

ADDENDUM TO TRANSPORT EVALUATION



Certificate number 12650
ISO 9001
OHSAS 18001

1.0 INTRODUCTION

1.1 Overview

1.1.1 This document is produced as an addendum to the Transport Evaluation, reference “ENG-041-Former Ely Brickwork”, submitted to Vale of Glamorgan Council in February 2015 in respect of planning application number 15/02590/MJR. It quotes from the formal response (dated 16th December, 2015) provided by Cardiff planning officers as part of the statutory consultation process. For ease of reading, our comments follow the order of those raised by the planning officer. Note that comments quoted from the planning officer are presented in bold text.

1.1.2 As a general comment, we wish to highlight that the developer is willing to accept the pre-commencement conditions that the Vale of Glamorgan County Council wishes to impose in direct relation to observations made by Cardiff City Council highway officers’ formal response. We understand the sensitivities arising from increased HGV activity and are sympathetic to the views of local residents. We are therefore keen to work with the authorities, and local people, to establish mitigation measures and monitoring frameworks where appropriate. However, we would ask that any conditions placed on the restoration scheme be proportionate, recognising facts quoted in our responses below.

2.0 RESPONSES TO HIGHWAY OFFICER COMMENTS

2.1 Detail

(i) **With specific reference to the submitted 'Transport Evaluation' officers would request that the report also consider the following:**

- **The Heol Trelai/Caerau Lane junction: What will the flows be as a % of flows at this junction?**

2.1.1 There is no historical data for traffic flows at this junction. It is possible to determine such figures by establishing a manual traffic count at the junction, but this would appear to be a disproportionate approach given the fact that trips generated by the proposed site are not expected to exceed 4 per hour in each direction over a 7 hour day.

2.1.2 We acknowledge that Cwrt Yr Ala Road is presently a quiet road, and any additional traffic (particularly HGVs) will result in a noticeable change in the road’s composition, albeit for a relatively short period of time during the restoration of the former Ely Brickworks. Notwithstanding, in absolute terms, the proposed change does not represent a large increase in traffic terms. Given the figures quoted in our Transport Evaluation, we would suggest that any increase, expressed as a percentage of existing flows, will be marginal.



2.1.3 Rather than a focus on traffic flows, we believe a more pertinent issue is the percentage increase in the volume of HGVs. We acknowledge that when the proposed site becomes fully operational, HGV composition is likely to rise from approximately 7% to 22% on the southern part of Cwrt Yr Ala Road itself, representing a 15% change. It follows that there will be an increase in the percentage of HGV flows at Heol Trelai/Caerau Lane junction. However, it should be noted that the percentage change at the junction will be significantly lower than that quoted for the southern part of Cwrt Yr Ala Road, since calculations at the southern part of Cwrt Yr Ala Road are heavily skewed by very low existing traffic flows.

- **The Heol Trelai Crossing shown on attached plan - there are existing issues at this location when buses stop at the bus stop.**

2.1.4 The developer is happy to work with the local highway authority to develop mitigation measures at this location if considered necessary, but any such measures should be proportionate to the proposed development given the already large number of vehicles, including HGVs traveling to and from Ely Distribution Centre around that junction.

(ii) **With regard to the A4232:**

The height of the bridge over Cwrt Yr Ala Road would be sufficient for HGVs to pass under, however:

- **The existing carriageway is approximately only 4.0 metres wide under the bridge and on approach which would not be sufficient for two HGV vehicles to pass. How will this be mitigated?**

2.1.5 We suggest that a minor traffic management scheme (details to be agreed) will help to alleviate this problem given the clear lines of sight in both directions as (illustrated in the images below). The developer is happy to work with the local highway authority to develop mitigation measures at this location. .



- **Our structures engineer has asked what control there will be on excavations and vibrations generated on site as a result of the proposals and how this will be monitored?**



Certificate number 12650
ISO 9001
OHSAS 18001

- 2.1.6 A “Monitoring Framework” for excavation works undertaken on site will form part of a construction method statement, which in turn will form part of the NRW permitting for the proposed development.

(iii) With regard to Cwrt Yr Ala Road:

Concerns have been raised relating to the current make-up of the existing carriageway, i.e. whether it was originally designed to accommodate this level of HGV traffic. Therefore, it would be recommended that samples be taken prior to determination of this application.

- 2.1.6 The developer agrees to core samples being taken on Cwrt Yr Ala Road, subsequent to determination of this application to form part of a monitoring framework. We wish to be active in helping to establish any monitoring framework used to assess the damage caused by the increased use of HGVs arising from the proposed development site.

It is understood that the survey included within the submitted 'Transport Evaluation' was undertaken prior to the new development off Cwrt Yr Ala Road being occupied and as such does not represent current conditions. It would be recommended that this be re-visited prior to any determination.

- 2.1.7 The highway officer is correct to state that the Transport Evaluation was undertaken prior to the development of the former Caerau nursery site (Barratt’s development) on Cwrt Yr Ala Road (N.B. the former nursey development became occupied after submitting our documents to the planning authority). However, the Transport Statement produced for the former Caerau nursery development was accepted by Cardiff Council based on TRICS figures which highlighted the largest number of vehicle movements taking place at peak times (0730 – 0900 and 1700 – 1830hrs) . Whilst the highway authority required improvements to be undertaken at the Cwrt Yr Ala Road/Cwrt Yr Ala Avenue junction, paragraph 4.3.2 of the report states that:

“...the development proposals are likely to result in very low traffic generation...”

- 2.1.8 We therefore wish to draw attention to the fact that extra flows generated by the now existing Barratt’s site and the proposed former brickworks restoration scheme, are both low in traffic terms and that the proposed hours of operation for the restoration scheme are outside of peak traffic flows. Our proposed development does not add traffic to the peak hour periods.-This fact should be recognised during the determination process.

I note the limitation of hours of working and of Monday to Friday working and proposed dust mitigation, however If you are minded to recommend the application for approval I would also wish to see some further agreement by the applicant to undertake cleaning and dampening regime of every vehicle leaving the site and a monitoring and regular cleaning regime of the Cwrt Yr Ala Road



highway to mitigate any dust and debris as might result from vehicle movements into the site.

- 2.1.9 The developer is happy to adhere to a regime for cleaning and dampening for every vehicle leaving the proposed development site. The developer will actively monitor dust/debris arising from the site's HGV activities and ensure adequate road sweeping is undertaken if and when necessary.

3.0 CLOSING REMARKS

3.1 Summary

- 3.1.1 In closing, we wish to highlight the fact that we liaised with the Council's highway officer to develop our Transport Evaluation. Although we accept that this, in no way, gives a guarantee of the outcome, it should be recognised that the developer has been proactive in working with the authority on this matter from the outset.



Certificate number 12650
ISO 9001
OHSAS 18001