

Our reference 22-379-20

Date 10<sup>th</sup> September 2024

Neath Port Talbot County Borough Council

**BY EMAIL ONLY**

To whom it may concern,

**RE: CAEWERN HOUSE, HEOL ILLTYD, NEATH – LETTER OF RESPONSE**

I am writing further to your Authority's Transport Development Services comments dated 20<sup>th</sup> June 2024 in respect of planning application 2/3/24/0301/00, which seeks permission for construction of 36 affordable residential flats...

Your Authority's responses to general highway issues are addressed in this letter, which we are confident will enable you to provide a positive consultation response on behalf of your Authority. For ease, we set out each of your comments and our response individually, below.

**Comment 1: Visibility Splays**

***Vision splays of 2.4m by 25m onto the existing public highway known as Dwr Y Felin Road must be achieved and within which nothing over 600mm in height shall be erected or allowed to grow and shall be retained as such thereafter. It is noted that the bus stop is highlighted within the current visibility splays this will need to be relocated alongside any other street furniture that is within the splay areas. These will need to be provided on a separate drawing, not just included within the Transport Assessment.***

As a point of clarification, Figure 2.2 (and Appendix B) of the submitted Transport Statement details the 20mph (25-metre) visibility splay in green, whilst the additional 30mph (43-metre) splay has been shown for context by the blue line. The 25-metre splay is formed in front of the bus stop and does not therefore require the bus stop or any other street furniture to be repositioned. For context, Figure 2.2 of the submitted Transport Statement has been provided under [Appendix A](#) of this letter.

**Comment 2: Pedestrian Footpath**

***The pedestrian footpath along the proposed access road is currently drawn to be less than the minimum requirement of 2m.***

In response to the above, Figure 1 below confirms that the pedestrian footpath is provided over 2-metres width. Figure 1 is provided to scale at [Appendix B](#).

0 10m 20m 50m  
Metres 1:500

24x43m VISIBILITY SPLAYS  
SSD FOR 30mph  
M15

24x25m Visibility Splays SSD for  
20mph

INTERVISIBILITY

EXISTING TACTILE PAVING

PROPOSED TACTILE PAVING

| NO | REVISION          | DATE     | BY | CHKD BY |
|----|-------------------|----------|----|---------|
| 1  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |
| 2  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |
| 3  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |
| 4  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |
| 5  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |
| 6  | ISSUED FOR TENDER | 20/09/24 | AW | AW      |

FOR INFORMATION

LINC CYMRU

CAEWYN HOUSE,  
HEOL LLYD, NEATH

PROPOSED SITE ACCESS  
VISIBILITY SPLAYS

calibro

| 1:500  | DR 09/24 | IF | RW |
|--------|----------|----|----|
| 22-379 | 20-102   | E  |    |

*In addition to the current plans, a new tactile crossing will be required at the end of the footpath to cross Dwr Y Felin Road, this is due to the desire line of pedestrians to take the shortest route.*

Following the comments, Figure 1 above – and appended herewith – shows the new tactile crossing to improve the existing crossing facilities across Dwr Y Felin Road in addition to the tactile crossing next to parking space P1. Figure 1 is provided to scale at [Appendix B](#) of this letter.

**Narrowings within the highway will only be allowed for a maximum distance of 10m, with a minimum width of 3.6m to ensure emergency vehicle access.**

In response, Figure 1 above evidences that the site access road will be provided over 5.5-metre width for circa 60-metres, as requested by the LHA.

#### **Comment 7: Footpaths**

***Please explain the two grey tones used to show the footpaths on the proposed site plan, is there a reason for this? Are full height kerbs to be used at the light grey sections? As there are no formal crossing points shown currently.***

We can confirm that the previous plan in question contained a drafting error, which has been corrected, as contained within [Appendix C](#) of this letter.

#### **Comment 8: Bin Stores and Collection Distances**

***The bin stores should be located where the access is along adopted highway, these should also not require the bins to be wheeled greater than 12m to the refuse vehicle.***

The masterplan has been optimised to achieve the distances specified above.

#### **Comment 9: Carriageway Gradients**

***A long section of the carriageway is required to show the gradients that will be constructed. Also the gradients for the additional link of footpath are required and tie in details.***

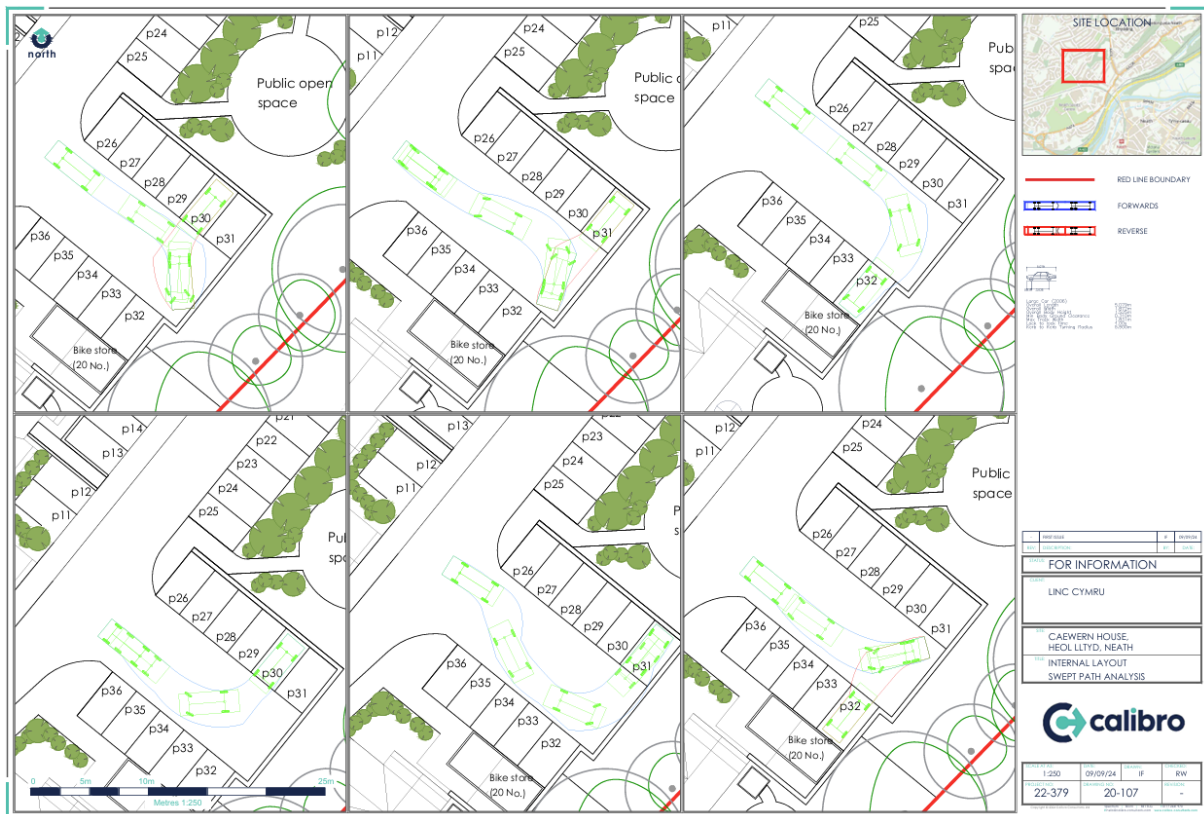
In response to the comment, this is a matter of detail that will be refined during the adoption process. However, can confirm that gradients are outlined within Spring Design's drawing – contained at [Appendix D](#).

#### **Comment 10: Vehicular Tracking**

***Please provide auto-tracking for parking spaces P30 and P31, due to the retaining wall that will be erected next to these. This is to ensure that vehicles will be able to access and egress safely.***

In response to the above comment, additional tracking has been undertaken for parking spaces P30 & P31, with the output provided within the Figure below, and to scale at [Appendix E](#).

Figure 2 Vehicular Tracking



#### Comment 11: Footpath Link

**Parking spaces P8-P10, please show how the footpath will be linked here, this should be a dropped vehicular crossing over the footpath. Please also consider the orientation of these spaces as they are not 90° to the highway.**

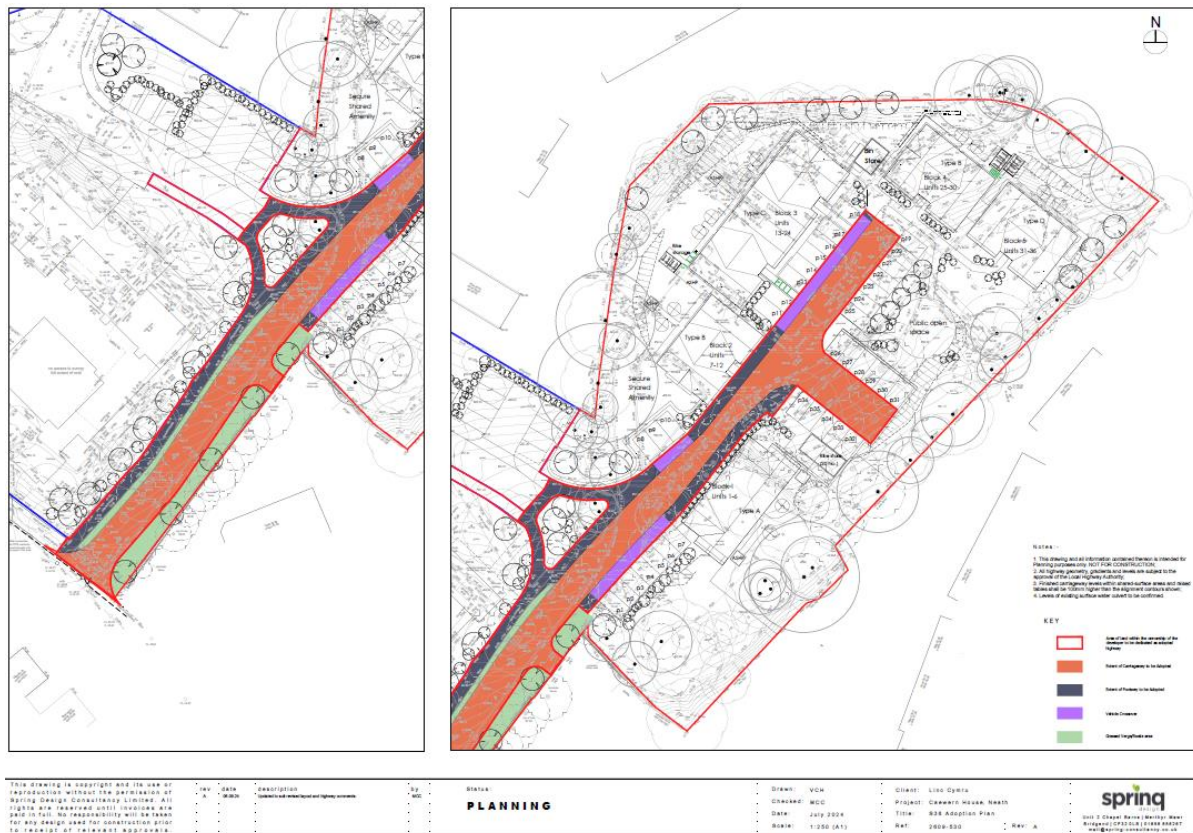
The masterplan appended shows the footpath link in question. We can confirm that a dropped kerb crossover arrangement will be formed at this location.

#### Comment 12: Adoptable Highway

**A drawing showing the extent of adoptable highway is required, as this could impact elements of the design.**

The plan – prepared by Spring Design - is provided at [Appendix F](#) of this letter and details the extent of adoptable highway, the plan is also provided at figure 4 below for context.

Figure 3 Adoption Plan



### Comment 13: Footpaths

**The pedestrian footway would not be acceptable behind the parking spaces P11-P18, this would need to be placed along the line of the building.**

The masterplan appended shows the footpath link positioned as requested.

### Comment 14: Road Safety Audit

**All works to be constructed on the public highway shall be subject to Road safety Audits, stages 1 to 4 in accordance with GG 119 of the Design Manual for Roads and Bridges. Each stage of the Road safety Audit shall be submitted for approval in writing by the Local planning Authority. All issues highlighted at each stage, being addressed to the written approval of the Local Planning Authority within 3 months of that stage of that Road safety Audit has been approved.**

We can confirm that the client agrees to undertaking Road Safety Audits in line with the above comment.

#### **Comment 15: Construction Method Statement**

***A Construction Method Statement needs to be submitted to and approved before the development commences.***

We can confirm that the client agrees to providing a Construction Method Statement for approval before the development commences.

#### **Comment 16: Transport Statement Appendices**

***Please provide all the appendix drawings independently, to be able to review clearly. Appendix F is required to review the TRICS data used, and therefore we are unable to provide comment currently.***

The Appendices have been provided alongside this letter of response.

#### **Comment 17: Bus Shelter Relocation**

***Within Figure 2.2, the existing bus shelter appears to be relocated, can you confirm that this will be included as part of the scheme.***

As per the response to Comment 1, the bus shelter does not require relocation to accommodate visibility splays. As such, the proposals do not accommodate bus stop / shelter relocation.

#### **Comment 18: CAD Drawings**

***Please provide all the appropriate CAD drawings to be able to check the swept path analysis, for the refuse vehicle and the junction.***

The CAD drawings requested are provided alongside this letter.

#### **Closure**

I trust the above clarifications suitably respond to your earlier comments and provide sufficient comfort to enable you to provide an updated and positive consultation response to the Planning Authority. However, as always, please do let me know should you require further clarification.

Naturally, I am available to speak on the matter further should you consider this to be helpful.

Yours faithfully



**RICHARD WOODS** BSc MSc  
**Head of Transport Planning**

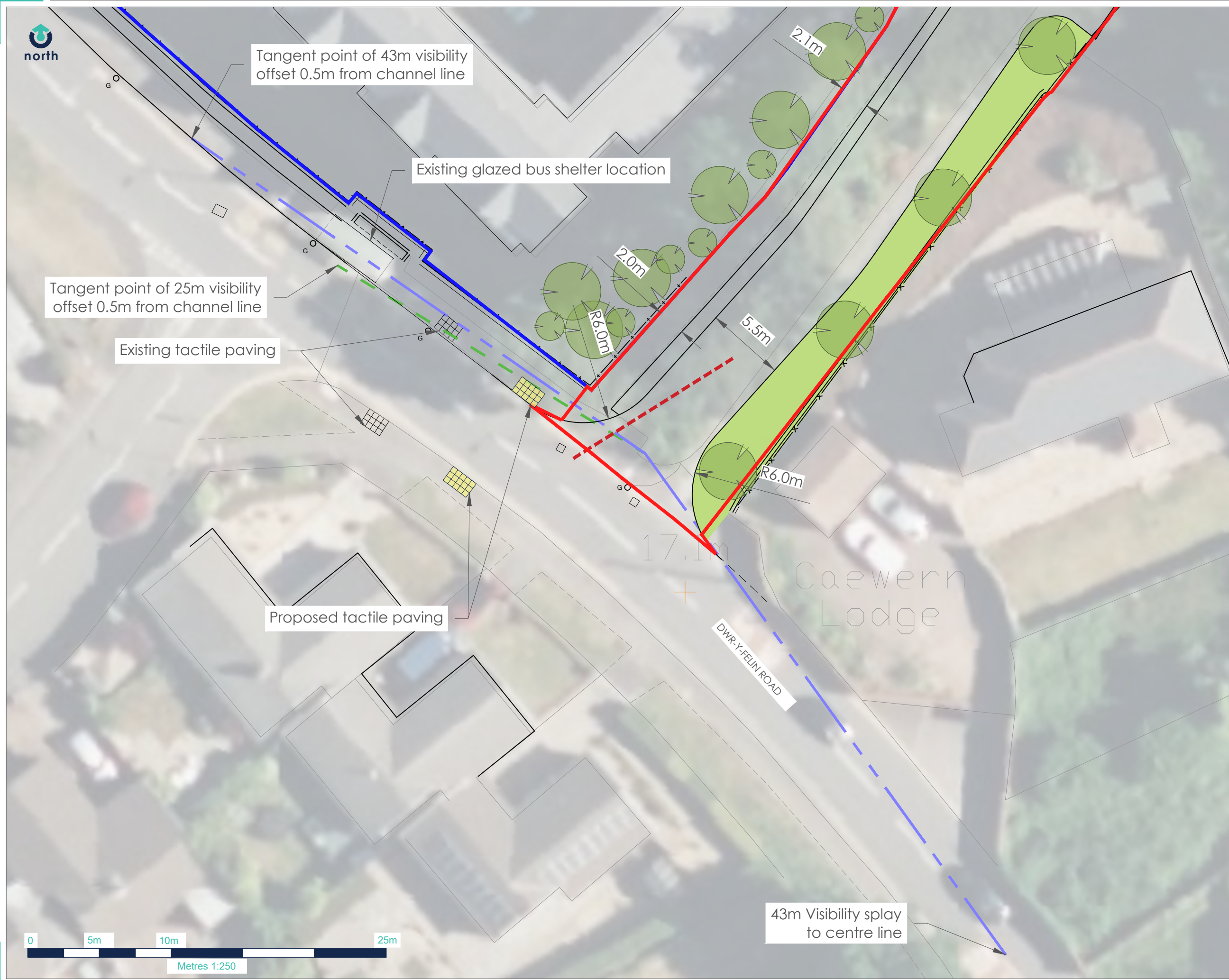
For and on behalf of

**calibro**

Enc:

# APPENDIX A

## Visibility Splays



- 2.4x43m VISIBILITY SPLAYS  
SSD FOR 30mph  
MFS
- 2.4x25m Visibility Splays SSD for  
20mph
- INTERVISIBILITY
- EXISTING TACTILE PAVING
- PROPOSED TACTILE PAVING

|      |                                              |     |          |
|------|----------------------------------------------|-----|----------|
| E    | SITE LAYOUT UPDATED AND TACTILE PAVING ADDED | IF  | 09-09-24 |
| D    | VISIBILITY SPLAYS UPDATED                    | IF  | 09-05-24 |
| C    | INTERNAL LAYOUT UPDATED                      | WW  | 25-04-24 |
| B    | ACCESS UPDATED                               | AF  | 11/08/23 |
| A    | ACCESS UPDATED                               | MK  | 13/01/23 |
| -    | FIRST ISSUE                                  | BT  | 14/11/22 |
| REV: | DESCRIPTION:                                 | BY: | DATE:    |

STATUS: FOR INFORMATION

CLIENT:  
LINC CYMRU

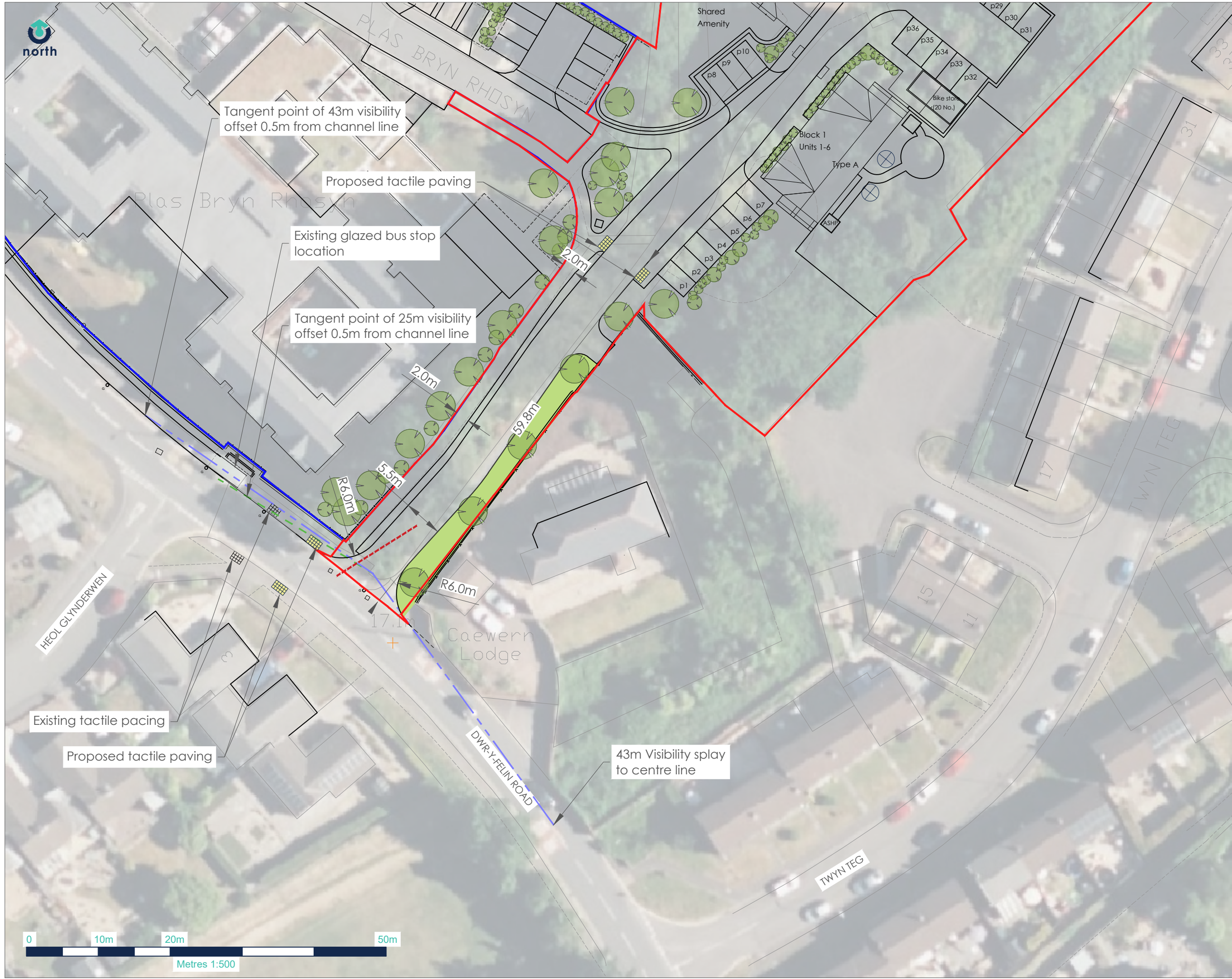
SITE: CAEWRN HOUSE,  
HEOL LLTYD, NEATH  
TITLE: PROPOSED SITE ACCESS  
VISIBILITY SPLAYS



|                       |                       |                |                |
|-----------------------|-----------------------|----------------|----------------|
| SCALE AT A3:<br>1:250 | DATE:<br>09-09-24     | DRAWN:<br>IF   | CHECKED:<br>RW |
| PROJECT NO:<br>22-379 | DRAWING NO:<br>20-102 | REVISION:<br>E |                |

## APPENDIX B

### Site Access & Pedestrian Footway Width + Tactile Paving Provision



- 2.4x43m VISIBILITY SPLAYS  
SSD FOR 30mph  
MFS
- 2.4x25m Visibility Splays SSD for  
20mph
- INTERVISIBILITY
- EXISTING TACTILE PAVING
- PROPOSED TACTILE PAVING

|      |                                              |     |          |
|------|----------------------------------------------|-----|----------|
| E    | SITE LAYOUT UPDATED AND TACTILE PAVING ADDED | IF  | 09-09-24 |
| D    | VISIBILITY SPLAYS UPDATED                    | IF  | 09-05-24 |
| C    | INTERNAL LAYOUT UPDATED                      | WW  | 25-04-24 |
| B    | ACCESS UPDATED                               | AF  | 11/08/23 |
| A    | ACCESS UPDATED                               | MK  | 13/01/23 |
| -    | FIRST ISSUE                                  | BT  | 14/11/22 |
| REV: | DESCRIPTION:                                 | BY: | DATE:    |

STATUS: FOR INFORMATION

CLIENT:  
LINC CYMRU

SITE: CAEWRN HOUSE,  
HEOL LLTYD, NEATH

TITLE: PROPOSED SITE ACCESS  
VISIBILITY SPLAYS



|                       |                       |                |                |
|-----------------------|-----------------------|----------------|----------------|
| SCALE AT A3:<br>1:500 | DATE:<br>09-09-24     | DRAWN:<br>IF   | CHECKED:<br>RW |
| PROJECT NO:<br>22-379 | DRAWING NO:<br>20-102 | REVISION:<br>E |                |

## APPENDIX C

Site Plan



Soft Landscape Principles

- Public facing soft landscaping managed by SAB/Man.Co./HA
- Secure, shared amenity space for residents
- New strategic landscaping
- Existing Trees & RPAs to be retained
- Rotary washing lines

NB: All Cat. U Trees shown as being removed. Refer to Treescene Tree Constraints Plan & Report for full details of existing trees.

Boundary Structures

- 2.1m Feather edge timber fence
- Retaining wall

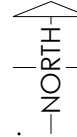
Overall Mix

|                       |        |            |
|-----------------------|--------|------------|
| 2p1b WDQR Flats       | 27 No. | @ 50.1sq.m |
| 2p1b WDQR Flats       | 3 No.  | @ 54.7sq.m |
| 2p1b Accessible Flats | 2 No.  | @ 62.3sq.m |
| 3p2b WDQR Flats       | 4 No   | @ 62.3sq.m |

TOTAL 36 No.

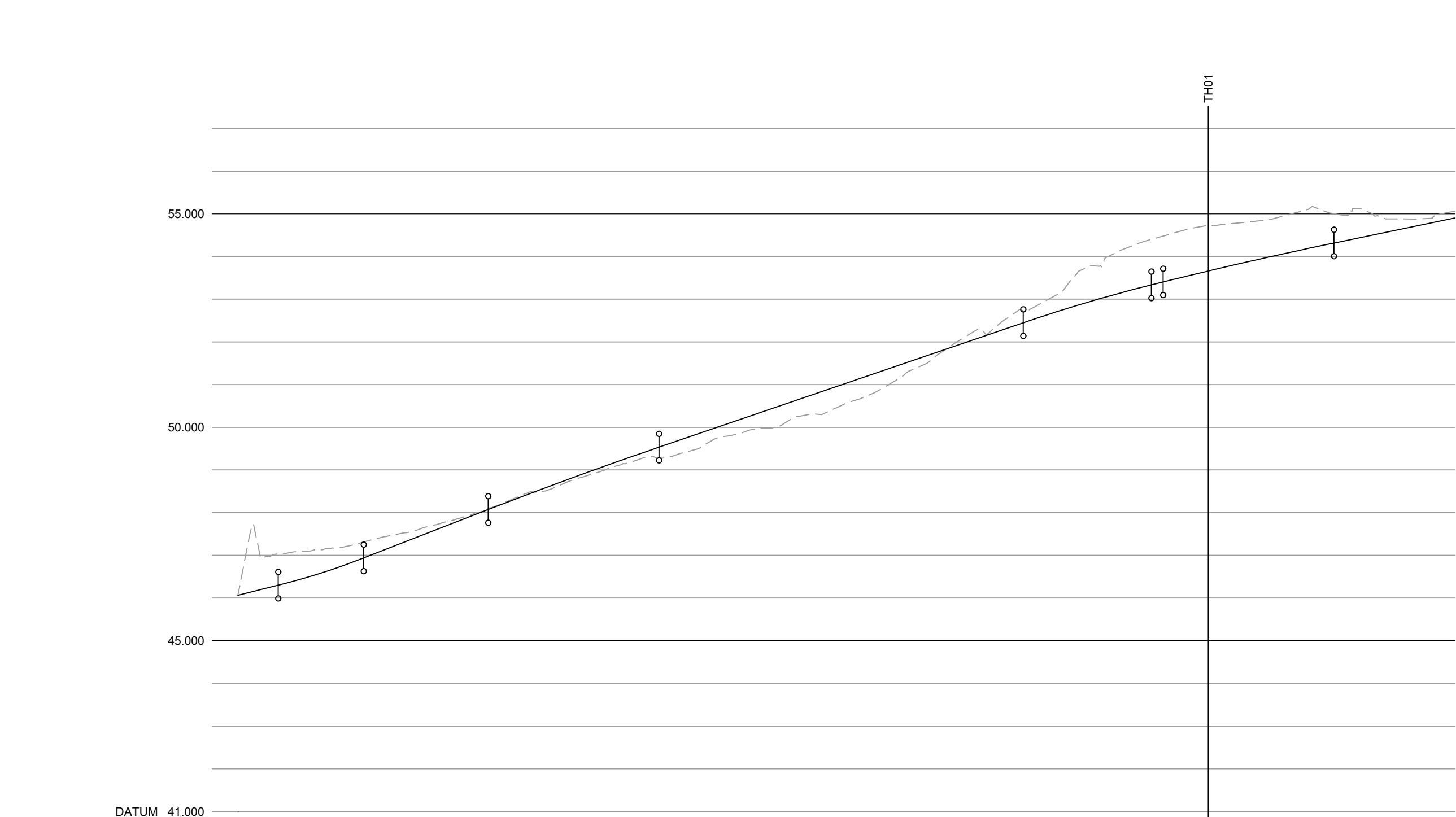
Parking Spaces

|           |                                                      |
|-----------|------------------------------------------------------|
| Residents | 36No.<br>Inclusive of 4 electric car charging spaces |
| Visitor   | Informal parking along entrance road                 |

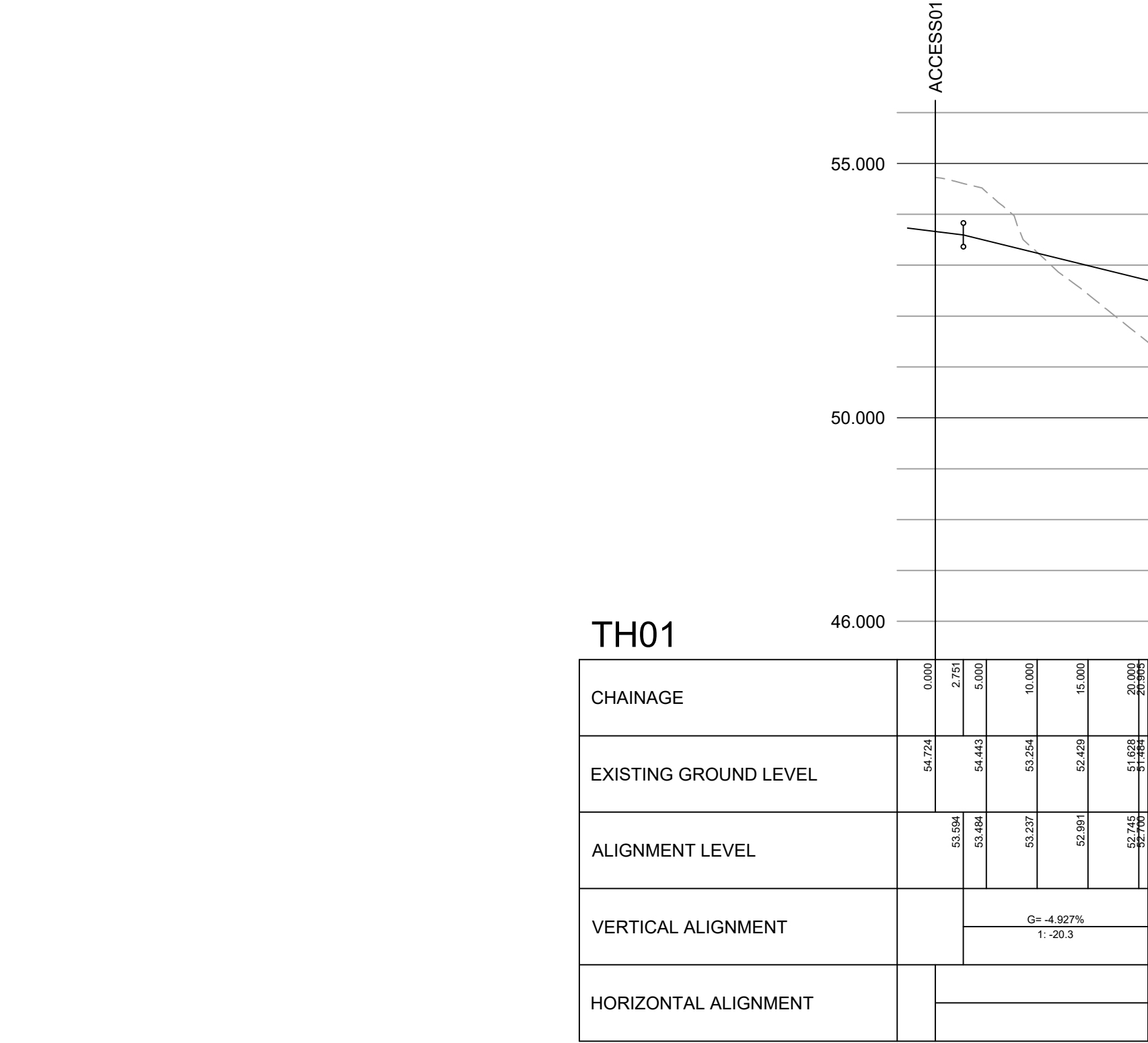


## APPENDIX D

### Longitudinal Section



|          |  |  |  |       |  |       |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |      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| ACCESS01 |  |  |  |       |  |       |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |        |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |         |  |      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| CHAINAGE |  |  |  | 0.000 |  | 4.000 |  | 10.000 |  | 14.000 |  | 18.000 |  | 22.000 |  | 26.000 |  | 30.000 |  | 34.000 |  | 38.000 |  | 42.000 |  | 46.000 |  | 50.000 |  | 54.000 |  | 58.000 |  | 62.000 |  | 66.000 |  | 70.000 |  | 74.000 |  | 78.000 |  | 82.000 |  | 86.000 |  | 90.000 |  | 94.000 |  | 98.000 |  | 102.000 |  | 106.000 |  | 110.000 |  | 114.000 |  | 118.000 |  | 122.000 |  | 126.000 |  | 130.000 |  | 134.000 |  | 138.000 |  | 142.000 |  | 146.000 |  | 150.000 |  | 154.000 |  | 158.000 |  | 162.000 |  | 166.000 |  | 170.000 |  | 174.000 |  | 178.000 |  | 182.000 |  | 186.000 |  | 190.000 |  | 194.000 |  | 198.000 |  | 202.000 |  | 206.000 |  | 210.000 |  | 214.000 |  | 218.000 |  | 222.000 |  | 226.000 |  | 230.000 |  | 234.000 |  | 238.000 |  | 242.000 |  | 246.000 |  | 250.000 |  | 254.000 |  | 258.000 |  | 262.000 |  | 266.000 |  | 270.000 |  | 274.000 |  | 278.000 |  | 282.000 |  | 286.000 |  | 290.000 |  | 294.000 |  | 298.000 |  | 302.000 |  | 306.000 |  | 310.000 |  | 314.000 |  | 318.000 |  | 322.000 |  | 326.000 |  | 330.000 |  | 334.000 |  | 338.000 |  | 342.000 |  | 346.000 |  | 350.000 |  | 354.000 |  | 358.000 |  | 362.000 |  | 366.000 |  | 370.000 |  | 374.000 |  | 378.000 |  | 382.000 |  | 386.000 |  | 390.000 |  | 394.000 |  | 398.000 |  | 402.000 |  | 406.000 |  | 410.000 |  | 414.000 |  | 418.000 |  | 422.000 |  | 426.000 |  | 430.000 |  | 434.000 |  | 438.000 |  | 442.000 |  | 446.000 |  | 450.000 |  | 454.000 |  | 458.000 |  | 462.000 |  | 466.000 |  | 470.000 |  | 474.000 |  | 478.000 |  | 482.000 |  | 486.000 |  | 490.000 |  | 494.000 |  | 498.000 |  | 502.000 |  | 506.000 |  | 510.000 |  | 514.000 |  | 518.000 |  | 522.000 |  | 526.000 |  | 530.000 |  | 534.000 |  | 538.000 |  | 542.000 |  | 546.000 |  | 550.000 |  | 554.000 |  | 558.000 |  | 562.000 |  | 566.000 |  | 570.000 |  | 574.000 |  | 578.000 |  | 582.000 |  | 586.000 |  | 590.000 |  | 594.000 |  | 598.000 |  | 602.000 |  | 606.000 |  | 610.000 |  | 614.000 |  | 618.000 |  | 622.000 |  | 626.000 |  | 630.000 |  | 634.000 |  | 638.000 |  | 642.000 |  | 646.000 |  | 650.000 |  | 654.000 |  | 658.000 |  | 662.000 |  | 666.000 |  | 670.000 |  | 674.000 |  | 678.000 |  | 682.000 |  | 686.000 |  | 690.000 |  | 694.000 |  | 698.000 |  | 702.000 |  | 706.000 |  | 710.000 |  | 714.000 |  | 718.000 |  | 722.000 |  | 726.000 |  | 730.000 |  | 734.000 |  | 738.000 |  | 742.000 |  | 746.000 |  | 750.000 |  | 754.000 |  | 758.000 |  | 762.000 |  | 766.000 |  | 770.000 |  | 774.000 |  | 778.000 |  | 782.000 |  | 786.000 |  | 790.000 |  | 794.000 |  | 798.000 |  | 802.000 |  | 806.000 |  | 810.000 |  | 814.000 |  | 818.000 |  | 822.000 |  | 826.000 |  | 830.000 |  | 834.000 |  | 838.000 |  | 842.000 |  | 846.000 |  | 850.000 |  | 854.000 |  | 858.000 |  | 862.000 |  | 866.000 |  | 870.000 |  | 874.000 |  | 878.000 |  | 882.000 |  | 886.000 |  | 890.000 |  | 894.000 |  | 898.000 |  | 902.000 |  | 906.000 |  | 910.000 |  | 914.000 |  | 918.000 |  | 922.000 |  | 926.000 |  | 930.000 |  | 934.000 |  | 938.000 |  | 942.000 |  | 946.000 |  | 950.000 |  | 954.000 |  | 958.000 |  | 962.000 |  | 966.000 |  | 970.000 |  | 974.000 |  | 978.000 |  | 982.000 |  | 986.000 |  | 990.000 |  | 994.000 |  | 998.000 |  | 1002.000 |  | 1006.000 |  | 1010.000 |  | 1014.000 |  | 1018.000 |  | 1022.000 |  | 1026.000 |  | 1030.000 |  | 1034.000 |  | 1038.000 |  | 1042.000 |  | 1046.000 |  | 1050.000 |  | 1054.000 |  | 1058.000 |  | 1062.000 |  | 1066.000 |  | 1070.000 |  | 1074.000 |  | 1078.000 |  | 1082.000 |  | 1086.000 |  | 1090.000 |  | 1094.000 |  | 1098.000 |  | 1102.000 |  | 1106.000 |  | 1110.000 |  | 1114.000 |  | 1118.000 |  | 1122.000 |  | 1126.000 |  | 1130.000 |  | 1134.000 |  | 1138.000 |  | 1142.000 |  | 1146.000 |  | 1150.000 |  | 1154.000 |  | 1158.000 |  | 1162.000 |  | 1166.000 |  | 1170.000 |  | 1174.000 |  | 1178.000 |  | 1182.000 |  | 1186.000 |  | 1190.000 |  | 1194.000 |  | 1198.000 |  | 1202.000 |  | 1206.000 |  | 1210.000 |  | 1214.000 |  | 1218.000 |  | 1222.000 |  | 1226.000 |  | 1230.000 |  | 1234.000 |  | 1238.000 |  | 1242.000 |  | 1246.000 |  | 1250.000 |  | 1254.000 |  | 1258.000 |  | 1262.000 |  | 1266.000 |  | 1270.000 |  | 1274.000 |  | 1278.000 |  | 1282.000 |  | 1286.000 |  | 1290.000 |  | 1294.000 |  | 1298.000 |  | 1302.000 |  | 1306.000 |  | 1310.000 |  | 1314.000 |  | 1318.000 |  | 1322.000 |  | 1326.000 |  | 1330.000 |  | 1334.000 |  | 1338.000 |  | 1342.000 |  | 1346.000 |  | 1350.000 |  | 1354.000 |  | 1358.000 |  | 1362.000 |  | 1366.000 |  | 1370.000 |  | 1374.000 |  | 1378.000 |  | 1382.000 |  | 1386.000 |  | 1390.000 |  | 1394.000 |  | 1398.000 |  | 1402.000 |  | 1406.000 |  | 1410.000 |  | 1414.000 |  | 1418.000 |  | 1422.000 |  | 1426.000 |  | 1430.000 |  | 1434.000 |  | 1438.000 |  | 1442.000 |  | 1446.000 |  | 1450.000 |  | 1454.000 |  | 1458.000 |  | 1462.000 |  | 1466.000 |  | 1470.000 |  | 1474.000 |  | 1478.000 |  | 1482.000 |  | 1486.000 |  | 1490.000 |  | 1494.000 |  | 1498.000 |  | 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1786.000 |  | 1790.000 |  | 1794.000 |  | 1798.000 |  | 1802.000 |  | 1806.000 |  | 1810.000 |  | 1814.000 |  | 1818.000 |  | 1822.000 |  | 1826.000 |  | 1830.000 |  | 1834.000 |  | 1838.000 |  | 1842.000 |  | 1846.000 |  | 1850.000 |  | 1854.000 |  | 1858.000 |  | 1862.000 |  | 1866.000 |  | 1870.000 |  | 1874.000 |  | 1878.000 |  | 1882.000 |  | 1886.000 |  | 1890.000 |  | 1894.000 |  | 1898.000 |  | 1902.000 |  | 1906.000 |  | 1910.000 |  | 1914.000 |  | 1918.000 |  | 1922.000 |  | 1926.000 |  | 1930.000 |  | 1934.000 |  | 1938.000 |  | 1942.000 |  | 1946.000 |  | 1950.000 |  | 1954.000 |  | 1958.000 |  | 1962.000 |  | 1966.000 |  | 1970.000 |  | 1974.000 |  | 1978.000 |  | 1982.000 |  | 1986.000 |  | 1990.000 |  | 1994.000 |  | 1998.000 |  | 2002.000 |  | 2006.000 |  | 2010.000 |  | 2014.000 |  | 2018.000 |  | 2022.000 |  | 2026.000 |  | 2030.000 |  | 2034.000 |  | 2038.000 |  | 2042.000 |  | 2046.000 |  | 2050.000 |  | 2054.000 |  | 2058.000 |  | 2062.000 |  | 2066.000 |  | 2070.000 |  | 2074.000 |  | 2078.000 |  | 2082.000 |  | 2086.000 |  | 2090.000 |  | 2094.000 |  | 2098.000 |  | 2102.000 |  | 2106.000 |  | 2110.000 |  | 2114.000 |  | 2118.000 |  | 2122.000 |  | 2126.000 |  | 2130.000 |  | 2134.000 |  | 2138.000 |  | 2142.000 |  | 2146.000 |  | 2150.000 |  | 2154.000 |  | 2158.000 |  | 2162.000 |  | 2166.000 |  | 2170.000 |  | 2174.000 |  | 2178.000 |  | 2182.000 |  | 2186.000 |  | 2190.000 |  | 2194.000 |  | 2198.000 |  | 2202.000 |  | 2206.000 |  | 2210.000 |  | 2214.000 |  | 2218.000 |  | 2222.000 |  | 2226.000 |  | 2230.000 |  | 2234.000 |  | 2238.000 |  | 2242.000 |  | 2246.000 |  | 2250.000 |  | 2254.000 |  | 2258.000 |  | 2262.000 |  | 2266.000 |  | 2270.000 |  | 2274.000 |  | 2278.000 |  | 2282.000 |  | 2286.000 |  | 2290.000 |  | 2294.000 |  | 2298.000 |  | 2302.000 |  | 2306.000 |  | 2310.000 |  | 2314.000 |  | 2318.000 |  | 2322.000 |  | 2326.000 |  | 2330.000 |  | 2334.000 |  | 2338.000 |  | 2342.000 |  | 2346.000 |  | 2350.000 |  | 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rev date description

by

Status:

PLANNING

Drawn: MCC

Checked: MCC

Date: Sept 2024

Scale: As Shown(A1)

Client: Linc Cymru

Project: Caewern House, Neath

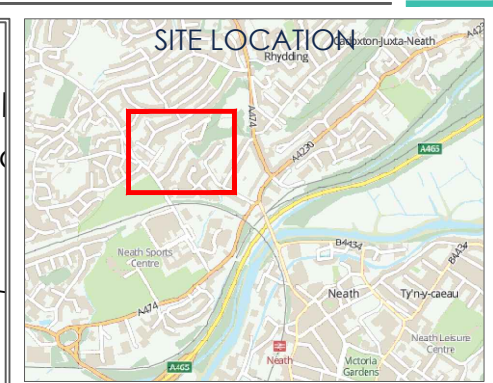
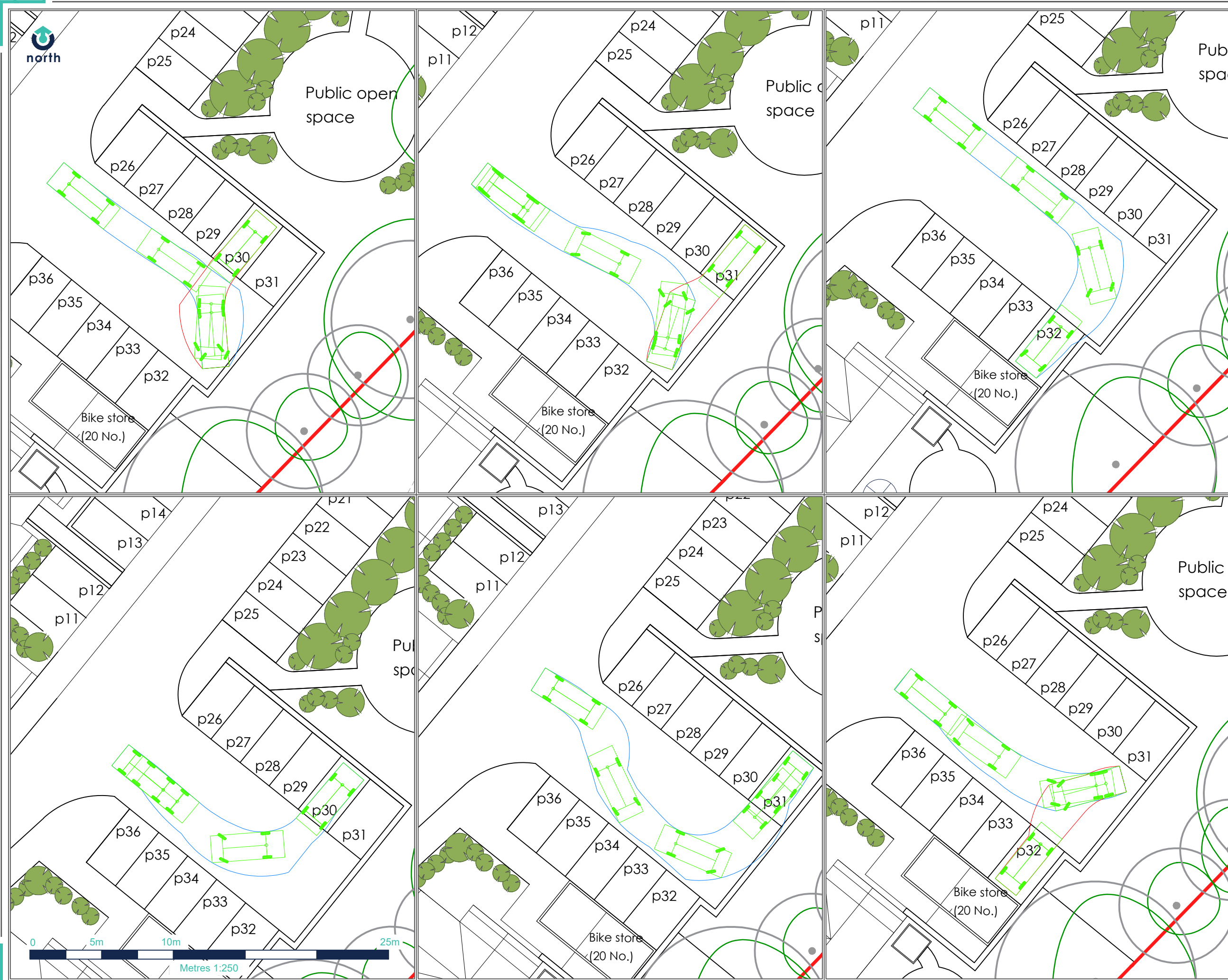
Title: Road Longitudinal Section

Ref: 2609-600

Rev: /

## APPENDIX E

### Parking Bay Swept-path Analysis



**RED LINE BOUNDARY**

**FORWARDS**

**REVERSE**

Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.822m  
Overall Height 1.524m  
Min Body Ground Clearance 0.131m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

|         |                                        |     |          |
|---------|----------------------------------------|-----|----------|
| REV:    | DESCRIPTION:                           | IF: | 09/09/24 |
| STATUS: | FOR INFORMATION                        |     |          |
| CLIENT: | LINC CYMRU                             |     |          |
| SITE:   | CAEWERN HOUSE, HEOL LLTYD, NEATH       |     |          |
| TITLE:  | INTERNAL LAYOUT<br>SWEEP PATH ANALYSIS |     |          |



|              |             |           |          |
|--------------|-------------|-----------|----------|
| SCALE AT A3: | DATE:       | DRAWN:    | CHECKED: |
| 1:250        | 09/09/24    | IF        | RW       |
| PROJECT NO:  | DRAWING NO: | REVISION: |          |
| 22-379       | 20-107      | -         |          |

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## APPENDIX F

### Adoption Plan

