



# Cole Easdon

## TECHNICAL NOTE – 10628/01 HIGHWAYS APPRAISAL

Woodside Nursing Home, Penrhiwgoch, Baglan,  
Port Talbot, Wales on Behalf of Mishael Care Home Ltd

## DOCUMENT ISSUE RECORD

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### 1.0 INTRODUCTION

- 1.1 This *Technical Note (TN)* has been prepared by Cole Easdon (CE) on behalf of Mishael Care Home Ltd to accompany a planning application proposing the construction of a two-storey side extension to provide 4 No. additional bedrooms at Woodside Nursing Home, Penrhiwgoch, Baglan, Port Talbot, Wales.
- 1.2 The preparation of this Report follows the receipt of pre-application advice from Neath Port Talbot Council (29<sup>th</sup> May 2025) including advice relating to Highway and Pedestrian Safety, which is largely negative from a highways and transportation perspective, citing concerns relating to increased *‘traffic flows and traffic using the existing driveway, plus the junction onto Old Road which are substandard with poor visibility’*. The advice states that the proposal is *‘highly likely’* to be unacceptable in terms of *‘highway and pedestrian safety’*. Furthermore, the site’s accessibility is called into question given the gradients and lack of *‘footpaths’* noting that *‘footpaths along Penrhiwgoch are steep, narrow, poorly lit, poorly finished in places and incomplete (no connections to site or onto Old Road)’*.
- 1.3 The pre-application submission was made without any formal Highways Appraisal or similar. This Report considers the above initial advice, looking at the traffic, transportation and highways matters associated with the proposed development, including matters specific to the local highway network, the accessibility of the site by sustainable modes of travel, the proposed access arrangements and parking provision, and the predicted trip generation.

### 2.0 SITE DESCRIPTION & PROPOSED DEVELOPMENT

#### Site & Local Network Description

- 2.1 Woodside Nursing Home is located at the northern end of Baglan which is a village north of Port Talbot. It has been operating as a residential Nursing Home for 19 years, currently accommodating 21 single rooms. Refer to CE Plan 10628/201 [*Site Location Plan*] enclosed with this Report.
- 2.2 The site is accessed via Penrhiwgoch which rises to the south and then to the east from its junction with Old Road. The access up to the Nursing Home itself is unconventional, splitting from and initially running broadly parallel with Penrhiwgoch which continues east serving a limited number of residential dwellings. After a short distance the site access driveway turns to the north, leading to parking areas fronting the Nursing Home that readily meet its operational needs. There are no Personal Injury Accidents (PIA) recorded at the site access during the last 25 years according to crashmap.co.uk. Access arrangements are discussed further below.
- 2.3 A footway starts a short distance west of the Nursing Home access, on the southern side of Penrhiwgoch. The road and footway are lit. The footway narrows before then terminating at the point where Penrhiwgoch turns downhill to the northwest towards the junction with Old Road. However, a footway is present to the north of this junction, leading to bus stops and residential areas.

- 2.4 Penrhiwgoch joins Old Road at an acute angle and has limited carriageway visibility looking south (to the left), but reasonable visibility looking north (to the right). Like Penrhiwgoch in general, movements to and from the junction are modest in number and most drivers are familiar with the arrangement (as it serves only a limited number of dwellings and the Nursing Home) and approach the junction with appropriate caution. Crashmap.co.uk confirms there have been no recorded PIA at this junction in the last 10+ years.
- 2.5 Old Road extends north to a large signal-controlled (part-time) roundabout junction which is the intersection between the A474 (which extends north to Neath), the A48 (which extends west to the A483 and Junction 42 of the M4), Old Road to the south leading to Port Talbot, and Brunel Way extends to the west serving commercial developments.
- 2.6 Old Road becomes Willow Way, Glan Hafren then Sunny Mount to the south, running parallel with the A48. Sunny Mount is an arm of the A48 / A4241 / M4 Junction 41 signal-controlled intersection.

### Proposed Development

- 2.7 An extension is proposed to the Nursing Home, providing four new residential bedrooms (taking the total from 21 to 25) to accommodate the ever-growing need for care provision in the local area. No increase in staffing is required due to the small increase in occupancy.

### Operational Details Existing & Proposed

- 2.8 The Nursing Home is open 24 hours a day and employs all staff locally. As noted, there are 21 existing residents, none of whom drive or have access to a vehicle and this will be the case for the additional residents.
- 2.9 There are two shift patterns which are 08:00-20:00 and 20:00-08:00 and these will continue.
- 2.10 There are eight staff that work at the Nursing Home during the day, reducing to four at weekends and two during the night shifts.
- 2.11 Staff working the above shifts (four in the day and two at night) live locally within Briton Ferry and use local public transport or walk to work – a detailed review of sustainability is provided in Section 3.0 of this *TN*.
- 2.12 Three of the eight daytime members of staff (the Manager, maintenance and cook) work conventional office hours (08:00-17:00), Monday to Friday and use their own vehicles to travel to the Nursing Home.
- 2.13 There is one domestic cleaner who lives locally and walks to work. In addition, supporting service vehicles call at the Nursing Home once a week at different times (supermarket delivery, domestic delivery, clinical waste and general waste). No changes are required to any of these arrangements.
- 2.14 Family and friends visit the Nursing Home, some travelling by car while some travel by public transport, with around 50% of residents being visited on a weekly or fortnightly basis. However, some residents do not have

visitors for months at a time. It is expected that the proposed four additional residents will therefore attract a minimal number of visitors each month.

### *Car Parking*

- 2.15 Given the above, with no increase in staff proposed, no additional daily demand for car parking is expected. There is unlikely to be any perceptible change to the fluctuation of visitors which are spread across weeks and months. The existing car parking areas will therefore remain sufficient.

### *Site Access*

- 2.16 As noted above, the Nursing Home is accessed via Penrhiwgoch which rises south then east from its junction with Old Road. The access arrangements are unconventional in terms of current design standards, but Penrhiwgoch is ramped at the point where the road splits to slow vehicles and the central dividing wall is lowered to provide inter-visibility between the two.
- 2.17 Penrhiwgoch is not a through route and only serves a limited number of properties beyond the Nursing Home access, and as such is very lightly trafficked and the vast majority of users will be familiar with the arrangements, including staff and visitors to the Nursing Home. At one time it is understood that the road also accommodated traffic associated with Darren Court Care Home which has now closed.
- 2.18 The proposed development is modest and will not give rise to an increase in daily vehicle movements due to no additional staff being required. Any additional visitors will have an imperceptible impact, being spread over weeks or months, and will be well within the current fluctuations of visitors and traffic on Penrhiwgoch and Old Road.
- 2.19 The impact on the site access and local highway network (including the junction with Old Road) is therefore negligible. As such, no alterations are considered necessary or are proposed.

### *Pedestrian Access*

- 2.20 As described above, footway provision in the area is incomplete along Penrhiwgoch, but only with respect to the approach to Old Road, where a narrow footway connects with local bus stops and residential areas to the north. Staff can and do travel to the site by bus and on foot and again, crashmap.co.uk does not highlight any highway safety issues associated with this over the last 25 years.
- 2.21 Whilst local footway provision does not meet current design standards, the proposed development will not give rise to an increase in daily pedestrian movements due to staff numbers remaining the same, and additional visitor numbers arriving by foot will be negligible. An objection to this modest development on this basis is therefore considered unreasonable and unsustainable.

### 3.0 ACCESSIBILITY & SUSTAINABILITY

- 3.1 It is acknowledged above that footway provision in the area is relatively narrow in places and incomplete, but beyond Penrhiwgoch to the north, there is a footway on the eastern side that continues north as far as the roundabout junction which is the intersection between the A474 and the A48, over which a footbridge and pedestrian crossing points are provided, allowing onward connections to residential areas further north.
- 3.2 Gradients are also a consideration, as is the lack of footway initially on Penrhiwgoch. Nonetheless, pedestrian access to the Nursing Home is possible and staff do walk to work now. In terms of distance, a number of residential areas are within walking distance of the site. Figure 3.1 below shows the area accessible by a 20-minute walk from the site. This is based on an approximate walking speed of 1.4m/s and shows that areas of Briton Ferry and Baglan are within walking distance.

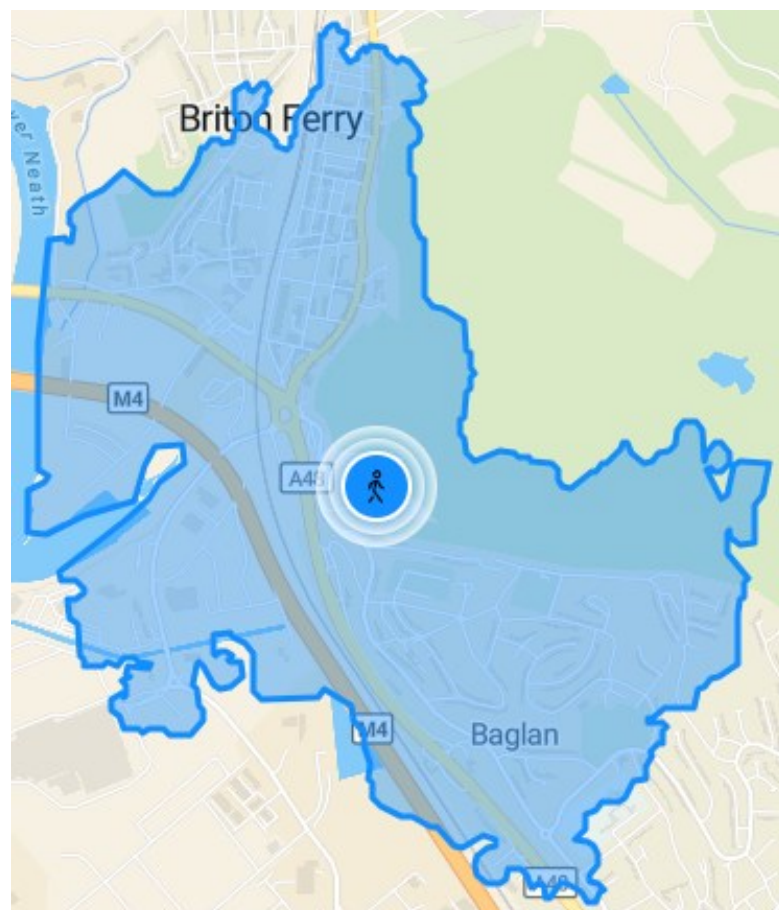


**Figure 3.1: Walkable distance accessible from the site in 20 minutes**  
(Source: TravelTime.com)

- 3.3 Cycling in the immediate area is predominantly on-street. A shared footway / cycleway is available that runs parallel to the A48 to provide a route southeast-bound to Port Talbot and westbound over the River Neath bridge to Swansea. This route is part of the off-carriageway section of National Cycle Network Route 4.

- 3.4 Figure 3.2 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that Briton Ferry, Neath and Port Talbot are all within cycling distance, as well as the nearest train station (further information below).

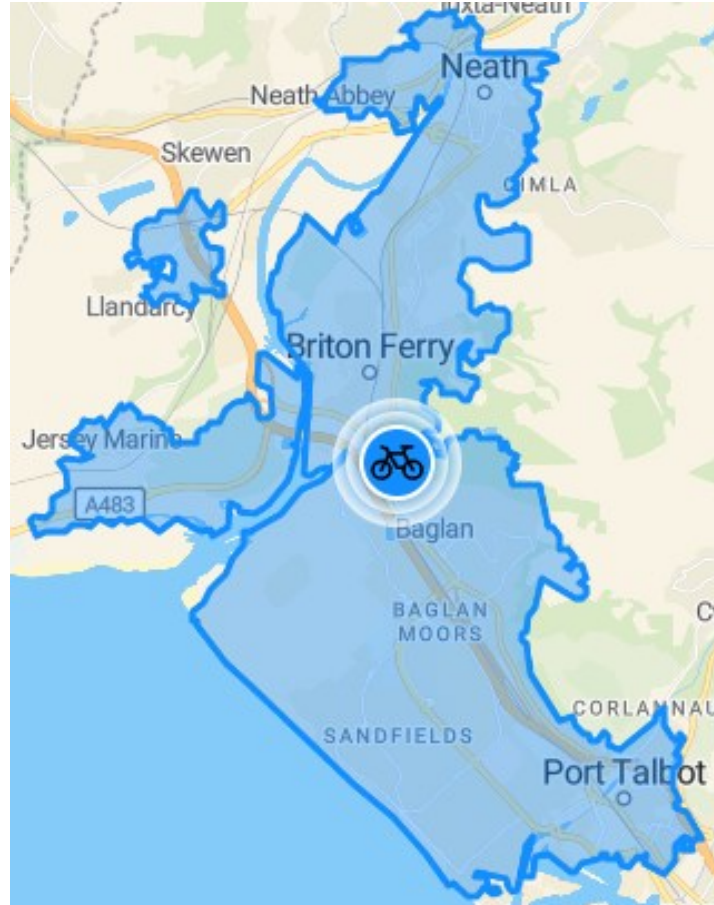


**Figure 3.2: Cycle distance accessible from the site in 20 minutes**  
(Source: TravelTime.com)

#### Public Transport – Bus

- 3.5 The nearest set of bus stops to the site are located along Old Road and are known as 'Travellers Rest', located approximately 300m west of the site which is an approximate four-minute walk<sup>1</sup>. In addition, a more frequent service (the X1) serves the stops on the A48 known as 'Briton Ferry Roundabout' which is an approximate 650m / eight-minute walk<sup>1</sup> from the site. Table 3.1 below provides a summary of the services accessed from these stops.

<sup>1</sup> At 1.4m/s (5.04kph) CIHT document *Providing for Journeys on Foot*

**Table 3.1: Summary of Local Bus Services within the vicinity of the Development Site**

| Service No.                            | Route                                                                                   | Typical Frequency                                            | Bus stop                |
|----------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------|-------------------------|
| <b>84</b><br>First South & West Wales  | Swansea – Briton Ferry – Baglan – Sandfields – Aberavon – Port Talbot                   | Mon-Sat: Approx. every 2 hours<br>Sun: No service            | Travellers Rest         |
| <b>87</b><br>First South & West Wales  | Neath – Briton Ferry – Baglan – Sandfields – Aberavon – Port Talbot - Margam            | Mon-Sat: Approx. 2-3 return journeys<br>Sun: No service      | Travellers Rest         |
| <b>202</b><br>Forge Travel             | Neath – Briton Ferry – Baglan – Sandfields – Port Talbot                                | Mon-Sat: Approx. every 2 hours<br>Sun: No service            | Travellers Rest         |
| <b>902</b><br>First South & West Wales | Pontrhydyfen – Cwmavon – Port Talbot – Sandfields – Baglan – Briton Ferry – Neath       | Mon-Fri: 2 journeys in the morning<br>Sat & Sun: No services | Travellers Rest         |
| <b>X1</b><br>First South & West Wales  | Swansea – Port Tennant – Briton Ferry – Baglan – Port Talbot – Margam – Pyle – Bridgend | Mon-Sat: Approx. every hour<br>Sun: No service               | Briton Ferry Roundabout |

- 3.6 As seen in Table 3.1, the site is connected to nearby Swansea and Port Talbot where a number of staff may reside. The timings of a number of these services coincide with the beginning and end times of shifts (both day and night), making it a viable option for staff as means of travel outside the use of a private car.

#### Public Transport – Rail

- 3.7 The nearest train station to the site is Briton Ferry located approximately 1.6km north of the site, which is an approximate 19-minute walk<sup>1</sup> or a 6-minute cycle<sup>2</sup>. Cycle stands are available at the station. Alternatively, the Nos. 87, 202 and 902 bus services can be used which serves the stops on the roads surrounding the train station, which can then be accessed via a short walk.

- 3.8 Briton Ferry is served by Transport for Wales and provides a journey approximately every two hours to Pembroke Dock (westbound) and Cardiff Central (eastbound).

#### Summary

- 3.9 Overall, the Nursing Home is considered reasonably well located in terms of non-car access. Mindful that an entirely new Nursing Home facility is not proposed, only a modest extension that will not employ new staff and will attract minimal new visitors, the location is not considered a sufficient reason to refuse planning permission.

## **4.0 SUMMARY & CONCLUSION**

- 4.1 Whilst this *Highways Appraisal* has acknowledged areas where the local highway network does not meet current standards in terms of vehicle and pedestrian access, there is no evidence to suggest that these features are resulting in a highway safety concern. Indeed, existing staff members already walk to work without issue and have done so for many years.

<sup>2</sup> At 16kph (10mph) Paragraph 13.6.3 LTN 1/20 Cycle Infrastructure Design

- 4.2 The proposed development is extremely modest in nature and will not give rise to measurable increase in vehicle or pedestrian movements, and as such, there are no highways grounds to prevent or refuse the proposal to expand the well-established Nursing Home to accommodate the ever-growing need for care provision in the local area.

Cole Easdon Consultants Limited  
September 2025

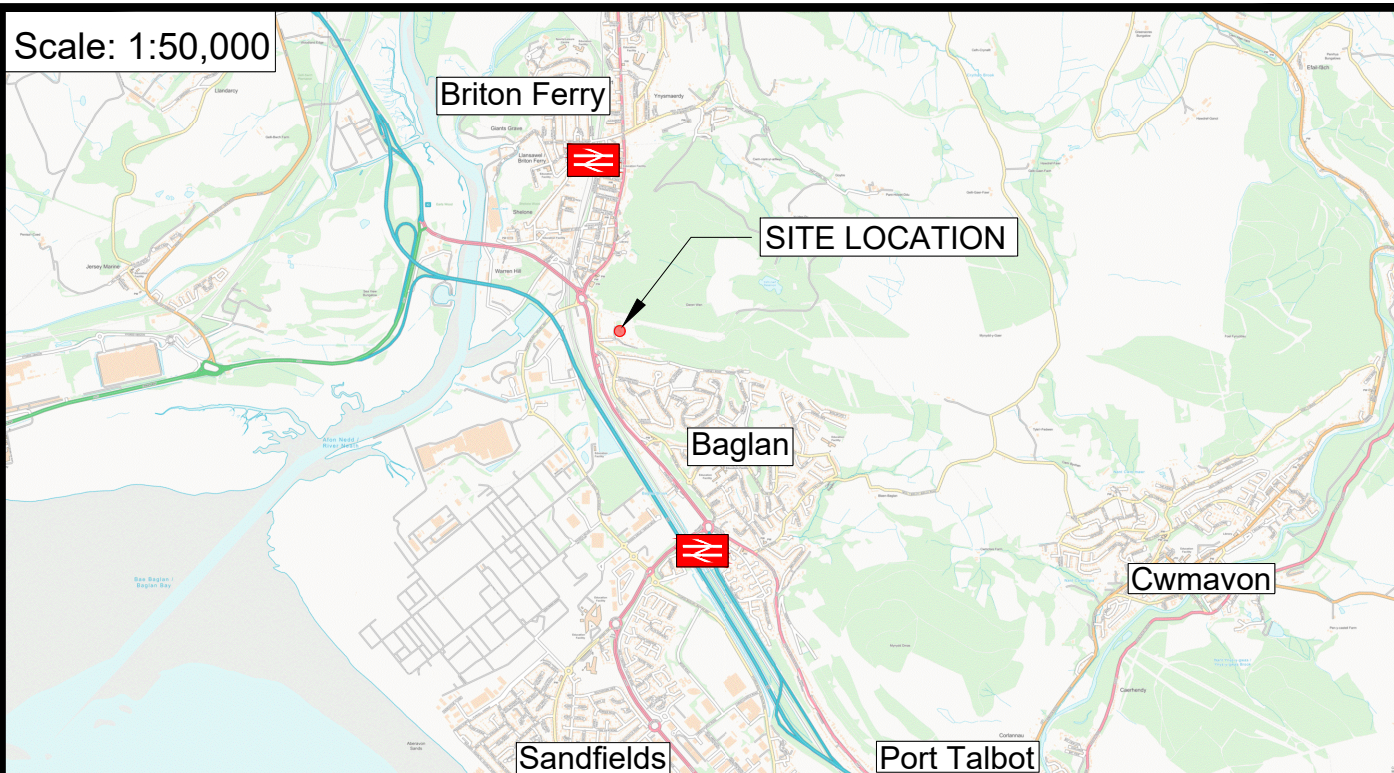
### Enclosures

CE Plan 10628/201

Site Location Plan

# Enclosures

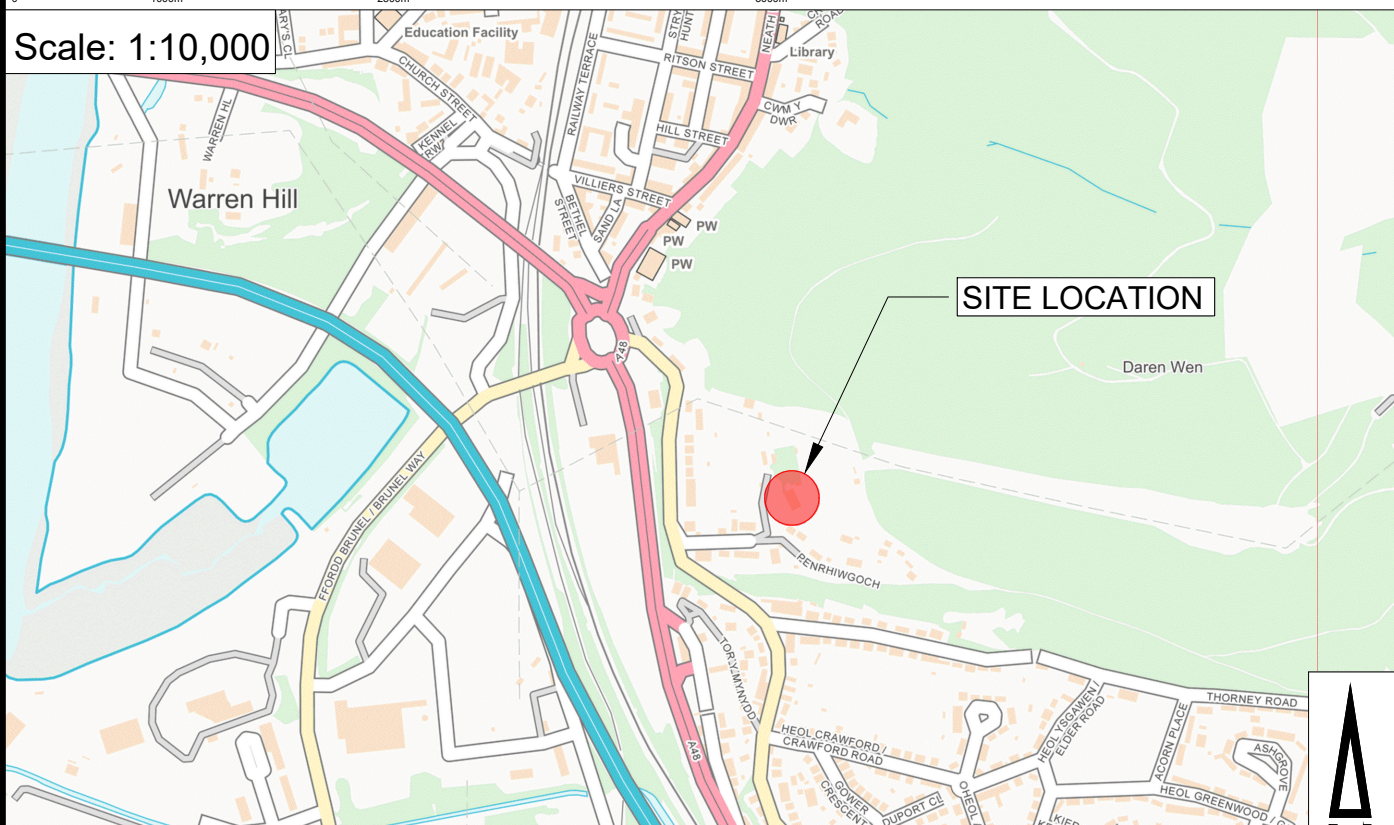
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Woodside Nursing Home  
Penrhiwgoch Road  
Baglan, Port Talbot  
Wales

Drawing Title:  
Site Location Plan

Client:  
Mishael Care Home Ltd

Drawn By  
CH

Checked By  
BE

Date Drawn  
September '25

Drawing No.  
10628/201

Drawing Status:  
FOR COMMENT  
FOR PLANNING  
FOR TENDER  
FOR APPROVAL  
FOR CONSTRUCTION  
AS BUILT

Scale  
As Shown (A4)

Revision  
-