

Project Number	T22.159	Project Name	T22.159 Golwg Yr Ynys
Contact/Participants	Mr. Craig Thomas		26th January 2023
Noted by	Asbri Transport		
Subject	Proposed Construction of One Residential Dwelling on Plots 4 & 5, Golwg Yr Ynys, Lower Brynamman, Gwaun-Cae-Gurwen, Neath Port Talbot		

Technical Note

1 Introduction

1.1 Background

1.1.1 Asbri Transport Limited have been appointed by Mr Craig Thomas to produce a Technical Note (TN) to accompany a planning application to the Local Planning/Highways Authority of Neath Port Talbot County Borough Council for the construction of 1 proposed residential dwelling on land off Glyn Road, Lower Brynamman, Ammanford.

1.1.2 Planning officers raised concerns with the access due to visibility exiting the access (an unadopted lane that adjoins with Glyn Road, located approximately 150m west of Glyn Roads' priority junction with Amman Road), inadequate carriageway width and lack of passing places.

1.1.3 Comments received from Highways Officers stated that:

"Highway and pedestrian safety – were the head of engineering and transport to provide comment on this application, my initial view is that they would likely have concerns with the proposed development. These concerns could include (but may not be limited to):

Lack of width of the existing drive / lane leading to the application site. For example, it is likely that the shared drive would have to be widened to 4.5 metres with a maximum gradient of 1 in 9 (please note these figures are provision only and subject to change).

- ***Lack of laybys on the drive / lane;***

- ***Visibility at the junction fronting Glyn Road is likely not to comply with current standards; and,***
- ***The distance from the proposed dwelling to the existing highway (kerb side collection) is unlikely to meet with the criteria for refuse and recycling.***

Given my initial views above, I would recommend that for any further development at this site, such as that proposed, highway improvements would be required to the access and junction to allow safe access and manoeuvres for vehicles and pedestrians. If your client does not have control of the required land to carry out these works, I would have concerns as to whether there is any reasonable prospect of such improvements being made to serve and potentially make the proposed development acceptable."

1.1.4 This Technical Note will address the concerns detailed above, as raised by the Highways Officer by assessing the following information:

1. A review of the existing transport network and surroundings, including highway safety in the vicinity of the application site;
2. Review and assess what visibility splays can be achieved at the junction where the unadopted lane connects to Glyn Road (a series of drawings appending this document will help illustrate what distances are achievable in each direction from the junction when pulling out onto Glyn Road); and,
3. Demonstrating that the proposed dwelling would satisfactorily meet the criteria for distances for the collection of refuse and recycling, which would follow the exact same arrangement as the two existing dwellings that carry their refuse to the adopted highway on collection day (based on on-site observations and information our client has relayed to us). These two existing dwellings were built under 1 of three applications for the site, where all three received planning permission for a greater quantum development and, therefore, this proposal of one residential dwelling would have a negligible impact compared to what was previously approved under three previous planning applications, all of which approved with a much greater quantum of development (i.e., 5 dwellings, 7 dwellings, and 8 dwellings). The Planning History section later on within this Technical Note describes these applications in more detail.

4. Looking at the unadopted lane that adjoins with Glyn Road to see what mitigation in the form of enhancements could potentially be made to bring the lane up to a better standard; for example, whether there is scope to improve the width of the lane along its length, as noted by the Highways Officer within their comments, where they have suggested a width of 4.5m along the lane with a max gradient of 1 in 9, whether there is scope to provide lay-bys/passing places along the lane (which would depend on land ownership information needing to be acquired to establish if any land agreements are achievable with the relevant landowners). Upon site-inspections the unadopted lane has a pinch-point where the width of the lane briefly reduces to a minimum of 3.9 metres. Therefore, any localised widening at this point, with the addition of a passing bay should easily satisfy this concern in the event of vehicle-to-vehicle conflict, which would be extremely rare;
5. Make emphasis on the trip generation for a single dwelling is going to be extremely low, particularly when there are only two existing properties built that are accessed from the unadopted lane that adjoins Glyn Road. The addition of one more dwelling would be under the threshold of five dwellings served off a private drive and, therefore, trip generation for a total of three dwellings would be so low that any conflict between two vehicles simultaneously would be highly unlikely to occur (particularly when there was a planning application for eight dwellings that previously received planning permission);
6. Finally, concerns were raised of highway and pedestrian safety. A review of Personal Injury Collision data (for the most recent five-year period where data is available) shows there to be no collisions anywhere within the vicinity of the proposed dwelling or immediate highway network, concluding that one extra dwelling is going to have such a negligible impact on increasing any highway safety/pedestrian concerns, particularly when there are none in the first place.

1.1.5 Our client has purchased the two remaining plots, with proposals for only one residential dwelling. This along with the existing two residential dwellings that have previously been constructed (resulting in three in total) will represent no detriment to highway safety or any matter on transport grounds for this reason, especially when comparing with the quantum of development previously granted planning permission.

- 1.1.6 Our client has informed us that they originally submitted a planning application but were advised by the Planning Officer to withdraw the application based on the concerns as mentioned above. Clearly a greater quantum of development could have been constructed (i.e., up to eight dwellings under one of the approved applications).

1.2 Previous Planning History (P2005/1779)

- 1.2.1 Upon a review of Neath Port Talbot County Borough Council's Planning Portal, the search revealed a number of planning applications previously submitted for residential development, with access proposed to be taken via the unadopted lane adjoining Glyn Road (as the case for the proposal of one dwelling, as discussed within this Technical Note).
- 1.2.2 Further investigations of the planning history revealed three previous planning applications that had been submitted (for the construction of five dwellings, 7 dwellings, and 8 dwellings respectively) that all received full planning permission, for a much greater quantum of development than that of the proposal of a single dwelling, the subject of this Note.
- 1.2.3 On-site observations show there to be two houses, relating to one of the aforementioned planning permissions, to be constructed resulting in a total of three dwellings currently accessed via the unadopted lane off Glyn Road.
- 1.2.4 Therefore, it would seem to be illogical to deny approval of any forthcoming planning application for the proposal of one single dwelling when previous applications for greater numbers of dwellings have been approved.
- 1.2.5 **Table 1.1** below displays the reference number, a summary of the proposal, and the approval date of the planning applications mentioned above, all of which were granted approval. Their respective Decision Notices and other information can be viewed on Neath Port Talbot Councils on-line Planning Portal.

Planning Application Reference	Summary	Approval Date
P2005/1779	Residential Development (5 No. Houses)	23/02/2006
P2007/0472	New Residential Housing Development Consisting of 8 Houses	Specific Approval Date Not Shown on Portal
P2008/1313	Residential Development for 7 Dwellings, Garages & Parking Spaces	19/08/2010

Table 1.1 Other Planning Applications at Site Location that Received Planning Permission

1.2.6 It was considered in the design of one of the approved applications that the development was acceptable with the widening of the private driveway entrance and improvements at the junction with Glyn Road to improve visibility in both directions (including the removal of a telegraph pole).

1.2.7 No objections were raised for the development in terms of traffic generation.

1.2.8 Another example showed that one of the applications was approved subject to the following conditions concerning highway safety:

- *“(6) No dwellings shall be occupied until the existing drive has been widened to 4.5 metres with a maximum gradient of 1 in 9.”*
- *“(7) Prior to any development commencing details of the construction of a visibility splay of 2.4m x 90m in either direction at the junction of the private drive with Glyn Road together with details of the relocation of the existing telegraph pole shall be submitted to and agreed in writing by the Local Planning Authority. The proposed development shall be carried out in accordance with the approved details.”*
- *“(8) There shall be no growth or obstruction to visibility over 0.6m above the level of the crown adjacent carriageway within the visibility splay.”*
- *“(9) The shared drive shall be surfaced in either tarmacadam, concrete or block paving prior to the occupation of any dwelling.”*

2 Existing Situation

2.1 Introduction

2.1.1 In order to assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the current highway network, together with a collision analysis within the vicinity of the proposed access.

2.2 Local Highway Network

2.2.1 The proposed site is an irregular parcel of land in the village of Lower Brynamman, approximately 8km east of Ammanford Town Centre. The development is assessable via Glyn Road, branching off the A4069, a southwest – northeast aligned road which links the villages of Upper Brynamman and Gwaun-Cae-Gurwen.

2.2.2 The site itself is bounded by residential dwellings to the south and is accessed via a lane situated between residential plots. To the north is greenfield.

2.2.3 **Figure 2.1** indicated the location of the proposed site.



Figure 2.1 Site location

Glyn Road

- 2.2.4 Glyn Road is a two-way single carriageway serving residential dwellings just off the A4069, a cross-country A class road from Brynamman to Llandovery.
- 2.2.5 Historically, Glyn Road was subject to a 20mph speed limit starting at the Glyn Road / A4069 priority junction and headed west. In latest years, this was increased to 30mph. There is street lighting present for the extent of Glyn Road.
- 2.2.6 The footways are approximately 1-2m in width varying on the southern edge of carriageway. There is no footway for dwellings on the northern carriageway. A northern carriageway footway begins 200m west of the development access late.
- 2.2.7 Parking is unrestricted on the carriageway and many dwellings have converted front gardens for the provision of off-street parking this on-street parking appearing readily available and the carriageway not over saturated with parked vehicles.
- 2.2.8 There is not much in the way of development at the western end of Glyn Road, where it almost acts as bit of a dead-end, therefore traffic flows would be anticipated to be extremely low for pretty much the entire duration of the day.

2.3 Highway Safety

- 2.3.1 Personal Injury Collision (PIC) data was obtained for the most recent five-year period (2017-2021). **Figure 2.2** details the locations of collisions that have occurred within this period.



Figure 2.2 Study area for Personal Injury Collisions – demonstrating none within it for the most recent five-year period where data is available.

- 2.3.2 As can be seen from **Figure 2.2**, there are no collisions occurring within the latest 5-year period at or in vicinity of the site access showing that there is a good history for safety at the development access lane which is currently in use for the existing dwellings, as already mentioned in Section 1 of this Technical Note.

2.4 Refuse Collection

- 2.4.1 Discussions with the client regarding refuse collection, and on-site observations, have confirmed that the two existing dwellings accessed via the unadopted lane bring their refuse waste to the south of the lane to the adopted highway, at Glyn Road, to be collected by Neath Port Talbot County Council.
- 2.4.2 This arrangement would be considered to follow suit as that of the existing dwellings without causing any issue for existing residents or refuse collectors.

3 Visibility & Access

3.1 Introduction

- 3.1.1 As discussed, Glyn Road serves residential dwellings of which some have access to private driveways but parking in an informal manner is available for those who do not.
- 3.1.2 The alignment of the carriageway ensures visibility along the access lane is of a good standard allowing sufficient time for approaching vehicles to acknowledge each other.

3.2 Visibility at the Glyn Road junction

- 3.2.1 Manual for Streets (MfS) Guidance (2007) depicts visibility splays to be plotted to ensure adequate inter-visibility between vehicles on the major on minor arms. Though typically an X distance of 2.4m is normally used, MfS states that:

“A minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered”

3.2.2 The Y distance should be plotted based on the values for SSD, shown in **Figure 3.1**, below.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

Figure 3.1 MfS visibility requirements

3.2.3 The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 is made by the Welsh Ministers under section 81(2) of the Road Traffic Regulation Act 1984. The effect of the Order is to reduce the general speed limit for restricted roads from 30 miles per hour to 20 miles per hour in relation to Wales.

3.2.4 As discussed, the carriageway on Glyn Road is subject to a 30mph speed limit requiring a 43m visibility splay, but with future legislation could be subject to a required visibility splay of 25m.

3.2.5 Given the nature of the existing carriageway and low traffic flows, an X distance of 2m has been deemed appropriate and a 2m x 43m visibility splay has been plotted, as shown at **Appendix A**.

3.2.6 **Plate 3.1** and **Plate 3.2** identifies the photographic evidence looking both sides from the unadopted lane onto Glyn Road, from a point measured 2.4m back from the notional give-way line.



Plate 3.1 Visibility splay looking left from lane access



Plate 3.2 Visibility looking right from lane access

- 3.2.7 The above shows that despite parked cars on the carriageway to the west, visibility along Glyn Road is possible due to beneficial alignment of the carriageway allowing sufficient time to see and respond to approaching vehicles.
- 3.2.8 The lack of collision history within the vicinity of the site shows this existing access operates without safety concerns.
- 3.2.9 In addition, this was measured using an 'X' distance of 2.4m, whereas based on Manual for Streets guidance, it would be more than appropriate to use an 'X' distance of 2m, in a location that is extremely lightly trafficked. There are no trip attractors within this immediate vicinity of the network.
- 3.2.10 Contact was made with NPT Council Highways Department to obtain an extent of highways plan, showing what area of land is adopted and in control of the local highway authority. The extents of adopted highway plan is shown within **Appendix B**.

3.3 Access

3.3.1 The existing access lane to the proposed development currently serves 2 dwellings situated on the lane. The farm situated to the east has vehicular access via this lane though appears to primarily use the driveway at the dwellings south facing frontage via private driveway.

3.3.2 The access lane is of restricted width and the smallest pinch point of the lane is approximately 3.8m in width. The lane maintains this width for approximately 12m. The pinch point is shown in **Figure 3.2**.

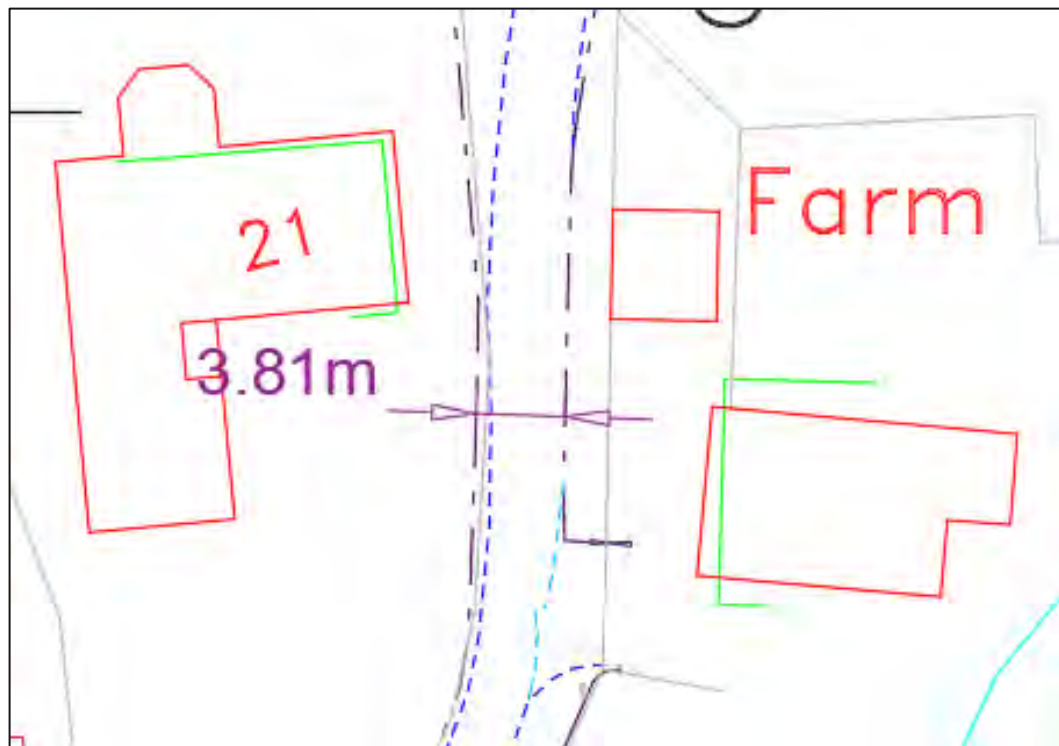


Figure 3.2 Access Lane pinch point

3.3.3 North and south of this pinch point, the lane widens as much as 4m with scope to widen this further by extending onto the grass verge. As the lane is unadopted, our client will have to investigate who owns the land to enter negotiations to see if an agreement can be made to possibly allow further widening of the lane.

3.3.4 **Appendix A** also shows swept path analysis for vehicles on the lane. It is evident from the swept path analysis that a vehicle is able to enter and exit the site via the access without disrupting the flow of traffic on the carriageway.

- 3.3.5 In addition to this, with the provision of passing points, two vehicles can pass each other on the lane with sufficient space.

4 Development Proposals

4.1 Proposed development

- 4.1.1 As mentioned previously, it is proposed to construct a single dwelling at the end of the unadopted lane off of Glyn Road, Lower Brynamman, Ammanford. A site layout has been shown within **Appendix C**.

4.2 Vehicular Access / Passing Bays

- 4.2.1 Vehicular access will be made via the unadopted lane, with the assistance of any localised widening of the lane that can be made, in addition to the passing-bays that have been provided and shown within **Appendix A**.
- 4.2.2 A point of access, via the creation of a driveway, will be formed from the unadopted lane providing access into the plot/s of the proposed dwelling.

Refuse Collection

- 4.2.3 It is intended that the existing refuse collection strategy will be sufficient for the proposed dwelling where waste will be brought to the lane / Glyn Road junction to be collected by Neath Port Talbot County Council.

5 Conclusion

5.1 Summary

5.1.1 The development proposes for the construction of a single dwelling at land off Glyn Road, Lower Brynamman, Ammanford.

5.1.2 This Technical Note has reviewed matters of highway safety and the existing highway network surrounding the site. Visibility and the suitability of the access have also been assessed through swept path analysis.

5.2 Conclusion

5.2.1 The development site will provide improvements to the existing private lane in the form of additional passing bays, potential localised widening if land agreements can be made with the relevant landowners. The existing two dwellings currently operate with the lane in its existing formation and one extra dwelling would be considered to have no negative impact and, in theory, the unadopted lane would not need to be modified. If one passing bay could be provided this should easily form sufficient mitigation for any vehicle conflict is highly unlikely to happen.

5.2.2 These improvements would provide a betterment for the existing residents using the lane allowed improved passage between the dwellings and Glyn Road. Passing bays will reduce the chances of vehicles having to reverse on the lane.

5.2.3 Asbri Transport have concluded that the development proposes to provide an overall betterment to the existing conditions of the access lane.

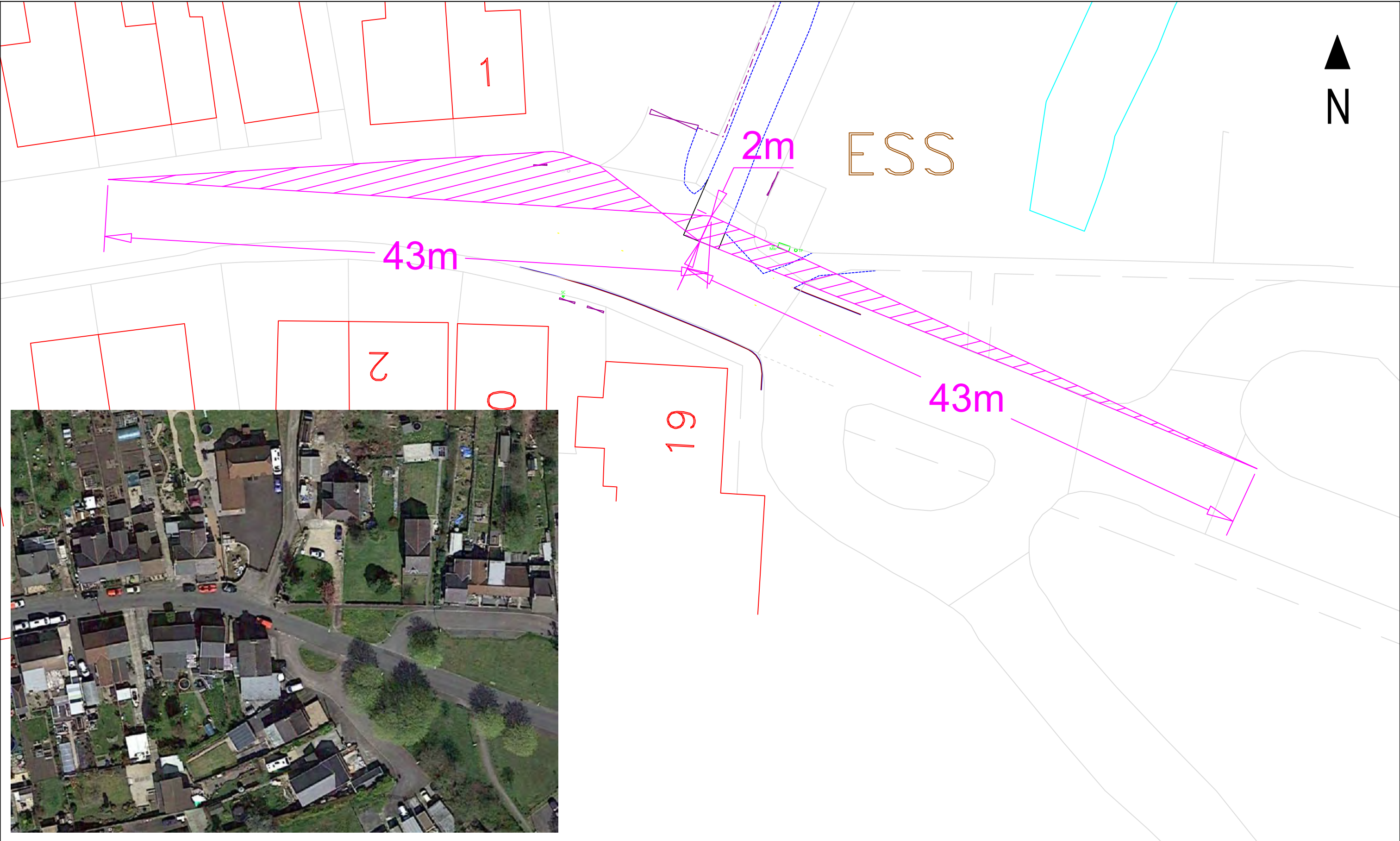
5.2.4 This Technical Note has evidenced that the previous reasons for concern resulting in the withdrawal of the original planning application to be addressed in every way and concludes that there is no “material harm” in terms of highway and pedestrian safety associated with the proposed development.

5.2.5 It has been mentioned several times but this application is for a single dwelling only when three previous planning applications have been approved all of which providing a much higher level of residential development (5 dwellings, 7 dwellings and 8 dwellings) so it seems extremely inappropriate to have asked our client to withdraw their original

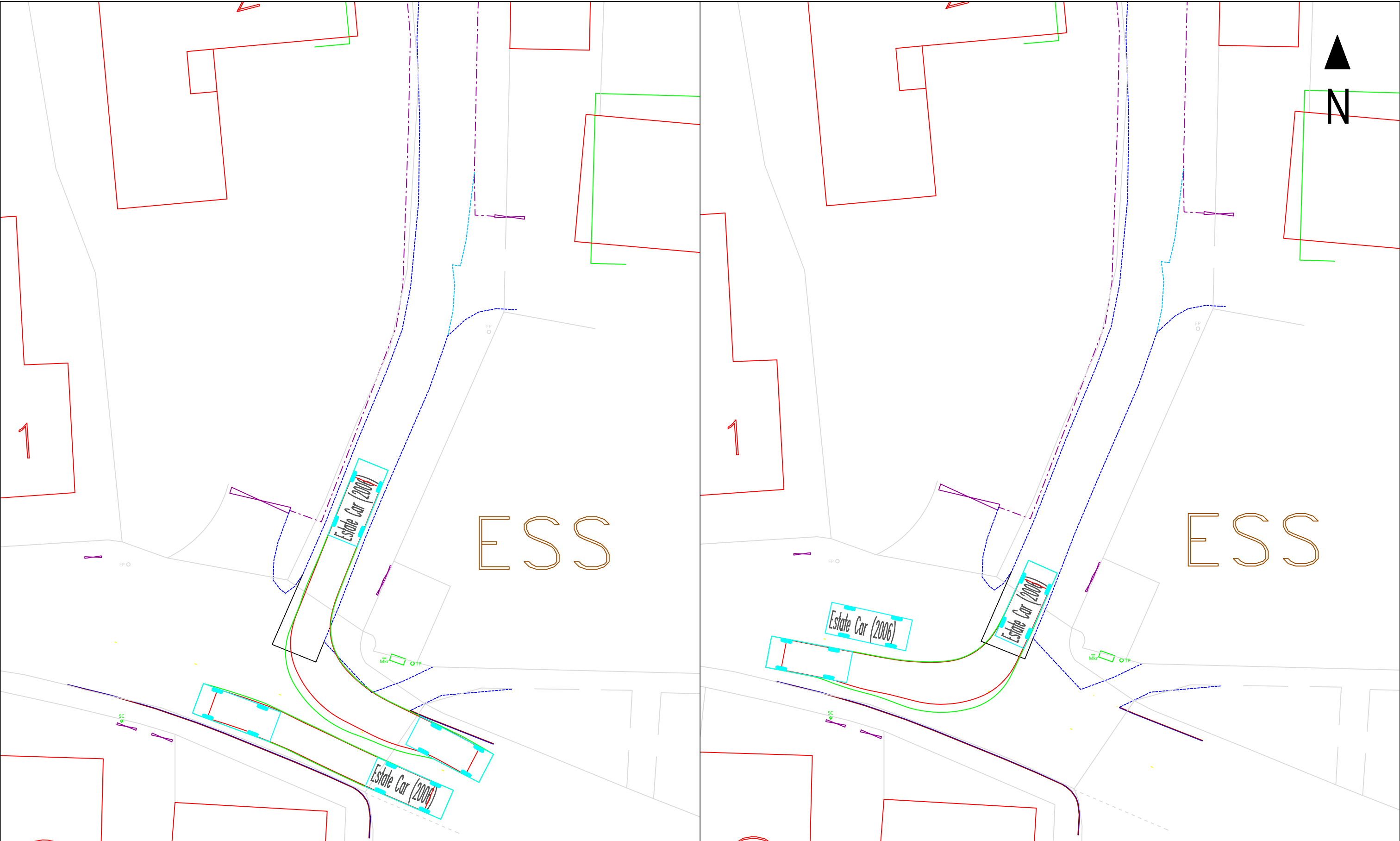
application knowing that there were existing planning permissions for many additional dwellings to be built within the same area, using the unadopted lane as an access point.

Appendices

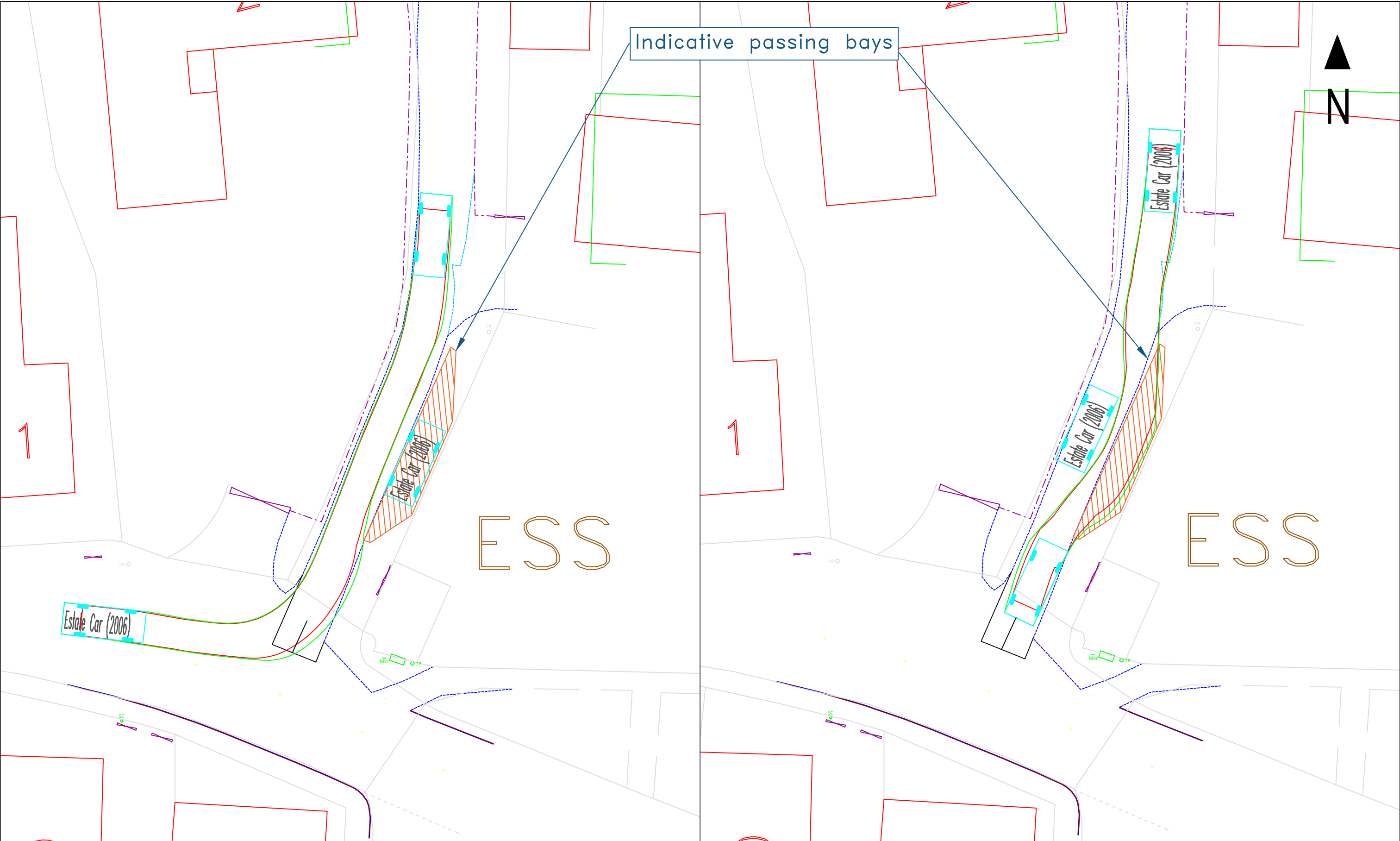
Appendix A



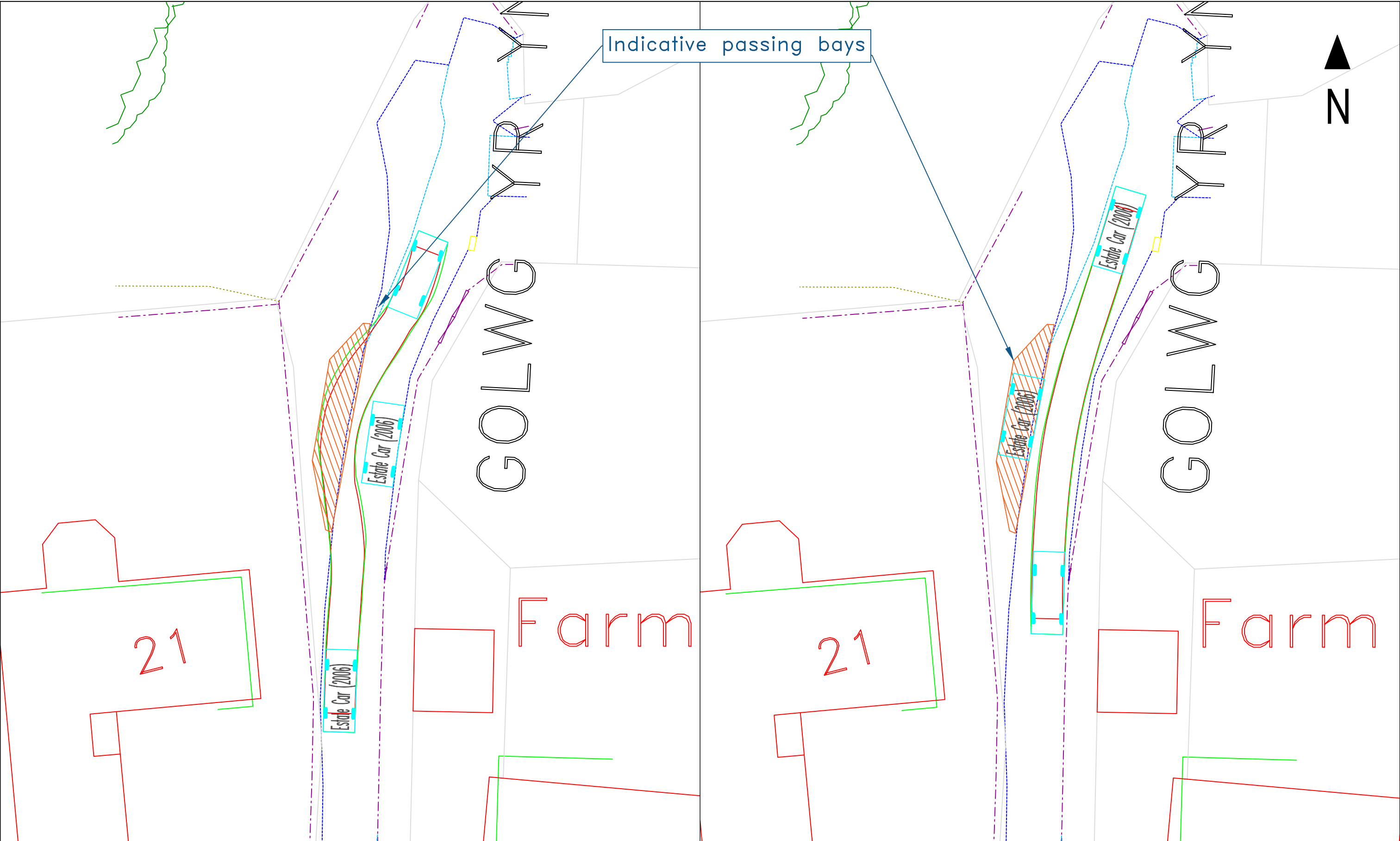
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Drawing Title	Swept path analysis passing vehicles	Client	Mr. Craig Thomas	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Scale:	1:200																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Appendix B



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COUNTRYSIDE AND WILDLIFE SECTION
NEATH PORT TALBOT COUNCIL



PLOTS 4 AND 5 GOLWG YR YNYS, LOWER BRYNAMMAN
ADOPTED HIGHWAY IS SHOWN COLOURED IN RED.

Appendix C

