



NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

ENGINEERING & TRANSPORT

ACTIVE TRAVEL OBSERVATIONS

PLANNING APPLICATION NO:	P2025/0187
APPLICANT:	Barry Collins Longlands Lane Margam Port Talbot SA13 2NR
LOCATION:	Land At Tyn-Y-Caeau Margam Port Talbot SA13 2NR
PROPOSAL:	Erection of a data centre (Use Class B8) and supporting infrastructure, parking, alteration to access, drainage, landscaping and associated works, including demolition of existing annex and retention of the existing building for ancillary use, substation and power connection to the existing Western Wood Biomass Plant.
PLANNING OFFICER:	Matthew Griffiths [REDACTED]
DATE REQUIRED BY:	2nd May 2025

The **Active Travel Team** in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐

THE ACTIVE TRAVEL TEAM OBSERVATIONS ON THIS PROPOSAL ARE:-

1	Policy Requirements.
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All walking and cycling infrastructure should be designed to comply with the Welsh Governments [Active Travel Act Guidance](#) (ATAG).

2	Active Travel Links in the area
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2.1	The Councils Active Travel Network Map (ATNM) shows both existing (solid lines) and future routes (dotted lines) in the vicinity of the proposed development.
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2.2	The future routes show where routes need improvement and/or a new link is required, and existing routes represent a route that has passed an audit and therefore meets active travel requirements.
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Screenshot of NPT 's ATNM.



The active travel team has audited FR-PT-SU022 (adjacent to the site). The results, shown below, indicate that it falls below active travel standards (a score of 70% with no critical fails is required to pass). Additionally, the crossing marked with a red dot in the plan above does not meet active travel standards and needs to be improved to make it more accessible for pedestrians and cyclists.

FR-PT-SU022 Active Travel Audit Results:

- Pedestrian: 31% (critically failed due to lack of dropped kerbs and tactile paving, narrow path, narrow pedestrian islands, and delays in crossing the road).
- Cycling: 46%

It is recommended that, due to the substandard nature of the active travel infrastructure linking to the site, improvements to the existing infrastructure are required as part of this



development. For your information, Margam Road has high speed and volume of traffic; therefore, an additional desirable minimum 2.0m buffer zone alongside the shared-use path is required to meet ATAG standards, in addition to the width requirements for a primary shared use path as detailed in ATAG.

ATAG. Table 9.9 Page 108 showing buffer zone required:

Table 9.9 – Speed limit and desirable/absolute standards

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.5
70	3.5	3.0

(Separation strip should be at least 500mm alongside kerbside parking and 1.5m where wheelchair access is required).

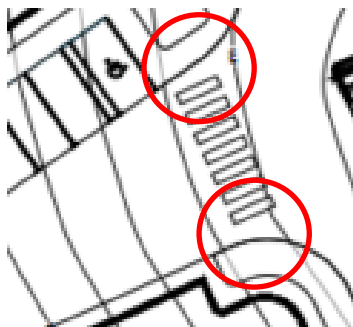
3. Site Access

- 3.1 The proposed access to the site is currently off Margam Road, which also has the NCN4 running alongside it. This development proposes to establish a busier crossing point on this section of the NCN, potentially creating safety concerns as cars will be traveling at speed before turning into the site. Therefore, the active travel team **strongly objects** to the current site access location and suggests seeking an alternative location, perhaps to the west of the site.

4 Active Travel Infrastructure within the Site

- 4.1 Please ensure that the tactiles are compliant as per Guidance of the Use of Tactile Paving Surfaces:
<https://assets.publishing.service.gov.uk/media/61df0c91e90e07037794fe90/guidance-on-the-use-of-tactile-paving-surfaces.pdf>

- 4.2 All crossing points require dropped kerbs and tactiles, including the crossing point below:



- 4.3 All disabled parking will require dropped kerbs nearby to allow access onto the paths.



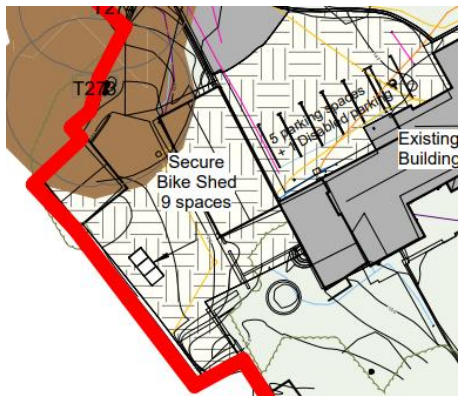
		
	4.4	The cycle storage needs to be accessible. If cyclists are to be placed on the road, a smooth transition when joining or leaving the carriageway will be required (ATAG DE315 p378). Additionally, the road must be classified as a Quiet Street (ATAG DE205 p343) if cyclists are to be on-road within the site, and this classification must be supported by traffic surveys.
	4.5	Can all the path widths around the proposed site be confirmed to ensure they meet ATAG standards? Additionally, please can we request a more detailed plan of the proposed active travel infrastructure within the site.
5	Cycle Parking	
	5.1	The cycle parking needs to be located where there is good natural surveillance. Please can the location be revised.  The amount of cycle storage and the space between each unit need to comply with the tables shown in the screenshots below.



Table 14.4 – Cycle parking quantities for new development

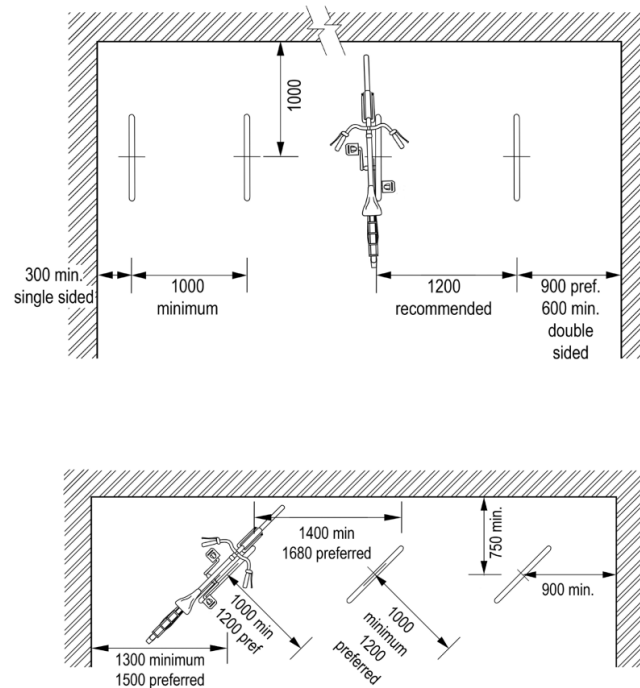
Land use type	Sub category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/finance (A2/B1)	1 per 1000m ²	1 per 200m ²
	Industrial/warehousing (B2/B8)	1 per 1000m ²	1 per 500m ²
Leisure and institutions	Leisure centres, assembly halls, hospitals and	Greatest of 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions		Separate provision for staff and students. Based on travel plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes		1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	
	Major interchange	1 per 200 daily users	



Table 14.6 – Space required for cycle parking

Situation	Dimensions	Area per cycle
Stands on street	1.8m x 0.5m	1m ²
Within building – minimum	1.8m x 0.5m spaces plus 1.8m aisle	1.35m ²
Within building – desirable	2.0m x 0.75m spaces plus 3.0m aisle	2-3m ²

Figure 14.25 – Recommended layouts and dimensions for Sheffield stands – perpendicular and echelon





NOTES TO PLANNER

Hello Matthew. The building is categorized as B8 Warehousing which requires 1/1000m² short stay, 1/500m² long stay cycle parking. If you have the total m² of the site, can you please confirm the total bike storage required.

Are there any additional plans with greater detail, namely with any footways/paths on site. With a more detailed plan we could provide a more in-depth Active Travel analysis.

DATE COMMENTS SUBMITTED:

30/04/2025