

Planning Statement

Planning Application reference P/24/0750 for Private Shared Access to serve housing together with replacement drainage to Neath Road and new footway and crossovers.

at

Old School Court, Neath Road, Bryn, Port Talbot

RESPONSE TO HIGHWAYS OBSERVATIONS DATED 12TH FEBRUARY 2025

1. *All shared drives (serving a maximum of 5 dwellings) as annotated on drawing 1177-R-03 Rev B stating “new vehicle crossover to serve 3&4, together with plots 1, 5& 6” shall have a gradient not exceeding 1 in 9 and are to have vision splays onto Neath Road of 2.4m by 43m, pedestrian vision splays of 2.4m by 2.4m (behind footway) which should be hard surfaced. The shared drive shall be provided with a turning facility so all vehicles can enter and leave in a forward gear.*

a) Drawing 1177-R-03-D shows the proposed finished levels of the Private Shared Drive at 10 metre intervals. The steepest gradient is 0.7m between Chainage 20-30 and 60-70 (1 in 14.3). This is far less than the minimum requirement.

b) Vision splays to the existing highway of 2.4m x 43m have been added to drawing 1177-R-03-D.

c) The paved area of the shared private drive has been amended to provide the 1.0m x 1.0m vision splays shown on Technical Specification 104 listed on The Highway Technical Design Guide published on the Council's website. A copy of specification 104 was issued to the Planning Agent under cover of the Council's e-mail dated 17th April 2025.

d) A turning facility has been provided on drawing 1177-R-03-C. This is set out in accordance with Technical Specification 105 as listed on The Highway Technical Design Guide published on the Council's website. A copy of specification 105 was also issued to the Planning Agent under cover of the Council's e-mail dated 17th April 2025.

2. ***Shared drives should not exceed 25m in length (carrying distance for bins from each dwelling) where shared drives are present, there will be a need to widen the footway or provide a bin parking area to the rear of the adoptable highway where bins/sacks can be placed on collection day without obstructing the footway.***

NPTCBC's Refuse collection vehicles are not permitted to enter onto Private or un-adopted roads/ drives.

a) The Council's Technical Specification 104 limits a Private Shared Drive to 45m without passing spaces or a turning circle for large delivery or service vehicles. The council's Technical Specification 105 allows longer private drives conditional on the provision that passing bays and turning facilities for larger delivery or service vehicles. The proposed Private Shared Drive shown on drawing 11773-R-3-D conforms to the requirements of both these documents.

The Technical Specifications also clearly state that these two documents are "Common standards for Wales". Versions of these guides are used by most other South Wales Local Authorities. It is hard to understand why a more onerous standard should be applied to this particular development.

b) The Technical Specifications clearly state that the Private Shared Drives should be suitable for Service Vehicles. A reasonable definition "Service Vehicle" would surely include a refuse collection vehicle.

3. ***Developments with infrastructure serving 5 or more properties as annotated on drawing 1177-R-03 Rev B stating "new vehicle crossover to serve 3 & 4, together with plots 1, 5& 6" shall have provision within the development for safe and secure on-street visitor parking at a rate of one space per five dwellings which shall be clearly shown on the submitted site layouts.***

The previously submitted drawing shows four parking spaces for each of proposed plots 3, 4 and 5. An additional space has been added to plot 6 for visitors. This complies with the Council's Supplementary Planning Guidance for Residential Parking.

4. ***The main access road measuring in excess of 80 meters exceeds NPTCBC's 25m guidance for Shared Driveways. This access road shall be upgraded from a 'Shared Drive' to an Adoptable Standard with a minimum road width of 5.5m. A surfaced and lit footway measuring 2m in width is to be provided along the frontage of each property and must be extended around any turning heads.***

Technical Specifications 104 and 105 form part of the Council's Highway Technical Design Guide published on the Council's website. These documents clearly allow for Shared Private Shared Drives as shown on drawing 1177-R-03-D for 5 properties. Therefore an adoptable standard road is not required in this case.

- 5. *All roads to be designed in accordance with, the authority's design guide and parking provision is to be in accordance with Neath Port Talbot County Borough Councils' approved parking guidelines.***

Noted – This applies only to the public footway to be constructed on Neath Road.

- 6. *Prior to commencement of work on construction of the dwellings proposed. The new estate road must be constructed including drainage up to and including binder course level.***

Road construction details including long sections and cross-sections are to be provided and approved by the LPA.

The shared private drive will be constructed to sub base level with a 100 mm deep sacrificial layer of Type 3 sub base to protect the underlying drainage media during construction. The cross section details of the shared private drive are as shown on drawing 1177-R-04.

- 7. *Prior to first use of each drive (hard standing) pedestrian vision splays measured at 2.4m by 2.4m behind back of footway are to be set out and retained thereafter so that nothing over 600mm in height above back of footway level is erected or allowed to grow within these areas.***

Splays 1.0 x 1.0 shown provided on previously supplied copy of drawing 1177-R03 and revision D of that drawing which accompanies this statement.

- 8. *A scheme for Street Lighting on the adoptable highway shall be provided in accordance with Section C of NPTCBC's Technical Design Guide for Residential and Commercial Developments, Part C.***

All Road and Street Lighting design shall comply with all relevant BSEN 13201-2:2015 and BS5489-1:2013 Standards and BS7671:2018 and revisions thereof.

Not relevant for the reasons set out in sections 1 and 2 above. There is adequate street lighting on the existing public highway along the frontage of the development

- 9. Any areas of Shared driveways will not be adopted and responsibility for maintenance must be clearly defined. Whereby detailed signage shall be submitted to and approved in writing by the LPA, the approved sign shall erected at the entrance of the shared drive on private land, not public ally maintained highway, stating the following in English and Welsh ‘PRIVATE ROAD with no intention to dedicate under S37 of the Highways Act 1980’ the signage as approved shall be constructed on site prior to the occupation of the first dwelling.**

A note regarding suitable signage has been added to drawing 1177-R-03-D

- 10. The new junction will require an appropriate tactile paving crossing point to facilitate the passage of pedestrians.**

Junction details shall be provided these details must demonstrate a radius of 6m, and the back of footpath radii of 5.7m. This junction shall not compromise the integrity of the footway and the safety of pedestrians.

- a) Tactile paving is not normally provided either side of a private shared access and is not shown as a requirement on Specification 104.
- b) The junction of the Private Shared Access and the highway would be constructed to conform to the details shown on Specification 104.

- 11. A swept path analysis should be provided for any junctions and turning areas for the movement of emergency, refuse, recycling and delivery vehicles.**

The turning area shown on drawing 1177-R-03-D has been prepared to conform to one of the turning areas shown on Specification 105. This drawing states at item 2 “Variations may be proposed as long as a swept path analysis is provided to ensure service and delivery vehicles can turn”. Therefore it is assumed that no swept path analysis is required.

- 12.** *The current school traffic regulation orders and pedestrian guard railings fronting the school shall be removed where necessary and replaced with a traffic management scheme to be submitted to and approved by the local planning authority. This shall include details of a no waiting at any time traffic regulation order, to protect the proposed junction and visibility splay. The revocation of the existing and implementation of the required traffic regulation orders, shall be at the applicants' expense.*

There are no traffic markings on the existing highway road except those in the turning and parking bay which lies outside the planning area of the site .

There is public street lighting up to and including the entrance to Bryn Park which we assume is sufficient to meet highway requirements.

Any works to the footpath along the frontage of the site will be undertaken under a Section 278 agreement including drawings showing the proposed scheme agreed during that process.

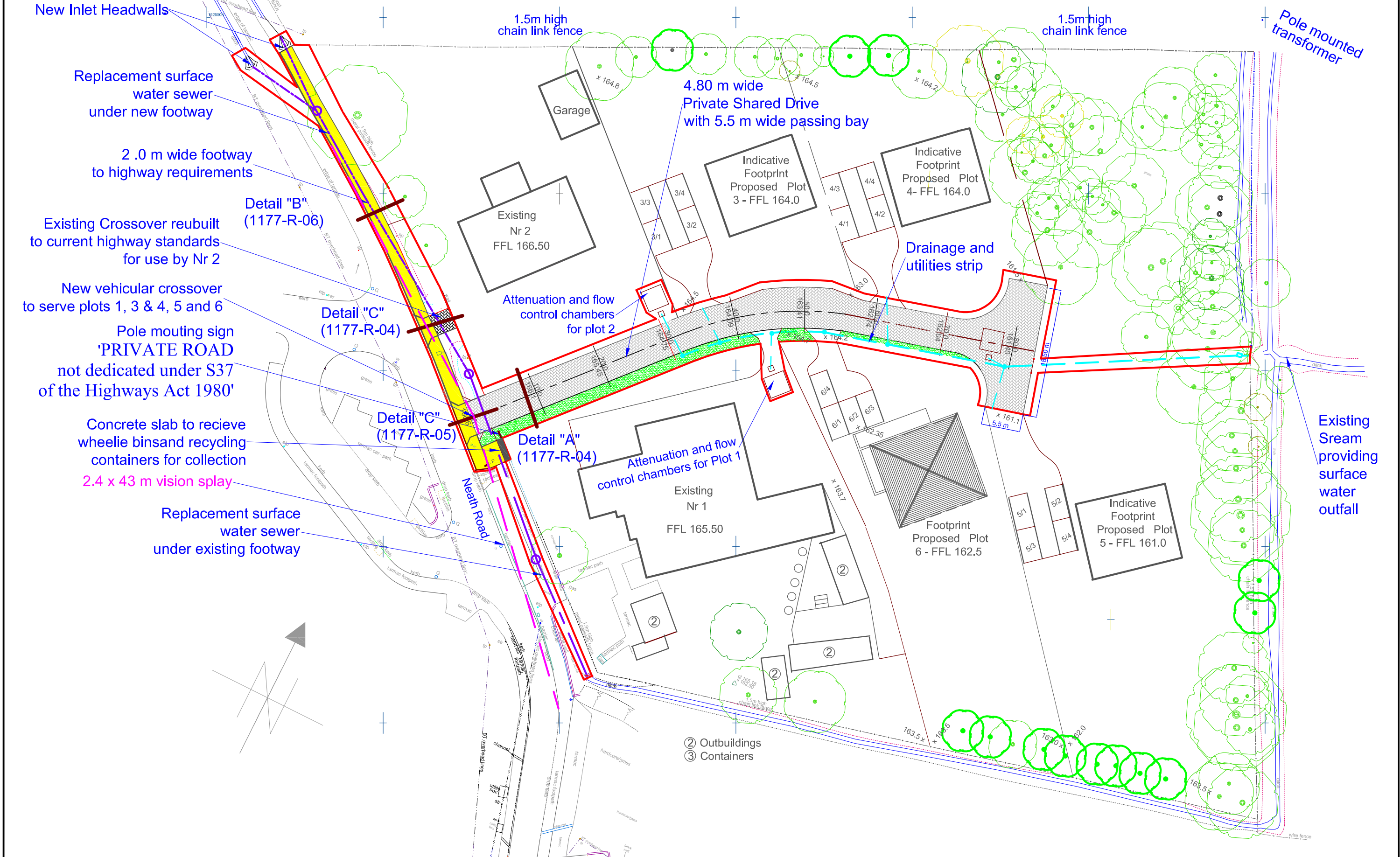
- 13.** *development shall take place to construct any infrastructure or buildings until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for:*

- *the parking of vehicles of site operatives and visitors*
- *loading and unloading of plant and materials*
- *storage of plant and materials used in constructing the development*
- *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate wheel washing facilities*
- *measures to control the emission of dust and dirt during construction*
- *a scheme for recycling/disposing of waste resulting from demolition and construction works*
- *scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions.*
- *The Construction Method Statement shall be signed by a competent person(s).*

The approved Statement shall be adhered to throughout the construction period.

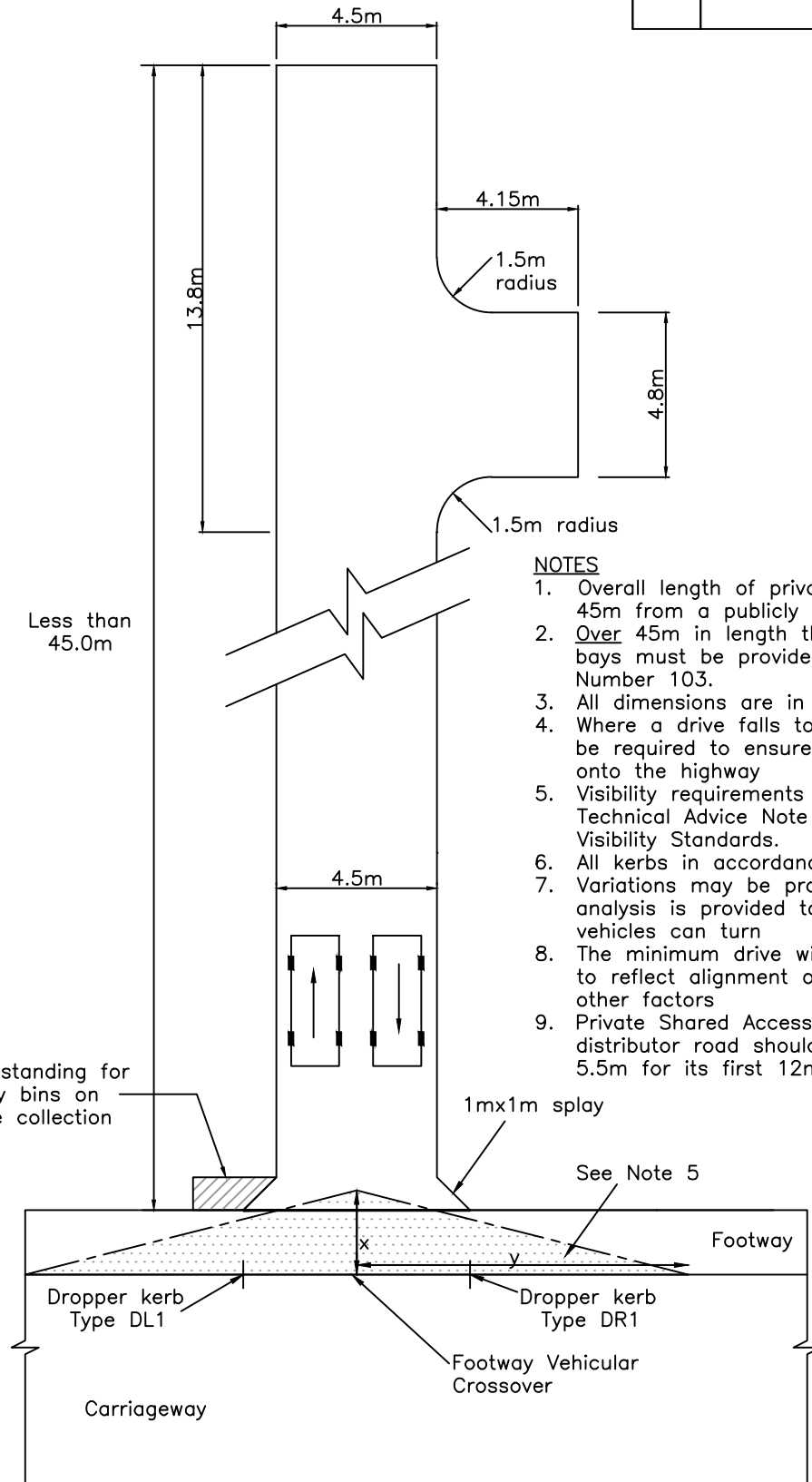
- 14.** *The new footway fronting the development, on Neath Road, is to tie-into the existing footway to the left of the main access junction in accordance with the authority's technical design guide.*

This would be undertaken as set out in the response to item 13.



D	Passing bay shown	07/05/25	NOTES				Project: Infrastrucure to support development at Old School Court Neath Road Bryn, Port Talbot SA13 2RS	PLANABUILD 8 Ely Court, Francis Street Tonyrefail, CF39 8EP Tel: 01443 674935 Email: planabuild@btinternet.com © Drawing Copyright Planabuild 2025
C	Modification following highway consultation	06/05/25						
B	Red colour on plot 6 removed	04/01/25	Scale	1:500	1177-R-03	D	Title: Proposed Site Layout	
REV.	DESCRIPTION	DATE	Date	10-11-24				
			Drawn	J W				

Rev.	Amendments	Date	Made By	Chk'd By



NOTES

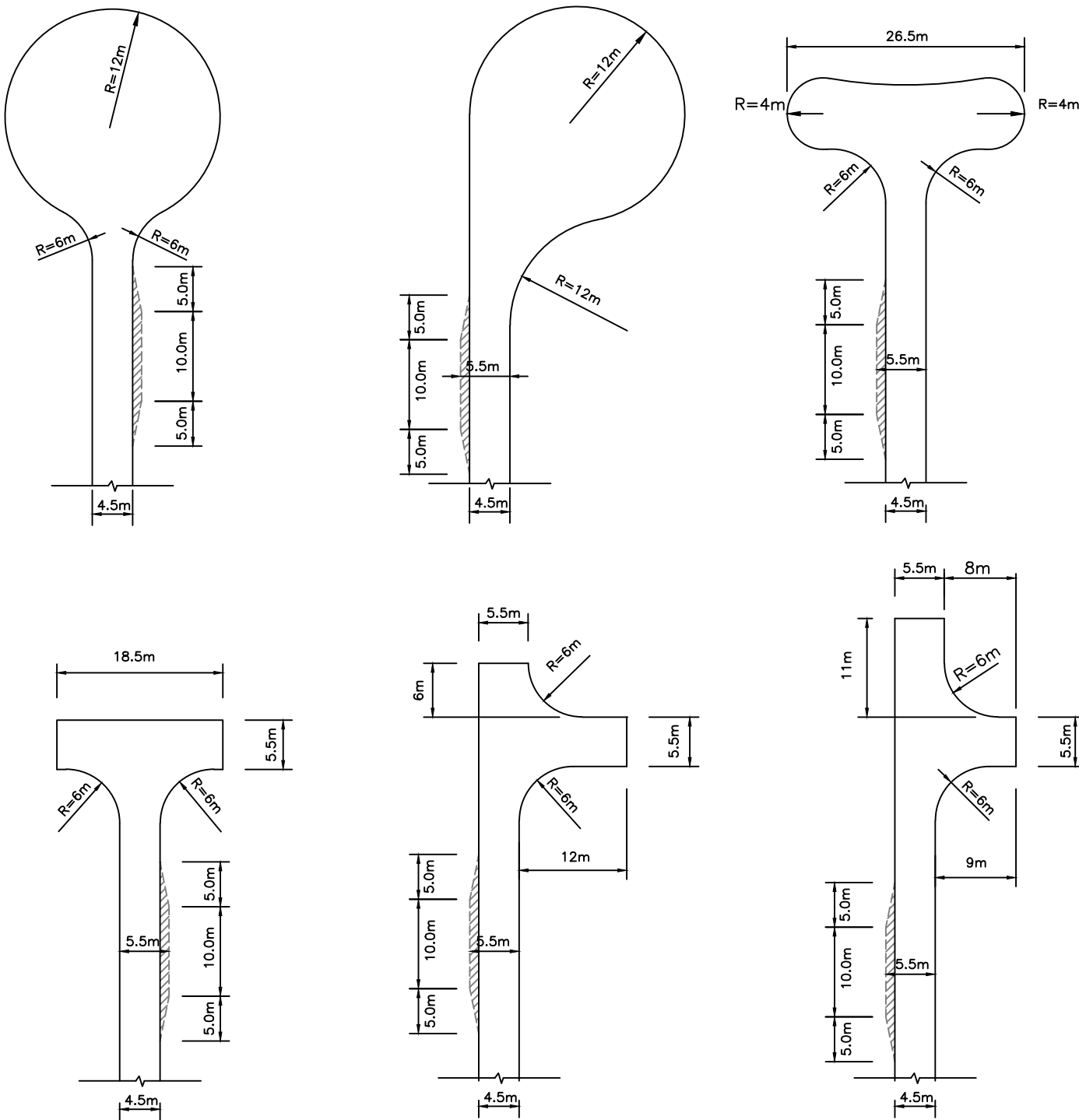
1. Overall length of private drive should not exceed 45m from a publicly maintained highway.
2. Over 45m in length the turning head and passing bays must be provided in accordance with drawing Number 103.
3. All dimensions are in metres unless otherwise stated.
4. Where a drive falls towards the highway, drainage will be required to ensure surface water does not drain onto the highway
5. Visibility requirements shall be in compliance with Technical Advice Note 18: Transport; Annex B: Visibility Standards.
6. All kerbs in accordance with BS EN 1340.
7. Variations may be proposed as long as a swept path analysis is provided to ensure service and delivery vehicles can turn
8. The minimum drive width of 4.5m may be increased to reflect alignment of private drive, site location and other factors
9. Private Shared Access off a classified road or distributor road should have a minimum width of 5.5m for its first 12m.

PRIVATE SHARED ACCESS SERVING UP TO 5 DWELLINGS
(LESS THAN 45M IN LENGTH)

COMMON STANDARDS FOR WALES
HIGHWAY DESIGN GUIDE

Drawn	MT
Checked	SZ
Date	Feb '20
Scale	N.T.S.
Drg. No.	104
Rev.	

Rev.	Amendments	Date	Made By	Chk'd By



NOTES

1. No boundary wall/fence etc. to be erected within 1 metre of the kerb edge. (Developer should ensure that this is clearly included as a condition within the conveyance).
2. Variations may be proposed as long as a swept path analysis is provided to ensure service and delivery vehicles can turn.
3. Locations of passing bays to be determined on a site by site basis taking account of topography and visibility constraints and the alignment of the drive.
4. Private Shared Accesses off classified roads and distributor road should have a minimum width of 5.5m for their first 15m.

TURNING AREA AND PASSING BAYS – PRIVATE SHARED ACCESS
(MORE THAN 45M IN LENGTH)

COMMON STANDARDS FOR WALES
HIGHWAY DESIGN GUIDE

Drawn	MT
Checked	SZ
Date	Feb '20
Scale	N.T.S.
Drg. No.	105
Rev.	