

**Proposed Dwelling
Pen-Rhiw Bengi Lane
Oakdale
Bridgend**

ACCESS APPRAISAL
April 2023

acstro

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Revision History

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1 Introduction

- 1.1 Acstro has been appointed to produce an Access Appraisal in respect to the proposed development of a dwelling at Pen-Rhiw Bengi Lane, Oakdale. The site's general location is shown in Figure 1.

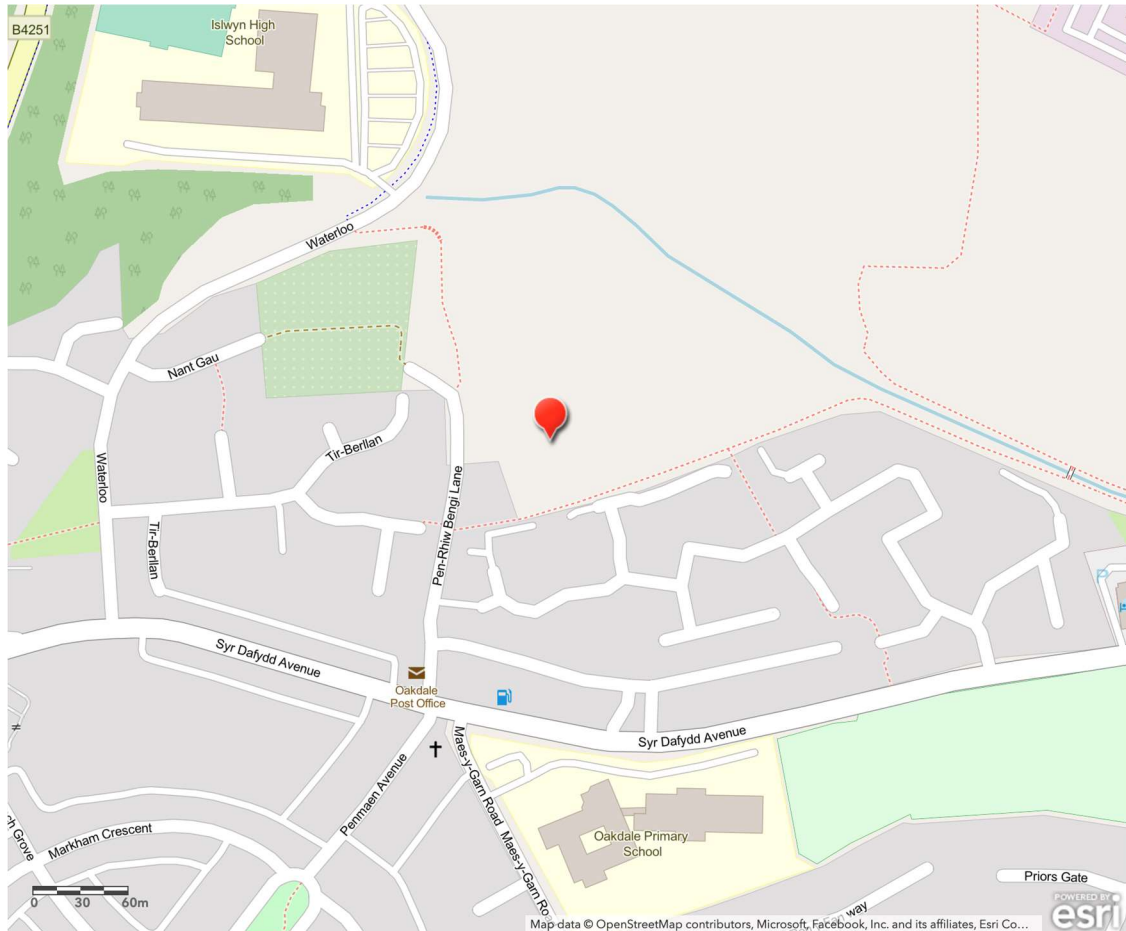


Figure 1 Location Plan

2 Existing Conditions

- 2.1 The site is accessed from Penrhiw-Bengi Lane, a no-through road that is accessed from Syr Dafydd Avenue.
- 2.2 At its junction with Syr Dafydd Avenue, Pen-Rhiw Bengi Lane has a carriageway width of some 8m with footways on both sides. There is good visibility available in both directions for drivers emerging from the junction.
- 2.3 At a point approximately 35m north of the Syr Dafydd Avenue Junction both of Pen-Rhiw Bengi Lane's footways terminate. The carriageway narrows to approximately 3m and accommodates single file traffic. Adjacent to Pen-Rhiw Bengi Farm the carriageway widens to provide a passing opportunity.

- 2.4 The single file section of Pen-Rhiw Bengi Lane serves only Pen-Rhiw Bengi Farm (not a working farm) and vehicular traffic is therefore very light. At the northern end of the lane there are some former allotments that are no longer in use and does not generate traffic.
- 2.5 The lane terminates at the entrance to the former allotments, to the north of the application site. However there is a footpath link that connects with Waterloo.

3 Proposed Development

- 3.1 The proposal is to construct one dwelling at the site. Based on typical trip generation rates for houses it is reasonable to expect that the dwelling might typically generate one peak hour vehicle movement.



Figure 2 Proposed Development

- 3.2 The proposed access is shown in more detail in Appendix 1 and complies with current design guidance provided in “Manual for Streets”.

Appendix 1 Proposed Access

- 3.3 The access is 4m wide and a gate will be positioned some 8m from the edge of the highway. This provides ample space for a vehicle to wait whilst the gate is being opened or closed without that vehicle obstructing the public highway.

- 3.4 From the access, drivers have unimpeded visibility of the end of the footpath to the north and will therefore have sight of any pedestrians approaching from this direction. Visibility towards the former allotments site is also unimpeded, providing drivers with sight of traffic approaching from this direction should the allotments site return to being used.
- 3.5 Towards the south a 2m x 25m visibility splay can be achieved. A 2m set back (X-distance) is appropriate¹ given the low volume and speed of traffic on Pen-Rhiw Bengi Lane. The Y-distance of 25m provides stopping sight distance for traffic approaching at up to 25mph², which is considered an appropriate design speed given the characteristics of the highway. The vision splay is measured to the centre of the lane, which is some 2.5m wide at this point. This is considered appropriate given that any vehicle approaching from this direction would take up the width of the lane and would be visible from the development's access. Measuring the visibility splay to the centre of the lane, rather than the nearside edge, minimises the impact of the development on the established hedgerow.
- 3.6 There is ample space for car parking within the site. The Council's Parking Standards recommend that three car parking spaces are provided for dwellings of 3-bedrooms or more. A triple garage is proposed that will accommodate three cars, complying with the Parking Standard recommendations.
- 3.7 During pre-application discussions with the planning authority some concern was raised that the development of a single dwelling was an inefficient use of the land and that consideration should be given to delivering more units on the site. The site is approximately 0.7 hectares in area and could accommodate, say, 25 dwellings at a density of 35 dwellings per hectare.
- 3.8 The width and alignment of Pen-Rhiw Bengi Lane is a constraint on the development of the site. Two-way traffic movement cannot be accommodated and there are no segregated facilities for pedestrians and cyclists. The traffic generated by a dense residential development could not be safely accommodated on Pen-Rhiw Bengi Lane.

4 Summary & Conclusion

- 4.1 This Access Appraisal has demonstrated that the proposed dwelling will be served by an access that complies with current design standards. This will provide safe access to the development ensure that the safety of other users of Pen-Rhiw Bengi Lane is not compromised.
- 4.2 Parking provision within the development will comply with the Council's Parking Standards.
- 4.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the development from being granted.

¹ Manual for Streets para 7.7.7

² Manual for Streets Table 7.1

Appendix 1 Proposed Access

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