

Project Number	T23.117	Project Name	Former Gwaun-Cae-Gurwen School
Contact/Participants	Carmarthenshire Highways		
Noted by	Asbri Transport Limited		
Subject	Proposed residential development		18th August 2023

Technical Note

1 Introduction

1.1 Background

- 1.1.1 Asbri Transport have been appointed by D Davies to produce a Technical Note in support of a full planning application for residential development on brownfield land at the former Gwaun-Cae-Gurwen Primary School, Neath Port Talbot.
- 1.1.2 The site currently benefits from outline permissions for 10 residential dwellings and associated works (ref. P2020/0289).
- 1.1.3 The planning application ref. (P2022/0726) proposes 10 residential dwellings at the site of the former school;
- 6 x 3-bedroom houses
 - 4 x 4-bedroom houses
- 1.1.4 The proposed development site location is shown in **Figure 1.1**.

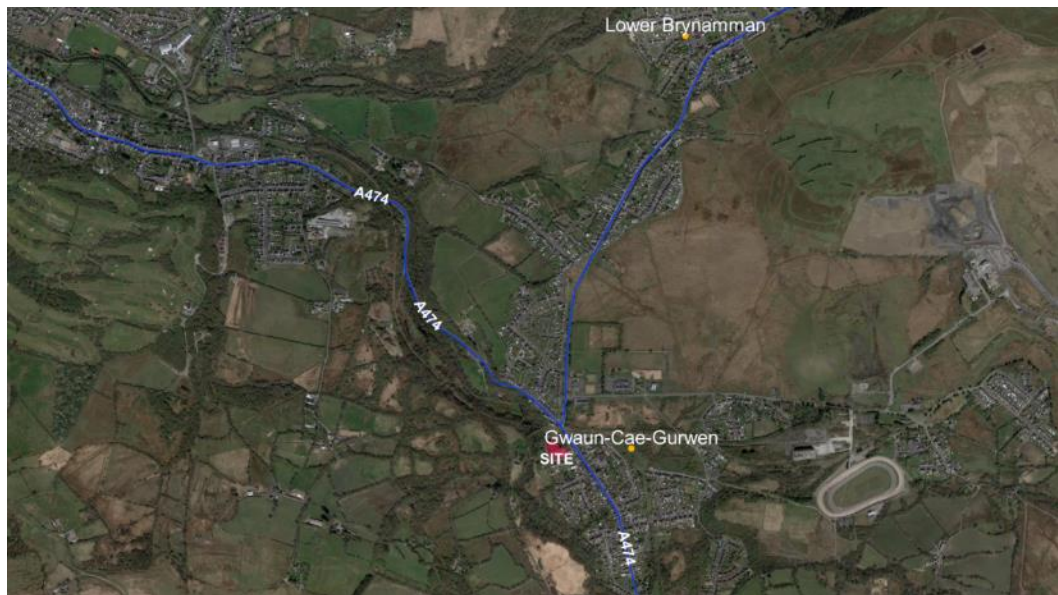


Figure 1.1 Site location

2 Existing Situation

2.1 Site Location

- 2.1.1 The former school is located on a parcel of land east of the A474 through Gwaun-Cae-Gurwen, a village in Neath Port Talbot. The site of the former school is now demolished.

2.2 Highway Network

- 2.2.1 The local highway network within proximity of the development site is shown in **Figure 2.1**.



Figure 2.1 Local highway network

Water Street

- 2.2.2 Water Street is a two-way single carriageway forming a priority junction with the A474, giving way to vehicles on the A474. With the absence of Gwaun-Cae-Gurwen school, Water Street serves only residential dwellings.
- 2.2.3 The carriageway is subject to a 30mph speed limit and has street lighting. There is a 1m footway on both sides of the carriageway until no. 3 Water Street. From here, a footway continues on the southern carriageway only until the bend in the road. Heading north from here there is no footway.
- 2.2.4 At the northernmost point of Water Street, there is a footpath joining onto Quarry Place with no vehicular through road.
- 2.2.5 Parking is unrestricted on Water Street though most dwellings have access to off-street parking so footways parking is limited.

A474 / Heol-Cae-Gurwen

- 2.2.6 The A474 is an A class carriageway beginning in Ammanford heading through Gwaun-Cae-Gurwen to Pontardawe. Within its locality, the A474 is known as Heol-Cae-Gurwen. The carriageway serves a mix of residential dwellings and commercial uses.
- 2.2.7 Heol-Cae-Gurwen is subject to a 30mph speed limit with street lighting. There is footway provision on both sides of the carriageway which varies in width. There are substandard areas of footway with pinch points where crossing may necessary and a signal pedestrian crossing 30m north of the A474 / Water Street priority junction.

2.3 Pedestrians & Cyclists

- 2.3.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 2.2**.



Figure 2.2 Pedestrian & cyclist infrastructure

Pedestrians

2.3.2 As discussed, there are good quality footways within the vicinity of the development site to the east though narrow in section. Though pedestrian provision lacks west of the proposed site access.

2.3.3 Informal crossing points have dropped kerbs and tactile paving with the exception of the A474 / Water Street junction which lacks tactile paving.

Cyclists

2.3.4 There is are no National Cycle Network (NCN) routes within proximity of the development site, and the nearest point of access is 1.4km directly north of the development site where cyclists can access NCN route 437.

2.4 Public Transport

2.4.1 Public transport infrastructure within proximity of the development site is shown in **Figure 2.3**.



Figure 2.3 Public transport infrastructure

Bus

2.4.2 The nearest bus stop to the proposed development is 110m northeast of the development site, a 150m walk from the proposed site access. This stop southbound stop is in the form of on carriageway cage markings and the stop benefits from a shelter and timetable information.

2.4.3 A northbound stop is located a 260m walk from the proposed site access. This stop has on carriageway cage markings, shelter and timetable information.

2.4.4 Bus services operating from stops within 800m of the development site are shown in **Table 2.1**, below.

Route No.	Destination	Frequency
X26	Brynamman - Swansea	Mon-Sat: 09:37 & 11:37
	Swansea - Brynamman	Mon-Sat: 11:00, 13:05 & 16:40
64	Ammanford - Ystradgynlais	Mon-Sat 10:16 & 13:16
	Ystradgynlais - Ammanford	Mon-Sat: 09:33 & 12:33
124	Ammanford - Brynamman	Mon-Fri: ~ hourly from 06:28-19:17
		Sat: ~ hourly from 07:58-19:17
	Brynamman - Ammanford	Mon-Fri: ~ hourly from 06:50-19:40
		Sat: ~ hourly from 08:20-19:40
905	Cwmtwrch - Neath College	Mon-Fri: 07:34
	Neath College - Cwmtwrch	Mon-Fri: 17:30

Table 2.1 Bus services within proximity

Rail

- 2.4.5 Ammanford railway station is the closest to the proposed development site, this is a 9.2km journey from the proposed site. From here there are multiple daily services from to Swansea and Llandrindod Wells.

2.5 Local Amenities

- 2.5.1 The Chartered Institution of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' suggest that the desirable walking distance for 'commuting/school' walking trips is 500 metres, the acceptable distance is 1km, and 2km is the preferred maximum. The desirable walking distance for 'Elsewhere' (this includes access to local amenities) is 400m, the acceptable distance is 800m and 1.2km is the preferred maximum.
- 2.5.2 Local amenities and facilities have also been plotted based on the sustainability assessment criteria detailed within the NPTCBC Parking Standards SPG (2016).
- 2.5.3 Amenities and facilities within proximity of the development site are detailed in **Table 2.2**, below.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket / convenience store	200	2	2
Post office	200	2	2
Bank / ATM	80	1	1
School / education	540	6	4
Community centre / library	350	4	3
Sports centre / facility	350	4	3
GP / medical centre	270	3	2
Pharmacy	250	3	2
Café / restaurant	180	2	1
Bar / pub	350	4	3
Fast food / takeaway	95	1	1

Table 2.2 Local amenities within proximity

2.6 Highway Safety

2.6.1 A summary of the collisions that occurred within the assessed study area and the location and severity of the collisions assessed are shown in **Figure 2.4**.



Figure 2.4 PIC analysis

2.6.2 Personal Injury Collision (PIC) data was obtained for the most recent five-year period (2017-2021) from the Stats Wales database.

2.6.3 As can be seen from the above, there has been just one collision in the latest 5-year period. This collision involved two vehicles; a motorcycle and car and was considered serious. The collision caused 2 casualties and involved 0 pedestrians or cyclists.

2.7 Sustainability Assessment

2.7.1 A sustainability assessment has been undertaken in accordance with Appendix F of the NPTCBC Parking Standards SPG (2016). The results of which are contained within **Appendix A** with walking distances and routes shown in **Figure 2.5**, below.

2.7.2 The assessment has taken place by way of a desk-top exercise using Google Maps and internet information to review each assessment criteria. As outlined in the NPTCBC Parking Standards SPG;

“Sustainability points will be awarded to developments that meet the criteria below for their proximity, in terms of walking distance to local facilities, public transport, cycle routes and the frequency of local public transport. The maximum walking distance is defined as the distance along the most appropriate route from the point of origin (or centre of development) to the facility.”



Figure 2.5 Sustainability assessment

2.7.3 From the assessment undertaken, we have reviewed the information detailed in section 2 and concluded that the site has achieved a total of 7 points, which allows the development to apply for a parking reduction of 1 space.

2.7.4 The score of 7 points permits a 1 space reduction of the maximum parking standards allowing all 2-bedroom properties to have 1 space per dwelling and the 3-bedroom house to have 2 parking spaces, as per the guidance in **Table 2.3**.

Sustainability Points	Parking Reduction
Residential Developments	
10	2 spaces
7	1 space

Table 2.3 Sustainability parking reduction

2.8 Traffic Speeds & Visibility

2.8.1 Automatic Traffic Counts (ATCs) were undertaken at the proposed site access between 25th – 31st March 2023 which captured the 85th percentile vehicular speeds. The raw survey data is included in **Appendix B**.

2.8.2 **Table 2.4** summarises the 85th percentile across the 7-day period along with the required visibility splay as per Manual for Streets Table 7.1.

Direction	85 th ile Speed MPH	Required Visibility Splay
Eastbound	14.5	17
Westbound	16	18
Two-Way	16	18

Table 2.4 85th percentile traffic speeds & required visibility splay

2.8.3 The data shows that the observed speeds are lower than the posted speed limit of 30mph and should require a two-way visibility splay of 18m.

3 Development Proposals

3.1 Land Use

3.1.1 As discussed, the development proposes 10 residential dwellings at the site of the former school;

- 6 x 3-bedroom houses
- 4 x 4-bedroom houses

3.1.2 A site layout for the proposed development is shown at **Appendix C**.

3.2 Access

Vehicular

3.2.1 The proposed development proposes a priority access arrangement for plots 7 -10 giving way to vehicles on Water Street located as shown on Appendix C.

3.2.2 The access junction will be provided with a visibility splay that complies with Manual for Streets guidance of a 2.4 m by 18m.

Pedestrian & Cyclist

3.2.3 Pedestrians and cyclists will be able to access the site via the existing surrounding footways and footpaths.

3.3 Parking

Vehicular

3.3.1 The NPTCBC SPG allocates parking provision as set in **Table 3.1**, below.

Type of Development	Residents	Visitors
Houses	1 space per bedroom with a maximum requirement of 3 spaces	1 space per 5 units
Apartments	1 space per bedroom with a maximum requirement of 3 spaces per apartment	1 space per 5 units

Table 3.1 Car parking standards

3.3.2 Parking will be allocated at 2 parking spaces per dwellings, a total of 20 car parking spaces for residents plus 2 visitor parking spaces. This equates to a reduction of 1 space per dwelling and visitor parking provided to standard as is permitted in the LPA's Parking Standards.

Cyclist

3.3.3 The NPTCBC SPG (2016) does not give a minimum provision for housing but notes that;

- Cycle parking should be located in a safe, secure and convenient location with care ensure that parking facilities do not obstruct pedestrians, disabled persons and particularly people with sight problems.

- Parking should have appropriate signage.
- For security, cycle parking should be in a visible, well-lit area.
- All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.
- The provision of facilities for cyclists should be specifically considered whenever a Travel Plan is accepted.

4 Conclusion

4.1 Summary

4.1.1 Asbri Transport have been appointed by D Davies to produce a Technical Note in support of a full planning application for residential development on brownfield land at the former Gwaun-Cae-Gurwen Primary School, Neath Port Talbot.

4.1.2 An analysis of the local highway network, including provision of pedestrian , cyclist and public transport movement has been undertaken, and concluded that there are sufficient opportunities for residents of the proposed development to undertake trips by alternative modes of travel to the private car.

4.1.3 A sustainability assessment has been undertaken in accordance with Appendix F of the NPTCBC Parking Standards SPG (2016) concluding the site to score 7 points, allowing a parking reduction of 1 space per dwelling.

4.1.4 Traffic speeds and visibility have been analysed to determine a required 18m visibility splay in both directions.

4.2 Conclusion

4.2.1 It is considered that in highways and transport terms, the site is in an appropriate and sustainable location for residential development with proximity to local facilities with ample opportunity to travel by alternative modes of transport.

Appendices

Appendix A

SUSTAINABILITY ASSESSMENT				
Distance				
Sustainability Criteria	Maximum Walking Distance	Singles sustainability points	Score Given	Notes / Distances
Local Facilities Local facilities include a foodstore over 1000m ² , post office, community medical practice, primary / secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3	4	CKs: 200m Post office (in CKs): 200m Pharmacy: 250m GP: 270m Dentist: 350m School: 540m
	400m	2		
	800m	1		
Public Transport Access to bus stop or railway station	300m	3	3	NB bus stop: 150m SB bus stop: 110m
	400m	2		
	800m	1		
Cycle Route A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas	200m	1	0	No cycle routes within proximity
Frequency				
Sustainability Criteria	Frequency	Singles sustainability points	Score Given	Notes
Frequency of Public Transport Bus or rail service within 800 m walking distance which operates consistently between 7 am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes			
	10 minutes			
	20 minutes			
TOTAL SCORE	7			

Appendix B

Job Number & Title: **SS1055** Gwaun Cae Gardens

Site Location: Water Street

Survey Date: 25/3/23

Site Location Plan



Job Name/ Title ss1055 Gwaun Cae Gerwen

MARCH 2023

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	Water Street	51.7911481 - 3.8841236	Eastbound	25 March 2023	31 March 2023	30	232	35	33	0	0.0	0	0.0	0	0.0	11.1	14.5
			Westbound	25 March 2023	31 March 2023		256	38	37	0	0.0	0	0.0	0	0.0	12.5	16.0
			Two-Way	25 March 2023	31 March 2023		488	73	70	0	0	0	0	0	0	12	16



Appendix C

PROPOSED SITE PLAN

FORMER PRIMARY SCHOOL, GWAUN-CAE-GURWEN



KEY

BOUNDARY TREATMENTS AND RAILINGS

- Existing boundary
- 1.8m high close board fencing (CBF)
- Visibility Splay
- 0.9m high front forecourt walls
- Buffer zone for Reptile Refuge
- Pedestrian Vision Splays
- Proposed 2m Wide Pavement

SURFACE FINISHES

- Shared Private Driveway
- Private Path
- Private Garden
- Grass
- Paving Slabs

TREES & SHRUBS

- Proposed Tree (Type TBC)
- Proposed Mixture of Shrubs (Type TBC)

BIRD & BAT BOXES

- 10 No. Istock Bat Box to be affixed to each gable end of the dwellings
- 6 No. Mix of Eco Kent, Schwegler 2FR, Schwegler 1FF, Schwegler 1FS, Schwegler 2FS (or similar) Bat Boxes to be affixed to mature trees around the site.
- 3 No. Open Fronted Bird Boxes to be affixed to the north facing elevations of the dwellings
- 2 No. Small - Holed Bird Boxes to be affixed to the north facing elevations of the dwellings.
- 5 No. Mix of Bird Boxes for small and large birds to be affixed to mature trees around the site

MISCELLANEOUS

- Car Parking
- Timber Gate

HOUSE TYPES

- House Type 1
- 4 Bed - 4 Units
- 118m²
- Plots 7, 8, 9 & 10

- House Type 2
- 3 Bed - 6 Units
- 98m²
- Plots 1, 2, 3, 4, 5 & 6

Total Unit Area	= 1060m ²
Total Site Area	= 3495m ²
	0.3495 hectares

Notes

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Revision:	Description:	Date:
A	Alterations to Site Plan	01/11/2021
B	Additional Ecology information added to Site Plan	20.01.2022
C	Alterations to Highways	10.02.2022
D	Alterations to Drawings to Clients Request	07.04.2022
E	Bin collection point relocated	28.10.2022
F	Alterations made to site plan	18.04.2023
G	Shared drive access, Plot 2 & bin store relocated	23.05.2023
H	Additional planting added to site plan & rearrangement of plots 2-6	28.06.2023
I	New Access to Bin Store from Public Footpath	11.07.2023

Drawing Status:

PLANNING

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Client:
Mr. & Mr. Davies

Project Title:
Residential Development of 10
Dwellings on Land at Former
Primary School.

Drawing Title:
Proposed Site Plan

Scale:
1:500 @ A2

Date:
August 2021

Job No:
845

Drawing No:
04

Rev:
I

Site Plan 1:500