

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS OBSERVATIONS

PLANNING APPLICATION NO: 2/3/26/0030/00RECON 19.05.26
APPLICANT: Neath Port Talbot County Borough Council
LOCATION: Rhosafan Welsh Primary School, Marine Drive,
Sandfields, Neath Port Talbot, SA12 7NN
PROPOSAL: DETAILS TO BE AGREED IN ASSOCIATION WITH
CONDITION 6 (ROAD SAFETY AUDIT STAGE 2)
OF PLANNING APPLICATION P2025/0314
DETERMINED ON 06/08/2025.

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☒
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☐
Objection – on the grounds set out below	☐

MY HIGHWAYS OBSERVATIONS ON THIS RE-CONSULTATION DATED 19/05/2026 ARE AS FOLLOWS:-

The Highway Authority raises no objection to the discharge of the planning condition relating to the Stage 2 Road Safety Audit. Subject to the construction on site being in full compliance with the following drawings:

- Highway Tie in General Arrangement (Rev P04)
- Proposed Highway Lining Layout (Rev P04)
- Proposed Lines and Signs Layout (Rev P02)
- Proposed Surfaces and Kerbing Plan (Rev C03)

Assessment of Submission against Previous RSA Issues

Problem 4.1 – Parking South of Crossing

The revised lining layout demonstrates the extension of double yellow line restrictions to cover the bell mouth and tactile crossing area.
This matter is considered satisfactorily addressed.

Problem 4.2 – Exit from School Site Allowing Two Traffic Streams

The revised highway tie in drawing now introduces a significant geometric amendment to the site access, with the egress narrowed to approximately 3.65m at the junction with Marine Drive.

This change represents a physical design intervention that effectively restricts the exit to a single traffic stream and addresses the previously identified road safety concern.

The provision of appropriate visibility splays (2.4m x 33m), together with the revised kerb alignment, further supports safe vehicle egress from the site.

This matter is now considered to have been satisfactorily addressed through design.

Problem 4.3 – Misleading Transverse Bar Markings

The transverse bar markings previously identified at the informal crossing have been removed in accordance with the RSA recommendations.

This matter is considered satisfactorily addressed.

Conclusion

Having reviewed the submitted drawings, the Highway Authority is satisfied that:

- All Stage 2 RSA issues have been appropriately addressed; and
- The submitted scheme now demonstrates compliance with the RSA recommendations and the principles set out in DMRB GG119.

SIGNED: *Joanna Weeks*

DATE: 21st May 2026

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