

Transport Statement

Land at Bay View, Port Talbot

For

Pontypridd Organic Growth Ltd

April 2024

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DRAWINGS

Drawing TS01	Site location (local context)
Drawing TS02	Visibility Splays

APPENDICES

Appendix A	Proposed Site Layout Plan
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1.0 INTRODUCTION

Pontypridd Organic Growth Ltd (the 'applicant') is seeking planning permission to build three residential dwellings on land at Bay View Road, Port Talbot.

This transport statement has been produced by DW Transportation Limited on behalf of the applicant to set out the highway and transport matters relating to the proposals. Following this introduction, Section 2 sets out the policy context, which is followed by Section 3, which describes the baseline situation. Section 4 sets out the proposed development whilst Section 5 considers the highway safety in the vicinity of the site. Section 6 describes the strategy for waste collection. The report is summarised and concluded in Section 7.

1.1 Initial Highways Response (10 units)

Llettyharri – A4107

The A4107 is a busy district distributor road linking Port Talbot with the Afan Valley. The junction from the A4107 with Bay View is conflicting and substandard. The junction is situated between two sweeping bends and due to the nature of the horizontal alignment of the carriageway along with indiscriminate on street parking of vehicles at Lletty Harri/A4107 forward visibility is compromised on both approaches to its junction with Bay View. Any potential stacking of vehicles waiting to turn on the A4107 due to this conflicting merging junction setup at Bay View and Oaklands which is within 3.5 metres of the junction with the A4107, would be detrimental to both highway and pedestrian safety. In 2018 there was a road traffic collision approximately 96 metres to the south of this junction involving two vehicles with casualties. There is also a bus stop located within 25 metres of this junction with Bay View.

Any improvements proposed to the junction of the A4107 with Bay View would not be sufficient to outweigh the harm to the safety of road users caused by any increase of traffic volume and in turning movements and manoeuvres necessary to negotiate the conflicting junction of Bay View with Oaklands with the A4107 Lletty Harri.

Bay View / Oaklands

As you access Bay View from the A4107 on approach to the proposed site there is no footway provision and has a carriageway width of approximately 5.2 metres. At this location Bay View is accessed by Oaklands and there is an electricity substation where access must be maintained at all times. The visibility from Oaklands onto Bay View at this location is substandard with any additional traffic flow at this location exacerbating the already detrimental impact on both highway and pedestrian safety.

The introduction of additional traffic flow at this location will result in an unacceptable increase in vehicular movements to the detriment of both highway and pedestrian safety.

The Site

Ground stability at the site is a concern as there have been significant ground slippages in recent years in the locality. The site is steeply sloping, with the level difference between the site and Bay View causing significant concerns in relation to the provision of the access road and the extent of groundworks that would be required in relation to land stability. The levels on site also cause concern with the associated off street car parking requirement for each dwelling being achievable. This could lead to indiscriminate parking on Bay View which will only exacerbate existing highway and pedestrian concerns at this location.

Therefore, any further development off this substandard junction at Bay View would cause a significant impact on both highway and pedestrian safety.

This transport statement responds to each of the above issues in Section 6.

2.0 BASELINE SITUATION

2.1 Site Location

The site is located on land accessed off Bay View, Port Talbot. The application area is a greenfield site, which is at a lower elevation than the adjacent A4107 Llettyharri. Located between the towns of Cwmafan and on the fringe of Port Talbot, the site has a semi-rural feel.

The application area is shown indicatively on Figure 2-1 and in a strategic context on **Drawing TS01**.

Figure 2-1
Application Site (Indicative)



2.2 Access for Vehicles

The existing access is provided in the form of an unmade private drive, which forms a t-junction with the eastern corner of Bay View. The drive provides access to two existing private dwellings and is approximately 2 metres wide.

2.3 Access for Pedestrians

A pedestrian right of way passes over the site by cutting through the southeastern corner of the site from Llettyharri.

2.4 Permitted Trip Generation

The proposed development is accessed from a private drive. The site is permitted to generate traffic associated with 5 dwellings. However, it is recognised that the access should be a minimum width of 4.5 metres in accordance with Common Standards for Wales Highway Design Guide, Drawing 104. As the access road is over 45m in length, it is required to have passing places and a turning head.

2.5 Local and Strategic Road Network Description

2.5.1 A4107 Llettyharri

Llettyharri is a single carriageway road providing access to the Afan Forest to the north and Port Talbot to the south. In the vicinity of the site the road is bendy and with bus laybys on both sides. Warning signs are erected to warn of the bends and to advise drivers to reduce speed. Pedestrian footways are provided on both sides of the road. No traffic regulation orders are in place and so this invites a certain level of on road/footway parking.

ATC data indicates that the 85%ile speed of Llettyharri is 36mph.

2.5.2 Bay View

Bay View is a local access road (although has the characteristics of a lane beyond its junction with Llettyharri) which forms a priority t-junction with and inclines towards Llettyharri. An informal parking area is created on the eastern side of Oaklands for approximately 7 cars.

There are two priority t-junctions on Bay View; Oaklands (a minor residential access road) and a private drive, which is the access to the application site.

2.5.3 Access to the Motorway

The M4 motorway is accessible from the A4107 via junction 40.

2.6 Pedestrian Facilities

Pedestrian footways are located on both sides of Llettyharri. There is also a signed pedestrian footpath which passes through the southeastern corner of the site.

2.7 Cycle Facilities

The Sustrans website advises of the new National Cycle Network Route 887 between Port Talbot and Afan Forest Park, allowing cyclists to explore the beautiful countryside of Afan and its mountain bike centre. Route 887 provides a link between the towns of Port Talbot, Cwmafan, and Pontrhydyfen, connecting local people to shops, schools and workplaces. The route then continues onto Afan Forest Park, creating better access to this popular green space.

2.8 Public Transport

2.8.1 Bus

The site is located within walking distance of bus stops with the nearest being located on Llettyharri. Both bus stops have shelters with seating and timetable information. The main bus services that operates along Llettyharri is the X3 Cymru Clipper, which is an hourly service to Maesteg.

The above bus service and the proximity of the bus stops to the site provide a good opportunity for prospective residents to travel between Maesteg and the site by bus.

2.8.2 Rail

The nearest train station to the site is Port Talbot Parkway, which is approximately 1.4km from the site. There is a direct walk route following the pedestrian desire line between the site and the station, which takes approximately 17 minutes to walk.

Port Talbot Parkway Station is served by both Great Western Railway main line services between London Paddington and Swansea (hourly each way with peak extras) and Transport for Wales regional trains between Milford Haven/Carmarthen and Manchester Piccadilly via Cardiff Central, Newport and Shrewsbury (also hourly), plus the two-hourly Swansea to Cardiff stopping trains.

On Sundays the London - Swansea Great Western Railway service runs hourly with a two hourly service extended to Carmarthen. Transport for Wales Milford Haven/Carmarthen - Manchester Piccadilly services are hourly .

3.0 PROPOSED DEVELOPMENT

It is proposed to introduce three new detached dwellings on land at Bay View, Port Talbot. The existing private drive will be upgraded to comply with the NPTCBC design standards (4.5m minimum). The proposed development will maximise the number of dwellings that can be accessed from a private drive (five). Each of the three proposed dwellings will have its own drive on/off the main private drive providing access to a parking area.

The proposed scheme can be seen at **Appendix A**.

3.1 Parking

3.1.1 Car Parking Standards

The relevant parking standards for the proposed development are contained as an SPG of the Neath Port Talbot Local Development Plan. Based on the Parking Standards SPG, each dwelling should have 1 space per bedroom + 1 space for visitors.

In accordance with the above standards, each of the proposed houses will have one car parking space per bedroom and three visitor spaces.

3.2 Proposed Vehicular Access

Access to the site for all vehicles would be via the existing private drive. However, to comply with NPTCPC design standards it is proposed to widen the private drive to 4.5m. It is also proposed to introduce a passing place at the northern end of the private road to allow an HGV to pass a car should it be required.

3.3 Pedestrian Access

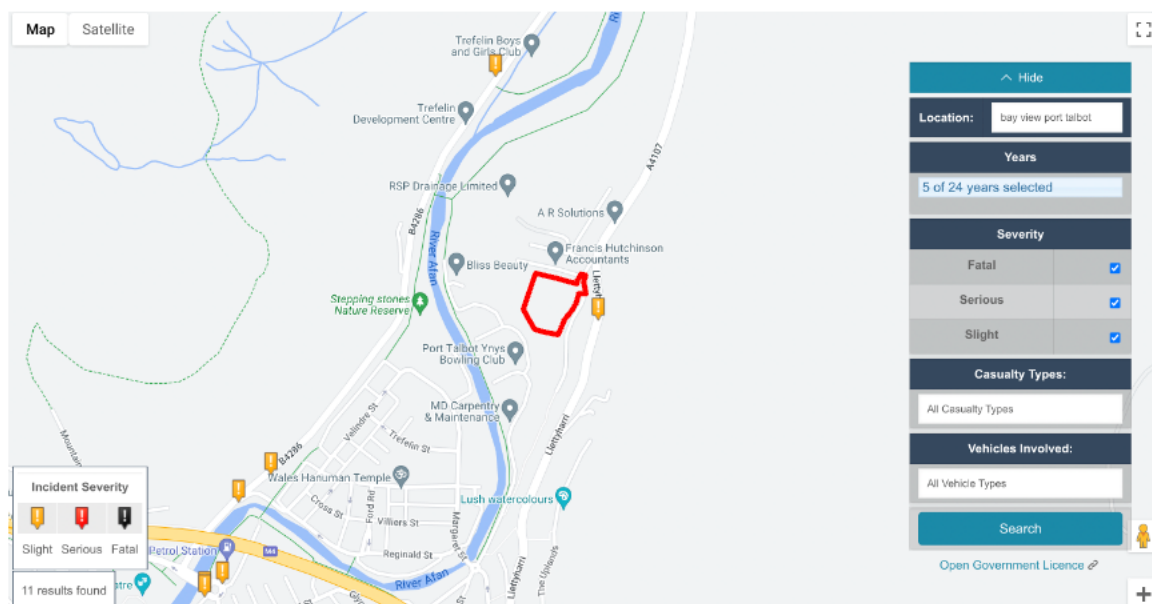
Pedestrian access will be via the private road which will be paved shared surface. It is also proposed to introduce a new pedestrian link off the access road to Llettyharri.

4.0 HIGHWAY SAFETY

4.1 Introduction

It has been identified through use of the 'Crashmap' website that no accidents have been recorded at Oaklands or Bay View in the last 5 years. Just one 'slight' accident has been recorded on Llettyharri during the same period. Figure 5-1 shows the accident location on Llettyharri.

Figure 4-1
2018 – 2022 Accident Locations (Crashmap extract)



The low number of accidents that have been recorded demonstrates that the local road network is not currently hazardous.

5.0 WASTE COLLECTION

5.1 Waste and Recycling Arrangements

Waste and recycling would be privately collected directly from each dwelling.

6.0 THE CONCERNS OF THE LOCAL HIGHWAY AUTHORITY

The local highway authority were consulted on a proposed residential scheme on the site for 10 houses. Whilst the number of units has been reduced to three, the following issues have been addressed in this section of the report to ensure that all potential problems have been considered.

- **forward visibility** is compromised on both approaches to its junction with Bay View;
- Any potential **stacking of vehicles** waiting to turn on the A4107 due to this conflicting merging junction setup at Bay View and Oaklands;
- As you access Bay View from the A4107 on approach to the proposed site there is **no footway provision**;
- The **visibility from Oaklands** onto Bay View; and
- The **levels on site** also cause concern with the associated off street car parking requirement for each dwelling being achievable. This could lead to indiscriminate parking on Bay View

6.1 Forward Visibility

The visibility to the Bay View junction has been checked. Recommended forward visibility distances (as advised by Manual for Streets) is based on Stopping Sight Distances, which are measured based on the 85%ile speed of traffic. The speed of traffic has been measured using an Automatic Traffic Counter (ATC) which was installed for 7 days week commencing 12 August 2022. The ATC recorded an 85%ile speed of 36mph in both directions.

In accordance with the MfS, the recommended SSD for speeds up to 37mph is 56m.

The 56m SSD has been plotted on an Ordnance Survey digital base map. In accordance with MfS, the forward visibility envelope has been measured along the centre of the inner lane and shown on **Drawing TS02**.

Video cameras were installed at the site during the first week of November 2022 to record all activity at the junction of Llettyharri with Bay View. The video footage showed that cars park on the outside of the bend only. Figure 6-1 is a screenshot from the video footage, a scene that was consistent throughout the whole survey period.

Figure 6-1
On street Parking



It is therefore concluded that forward visibility is not compromised.

6.2 Stacking of Vehicles

The proposed development is for only three dwellings. A camera installed at the site recorded no stacking of vehicles at the junction. The proposed development would generate a level of traffic that would go almost unnoticed on the road network and would not be recognised by PICADY software. Therefore, there is no reason to believe that the proposed development would result in any stacking of vehicles.

6.3 No Footway Between Llettyharri and the Site

To mitigate this, a proposed pedestrian footway is proposed between the site access and Llettyharri as indicated in Figure 6-2.

Figure 6-2
Proposed Pedestrian Footpath



6.4 The Visibility from Oaklands onto Bay View

The local highway authority is of the view that the electricity sub-station enclosure restricts visibility to an unacceptable level. However, it fails to recognise that the enclosure fencing can be seen through therefore providing adequate visibility onto Bay View. **Drawing TS02** illustrates the splays that are available at the junction.

6.5 Levels on Site

Site levels are not considered to be an issue for recommending a refusal at the planning stage. It is assumed that detailed drawings of the site would need to be provided as a condition of any planning permission. The assumption at this stage should be that all levels on the site will be compliant with all relevant design standards.

7.0 SUMMARY AND CONCLUSIONS

It is proposed to introduce three new detached dwellings on land at Bay View, Port Talbot.

There have been no accidents recorded in the vicinity of the site in the past five years. This indicates that there are no visibility issues at the junction of Bay View with Llettyharri.

Peak hour video footage of the junction of Bay View with Llettyharri demonstrates that no queues form.

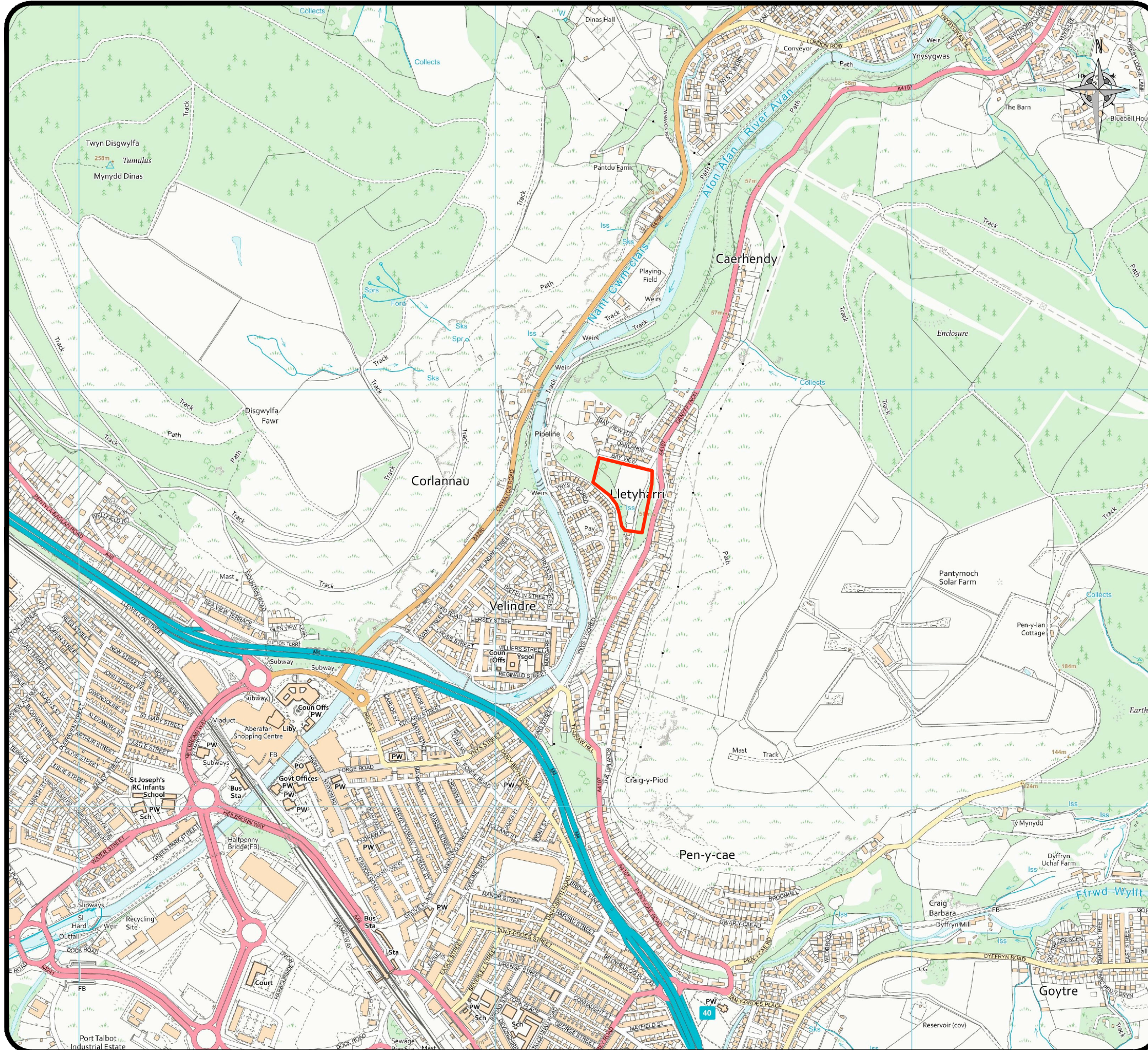
The existing private drive would be upgraded and widened to comply with the Council's standards for private drives.

A pedestrian connection between the site's private drive and Llettyharri is proposed.

All waste and recycling would be privately collected.

In conclusion, no highway or transport issues have been identified that would preclude the development from being recommended for planning permission.

Drawings



Notes

No.	Revision/Issue	Date
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Client

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Project

LAND AT BAY VIEW
PORT TALBOT

Drawing

SITE LOCATION PLAN

Project No

DWT288

Date

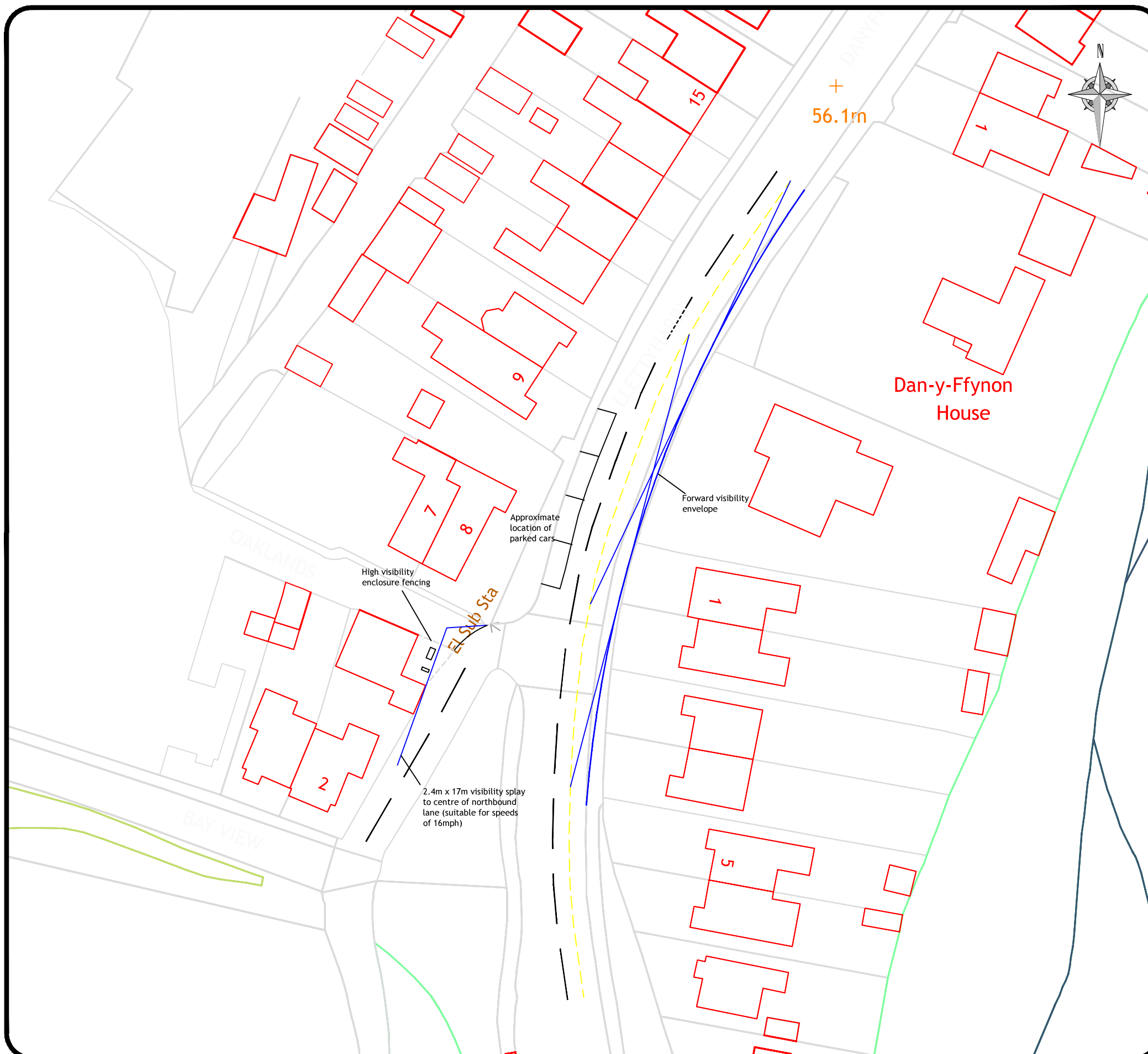
10.11.2022

Scale

1:10,000@A3

Drawing No.

TS01



Notes

No.	Revision/Issue	Date

Client

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Project

LAND AT BAY VIEW ROAD
PORT TALBOT

Drawing

FORWARD VISIBILITY ENVELOPE AND VISIBILITY SPLAYS AT OAKLANDS

Project No

DWT288

Date _____

10.11.2022

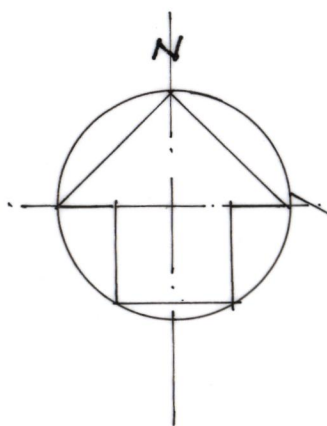
Scale

1:500@A3

Drawing No.

TS02

Appendix A



INDIVIDUAL PLOT BOUNDARIES INDICATED BY BROKEN PURPLE LINES.
PLOT BOUNDARIES + PERIMETER BOUNDARIES SHALL BE FORMED USING 1.8m HIGH TIMBER PALISADE FENCING.

HOUSE FOOTPRINTS ARE HAB HOMES - HOUSE TYPE WH 602.1 (PLEASE SEE PLANS + ELEVATIONS FOR DETAILS).

DETACHED DOUBLE GARAGES ALSO BY HAB HOMES FLOOR LEVELS OF WHICH ARE 150mm LOWER THAN THAT OF FFL OF THE HOUSE.

ALL PARKING SPACES WITHIN HOUSE PLOTS ARE 5.0m LONG x 2.6m WIDE.

LANDSCAPED EMBANKMENTS ARE SHOWN THUS, FORMING PART OF THE CUT & FILL PROPOSED TOPOGRAPHY OF THE SITE.

APPLICATION SITE INDICATED BY RED LINE. THE BLUE LINE INDICATES OTHER SURROUNDING LAND PARCELS OWNED BY THE APPLICANT.



PEDESTRIAN LINK (PROPOSED) BETWEEN BAY VIEW & LLETTY HARRI PROPOSED PATH TO BE 1.2m WIDE & AT A GRADIENT OF 1:12 WITH LEVEL PLATFORMS. (TO ENGINEER'S DETAIL).

PROPOSED VISITOR / PUBLIC PARKING SPACES ALONG VERGE OPPOSITE BAY VIEW FOR THE USE OF BAY VIEW RESIDENTS ALSO PARKING SPACES TO BE 6.0m LONG x 2.85m.

PROPOSED SHARED DRIVEWAY LOCATED ALONG THE COURSE OF THE EXISTING TRACK. THE EXISTING ACCESS TO ASH TREE COTTAGE & LOWER LODGE SHALL REMAIN UNHINDERED AT ALL TIMES.

THE PROPOSED SHARED DRIVEWAY AND INDIVIDUAL PLOT DRIVEWAYS TO BE CONSTRUCTED IN PERMEABLE MATERIALS EG TOBEMORE HYDROPAVE BLOCK PAVING. THE FULL SPECIFICATION TO BE CONFIRMED AT SUDS APPLICATION STAGE.

EXISTING TREES SHOWN THUS. PLEASE READ THIS DRG. IN CONJUNCTION WITH THE TREE SURVEY + REPORT.

PROPOSED TREES SHOWN THUS. DETAILED LANDSCAPE SCHEMATIC TO BE SUBMITTED AT A LATER DATE.

GENERAL NOTES.
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH THE TOPOGRAPHICAL SURVEY.
2. PLEASE SEE DRG. NO. A.S.02 FOR SITE SECTIONS.

Client: Pontypridd Organic Growth Ltd	
Project Title: Proposed Residential Development adjacent to Bay View, Port Talbot.	
Drg. Title: Proposed Site Plan	
Kevyn Davies Chartered Architect	
SCALE: 1:500 at A1	
DATE: March 2024	
Issue: Planning	
Drg.no.	rev.
A.S.01.	

