

PLANNING APPLICATION P2025/0160

Proposed Siting of Two Detached Dwellinghouses at Land Between 2-12 Neath Road, Fforestgoch, Neath

Response to Local Highway Authority Consultation

The following response is made further to the receipt of the consultation response from Neath-Port Talbot County Borough Council's Highways Officers received by e-mail dated 24th April 2025.

The Highway Authority are of the opinion that *“Based on the information currently provided we would recommend Refusal for this outline planning application.*

The application proposes access to the dwellings from A474, as this is a classified highway TAN18 is required to be applied.

For a 30mph highway vehicular visibility splays of 2.4m by 90m would be required in each direction. Utilising the Site Location Plan that has been provided, it does not appear that the required vehicular splays would be able to be achieved without passing over 3rd party land.

If further information was provided to show that this would be achievable then the objection would be reviewed.

The splays would be able to be reduced if following a speed survey the 85th percentile is lower than the speed limit on the highway, however this should be completed during specific neutral months, and a 7 day survey would need to be undertaken to calculate the correct 85th percentile speed.”

In response the Highway Authority will have noted that vehicular access to the proposed development is to be via an improvement of the existing gated agricultural access at the application site. The gateway is centrally positioned at a mid-frontage position upon the 37 metres wide site road frontage with the A474.

The Highway Authority have confirmed that this section of the A474 is subject to a 30mph speed limit, and accordingly a visibility splay of 2.4m x 90m is applicable. That calculation is based upon the requirements of Table A of Annex A of Technical Advice Note 18 “Transport”.

Photographs 1 and 2 below illustrate the view available to emerging motorists from a set back position of 2.4 metres from the proposed access point.



Photo 1 – view to right / north from proposed access



Photo 2 – view to the left / south from proposed access

The extent of a 2.4m x 90m visibility splay to the right / north is shown at Figure 1 below, and it abundantly clear, as in accord with Photo 1 above, that a 90 metres splay to the nearside kerb is available and thus complies with the guidance provided in TAN18.

To the left / south, the extent of splay to the nearside kerb **is 70 metres**, given the presence of neighbouring properties high hedgerow boundaries to front garden spaces.

The availability splay to the centre line is nevertheless **capable of achieving 90 metres**.

Photo 3 below illustrates that view, looking north back to the application site access from a centre line position.

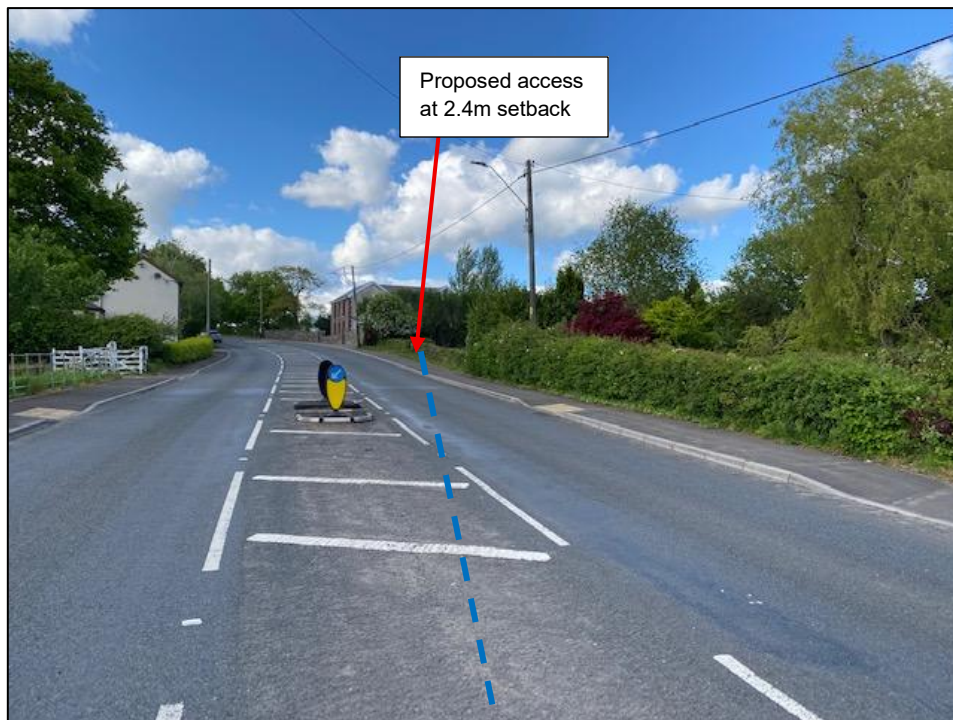
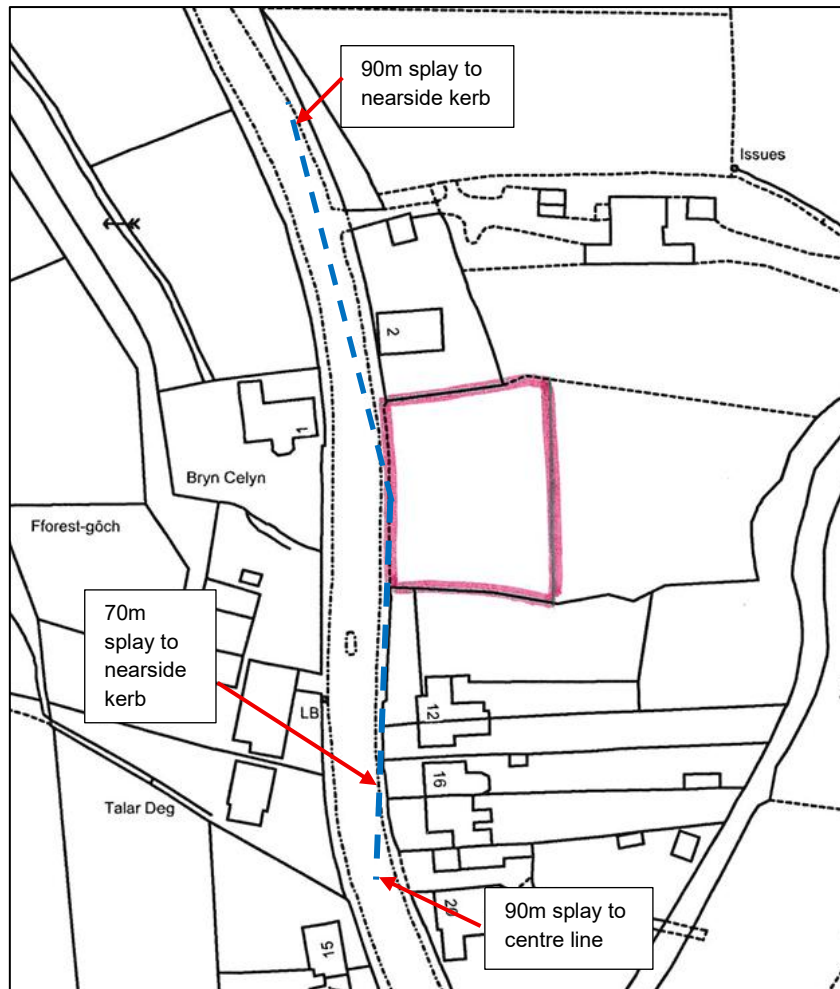


Photo 3 – 90m visibility splay from a centre line position

The Highway Authority will note the specific on-carriageway markings applied at this section of A474 aimed at retaining a segregation of opposing traffic, with chevrons applied, together with pedestrian crossing islands introduced at selected intervals.

The aim of the segregation chevrons is clearly to direct the motorist to maintain their position to the left side of the carriageway and **avoid crossing into the opposing lane**.

The width of carriageway is also quite generous through Fforestgoch and allows motorists to negotiate any parked vehicle present on the carriageway, whilst still being able to not stray into the opposing flow of traffic.

The section of highway also benefits from sufficiently wide footways to both flanks, and benefits from adoptable street lighting to illuminate the presence of all parked vehicles, pedestrians and cyclists to passing motorist. Highway conditions are therefore quite satisfactory, with no obvious constraints to the free flow of motorists, pedestrians or cyclists.

Data provided by “Crashmap.co.uk” for the last five years, as shown at Figure 2 below, evidences that this section of A474 through Fforestgoch has not been the subject of any recorded incidents.

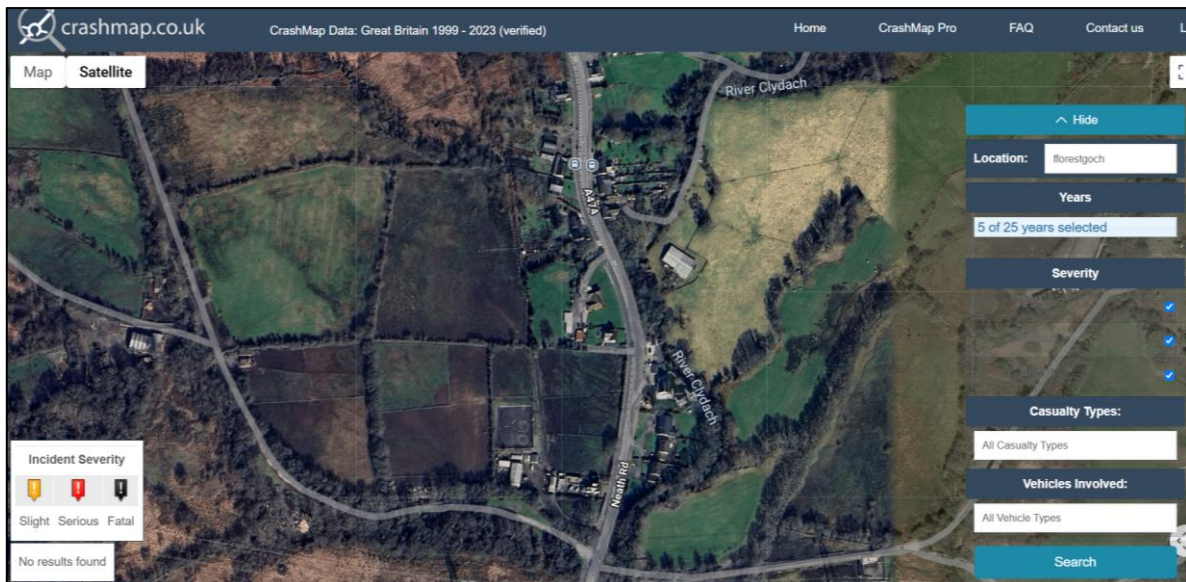


Figure 2 – Crash Map Data 2021-2025 for Fforestgoch

Accordingly, we would submit that the availability of a 90 metres long visibility splay to the centre line to the south is acceptable in this case, as there remains sufficient width in the carriageway for overtaking maneuverers. It is unlikely that motorists travelling north would have cause to enter the opposing lane to negotiate an obstruction, and thus the actual splay to the nearside kerb present **at 70 metres** should be considered acceptable.