1. Prior to any works commencing on site SAB approval will be required. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under

The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on <https://www.npt.gov.uk/sab>

2. Should any springs or ground water seepage be encountered the on-site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
3. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert crossing or bordering the site, without prior consultation and agreement with the Authority.
4. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.
5. No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
6. 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 lifetime of construction.

NOTES TO APPLICANT:

HIGHWAYS

- In order to ensure the road works you are required to undertake are carried out to the satisfaction of the Local Planning Authority and subsequently adopted if you so wish you are advised prior to commencing any work on these works to contact the Head of Engineering and Transport at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (f.a.o. Mrs Joanna Weeks – Telephone No. 01639 686395 or e-mail j.weeks@npt.gov.uk) to agree the specification, enter an adoption agreement and arrange on site inspection of your works.
- Any agreement to adopt the roads relating to this development should be entered into with the Council prior to the commencement of development. Such an agreement will be under Section 38 of the Highways Act 1980 relating to the specification, timescale and subsequent adoption of the roads and a Bond to ensure that the Authority can complete the works if the Developer defaults on the roadworks.
- For the implementation of the Traffic Regulation Order you should contact the Project Manager Specials and Traffic of Neath Port Talbot County Borough Council at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG f.a.o. Mr Martin Brumby Project Manager Highways (e-mail m.brumby@npt.gov.uk or telephone 01639 686013) who will advise you of the procedure for the implementation of the required Traffic Regulation Order. *Please note this process can take up to 4 months – subject to the consultation process outcome*.

- If any works are required within the highway, the written consent of the Highway Authority is required to be sought. This includes the placement of any skips, scaffolding, hoarding or any traffic management on the highway.
- If any damage arises to the highway as a consequence of any works adjoining the highway, the damage will be required to be made good to the satisfaction of the Highway Authority. Failure to do so may result in the Highway Authority making good the damage and recovering any expenses reasonably incurred by them in so doing. You should therefore contact the Highways Maintenance Unit of Neath Port Talbot County Borough Council at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG FAO Gary Thomas (Tel No. 01639 686327) e-mail g.thomas3@npt.gov.uk to discuss any licenses or approval required. This is required to be undertaken before any works commence on the highway.

ACTIVE TRAVEL

Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 12 and Future Wales – The National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand-new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here www.npt.gov.uk/activetravel

DRAINAGE

Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m² 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 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. Further details are available at www.npt.gov.uk/sab .

Prior to commencement of any works within a watercourse, hereby approved permanent and temporary under Section 23 of the Land Drainage Act 1991 must be obtained from the Authority. You are therefore advised to contact the SAB-HDC@npt.gov.uk Please note such consents can take up to 8 weeks to be processed after registration and early application is advised.

Notwithstanding the necessary consent required under section 23 of the Land Drainage Act 1991. The applicant must note that any culverts/ditches/open watercourses that conveys water through their land are to remain free from obstruction at all times. All tributary watercourses (culverted or not) located within the applicants land would be riparian responsibilities whereby the responsibility to sustain the flow of watercourse would remain with the land owner and subsequently passed on to the respective landowners thereafter should the land be sold.

Flood Risk

The application site is not located within a NRW Flood Map for Planning Flood Zone and as such will be considered acceptable in this regard.

Contaminated Land

The application site has been identified as being within an area of potentially contaminated land. As such, Environmental Health (Contaminated Land) have been asked for comments. The following points are raised and will be expected to be addressed should a full application be submitted:

This application is located within a Development High Risk Area and is also adjacent to former ironworks. Therefore, there is a potential risk of land contamination on the site. A contamination risk assessment, including a ground gas assessment, is required to ensure the site is suitable for its intended use. I have reviewed the documents submitted for this application and noted that no contaminated land assessment has been provided. I recommend that the land contamination conditions LC01, LC03, LC04 and LC05 be attached to any approval granted. Once a contaminated land report assessing the site for this application has been received and reviewed, the attached condition may be considered for discharge.

LC01 - Site Investigation

Prior to the commencement of work on site a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which shall include: (i) A desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) identifying all plausible pollutant linkages to be assessed. (ii) a

survey of the extent, scale and nature of contamination; (iii) an assessment of the potential risks to:

- human health,*
- ground waters and surface waters*
- adjoining land, • property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,*
- ecological systems,*
- archaeological sites and ancient monuments;*

(iv) an appraisal of remedial options, and proposal of the preferred remedial option(s).

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

LC03 – Remediation Strategy

Prior to the commencement of work on site a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historical environment shall be prepared and submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

LC04 - Verification Report

Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition (Please insert the condition number requiring remediation to be carried out) shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

LC05 - Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

Biodiversity

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that; The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

Where the adverse effect on biodiversity and ecosystem resilience clearly outweighs other material considerations, **the development should be refused.**

Neath Port Talbot has produced a draft template for a GI Statement for Minor and Householder development purposes; which can be viewed [here](#).

The Council's Biodiversity Unit have been consulted, providing the following comments:

We suggest that for a full application, the applicant needs to demonstrate how compensation is to be provided for the loss of any impacted SINC habitat; how ecological enhancement is to be provided; and that a full lighting scheme be provided, which avoids impacts on adjacent habitats.

Public Rights of Way

After discussion with a member of the Countryside Access Team, it was outlined that they were satisfied that the proposal could be implemented without any detriment to the nearby Public Right of Way.

Required Supporting Documentation

We would encourage you to submit your application electronically via www.gov.wales/planningapplications.

To enable any application to be validated, you will need to complete all sections of the full application form, and include the following: -

- i) A Site Location Plan which identifies the dwelling to be extended / altered (with the site outlined in red and any other land in your ownership outlined in blue). This must be at a recognised metric scale such as 1:1250.
- ii) Any other plans, drawings and information necessary to describe/identify the development, including:-
 - A Block Plan (at a scale of 1:500 or 1:200), identifying the parking available or proposed, any hard surfacing forward of the principal elevation of the dwelling, and the siting of the proposed development
 - Floor Plans – existing and proposed floor plans of the dwelling
 - A Roof plan
 - Ground levels (existing and proposed) where relevant
 - Green Infrastructure statement including Biodiversity Enhancements

All drawings must be to an identified scale and must show the direction of north.

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted, that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example surface and paving materials, boundary treatment, details of any retaining walls etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

“Guidance on the use of the standard application form ('1app') and validation of applications”:

<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/1appguidance>

The Town and Country Planning (Development Management Procedure)(Wales) Order 2012 : <http://www.legislation.gov.uk/wsi/2012/801/contents/made>

Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provides a competitive and highly professional service and seek to actively engage with developer's at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or

by emailing building.control@npt.gov.uk to enter into early negotiations and understand the benefits of the Council's Development Team approach.

Welsh Water- Dwr Cymru advice.

Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Welsh Water encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process. Please also be advised that for any major development applications you will need to consult Welsh Water as a 'Specialist Consultee' by submission of the relevant information as set out in Schedule 1C, Article 2D of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

Upon receipt of a pre-application enquiry, Welsh Water will provide a written response advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £71+ VAT (**please refer to DCWW schedule of charges**) and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers at Welsh Water on 0800 917 2652.

Should you have any further questions regarding the above, please contact Lewis Byng on the above number.

Yours faithfully

Lewis Byng

If you require this information in larger print, or in an alternative format, please contact the above named officer.

APPENDIX B

ATC Data

Direction: Eastbound

Hour Beginning	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	Tue 17/03/2026	Wed 18/03/2026	Thu 19/03/2026	5-Day Ave.	7-Day Ave.
00:00	0	1	2	1	0	2	2	1	1
01:00	0	2	1	0	0	0	0	0	0
02:00	0	0	0	2	0	0	1	1	0
03:00	0	0	0	1	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0
06:00	0	3	5	3	1	0	2	1	2
07:00	4	2	2	5	4	3	6	4	4
08:00	7	6	1	6	8	10	10	8	7
09:00	12	16	10	6	10	7	8	9	10
10:00	9	14	11	5	4	11	8	7	9
11:00	9	16	14	8	4	11	15	9	11
12:00	19	15	20	11	18	10	11	14	15
13:00	9	15	16	12	16	9	12	12	13
14:00	13	19	11	11	15	11	16	13	14
15:00	22	15	14	18	21	17	20	20	18
16:00	20	13	22	26	27	19	22	23	21
17:00	26	15	9	22	32	26	21	25	22
18:00	19	6	15	20	21	14	13	17	15
19:00	10	17	15	12	18	14	15	14	14
20:00	9	13	8	9	5	7	11	8	9
21:00	6	10	2	1	5	6	7	5	5
22:00	4	0	0	3	4	2	7	4	3
23:00	4	2	1	1	0	2	1	2	2
Total									
12H(7-19)	169	152	145	150	180	148	162	162	158
16H(6-22)	194	195	175	175	209	175	197	190	189
18H(6-24)	202	197	176	179	213	179	205	196	193
24H(0-24)	202	200	181	183	213	181	209	198	196
AM Peak	09:00 12	09:00 16	11:00 14	11:00 8	09:00 10	10:00 11	11:00 15	11:00 9	11:00 11
PM Peak	17:00 26	14:00 19	16:00 22	16:00 26	17:00 32	17:00 26	16:00 22	17:00 25	17:00 22

Paul Castle Associates

Direction: Westbound

Hour Beginning	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	Tue 17/03/2026	Wed 18/03/2026	Thu 19/03/2026	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	1	1	1	1	1
01:00	0	1	1	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	0	1	0	0	0	0	0
04:00	1	2	1	0	1	0	0	0	1
05:00	8	1	0	5	7	6	6	6	5
06:00	9	4	5	7	6	6	8	7	6
07:00	15	9	5	23	22	23	18	20	16
08:00	19	11	2	15	18	21	26	20	16
09:00	10	13	13	9	10	10	11	10	11
10:00	9	19	12	8	12	19	8	11	12
11:00	12	15	20	6	10	6	11	9	11
12:00	14	20	17	16	15	9	10	13	14
13:00	11	18	19	10	12	10	17	12	14
14:00	13	15	11	14	16	9	17	14	14
15:00	11	16	12	9	14	7	15	11	12
16:00	21	16	18	19	9	11	8	14	15
17:00	14	9	10	12	11	13	15	13	12
18:00	16	7	8	13	34	15	15	19	15
19:00	9	10	18	4	8	6	8	7	9
20:00	5	6	5	6	1	3	3	4	4
21:00	2	2	2	0	3	3	2	2	2
22:00	3	3	1	2	3	3	1	2	2
23:00	2	2	0	0	0	2	0	1	1
Total									
12H(7-19)	165	168	147	154	183	153	171	165	163
16H(6-22)	190	190	177	171	201	171	192	185	185
18H(6-24)	195	195	178	173	204	176	193	188	188
24H(0-24)	204	199	181	179	213	183	201	196	194
AM Peak	08:00 19	10:00 19	11:00 20	07:00 23	07:00 22	07:00 23	08:00 26	07:00 20	07:00 16
PM Peak	16:00 21	12:00 20	13:00 19	16:00 19	18:00 34	18:00 15	13:00 17	18:00 19	18:00 15

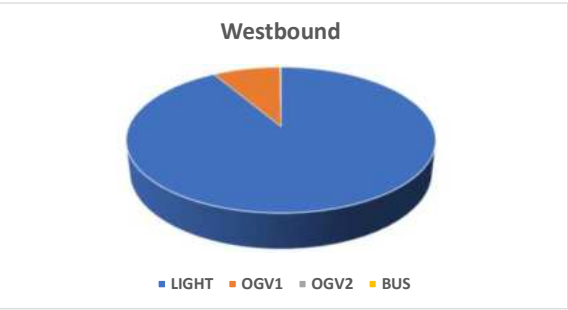
Paul Castle Associates

Pontrhydyfen ATC 1, Oakwood Avenue

Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	204	183	21	0	0
Sat 14 Mar 2026	199	188	11	0	0
Sun 15 Mar 2026	181	168	13	0	0
Mon 16 Mar 2026	179	163	15	0	1
Tue 17 Mar 2026	213	195	17	0	1
Wed 18 Mar 2026	183	169	14	0	0
Thu 19 Mar 2026	201	178	23	0	0
5 Day Ave.	196	178	18	0	0
7 Day Ave.	194	178	16	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	89.7%	10.3%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	94.5%	5.5%	0.0%	0.0%
Sun 15 Mar 2026	100.0%	92.8%	7.2%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	91.1%	8.4%	0.0%	0.6%
Tue 17 Mar 2026	100.0%	91.5%	8.0%	0.0%	0.5%
Wed 18 Mar 2026	100.0%	92.3%	7.7%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	88.6%	11.4%	0.0%	0.0%
5 Day Ave.	100.0%	90.6%	9.2%	0.0%	0.2%
7 Day Ave.	100.0%	91.5%	8.4%	0.0%	0.1%

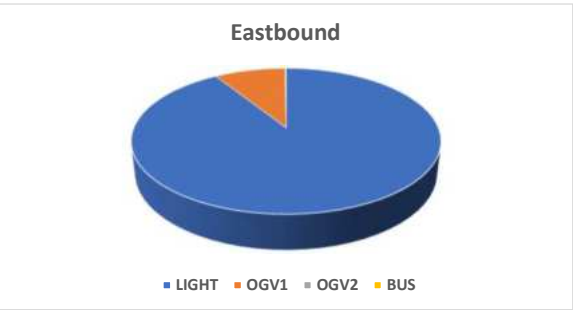
Paul Castle Associates



Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	202	178	24	0	0
Sat 14 Mar 2026	200	191	9	0	0
Sun 15 Mar 2026	181	165	16	0	0
Mon 16 Mar 2026	183	168	14	0	1
Tue 17 Mar 2026	213	195	18	0	0
Wed 18 Mar 2026	181	165	16	0	0
Thu 19 Mar 2026	209	184	24	0	1
5 Day Ave.	198	178	19	0	0
7 Day Ave.	196	178	17	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	88.1%	11.9%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	95.5%	4.5%	0.0%	0.0%
Sun 15 Mar 2026	100.0%	91.2%	8.8%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	91.8%	7.7%	0.0%	0.5%
Tue 17 Mar 2026	100.0%	91.5%	8.5%	0.0%	0.0%
Wed 18 Mar 2026	100.0%	91.2%	8.8%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	88.0%	11.5%	0.0%	0.5%
5 Day Ave.	100.0%	90.1%	9.7%	0.0%	0.2%
7 Day Ave.	100.0%	91.0%	8.8%	0.0%	0.1%

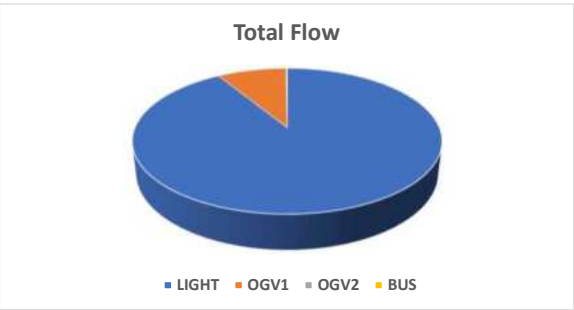
Paul Castle Associates



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	406	361	45	0	0
Sat 14 Mar 2026	399	379	20	0	0
Sun 15 Mar 2026	362	333	29	0	0
Mon 16 Mar 2026	362	331	29	0	2
Tue 17 Mar 2026	426	390	35	0	1
Wed 18 Mar 2026	364	334	30	0	0
Thu 19 Mar 2026	410	362	47	0	1
5 Day Ave.	394	356	37	0	1
7 Day Ave.	390	356	34	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	88.9%	11.1%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	95.0%	5.0%	0.0%	0.0%
Sun 15 Mar 2026	100.0%	92.0%	8.0%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	91.4%	8.0%	0.0%	0.6%
Tue 17 Mar 2026	100.0%	91.5%	8.2%	0.0%	0.2%
Wed 18 Mar 2026	100.0%	91.8%	8.2%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	88.3%	11.5%	0.0%	0.2%
5 Day Ave.	100.0%	90.3%	9.5%	0.0%	0.2%
7 Day Ave.	100.0%	91.2%	8.6%	0.0%	0.1%

Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Fri 13 Mar 2026	204	20.0	16.4	3.5	0	7	55	121	19	2	0	0	0	0	0	0
Sat 14 Mar 2026	199	20.4	16.5	3.8	0	3	67	100	25	4	0	0	0	0	0	0
Sun 15 Mar 2026	181	20.6	16.5	4.0	0	11	45	97	26	2	0	0	0	0	0	0
Mon 16 Mar 2026	179	20.4	16.8	3.5	0	5	41	107	25	1	0	0	0	0	0	0
Tue 17 Mar 2026	213	20.1	16.6	3.4	0	5	55	128	24	1	0	0	0	0	0	0
Wed 18 Mar 2026	183	20.6	16.7	3.8	0	7	47	99	29	1	0	0	0	0	0	0
Thu 19 Mar 2026	201	20.7	16.8	3.7	0	4	57	104	34	2	0	0	0	0	0	0
5 Day Ave.	196	20.4	16.7	3.6	0	6	51	112	26	1	0	0	0	0	0	0
7 Day Ave.	194	20.4	16.6	3.7	0	6	52	108	26	2	0	0	0	0	0	0

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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Fri 13 Mar 2026	202	20.9	17.2	3.6	0	2	49	111	38	2	0	0	0	0	0	0
Sat 14 Mar 2026	200	20.5	16.9	3.5	0	2	52	116	27	3	0	0	0	0	0	0
Sun 15 Mar 2026	181	21.1	17.3	3.7	0	3	39	105	30	4	0	0	0	0	0	0
Mon 16 Mar 2026	183	21.2	17.4	3.6	0	3	36	107	34	3	0	0	0	0	0	0
Tue 17 Mar 2026	213	20.2	16.6	3.5	0	4	60	120	28	1	0	0	0	0	0	0
Wed 18 Mar 2026	181	20.9	17.2	3.5	0	4	37	106	33	1	0	0	0	0	0	0
Thu 19 Mar 2026	209	20.8	17.2	3.5	0	3	48	119	38	1	0	0	0	0	0	0
5 Day Ave.	198	20.8	17.1	3.5	0	3	46	113	34	2	0	0	0	0	0	0
7 Day Ave.	196	20.8	17.1	3.5	0	3	46	112	33	2	0	0	0	0	0	0

Paul Castle Associates

Direction: Northbound

Hour Beginning	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	Tue 17/03/2026	Wed 18/03/2026	Thu 19/03/2026	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	1	0	0
01:00	0	0	1	0	0	0	0	0	0
02:00	0	0	0	2	0	0	1	1	0
03:00	0	0	0	1	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0
05:00	2	0	0	0	0	0	0	0	0
06:00	0	1	0	0	1	0	0	0	0
07:00	5	2	3	7	7	7	6	6	5
08:00	5	3	0	4	2	4	3	4	3
09:00	3	4	3	4	4	4	9	5	4
10:00	5	7	4	3	6	7	7	6	6
11:00	5	3	6	4	2	7	3	4	4
12:00	8	9	7	8	4	3	3	5	6
13:00	5	9	6	0	11	1	7	5	6
14:00	5	4	4	4	9	3	10	6	6
15:00	5	6	4	3	4	2	6	4	4
16:00	12	5	4	9	7	6	4	8	7
17:00	5	4	7	6	5	7	3	5	5
18:00	5	3	3	2	19	7	3	7	6
19:00	2	3	11	4	9	4	7	5	6
20:00	1	2	2	3	1	2	3	2	2
21:00	0	2	2	0	3	1	1	1	1
22:00	3	2	0	1	0	0	0	1	1
23:00	1	0	0	0	0	1	0	0	0
Total									
12H(7-19)	68	59	51	54	80	58	64	65	62
16H(6-22)	71	67	66	61	94	65	75	73	71
18H(6-24)	75	69	66	62	94	66	75	74	72
24H(0-24)	77	70	68	65	94	66	77	76	74
AM Peak	07:00 5	10:00 7	11:00 6	07:00 7	07:00 7	07:00 7	09:00 9	07:00 6	10:00 6
PM Peak	16:00 12	12:00 9	19:00 11	16:00 9	18:00 19	17:00 7	14:00 10	16:00 8	16:00 7

Paul Castle Associates

Direction: Southbound

Hour Beginning	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	Tue 17/03/2026	Wed 18/03/2026	Thu 19/03/2026	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	0	0	1	0	0
01:00	0	0	1	0	0	0	0	0	0
02:00	0	0	0	3	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	0	0
07:00	3	1	4	4	6	3	3	4	3
08:00	5	2	1	2	3	5	4	4	3
09:00	3	5	3	3	4	2	2	3	3
10:00	5	9	1	5	3	6	8	5	5
11:00	3	7	3	2	6	6	8	5	5
12:00	6	8	8	4	5	2	4	4	5
13:00	6	5	7	0	9	3	7	5	5
14:00	6	8	2	3	6	0	8	5	5
15:00	5	2	2	2	7	5	7	5	4
16:00	8	7	3	11	9	7	7	8	7
17:00	9	2	6	10	20	16	5	12	10
18:00	7	4	4	6	15	6	6	8	7
19:00	3	3	10	5	13	3	4	6	6
20:00	1	3	2	3	1	3	6	3	3
21:00	1	1	2	0	4	3	4	2	2
22:00	3	1	0	1	1	0	1	1	1
23:00	1	0	0	0	0	1	0	0	0
Total									
12H(7-19)	66	60	44	52	93	61	69	68	64
16H(6-22)	71	69	58	60	111	70	83	79	75
18H(6-24)	75	70	58	61	112	71	84	81	76
24H(0-24)	76	71	61	64	112	71	85	82	77
AM Peak	08:00 5	10:00 9	07:00 4	10:00 5	07:00 6	10:00 6	10:00 8	10:00 5	10:00 5
PM Peak	17:00 9	12:00 8	19:00 10	16:00 11	17:00 20	17:00 16	14:00 8	17:00 12	17:00 10

Paul Castle Associates

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	77	74	3	0	0
Sat 14 Mar 2026	70	68	0	2	0
Sun 15 Mar 2026	68	63	5	0	0
Mon 16 Mar 2026	65	62	3	0	0
Tue 17 Mar 2026	94	90	4	0	0
Wed 18 Mar 2026	66	63	3	0	0
Thu 19 Mar 2026	77	74	3	0	0
5 Day Ave.	76	73	3	0	0
7 Day Ave.	74	71	3	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	96.1%	3.9%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	97.1%	0.0%	2.9%	0.0%
Sun 15 Mar 2026	100.0%	92.6%	7.4%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	95.4%	4.6%	0.0%	0.0%
Tue 17 Mar 2026	100.0%	95.7%	4.3%	0.0%	0.0%
Wed 18 Mar 2026	100.0%	95.5%	4.5%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	96.1%	3.9%	0.0%	0.0%
5 Day Ave.	100.0%	95.8%	4.2%	0.0%	0.0%
7 Day Ave.	100.0%	95.6%	4.1%	0.4%	0.0%

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Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	76	73	3	0	0
Sat 14 Mar 2026	71	69	1	1	0
Sun 15 Mar 2026	61	57	4	0	0
Mon 16 Mar 2026	64	60	4	0	0
Tue 17 Mar 2026	112	102	8	2	0
Wed 18 Mar 2026	71	67	4	0	0
Thu 19 Mar 2026	85	80	4	1	0
5 Day Ave.	82	76	5	1	0
7 Day Ave.	77	73	4	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	96.1%	3.9%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	97.2%	1.4%	1.4%	0.0%
Sun 15 Mar 2026	100.0%	93.4%	6.6%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	93.8%	6.3%	0.0%	0.0%
Tue 17 Mar 2026	100.0%	91.1%	7.1%	1.8%	0.0%
Wed 18 Mar 2026	100.0%	94.4%	5.6%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	94.1%	4.7%	1.2%	0.0%
5 Day Ave.	100.0%	93.6%	5.6%	0.7%	0.0%
7 Day Ave.	100.0%	94.1%	5.2%	0.7%	0.0%

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Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	153	147	6	0	0
Sat 14 Mar 2026	141	137	1	3	0
Sun 15 Mar 2026	129	120	9	0	0
Mon 16 Mar 2026	129	122	7	0	0
Tue 17 Mar 2026	206	192	12	2	0
Wed 18 Mar 2026	137	130	7	0	0
Thu 19 Mar 2026	162	154	7	1	0
5 Day Ave.	157	149	8	1	0
7 Day Ave.	151	143	7	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 13 Mar 2026	100.0%	96.1%	3.9%	0.0%	0.0%
Sat 14 Mar 2026	100.0%	97.2%	0.7%	2.1%	0.0%
Sun 15 Mar 2026	100.0%	93.0%	7.0%	0.0%	0.0%
Mon 16 Mar 2026	100.0%	94.6%	5.4%	0.0%	0.0%
Tue 17 Mar 2026	100.0%	93.2%	5.8%	1.0%	0.0%
Wed 18 Mar 2026	100.0%	94.9%	5.1%	0.0%	0.0%
Thu 19 Mar 2026	100.0%	95.1%	4.3%	0.6%	0.0%
5 Day Ave.	100.0%	94.7%	5.0%	0.4%	0.0%
7 Day Ave.	100.0%	94.8%	4.6%	0.6%	0.0%

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Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Fri 13 Mar 2026	77	15.8	12.5	3.1	0	15	47	15	0	0	0	0	0	0	0	0
Sat 14 Mar 2026	70	14.7	11.8	2.9	0	17	46	7	0	0	0	0	0	0	0	0
Sun 15 Mar 2026	68	15.5	12.6	2.8	0	10	47	11	0	0	0	0	0	0	0	0
Mon 16 Mar 2026	65	16.4	12.7	3.6	0	13	38	12	2	0	0	0	0	0	0	0
Tue 17 Mar 2026	94	16.3	13.0	3.2	0	13	59	21	1	0	0	0	0	0	0	0
Wed 18 Mar 2026	66	16.1	12.5	3.5	0	16	34	16	0	0	0	0	0	0	0	0
Thu 19 Mar 2026	77	16.3	12.9	3.3	0	14	43	20	0	0	0	0	0	0	0	0
5 Day Ave.	76	16.2	12.7	3.3	0	14	44	17	1	0	0	0	0	0	0	0
7 Day Ave.	74	15.9	12.6	3.2	0	14	45	15	0	0	0	0	0	0	0	0

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Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Fri 13 Mar 2026	76	17.9	14.3	3.5	0	6	41	25	4	0	0	0	0	0	0	0
Sat 14 Mar 2026	71	17.7	14.0	3.6	0	7	39	23	1	1	0	0	0	0	0	0
Sun 15 Mar 2026	61	18.5	14.8	3.6	0	3	32	21	5	0	0	0	0	0	0	0
Mon 16 Mar 2026	64	18.5	14.9	3.4	0	5	25	32	2	0	0	0	0	0	0	0
Tue 17 Mar 2026	112	17.8	14.0	3.7	0	15	53	40	4	0	0	0	0	0	0	0
Wed 18 Mar 2026	71	17.4	13.6	3.7	0	10	39	19	3	0	0	0	0	0	0	0
Thu 19 Mar 2026	85	18.5	14.9	3.5	0	3	45	30	7	0	0	0	0	0	0	0
5 Day Ave.	82	18.0	14.3	3.6	0	8	41	29	4	0	0	0	0	0	0	0
7 Day Ave.	77	18.1	14.3	3.6	0	7	39	27	4	0	0	0	0	0	0	0

Paul Castle Associates

APPENDIX C

Bus Timetables

Timetables for South & West Wales Service Number 59

Valid from 23/02/2026 until further notice

59: Neath - Pontrhydyfen Via Cimla & Tonmawr

Monday to Friday

Service No.:	59	59	59	59	59	59	59	59	59	59
Notes:										
Neath Bus Station [11] Stop code: 5820AWK65497	0730	0833	0933	1033	1133	1233	1333	1433	1533	1633
Cimla Fire Station Stop code: 5820AWC53078	0735	0839	0938	1038	1138	1238	1338	1438	1538	1638
Castle Drive Stop code: 5820AWC53086	----	----	----	----	----	----	----	----	----	----
Tonmawr Terminus Stop code: 5820AWC53102	0746	0851	0949	1049	1149	1249	1349	1450	1550	1649
Oakwood Stop code: 5820AWC53120	0756	0902	1000	1100	1200	1300	1400	1501	1601	1700

Service No.:	59	59	59	59	59
Notes:					
Neath Bus Station [11] Stop code: 5820AWK65497	1733	1835	2035	2135	2235
Cimla Fire Station Stop code: 5820AWC53078	1738	1840	2040	2140	2240
Castle Drive Stop code: 5820AWC53086	----	1843	2042	2142	2242
Tonmawr Terminus Stop code: 5820AWC53102	1749	1856	2055	----	2255
Oakwood Stop code: 5820AWC53120	1759	1907	2105	2152	2305

59: Pontrhydyfen - Neath Via Tonmawr & Cimla

Monday to Friday

Service No.:	59	59	59	59	59	59	59	59	59	59
Notes:										
Oakwood Stop code: 5820AWC53119	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702
Tonmawr Terminus Stop code: 5820AWC53102	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713
Castle Drive Stop code: 5820AWO26297	----	----	----	----	----	----	----	----	----	----
Cimla Fire Station Stop code: 5820AWC53077	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725
Neath Bus Station [11] Stop code: 5820AWK65497	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730

Service No.:	59	59	59	59	59
Notes:					
Oakwood Stop code: 5820AWC53119	1802	1908	2106	2156	2306
Tonmawr Terminus Stop code: 5820AWC53102	1813	----	----	2206	----
Castle Drive Stop code: 5820AWO26297	----	1922	2120	2218	----
Cimla Fire Station Stop code: 5820AWC53077	1825	1924	2122	2221	2317
Neath Bus Station [11] Stop code: 5820AWK65497	1830	1929	2127	2225	2322

Timetables for South & West Wales Service Number 59

Valid from 28/02/2026 until further notice

59: Neath - Pontrhydyfen Via Cimla & Tonmawr

Saturday

Service No.:	59	59	59	59	59	59	59	59	59	59
Notes:										
Neath Bus Station [11] Stop code: 5820AWK65497	0730	0833	0933	1033	1133	1233	1333	1433	1533	1633
Cimla Fire Station Stop code: 5820AWC53078	0735	0839	0938	1038	1138	1238	1338	1438	1538	1638
Castle Drive Stop code: 5820AWC53086	----	----	----	----	----	----	----	----	----	----
Tonmawr Terminus Stop code: 5820AWC53102	0746	0851	0949	1049	1149	1249	1349	1450	1550	1649
Oakwood Stop code: 5820AWC53120	0756	0902	1000	1100	1200	1300	1400	1501	1601	1700

Service No.:	59	59	59	59	59
Notes:					
Neath Bus Station [11] Stop code: 5820AWK65497	1733	1835	2035	2135	2235
Cimla Fire Station Stop code: 5820AWC53078	1738	1840	2040	2140	2240
Castle Drive Stop code: 5820AWC53086	----	1843	2042	2142	2242
Tonmawr Terminus Stop code: 5820AWC53102	1749	1856	2055	----	2255
Oakwood Stop code: 5820AWC53120	1759	1907	2105	2152	2305

59: Pontrhydyfen - Neath Via Tonmawr & Cimla

Saturday

Service No.:	59	59	59	59	59	59	59	59	59	59
Notes:										
Oakwood Stop code: 5820AWC53119	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702
Tonmawr Terminus Stop code: 5820AWC53102	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713
Castle Drive Stop code: 5820AWO26297	----	----	----	----	----	----	----	----	----	----
Cimla Fire Station Stop code: 5820AWC53077	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725
Neath Bus Station [11] Stop code: 5820AWK65497	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730

Service No.:	59	59	59	59	59
Notes:					
Oakwood Stop code: 5820AWC53119	1802	1908	2106	2156	2306
Tonmawr Terminus Stop code: 5820AWC53102	1813	----	----	2206	----
Castle Drive Stop code: 5820AWO26297	----	1922	2120	2218	----
Cimla Fire Station Stop code: 5820AWC53077	1825	1924	2122	2221	2317
Neath Bus Station [11] Stop code: 5820AWK65497	1830	1929	2127	2225	2322

Timetables for South & West Wales Service Number 59

Valid from 22/02/2026 until further notice

59: Neath - Pontrhydyfen

Via Cimla

Sunday

Service No.:	59	59	59
Notes:			
Neath Bus Station [11] Stop code: 5820AWK65497	0925	1155	1525
Cimla Fire Station Stop code: 5820AWC53078	0930	1200	1530
Castle Drive Stop code: 5820AWC53086	0933	1203	1533
Colliers Arms Stop code: 5820AWC53108	0940	1211	1542
Oakwood Stop code: 5820AWC53120	0946	1217	1548

59: Pontrhydyfen - Neath

Via Tonmawr & Cimla

Sunday

Service No.:	59	59	59
Notes:			
Oakwood Stop code: 5820AWC53119	0952	1222	1552
Tonmawr Terminus Stop code: 5820AWC53102	1002	1232	1602
Hunkin Depot Stop code: 5820AWC53106	1008	1238	1608
Castle Drive Stop code: 5820AWO26297	1016	1246	1616
Cimla Fire Station Stop code: 5820AWC53077	1019	1249	1619
Neath Bus Station [11] Stop code: 5820AWK65497	1024	1254	1624

Timetables for South & West Wales Service Number 83

Valid from 23/02/2026 until further notice

83: Port Talbot - Blaengwynfi/Glyncorrwg Via Pontrhydyfen & Cymmer

Monday to Friday

Service No.:	83	83	83	83	83	83	83	83	83	83
Notes:		CD								
Morrisons Stop code: 5820WDB21783	0731	----	0931	1031	1131	1231	1331	1431	1531	1631
Neath Port Talbot Hospital Stop code: 5820AWA20008	0734	----	0934	1034	1134	1234	1334	1434	1534	1634
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	0739	----	0939	1039	1139	1239	1339	1439	1539	1639
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641
Port Talbot Parkway Station [6] Stop code: 5820WDB48456	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642
Cwmavon Police Station Stop code: 5820AWC53135	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653
Oakwood arr Stop code: 5820AWC53120	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
Oakwood dep Stop code: 5820AWC53120	----	----	----	----	----	----	----	----	----	----
Afan Argoed Country Park Stop code: 5820AWN26459	----	----	----	----	----	----	----	----	----	----
Cymmer Turning Circle arr Stop code: 5820WDB24129	----	----	----	----	----	----	----	----	----	----
Cymmer Turning Circle dep Stop code: 5820WDB24129	----	----	----	----	----	----	----	----	----	----
Glyncorrwg Terminus Stop code: 5820AWG60316	----	----	----	----	----	----	----	----	----	----
Abergwynfi High Street Stop code: 5820AWG60321	----	----	----	----	----	----	----	----	----	----
Blaengwynfi Terminus Stop code: 5820AWN26482	----	----	----	----	----	----	----	----	----	----

CD	Operates on college days only
----	-------------------------------

Service No.:	83	83	83	83	83	83	83	83	83	83
Notes:	CD									
Morrisons Stop code: 5820WDB21783	1731	----	----	----	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	1734	----	----	----	----	----	----	----	----	----
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	1739	----	----	----	----	----	----	----	----	----
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	1741	----	----	----	----	----	----	----	----	----
Port Talbot Parkway Station [6] Stop code: 5820WDB48456	1742	----	----	----	----	----	----	----	----	----
Cwmavon Police Station Stop code: 5820AWC53135	1753	----	----	----	----	----	----	----	----	----
Oakwood arr Stop code: 5820AWC53120	1800	----	----	----	----	----	----	----	----	----
Oakwood dep Stop code: 5820AWC53120	----	----	----	0802	0902	1002	1102	1202	1302	1402
Afan Argoed Country Park Stop code: 5820AWN26459	----	----	----	0807	0907	1007	1107	1207	1307	1407
Cymmer Turning Circle arr Stop code: 5820WDB24129	----	----	----	0814	0914	1014	1114	1214	1314	1414
Cymmer Turning Circle dep Stop code: 5820WDB24129	----	0621	0713	0816	0916	1016	1116	1216	1316	1416
Glyncorrgw Terminus Stop code: 5820AWG60316	----	----	----	----	0927	----	1127	----	1327	----
Abergwynfi High Street Stop code: 5820AWG60321	----	----	0722	0826	----	1026	----	1226	----	1426
Blaengwynfi Terminus Stop code: 5820AWN26482	----	0629	0726	0830	----	1030	----	1230	----	1430

CD	Operates on college days only
----	-------------------------------

Service No.:	83	83	83	83	83	83
Notes:						
Morrisons Stop code: 5820WDB21783	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	----	----	----	----	----	----
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	----	----	----	----	----	----
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	----	----	----	----	----	1850
Port Talbot Parkway Station [6] Stop code: 5820WDB48456	----	----	----	----	----	----
Cwmavon Police Station Stop code: 5820AWC53135	----	----	----	----	----	1859
Oakwood arr Stop code: 5820AWC53120	----	----	----	----	----	1906
Oakwood dep Stop code: 5820AWC53120	1502	1602	1702	----	1802	1907
Afan Argoed Country Park Stop code: 5820AWN26459	1507	1607	1707	----	1807	1912
Cymmer Turning Circle arr Stop code: 5820WDB24129	1514	1614	1714	----	1814	1919
Cymmer Turning Circle dep Stop code: 5820WDB24129	1516	1616	1716	1752	1816	1921
Glyncorrgw Terminus Stop code: 5820AWG60316	1527	----	1727	----	----	1931
Abergwynfi High Street Stop code: 5820AWG60321	----	1626	----	1801	1826	1946
Blaengwynfi Terminus Stop code: 5820AWN26482	----	1630	----	1805	1830	1950

83: Blaengwynfi/Glyncorrwg - Port Talbot
Via Cymmer & Pontrhydyfen

Monday to Friday

Service No.:	83	83	83	83	83	83	83	83	83	83
Notes:		CD								
Glyncorrwg Terminus Stop code: 5820AWG60316	----	----	----	0928	----	1128	----	1328	----	1528
Abercregan Hall Stop code: 5820WDB46597	----	----	----	0938	----	1138	----	1338	----	1538
Blaengwynfi Terminus Stop code: 5820AWG60326	0630	0727	0831	----	1031	----	1231	----	1431	----
The Gelli Stop code: 5820AWG60327	0633	0730	0834	----	1034	----	1234	----	1434	----
Cymmer Turning Circle arr Stop code: 5820WDB46598	0642	0737	0843	0945	1043	1145	1243	1345	1443	1545
Cymmer Turning Circle dep Stop code: 5820WDB46598	0644	0742	0845	0947	1045	1147	1245	1347	1445	1547
Forest Park Stop code: 5820AWC53116	0651	0749	0852	0954	1052	1154	1252	1354	1452	1554
Oakwood arr Stop code: 5820AWC53119	0656	0754	0857	0959	1057	1159	1257	1359	1457	1559
Oakwood dep Stop code: 5820AWC53119	0658	0759	0859	1001	1059	1201	1259	1401	1459	1601
Cwmavon Police Station Stop code: 5820AWC53136	0706	0805	0907	1009	1107	1209	1307	1409	1507	1609
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	0714	0815	0915	1017	1115	1217	1315	1417	1515	1617
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	0716	0819	0917	1019	1117	1219	1317	1419	1517	1619
Cefn Ffynon Stop code: 5820AWN26270	----	0829	----	----	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	0723	----	0924	1026	1124	1226	1324	1426	1524	1626
Morrisons Stop code: 5820WDB21783	0727	----	0928	1030	1128	1230	1328	1430	1528	1630

CD	Operates on college days only
----	-------------------------------

Service No.:	83	83	83	83	83
Notes:					
Glyncorrwg Terminus Stop code: 5820AWG60316	----	1728	----	----	----
Abercregan Hall Stop code: 5820WDB46597	----	1735	----	----	----
Blaengwynfi Terminus Stop code: 5820AWG60326	1631	----	1806	1831	1951
The Gelli Stop code: 5820AWG60327	1634	----	1809	1834	1954
Cymmer Turning Circle arr Stop code: 5820WDB46598	1643	1745	1814	1839	1959
Cymmer Turning Circle dep Stop code: 5820WDB46598	1645	----	1817	1842	2002
Forest Park Stop code: 5820AWC53116	1652	----	1824	1849	2009
Oakwood arr Stop code: 5820AWC53119	1657	----	1829	1854	2014
Oakwood dep Stop code: 5820AWC53119	1659	----	1830	1855	2015
Cwmavon Police Station Stop code: 5820AWC53136	1707	----	1837	1902	2022
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	1715	----	1845	1910	2030
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	1717	----	----	----	----
Cefn Ffynon Stop code: 5820AWN26270	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	1724	----	----	----	----
Morrisons Stop code: 5820WDB21783	1728	----	----	----	----

Timetables for South & West Wales Service Number 83

Valid from 28/02/2026 until further notice

83: Port Talbot - Blaengwynfi/Glyncorrwg

Via Pontrhydyfen & Cymmer

Saturday

[illegible]

Service No.:	83	83	83	83	83	83	83	83	83	83
Notes:										
Morrisons Stop code: 5820WDB21783	1731	----	----	----	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	1734	----	----	----	----	----	----	----	----	----
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	1739	----	----	----	----	----	----	----	----	----
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	1741	----	----	----	----	----	----	----	----	----
Port Talbot Parkway Station [6] Stop code: 5820WDB48456	1742	----	----	----	----	----	----	----	----	----
Cwmavon Police Station Stop code: 5820AWC53135	1753	----	----	----	----	----	----	----	----	----
Oakwood arr Stop code: 5820AWC53120	1800	----	----	----	----	----	----	----	----	----
Oakwood dep Stop code: 5820AWC53120	----	----	----	0802	0902	1002	1102	1202	1302	1402
Afan Argoed Country Park Stop code: 5820AWN26459	----	----	----	0807	0907	1007	1107	1207	1307	1407
Cymmer Turning Circle arr Stop code: 5820WDB24129	----	----	----	0814	0914	1014	1114	1214	1314	1414
Cymmer Turning Circle dep Stop code: 5820WDB24129	----	0621	0721	0816	0916	1016	1116	1216	1316	1416
Glyncorrwg Terminus Stop code: 5820AWG60316	----	----	----	----	0927	----	1127	----	1327	----
Abergwynfi High Street Stop code: 5820AWG60321	----	----	----	0826	----	1026	----	1226	----	1426
Blaengwynfi Terminus Stop code: 5820AWN26482	----	0629	0729	0830	----	1030	----	1230	----	1430

Service No.:	83	83	83	83	83	83
Notes:						
Morrisons Stop code: 5820WDB21783	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	----	----	----	----	----	----
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	----	----	----	----	----	----
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	----	----	----	----	----	1850
Port Talbot Parkway Station [6] Stop code: 5820WDB48456	----	----	----	----	----	----
Cwmavon Police Station Stop code: 5820AWC53135	----	----	----	----	----	1859
Oakwood arr Stop code: 5820AWC53120	----	----	----	----	----	1906
Oakwood dep Stop code: 5820AWC53120	1502	1602	1702	----	1802	1907
Afan Argoed Country Park Stop code: 5820AWN26459	1507	1607	1707	----	1807	1912
Cymmer Turning Circle arr Stop code: 5820WDB24129	1514	1614	1714	----	1814	1919
Cymmer Turning Circle dep Stop code: 5820WDB24129	1516	1616	1716	1752	1816	1921
Glyncorrwg Terminus Stop code: 5820AWG60316	1527	----	1727	----	----	1931
Abergwynfi High Street Stop code: 5820AWG60321	----	1626	----	1801	1826	1946
Blaengwynfi Terminus Stop code: 5820AWN26482	----	1630	----	1805	1830	1950

83: Blaengwynfi/Glyncorrwg - Port Talbot
Via Cymmer & Pontrhydyfen

Saturday

Service No.:	83	83	83	83	83	83	83	83	83	83
Notes:										
Glyncorrwg Terminus Stop code: 5820AWG60316	----	----	----	0928	----	1128	----	1328	----	1528
Abercregan Hall Stop code: 5820WDB46597	----	----	----	0938	----	1138	----	1338	----	1538
Blaengwynfi Terminus Stop code: 5820AWG60326	0630	0730	0831	----	1031	----	1231	----	1431	----
The Gelli Stop code: 5820AWG60327	0633	0733	0834	----	1034	----	1234	----	1434	----
Cymmer Turning Circle arr Stop code: 5820WDB46598	0642	0742	0843	0945	1043	1145	1243	1345	1443	1545
Cymmer Turning Circle dep Stop code: 5820WDB46598	0644	0744	0845	0947	1045	1147	1245	1347	1445	1547
Forest Park Stop code: 5820AWC53116	0651	0751	0852	0954	1052	1154	1252	1354	1452	1554
Oakwood arr Stop code: 5820AWC53119	0656	0756	0857	0959	1057	1159	1257	1359	1457	1559
Oakwood dep Stop code: 5820AWC53119	0658	0758	0859	1001	1059	1201	1259	1401	1459	1601
Cwmavon Police Station Stop code: 5820AWC53136	0706	0806	0907	1009	1107	1209	1307	1409	1507	1609
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	0714	0814	0915	1017	1115	1217	1315	1417	1515	1617
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	0716	0816	0917	1019	1117	1219	1317	1419	1517	1619
Cefn Ffynon Stop code: 5820AWN26270	----	----	----	----	----	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	0723	0823	0924	1026	1124	1226	1324	1426	1524	1626
Morrisons Stop code: 5820WDB21783	0727	0827	0928	1030	1128	1230	1328	1430	1528	1630

Service No.:	83	83	83	83	83
Notes:					
Glyncorwg Terminus Stop code: 5820AWG60316	----	1728	----	----	----
Abercregan Hall Stop code: 5820WDB46597	----	1735	----	----	----
Blaengwynfi Terminus Stop code: 5820AWG60326	1631	----	1806	1831	1951
The Gelli Stop code: 5820AWG60327	1634	----	1809	1834	1954
Cymmer Turning Circle arr Stop code: 5820WDB46598	1643	1745	1814	1839	1959
Cymmer Turning Circle dep Stop code: 5820WDB46598	1645	----	1817	1842	2002
Forest Park Stop code: 5820AWC53116	1652	----	1824	1849	2009
Oakwood arr Stop code: 5820AWC53119	1657	----	1829	1854	2014
Oakwood dep Stop code: 5820AWC53119	1659	----	1830	1855	2015
Cwmavon Police Station Stop code: 5820AWC53136	1707	----	1837	1902	2022
Port Talbot Bus Station [2] arr Stop code: 5820AWK65484	1715	----	1845	1910	2030
Port Talbot Bus Station [2] dep Stop code: 5820AWK65484	1717	----	----	----	----
Cefn Ffynon Stop code: 5820AWN26270	----	----	----	----	----
Neath Port Talbot Hospital Stop code: 5820AWA20008	1724	----	----	----	----
Morrisons Stop code: 5820WDB21783	1728	----	----	----	----

Timetables for South & West Wales Service Number 902

Valid from 23/02/2026 until further notice

902: Pontrhydyfen/Port Talbot - Neath Via Neath College

Monday to Friday

	Service No.:	902	902
Notes:		CD	CD
Oakwood Stop code: 5820AWC53119		0725	----
Cwmavon Police Station Stop code: 5820AWC53136		0732	----
Port Talbot Bus Station [4] arr Stop code: 5820AWK65486		0741	----
Port Talbot Bus Station [4] dep Stop code: 5820AWK65486		0744	0750
Sandown Road Shops Stop code: 5820AWO27961		0751	0757
Western Avenue Roundabout Stop code: 5820AWO27971		0800	0806
Baglan Railway Station Stop code: 5820AWO27975		0808	0814
Baglan Shops Stop code: 5820AWG60075		0820	0826
Lodge Cross Stop code: 5820AWG60045		0829	0835
Neath Port Talbot College Stop code: 5820AWC52495		0844	0850
Neath Bus Station [7] Stop code: 5820AWK65492		0854	0900
CD	Operates on college days only		

Neath College - Croeserw via Pontrhydyfen

Monday to Friday (Excluding Bank Holidays) (Inbound)

Days: CD
Operator: WILK

Neath College (Banana Island)	1648
Neath Victoria Gardens (Arr) 	1658
Neath Victoria Gardens (Dep) 	1703
Cimla (Fire Station) 	1709
Cimla (Castle Drive)	1711
Cimla (Cefn Saeson School)	1715
Efail Fach (Colliers)	1718
Pontrhydyfen (Oakwood)	1723
Afan Argoed Country Park	1728
Duffryn Rhondda	1730
Cymmer (Turning Circle)	1734
Glyncorwg (Bridge Street)	1756
Abercregan	1757
Croeserw (Tudor Club)	1758

Notes:

CD College Days Only

Croeserw - Neath College via Pontrhydyfen

Monday to Friday (Excluding Bank Holidays) (Outbound)

Days: CD
Operator: WILK

Croeserw (Tudor Club)	0712
Glyncorwg (Bridge Street)	0731
Abercregan	0737
Cymmer (Turning Circle) (Arr)	0738
Cymmer (Turning Circle) (Dep)	0743
Duffryn Rhondda	0747
Afan Argoed Country Park	0751
Pontrhydyfen (Oakwood)	0755
Efail Fach (Colliers)	0800
Cimla (Cefn Saeson School)	0805
Cimla (Castle Drive)	0808
Cimla (Fire Station) 	0811
Neath Victoria Gardens (Arr) 	0822
Neath Victoria Gardens (Dep) 	0823
Neath College (Banana Island)	0833

Notes:

CD College Days Only

Service 908 (WTAO908)

Timetable valid from 1st April 2024 until further notice

Service 908 (WTAO908)

Timetable valid from 1st April 2024 until further notice

APPENDIX D

Proposed Site Plan

- Notes:
1. Drawings must not be scaled and any discrepancies must be reported immediately.
 2. The drawing is to be read in conjunction with all other relevant project drawings and schedules.
 3. Dimensions indicated are structural.
 4. Drawing must be printed in colour to ensure all elements are clearly identified.

Existing car park

Bin store building (ref drawing: 4206-PEN-ZZ-ZZ-DR-A-1300)

New barrier

Updated vehicle access

Updated cycle path

Existing asphalt path
30m west change across 44m
distance. Gradient equal to
1:10

New 1800mm paved footpath.

5 no. bike lockers (ref drawing: 4206-PEN-ZZ-ZZ-DR-A-1300)

New 1100mm steel spectator
railing in location of existing.

New 1100mm enclosure to
raingarden.

New resin bound gravel hard-
standing to rugby club entrance.

Rugby pitch

Toe of bund.

P7	Cycle path updated	DT	AL	25.03.26
P6	Issued for approval	DT	AL	25.03.26
P5	Raingarden relocated. Tree information added.	DT	AL	16.03.26
P4	Building updated	DT	AL	11.03.26
P3	Raingarden added	DT	AL	25.11.25
P2	Bike store and indicative tree area added.	DT	AL	14.11.25
P1	Preliminary issue	DT	AL	04.11.25
Rev.	Description	Drawn	Check	Date

FOR APPROVAL

pentan
architects

22 Cathedral Road
Cardiff CF11 9LJ
t. 029 2030 9010
info@pentan.co.uk

Project
Pontrhydyfen Rugby Club

Client
Pontrhydyfen RFC

Drawing Title

Proposed Site Plan

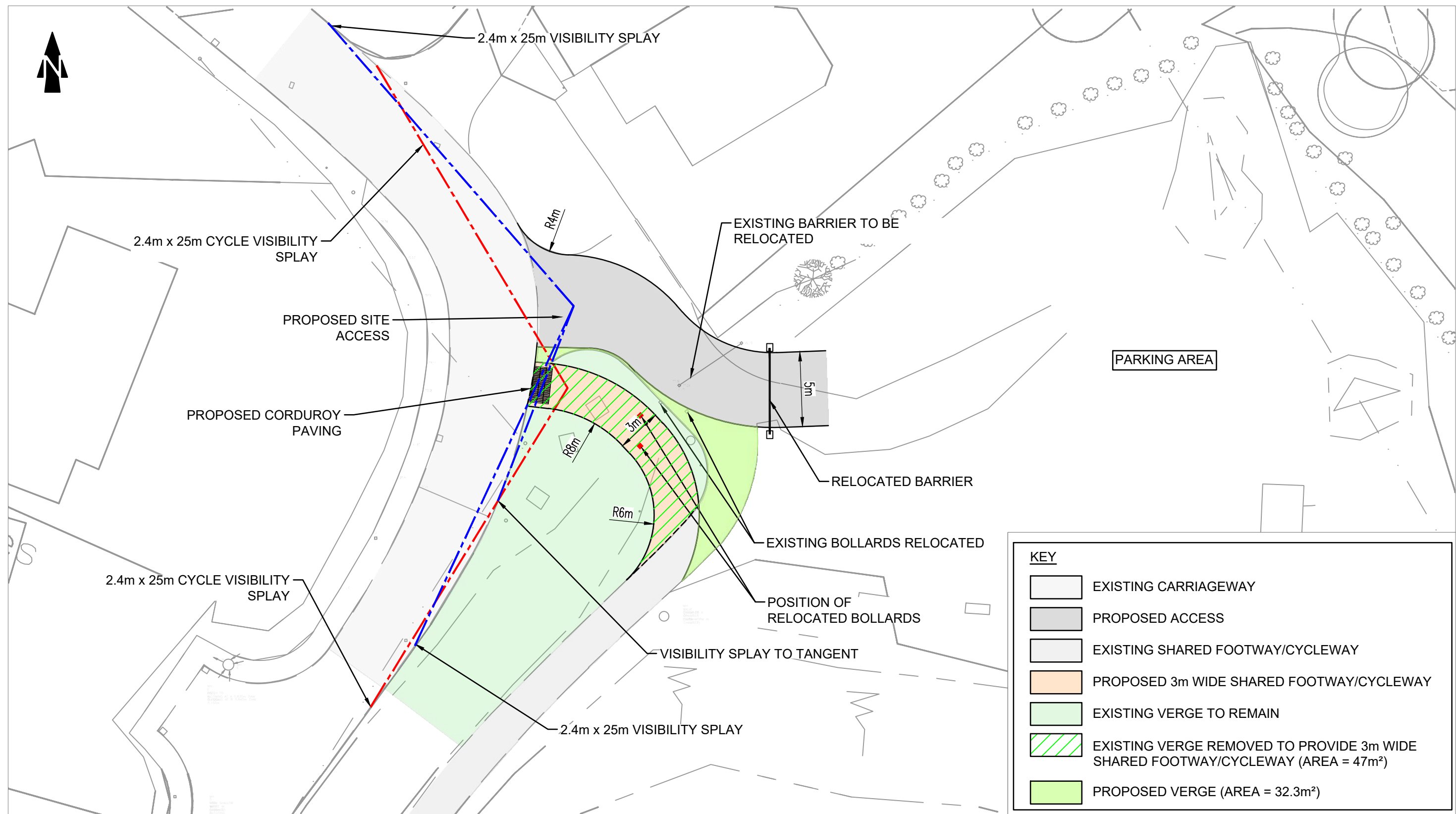
Job no.	Org.	Zone	Level	Type	Role	Description	Status	Rev.
4206 - PEN - ZZ - ZZ - DR - A - 1010							SO	P7

Scale	Date
1 : 200 @ A1	Nov '25

NOTES: Do not scale. All dimensions are in millimetres unless stated otherwise

APPENDIX E

Proposed Access Arrangements



REV	DETAILS	DRAWN	CHECKED	DATE
A	LAYOUT REVISED	SLW	RJW	23.03.2026

NOTES:

- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.

0 5 10 20m

SCALE 1:250

PROJECT: PONTRHYDYFEN RFC, PONTRHYDYFEN, NEATH-PORT TALBOT

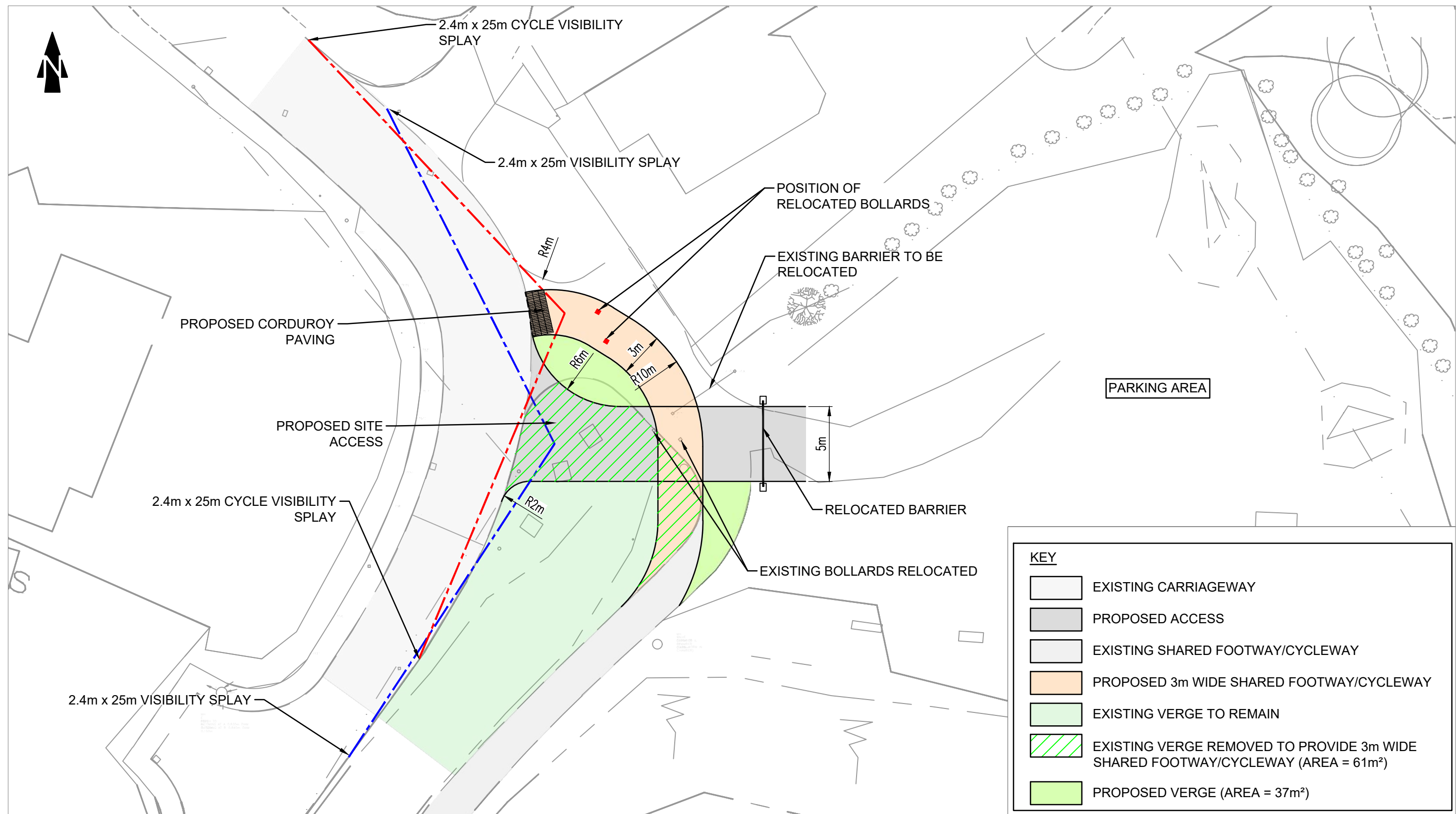
DRAWING TITLE: PROPOSED ACCESS ARRANGEMENTS OPTION 1

DRAWN: SLW	CHECKED: RJW	DATE: 17.03.2026	SCALE: 1:250	SHEET SIZE: A3
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CLIENT: PONTRHYDYFEN RFC

MILES WHITE TRANSPORT

DRAWING NUMBER: 25140-SK01	REVISION: A
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REV	DETAILS	DRAWN	CHECKED	DATE
A	LAYOUT REVISED	SLW	RJW	23.03.2026

NOTES:

- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.

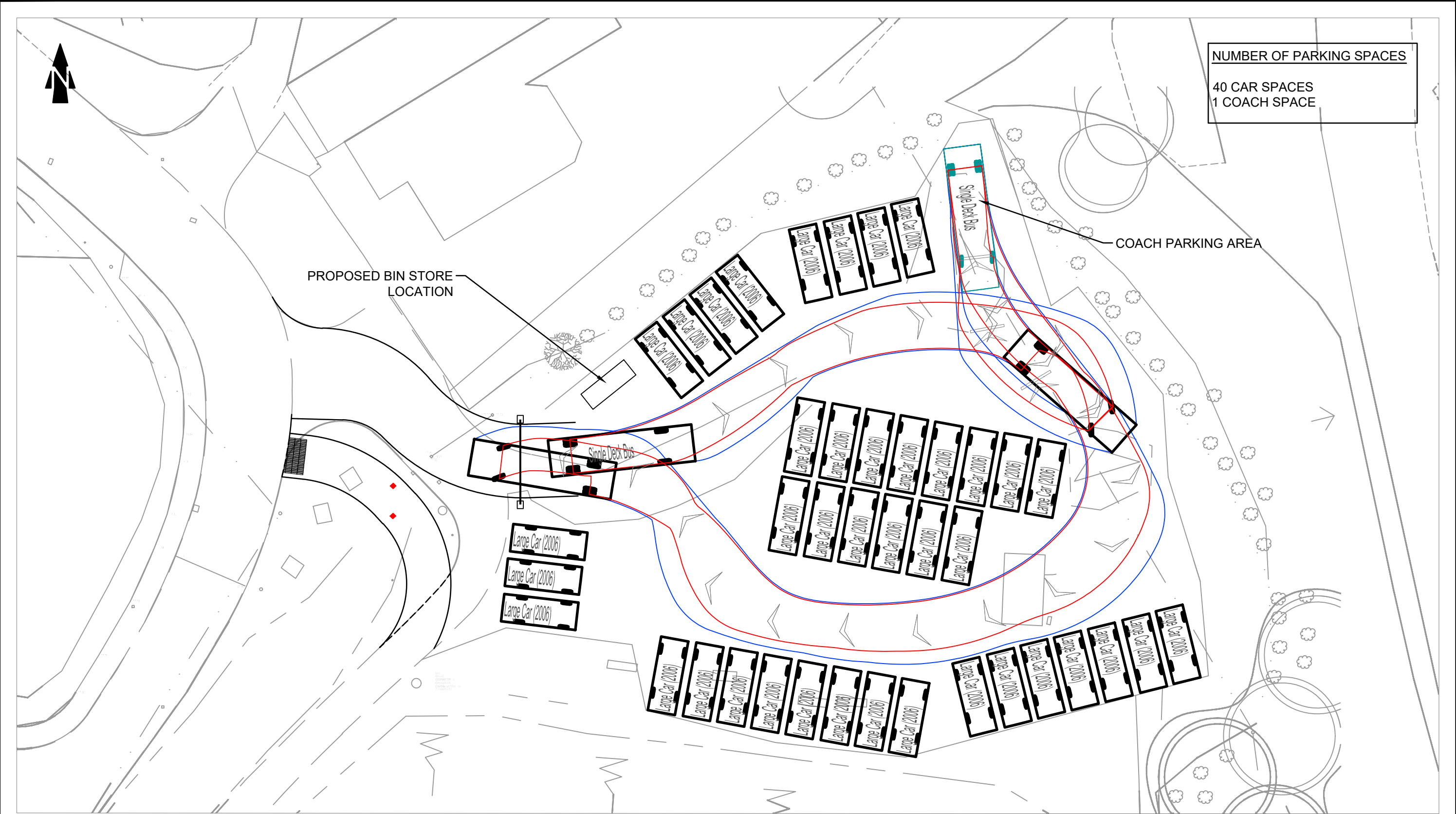
0 5 10 20m

SCALE 1:250

PROJECT: PONTRHYDYFEN RFC, PONTRHYDYFEN, NEATH-PORT TALBOT				CLIENT: PONTRHYDYFEN RFC	
DRAWING TITLE: PROPOSED ACCESS ARRANGEMENTS OPTION 2					
DRAWN: SLW	CHECKED: RJW	DATE: 17.03.2026	SCALES: 1:250	SHEET SIZE: A3	REVISION: A
DRAWING NUMBER: 25140-SK02					

APPENDIX F

Proposed Parking Arrangements



REV	DETAILS	DRAWN	CHECKED	DATE
A	LAYOUT REVISED	SLW	RJW	23.03.2026

NOTES:

1. This drawing is for illustrative purposes only and not for construction.
2. This drawing is to be read and printed in colour.

0 5 10 20m
SCALE 1:250

PROJECT:
PONTRHYDYFEN RFC, PONTRHYDYFEN, NEATH-PORT TALBOT

DRAWING TITLE:
**PROPOSED PARKING
ARRANGEMENTS
OPTION 1**

DRAWN: SLW	CHECKED: RJW	DATE: 17.03.2026	SCALES: 1:250	SHEET SIZE: A3
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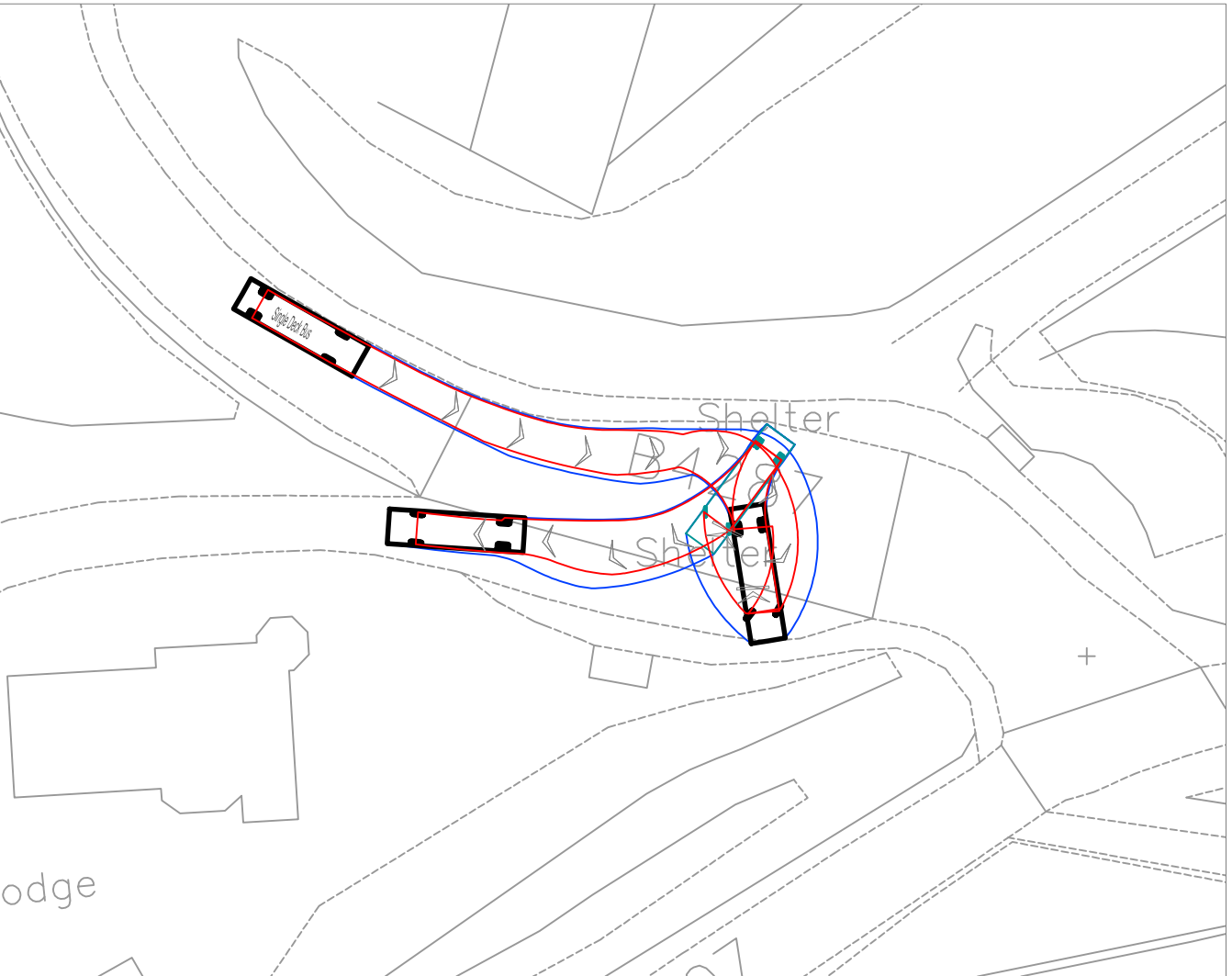
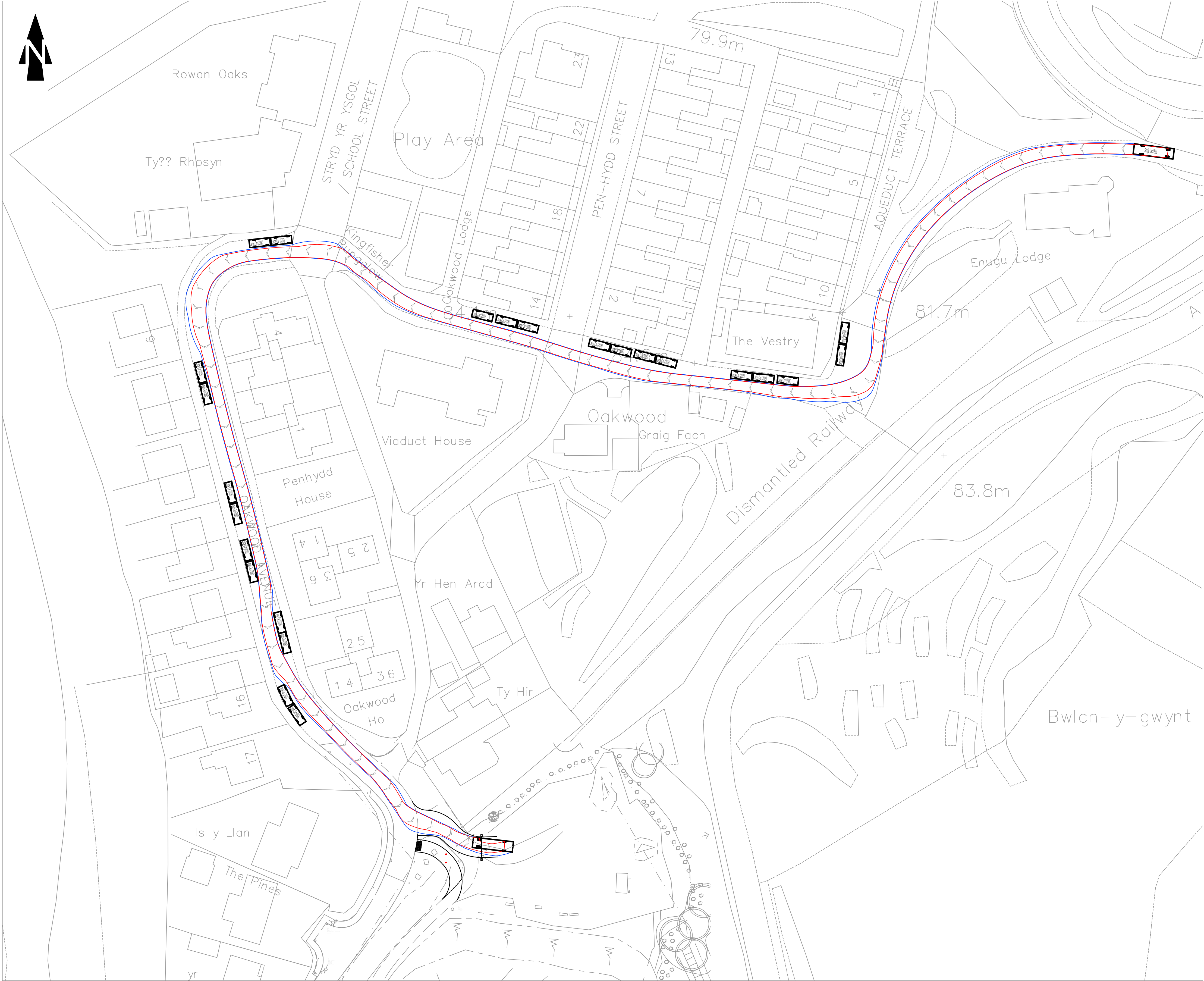
CLIENT:
PONTRHYDYFEN RFC

MILES WHITE
TRANSPORT

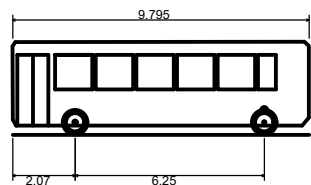
DRAWING NUMBER: 25140-SK03	REVISION: A
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APPENDIX G

Swept Path Assessments



COACH RIGHT TURN IN MANOEUVRE



Single Deck Bus	9.795m
Overall Length	2.500m
Overall Width	3.070m
Overall Body Height	0.306m
Min Body Ground Clearance	2.322m
Track Width	6.00s
Lock to lock time	10.11m
Kerb to Kerb Turning Radius	

COACH VEHICLE PROFILE
(SCALE 1:250)

REV	DETAILS	DRAWN	CHECKED	DATE
A	LAYOUT REVISED	SLW	RJW	23.03.2026

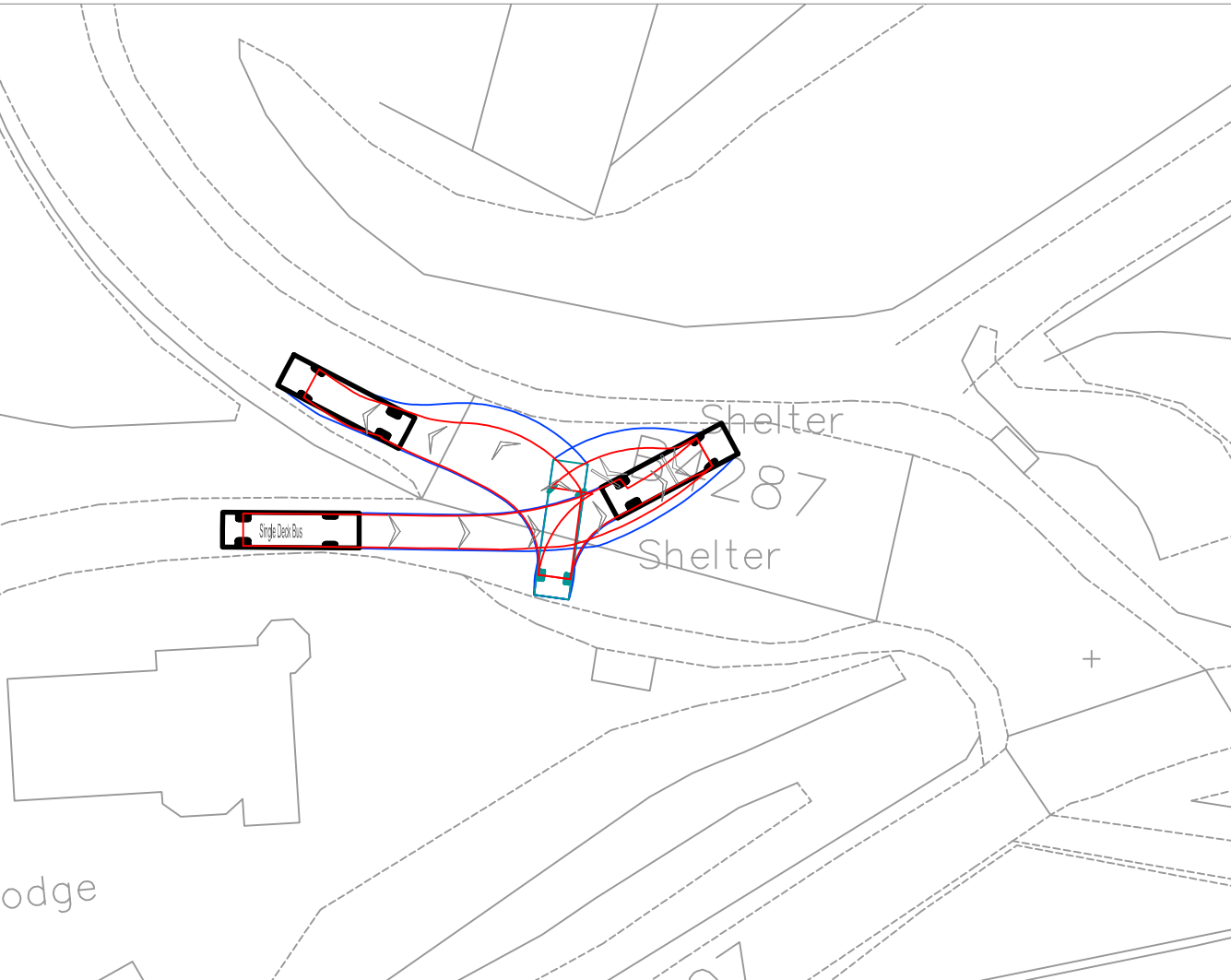
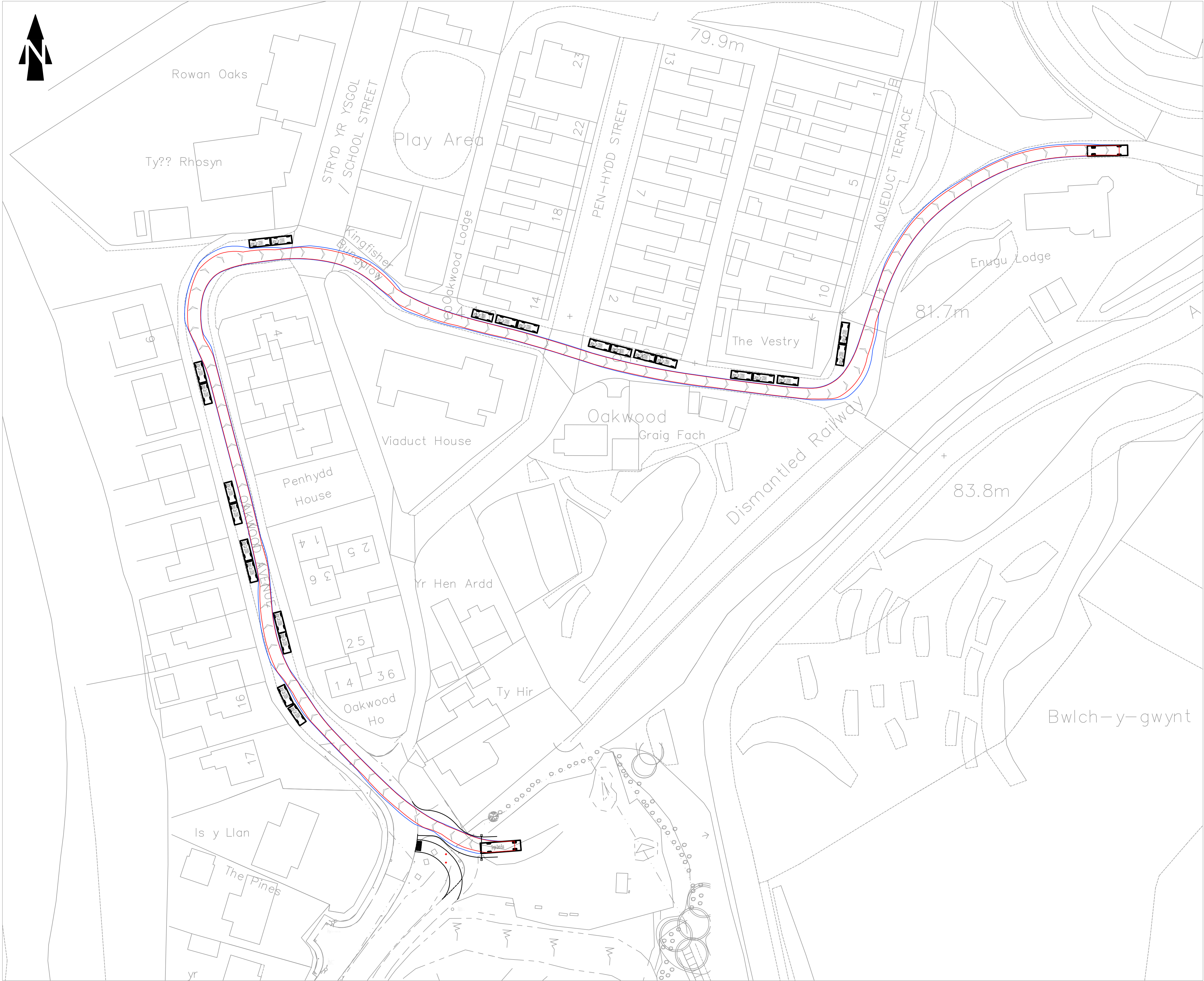
NOTES:

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.

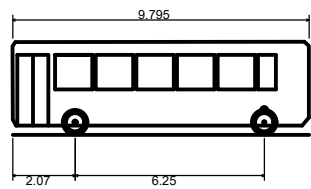
0 5 10 25 50m
SCALE 1:500

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN MILES WHITE TRANSPORT LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

PROJECT PONTRHYDYFEN RFC, PONTRHYDYFEN, NEATH-PORT TALBOT				CLIENT PONTRHYDYFEN RFC	
DRAWING TITLE COACH ENTERING SWEEP PATH ANALYSIS OPTION 1				MILES WHITE TRANSPORT	
DRAWN SLW	CHECKED RJW	DATE 17.03.2026	SCALE 1:250	SHEET SIZE A1	DRAWING NUMBER 25140-SPA01
					REVISION A



COACH LEFT TURN OUT MANOEUVRE



Coach
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 VEHICLE PROFILE
(SCALE 1:250)

REV	DETAILS	DRAWN	CHECKED	DATE
A	LAYOUT REVISED	SLW	RJW	23.03.2026

NOTES:
1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.

0 5 10 25 50m
SCALE 1:500

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN MILES WHITE TRANSPORT LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

PROJECT	PONTRHYDYFEN RFC, PONTRHYDYFEN, NEATH-PORT TALBOT	CLIENT	PONTRHYDYFEN RFC
DRAWING TITLE:	COACH EXITING SWEEP PATH ANALYSIS	MILES WHITE TRANSPORT	
DRAWN	SLW	CHECKED	RJW
DATE	17.03.2026	SCALE	1:250
SHEET SIZE	A1	DRAWING NUMBER	25140-SPA02
REVISION			A