



TRANSPORT PLANNING

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Job Name:	1 Henfaes Road, Tonna, Neath Port Talbot, SA11 3DX	Job N ^o :	IMA-24-077
Date:	18 th November 2025	Client:	Emily Byrne

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL – HIGHWAYS OBSERVATIONS

Planning Application No: 2/3/24/081700

IMA Designer's Response to Highways Observations

1 Observation 1

- 1.1 *Drawing 1566 027 A states a scale of 1:100 at A1. This is incorrect and shall be revised to show the correct scale of 1:200 at A1.*

IMA's response:

Your comment has been incorporated in the revised drawing 1566 026 P2.

2 Observation 2

- 2.1 *Prior to occupation each dwelling shall be provided with one off-street parking space per bedroom (up to a maximum enforceable requirement of three per dwelling). These parking bays shall be retained for use as such thereafter.*

Drawing 1566 027 A will need to be revised to demonstrate appropriate parking for Plot 6 (3 spaces required) in accordance with NPTCBC's Parking Standards SPG.

Residential parking requirement can be reduced should good public transport and links to local facilities be demonstrated in the form of a Sustainability Survey. This survey is located within NPTCBC's Parking Standards SPG under Appendix F.

IMA's response:

The Site Layout has been reviewed and updated to comply with NPTCBC's Parking Standards ensuring that each dwelling is provided with the required off-street parking. See drawing 1566 026 P2.

3 Observation 3

- 3.1 *The Access Statement submitted records parking bay dimensions to be much larger than those measured on Drawing 1566 027 A. Please ensure all documentation submitted conform.*

As per NPTCBC's Parking Standards SPG Residential Parking Areas are to achieve the below dimensions:

Single Car Parking Bay - 6m x 3.6m

Double driveway - 6m x 6.2m

Triple driveway - 6m x 8.8m

Whilst we understand that 6 meter length parking bays may not be achievable on this site, given the area constraints, we would maintain that the widths expressed above should be achieved to promote ease of use and access.

Furthermore, all parking bays that do not achieve a 6m length, shall be designed to achieve 4.8m length and shall front the footway to allow appropriate access to car boot spaces and promote pedestrian safety.

IMA's response:

The Site Layout has been revised to reflect your comments. Dimensions of all parking bays have been added to drawing 1566 026 P2.

4 Observation 4

- 4.1 Access Gate to Plot 1 shall be inwards opening and a type which can be seen through. This gate shall be maintained as such thereafter to promote vehicular and pedestrian safety.*

IMA's response:

Comment noted. The access gate is proposed to open inwards as indicated on drawing 1566 026 P2 and will be maintained to ensure it does not create any safety issues for pedestrians or vehicle accessing the site.

5 Observation 5

- 5.1 Double garages are to have minimum internal dimensions 6m width by 6m length. Please provide an internal floor plan of the garage structure at Plot 1 to demonstrate that the above internal dimensions will be achieved.*

IMA's response:

Comment noted. Please refer to drawing 1566 027 B which shows the internal floor plan of the garage structure at Plot 1. The garage measures 6.7m in width and 6m in length as indicated on the drawing.

6 Observation 6

- 6.1 The drive leading to Plot 1 shall be 3.6 metres minimum width at all locations and prior to first use of the dwelling, shall be surfaced in porous material, or provision must be made to direct run-off water from the hard surface, to a permeable porous area or surface within the curtilage of the dwelling to a maximum gradient of 1 in 9, with no surface water allowed to flow out onto the highway and shall be permanently maintained as such thereafter.*

IMA's response:

The driveway serving Plot 1 measures 3.6m in width at its narrowest point (the entrance gate) and widens at all other sections.

The driveway construction has been specified as porous paving as indicated on the Architect's drawing 1566 026 P2.

Please refer to drawing IMA-24-077_502A for full setting out details, including contours, long sections for drives and adoptable roads.

7 Observation 7

- 7.1 *All roads should be designed for a 20mph or less speed limited with bends having a centre line radius not less than 20m and any necessary bend sight line shown as being within the proposed footway.*

IMA's response:

Comment noted. All roads within the proposed development are designed for less than 20mph with centreline radius of 20m minimum.

Dimensions and sightlines have been added to General Arrangement drawing IMA-24-077_010C.

8 Observation 8

- 8.1 *Vision splays of 2.4m by 45m in each direction onto existing public highways are to be demonstrated and submitted on a plan to ensure that the new junction design conforms to TAN18 and NPTCBC's Highways Design GuideText.*

IMA's response:

Please refer to the General Arrangement drawing IMA-24-077_010C which illustrates the 2.4 x 45m visibility splays in each direction from the new site access junction with Henfaes Road, as required.

9 Observation 9

- 9.1 *New, adoptable roads are to be built to Local Authority Standards which are represented within NPTCBC's Highway Technical Design Guide 2022 and Manual for Streets Guidance.*

Each new carriageway is to achieve a minimum width of 5.5m (at all points along the adoptable highway) with a 2m pavement on the side or sides in which residences are present.

IMA's response:

Comment noted. The new adoptable road and footways are 5.5m and 2m wide respectively. Refer to drawing IMA-24-077_010C General Arrangement.

10 Observation 10

- 10.1 *Authority Recycling and Refuse vehicles will not travel onto private or shared driveways to make kerbside collections.*

For Shared/Private Drives all bin collection points must be sited to allow for kerbside collection adjacent to the adopted highway, whilst maintaining vehicular visibility onto the publically adopted highway.

Please note that NPTCBC recommend a maximum walking distance of 25m from residences to these Bin Store Areas and will not expect our Refuse Personnel to travel further than 5m from the Adopted Highway to make these collections.

IMA's response:

Bin collections points have been added to the layout to allow kerbside collection as required as indicated on drawing 1566 026 P2.

11 Observation 11

11.1 Pedestrian vision splays of 2.4 metres by 2.4 metres (measured back from back of footway) shall be provided and maintained each side of each access within which nothing over 600mm in height shall be erected or allowed to grow.

IMA's response:

2.4x2.4m pedestrian visibility splays have been added to each side of the junction between the new adoptable road and the Plot 1 driveway. An annotation has been added stating that both envelopes must be kept clear with nothing erected above 600mm from ground level.

12 Observation 12

12.1 The gradient of parking bays at right angles to the carriageway must not exceed 1 in 20 (5%).

IMA's response:

Comment noted. No gradients of parking bays exceed 1:20 (5%).

13 Observation 13

13.1 Prior to any works commencing on site including any works of demolition of existing buildings a condition survey shall be carried out on Henfaes Road carriageway that fronts the proposed development site and shall be submitted to and approved by the local planning authority.

Within one month of the completion of the development and/or occupation of the last dwelling whichever is the sooner, a condition survey shall be again carried out of the same roads, the findings of the survey shall be used to identify any damage to the public highway that has been caused as a consequence of the development and a scheme for the rectification of the damage together with a timetable for the completion of the works shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full in accordance with the approved details.

IMA's response:

Comment noted. Annotation will be added to all construction drawings stating that condition survey shall be carried out on Henfaes Road and submitted to the Local Planning Authority prior to and after completion of the works.

14 Observation 14

14.1 No development shall take place, including any works of demolition until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period.

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*

IMA's response:

Comment noted. Commencement of works will be subject to approval by the Local Planning Authority of a Construction Method Statement that addresses all elements listed above.

15 Observation 15

15.1 Vehicular tracking shall be provided for the parking bays of plot 6 in reference to entering and exiting the bays and also manoeuvring around the proposed lighting column on the pavement near to the far end bay.

IMA's response:

The Site Layout has been updated and the proposed street lighting reviewed. The new position for column 2A, along with the vehicular movement for the Plot 6 parking bay, can be found on drawing IMA-24-077_TR01.

16 Observation 16

16.1 Low Speed EV charging provision and feasibility shall be demonstrated in connection to each building plot, where bays are within the curtilage of the plot and under the ultimate residence ownership.

IMA's response:

Comment noted. Low speed EV charging points have been added to Drawing 1566 026 P2.

17 Observation 17

17.1 A standalone Public Lighting Plan shall be provided demonstrating the 'lit' areas to show suitable levels of lighting to the public highway yet avoid residential properties.

IMA's response:

The street lighting design with outdoor lighting report have been updated to reflect the new Site Layout. The relocation of lamp columns is detailed on drawing IMA-24-077_010C.

18 Observation 18

18.1 Section Details, and Longitudinal Sections are to be provided to the PLA for approval relative to the main access road through the site.

IMA's response:

Setting out information to include Contours and longitudinal sections can be found in Drawing IMA-24-077_502A.

19 Observation 19

19.1 All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance.

IMA's response:

Comment noted. Annotation has been added to the drawings to indicate that all walking and cycling routes must comply with the Welsh Government's Active Travel Guidance standards.