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Condition 35
Pedestrian & Cycle
Access

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Condition 35 - Pedestrian & Cycle Access

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| Reviewed by: | | | | |
| Approved by: | | | | |

1.0 INTRODUCTION

REQUIREMENTS OF CONDITION 35

Condition 35 states that :

'As part of the first reserved matters application a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing a schedule of works for footway/cycle access from the site onto the existing road and cycle network. The scheme shall be implemented as approved.'

Reason: *To ensure a suitable cycleway and footway system is implemented throughout the development within an appropriate timescale, in the interests of promoting sustainable transport and to accord with Policy SP20 of the Neath Port Talbot Local Development Plan.'*

SECTION 106 AGREEMENT

- 1.1 The S106 Agreement includes an Active Travel Route plan and Active Travel Contribution of £180,000 payable to NPT (the Council) on the first anniversary of the date of Commencement of Development. This contribution is to be used by the Council to undertake the Active Travel Works and for no other purpose. The 'Active Travel Works' plans are attached to this note as Appendix A.

CONDITION 44

- 1.2 Condition 44 relates to the above in that it requires details of the main staff/delivery (eastern) access to be submitted for approval prior to commencement of works on the access. It states that :

"Notwithstanding Drg 16179.Topo.107.14 and prior to any works commencing on the construction of the main staff/delivery access, a revised scheme (at a scale of 1:500) in accordance with TD42/95, which shall also include the recommendations contained within the stage 1 road safety audit and TRO's to reduce the speed limit to 30 mph shall be submitted to and approved in writing by the local planning authority. This scheme shall also include all signage and exact locations together with lining. This scheme as approved shall be implemented prior to the commencement of any phase of development identified under Condition 7.

Reason: *In the interest of highway safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan."*

2.0 PROPOSED APPROACH TO MEET REQUIREMENTS OF CONDITION 35

ON SITE LAYOUT

- 2.1 Within the resort, the objective is to create pedestrian and cycle friendly environments throughout.
- 2.2 Traffic speeds will be limited, and for the majority of the time, the internal network of lodge access roads and the spine road will be very lightly trafficked.
- 2.3 The site layout and design broadly follows the principles of 'Home Zones' or 'Play Streets' as set out in Welsh Assembly Government publication Manual for Streets.
- 2.4 Figure 1 below shows the site layout highlighting the main pedestrian and cycle connections along the spine road and lodge access roads as well as external connections.

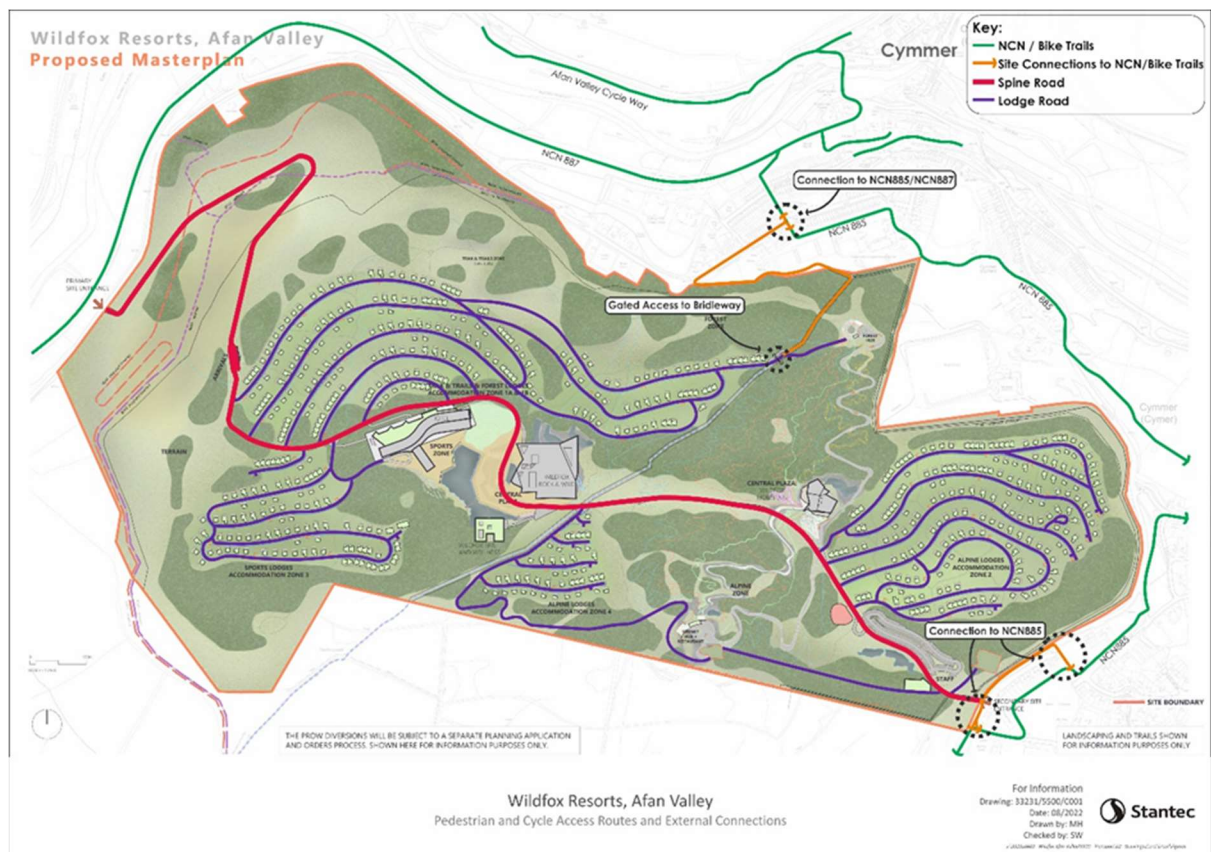


Figure 1 – Pedestrian and Cycle Access Routes and External Connections

2.5 The rationale for this layout is summarised below:

Objectives & Vision:

- To provide accessible and safe routes for visitors of all abilities and ages to travel to and from key destinations and lodges
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- To provide links between the site and the external road and cycle trail network including NCN885
- Pedestrians and bicycles represent the majority of flow on the internal routes (with the exception of changeover days)
- Routes able to be used by visitors to drop off and collect luggage on changeover days
- All routes accessible by appropriate emergency service vehicles

Design Criteria:

- The roads within site will have a low-speed limit
- Signage will be used to reinforce slow speeds and mixed function
- Access route widths are suitable for all intended uses, but kept to the minimum practicable to ensure lower speeds
- Roads 'follow the contours' to seek to minimise gradients for access to lodges

Traffic Flows:

- Forecast maximum flows are predicted to be well within home zone parameters
- Typical day :
Spine Corridor: 1 Vehicle/minute (approximately half are guest shuttle buses)
Lodge Loop: 1 Vehicle/12 minute
- Changeover day (Busiest hr)
Spine Corridor: 1 Vehicle/4 Seconds (Slow moving at busiest section – western end of site only)
Lodge Loop: 1 Vehicle/3 Minutes
Pedestrian and cycle traffic will be reduced since guests will be departing/arriving

Connections:

- The spine road and lodge access roads will also be connected to the trail routes internal to the site, and the activity hubs

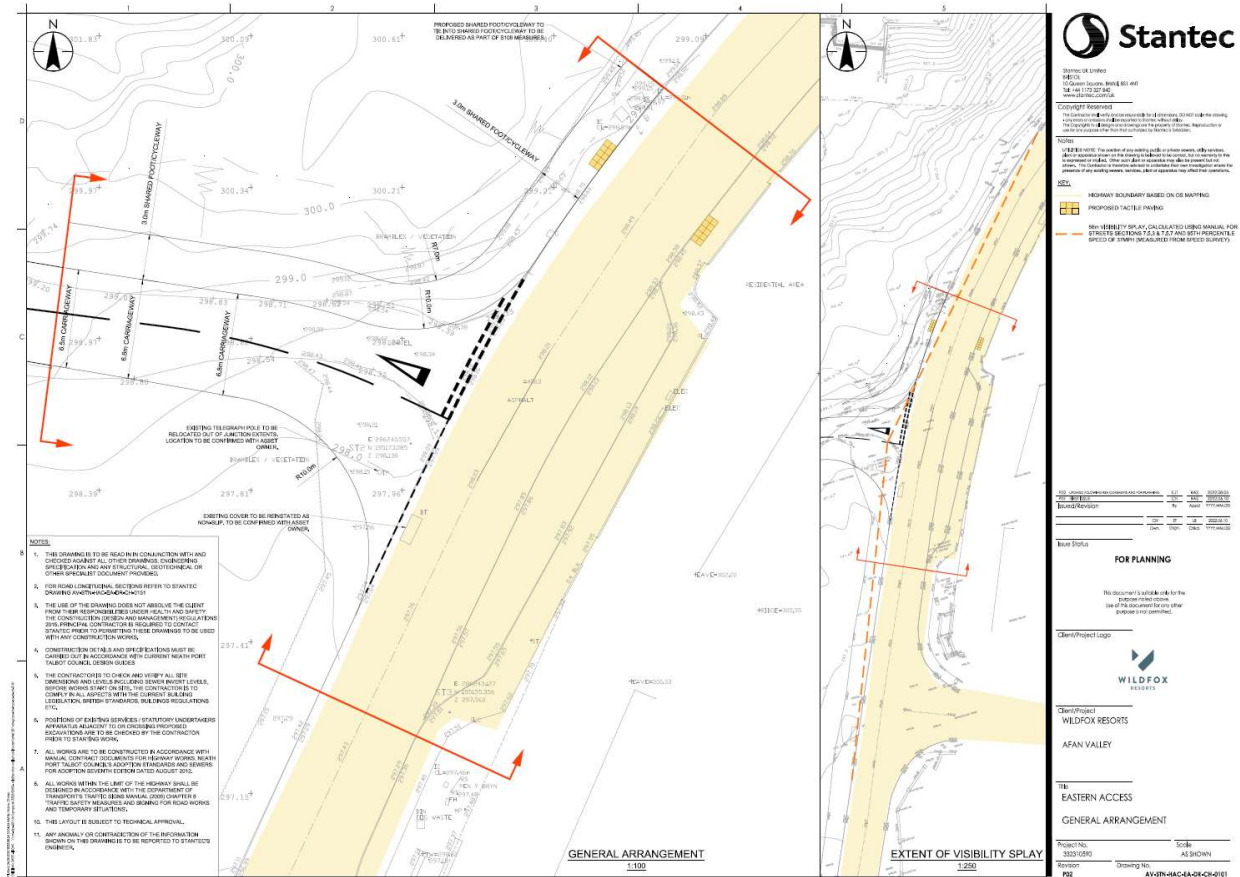
3.0 WIDER CONNECTIONS

CONNECTION TO THE NATIONAL CYCLE NETWORK:

- 3.1 The Active Travel Works to be delivered by NPT in accordance with the S106 Agreement are included in Appendix A. These incorporate:
- Local minor improvements to NCN 885 between Croeserw and Cymmer including signage and widening, if required
 - A new signalled pedestrian/cycle crossing of the A4063 in Croeserw
 - A new pedestrian/cycle connection between the Wildfox Resort eastern site access and proposed new signalled crossing of the A4063
- 3.2 Visitors and staff will be encouraged to connect to the national cycle network (NCN 885) using the eastern spine road access and the proposed Active Travel Works above (being delivered by NPT using the S106 contribution).
- 3.3 The eastern access junction incorporates a 3m wide shared foot/cycleway to facilitate this connection, as well as a dropped kerb 'tactile paving' crossing point adjacent to the junction itself (as illustrated in the plans submitted to discharge Condition 44, and included as Appendix B for information).
- 3.4 An alternative 'trail route' connection to the north may be provided within the resort via a gated access onto Bridleway 23/42/1 that connects to NCN 885/887 and the Afan Valley Cycle Way through Cymmer.
- 3.5 The above connections are also illustrated on Figure 1 above.
- 3.6 The eastern access junction and trail route connection will be delivered by the Developer as part of the Main Construction Works phase in 2023/4.
- 3.7 The Active Travel works will need to be taken through an appropriate NPT approvals process since some of the works fall outside of the existing highway boundary. This may be achieved by means of permitted development under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 13, Development by Local Highway Authorities. The short new sections that lie more remote from the adapted highway may need to be taken through a planning application process.
- 3.8 The likely programme for the above works (to be agreed with and undertaken by NPT) is as follows:
- Site survey and investigation – April 2024
 - Detailed scheme development & design – April–June 2024
 - Consultation, Approvals and Orders process – June–Sept 2024
 - Scheme Tender – Sept/Oct 2024
 - Construction – Nov–Dec 2024



APPENDIX B – EASTERN ACCESS JUNCTION PROPOSAL - GENERAL ARRANGEMENT





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