

Our reference 22-379-20

Date 13th November 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 28th October 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

In regards to visibility splays, we require 2.4m x 25m onto Dwr Y Felin Road as this is an unclassified 20mph highway. On the visibility splays drawing it is difficult to see where the existing kerb line in front of the bus shelter is located, it states within the screenshot provided that the splay is not drawn correctly on the current drawing. As shown on the extract below, Manual for Streets does not allow for the acceptance of an offset from the channel line, please find an extract from Manual for Streets below. Therefore, the current drawing suggests that the bus stop would need to be moved to ensure suitable vehicular visibility splays (and a drawing detailing this to be provided, cross-referencing the information in the TS).

In response to the above, we have sought to produce a visibility splay drawing utilising topographical data. The provision of the required 25-metre visibility is shown in [Figure 1](#) below and has been provided at to scale under [Appendix A](#) of this letter. With this, it can be seen that the achievable visibility to the kerbline does not pass through the bus shelter – which has been positioned in line with the topo survey and Google Streetview - shown in [Figure 2](#) below, which clearly shows the position of the bus shelter set back from the carriageway edge.

Figure 1 Site Access & Visibility Splays



Figure 2 Google StreetView of bus shelter

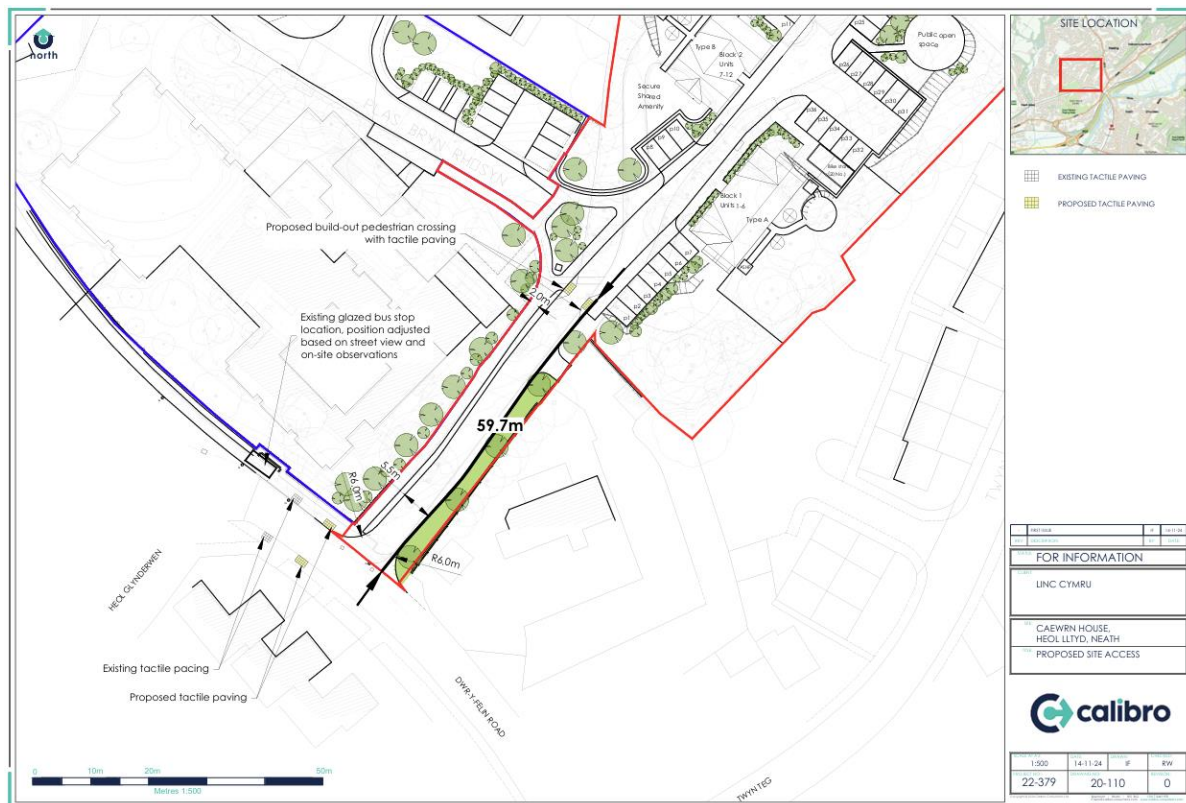


Comment 2: Unrestrained Highway Length

As noted within my observations the inclusion of the tactile crossing at 60m does not alleviate our concerns on the unrestrained length of highway. The unrestrained highway still appears to be 80m as the parking bays will be accessed from vehicular crossovers. This will need to be considered to ensure that vehicular speeds are not encouraged to be in excess of the design limit.

In response, we propose to provide a kerb build out at the crossing – narrowing the carriageway for a short section to 3-metres. The proposals are provide within Figure 3 below, whilst a scale version 3 is provided at [Appendix B](#) of this letter.

Figure 3 Access Road – Distance to Parking Bays

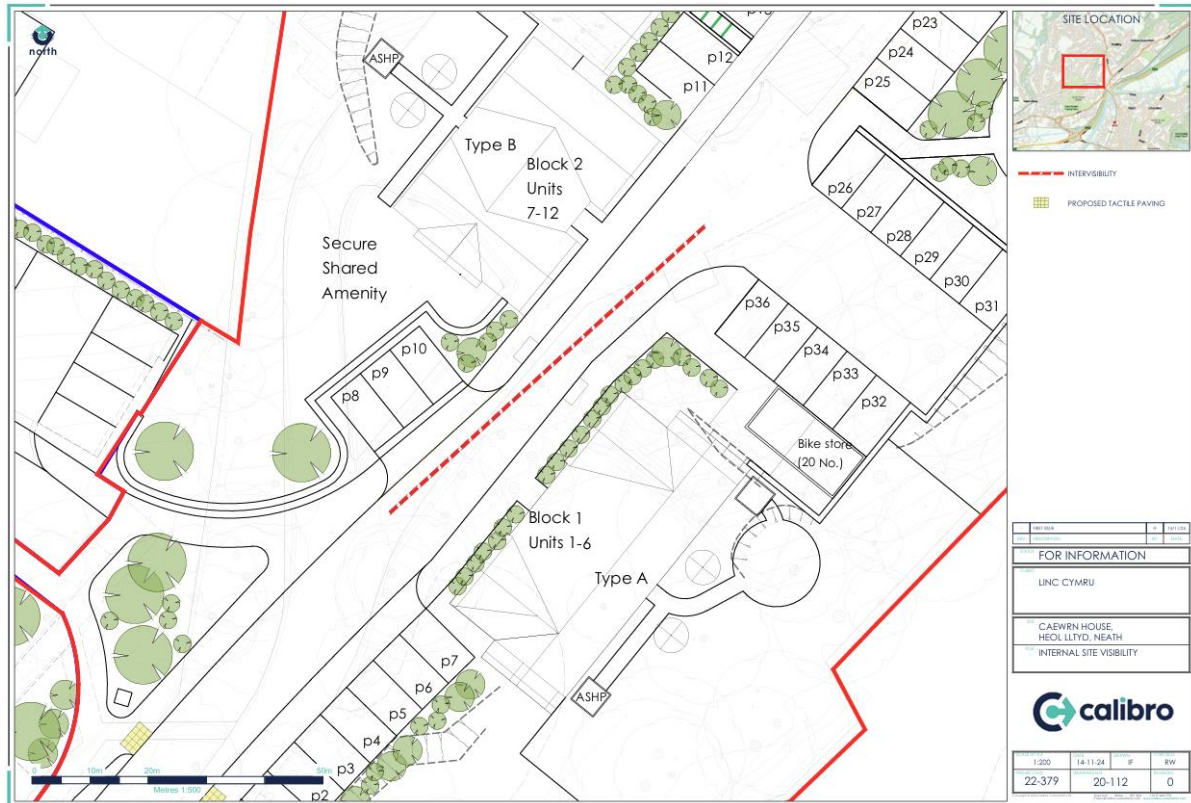


Comment 3: Road narrowing

On the 'Proposed Site Plan' Revision J, the narrowing is still in excess of the maximum 10m in length.

In response to Comment 3, it is evident that suitable intervisibility between both directions of travel is afforded in order to manage the space safely and efficiently, as shown within Figure 4 below, with a scale version provided at [Appendix C](#).

Figure 4 On site Intervisibility



Beyond the above, as shown within the submitted Transport Statement the peak vehicular flows are 10 and 8 two-way movement within the morning and evening peak hours respectively, which equates to a movement every 6 minutes at most. Noting that with the layout of parking proposed some 25% of those trips are likely to be to/from the 10 car parking spaces to the south, the chances of vehicles meeting each other over such a distance would be minimal and as shown with the intervisibility above would be avoidable and may only require a short waiting period for a manoeuvring vehicle to clear the area in question.

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:



G SV

25m Visibility splay

Adjusted bus shelter position based on street view and on-site observations

2.0m

2.1m

R6.0m

5.5m

R6.0m

DWR-Y-FEIN ROAD

43m Visibility splay to centre line



- 2.4x43m VISIBILITY SPLAY SSD FOR 30mph MfS
- 2.4x25m VISIBILITY SPLAY SSD FOR 20mph
- INTERVISIBILITY
- EXISTING TACTILE PAVING
- PROPOSED TACTILE PAVING

REV:	FIRST ISSUE	IF:	14/11/24
REV:	DESCRIPTION:	BY:	DATE:

STATUS: FOR INFORMATION

CLIENT: LINC CYMRU

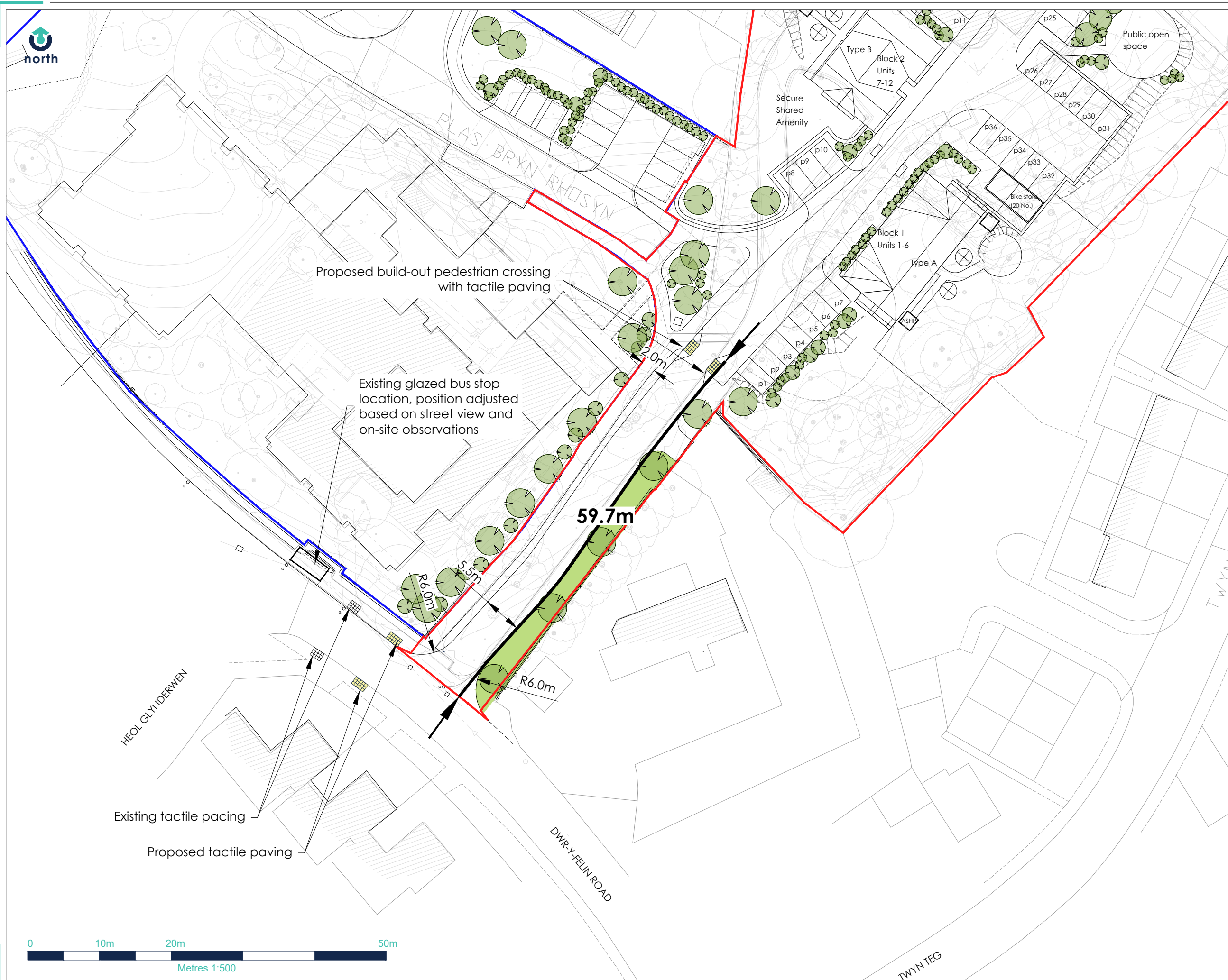
SITE: CAEWRN HOUSE, HEOL LLTYD, NEATH

TITLE: VISIBILITY SPLAYS



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1:250	14-11-24	IF	RW
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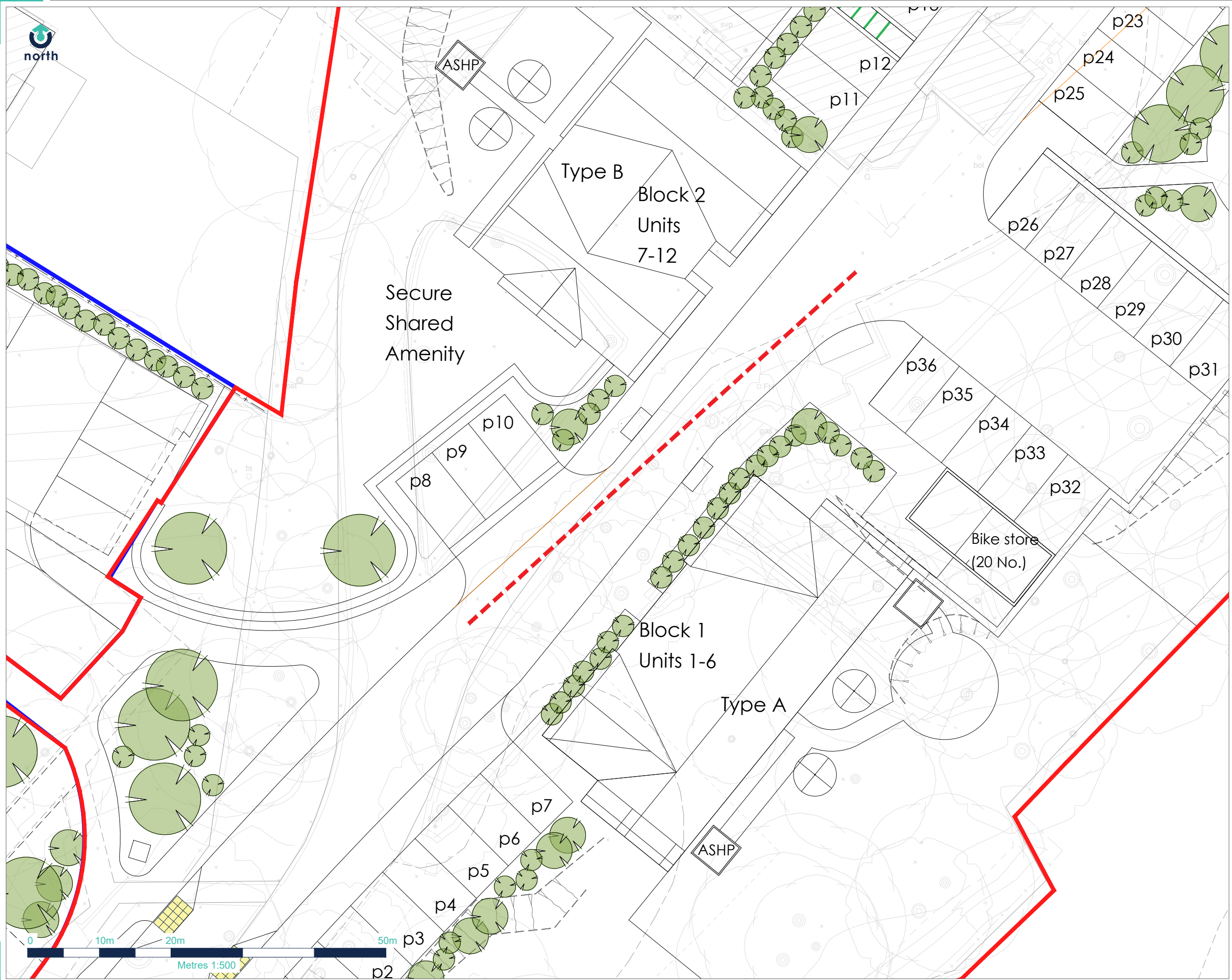
- EXISTING TACTILE PAVING
- PROPOSED TACTILE PAVING

REV:	DESCRIPTION:	IF:	DATE:
1	FIRST ISSUE	IF	14-11-24
STATUS: FOR INFORMATION			
CLIENT: LINC CYMRU			
SITE: CAEWRN HOUSE, HEOL LLTYD, NEATH			
TITLE: PROPOSED SITE ACCESS			



SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	14-11-24	IF	RW
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22-379	20-110	0	





-  INTERVISIBILITY
-  PROPOSED TACTILE PAVING

REV:	FIRST ISSUE	IF:	14/11/24
REV:	DESCRIPTION:	BY:	DATE:

STATUS: FOR INFORMATION

CLIENT:
LINC CYMRU

SITE:
CAEWRN HOUSE,
HEOL LLTYD, NEATH

TITLE:
INTERNAL SITE VISIBILITY



SCALE AT A3: 1:200	DATE: 14-11-24	DRAWN: IF	CHECKED: RW
PROJECT NO: 22-379	DRAWING NO: 20-112	REVISION: 0	