



Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2016/01427/OUT
Observations By:	Paul D Harrison
Date:	25 August 2017
Location:	Land off Cowbridge Road, St Athan
Proposal:	Residential development of up to 300 units and associated work, including the provision of public open space and strategic access points
Case Officer:	Mr. Steven Rennie

Further to reviewing the amended Transport Assessment (TA) and associated plans in relation to the above, the following comments are provided.

1. The TA has undertaken a review of development traffic distribution based on travel to work Census Data. However, it appears that the percentage of development traffic to and from the north (via Cowbridge Road) is higher than expected and it is not realistic to assume traffic travelling to Cardiff and Bridgend will use this route (this is a single-track country lane and not an attractive alternative). As a result, it is considered that a significant proportion of development traffic would likely travel to and from Cardiff and Bridgend via the B4265.

Therefore, a comparative assessment of the junction of Gilestone Road/B4265 is required to be undertaken based on the following distribution.

- 30% to/from Cowbridge Road to the north;
- 10% to/from Eglwys Brewis Road to the west; and
- 60% to/from St Athan Road (through the village) to the south.

Notwithstanding the above, it is noted that the analysis within the TA identifies that the junction will be over capacity during the AM peak period in 2027, with and without development traffic. The TA assumes that there will be a change in driver behaviour relating to the choice of routes to destinations and as a result, mitigation is proposed by way of a financial contribution towards sustainable transport. However, as changes in driver behaviour etc. cannot be relied upon,

improvements to the junction are required to be identified in order to achieve nil detriment.

2. The submitted drawings showing the proposed roundabout that will provide primary access to the site are required to identify and show the full design criteria in accordance with Design Manual for Roads and Bridges. In addition, a Stage 1/2 Road Safety Audit is required to be undertaken of the design by a suitably qualified auditor, who shall first be approved by the LHA.
3. The pedestrian crossing facilities at the proposed roundabout are required to be incorporated within the splitter islands along each arm.
4. It appears that the existing access at the junction of Eglwys Brewis Road and Cowbridge Road that serves adjacent MOD land, will be stopped up, in order to facilitate the primary access to the site. However, this is required to be confirmed (with associated permissions/correspondence submitted) and clearly shown on the submitted plans.
5. The submitted swept paths are unclear and do not consider all traffic movements associated with the proposed roundabout. As a result, the swept paths are required to be resubmitted to a scale of 1/250 and show all turning movements. In addition, swept paths of a 11.22m refuse vehicle, entering and exiting the secondary site access are required to be provided.
6. The X distance associated with the visibility splays from the secondary means of access along Cowbridge Road is required to be provided at 4.5m. This is based on the requirements of LTN 2/08 – Cycle infrastructure Design, as a cycle/footway will cross the site access.
7. The proposed cycle/footway along the site frontage is required to be located adjacent to the carriageway. Furthermore, the cycle/footway to the northwest of the primary site access is required to be formally constructed from tarmac and not as a gravel surface. The footways along the site frontage are required to be shown as illuminated.
8. The existing pedestrian footway along northern side Eglwys Brewis Road, adjacent to the junction of Cowbridge Road, is required to be extended around the junction for a distance of approximately 40.0m and include pedestrian crossing points.
9. The location of the existing 30/40mph speed limit transition adjacent to the site is required to be shown on the submitted drawings. In addition, the relocated speed limit transition is required to be constructed as a gateway feature (including carriageway markings and surface dressing) with associated forward visibility shown on the submitted plans.

10. The internal residential access roads within the site are not acceptable as shown and are required to be designed for a maximum speed of 20 mph without the use of any vertical deflections.

Note: Further comments will be provided in relation to the extension of the propose cycle/footway across the frontage of the adjacent community centre and the upgrading of the adjacent zebra crossing to the southeast of the site in due course.



Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2016/01427/OUT
Observations By:	Paul D Harrison
Date:	16 January 2017
Location:	Land off Cowbridge Road, St Athan
Proposal:	Residential development of up to 300 units and associated work, including the provision of public open space and strategic access points
Case Officer:	Mr. Steven Rennie

Further to reviewing the above, the submitted Transport Assessment (TA) and associated plans are required to be amended and resubmitted taking account of the following.

1. The proposed site layout and access arrangements are required to be provided on an engineering plan to a suitable scale (1/200), showing all engineering details and dimensions associated with cycleways, footways, dropped kerbs, tactile paving, carriageways, shared surfaces, junction radii, visibility splays (including forward visibility) and associated car parking spaces etc.
2. A single point of access is required to be provided from the adjacent highway into the main aspect of the site. As a result, the applicant is required to investigate the provision of a roundabout junction with St Athan Road/Eglwys Brewis Road/Cowbridge Road, with access provided to the site at this location.

If it is demonstrated that a roundabout junction cannot be provided, the access will be required to be formed as a priority ghost island T-junction. In addition visibility from the access will be required to be provided based on the recorded speeds along the adjacent highway.

3. The proposed combined cycleway/footway along the southern site of Cowbridge Road is required to be provided at 3.5m and not 3.0m as stated within the TA.
4. A combined cycle/footway (3.5m wide) is required to be provided along the northern side of Cowbridge Road across the complete frontage of the site, connecting to Flemingston Road.

5. Details of the proposed speed reducing features and pedestrian crossing facilities as mentioned within the TA are required to be provided and shown on plan.
6. The existing zebra crossing to the southeast of the site, adjacent to the exit of RAF base, is required to be replaced with a Toucan Crossing.
7. The existing 30/40mph speed limit transition adjacent to the site is required to be relocated approximately 250m northwest of its current location along St Athan Road and constructed as a gateway feature, with associated forward visibility shown on the submitted plans.
8. An assessment of road traffic accidents along the adjacent highway network is required to be undertaken within the TA for the most recent 5 year period, which shall be based on STATS 19 accident data. The assessment will be required to be undertaken for a distance of 500m from the site along St Athan Road and Eglwys Brewis Road and along Cowbridge Road (through St Athan Village), between the junctions of the B4265 and Eglwys Brewis Road.
9. A comparative assessment of the distribution of development trips along the adjacent highway network is required to be undertaken within the TA based on travel to work Census data.
10. A capacity analysis of the junctions of Eglwys Brewis Road/Cowbridge Road (pre and post improvements) Gilestone Road/B4265 and Cowbridge Road/site access is required to be undertaken using the appropriate modelling software.
11. Swept paths of a 11.22m refuse vehicle showing all turning movements in/out and within the site are required to be submitted for consideration.
12. Pedestrian and cycle permeability is required to be increase with the provision of additional links to and within the site.