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Mr Ian Robinson  
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Our Ref: SWW046\_response070619\_updated110619

11<sup>th</sup> June 2019

Dear Mr Robinson

**PLANNING (WALES) ACT 2015**

**YSGOL GYMRAEG BRO MORGANNWG**

**THE ERECTION OF EXTENSIONS TO THE SCHOOL FOR A NEW SPORTS BLOCK; DESIGN AND TECHNOLOGY BLOCK; NEW RECEPTION AREA; CREATION OF NEW PLANT ROOM; NEW MUGA AND 3G ALL WEATHER PITCH; THE CREATION OF A NEW COACH DROP OFF / PICK UP AREA**

This letter has been prepared in response to the additional TA comments received 11/06/19 under the document titled **Vale of Glamorgan Highway Authority Observation Sheet (Additional Comments TA Review)**.

This letter is an update to the letter issued on the 7<sup>th</sup> of June 2019, our reference no.: **SWW046\_response070619** whereby our responses to the additional comments have been inserted into section 1. We have tabulated and referenced the new TA comments as LMH1 to LMH4.

The following matters raised during the consultation period have been categorised into the following sections of this letter:

1. Vale of Glamorgan Highway Authority Observation Sheet (Additional Comments TA Review) and Vale of Glamorgan Highway Authority Observation Sheet reference 2019/00280/RG3
2. Planning response and request for a Section drawing
3. Sport Wales feedback
4. Residents Query

**1. Vale of Glamorgan Highway Authority Observation Sheet (Additional Comments TA Review) and Vale of Glamorgan Highway Authority Observation Sheet reference 2019/00280/RG3**

The table below sets out each of the issues raised and provides a response to each issue raised on the letter **Vale of Glamorgan Highway Authority Observation Sheet (Additional Comments TA Review)**.


Reference No.	Issue raised	Response
LMH1	<b><u>Signalised Junction A4050</u></b>  While the flows / modal shifts have been considered the report ( items 6.3.2 through to 6.3.5 – see below )	<b>Response to comments on A4050/Barry Hospital and YGBM access signal-controlled junction</b>  The Highway Officer is correct in that the effects of the proposed development have not been modelled in terms of junction

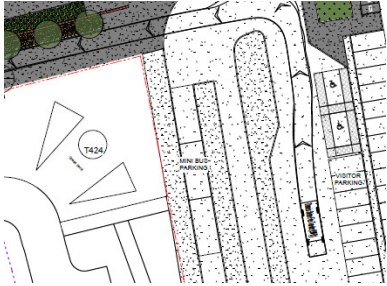
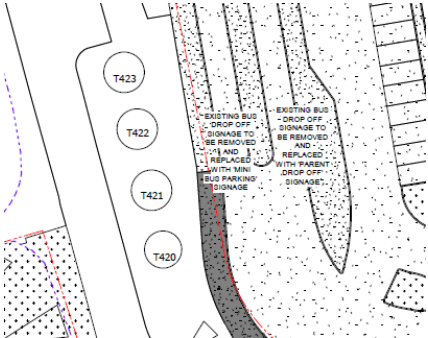
Reference No.	Issue raised	Response
	<p>It would appear that the effects on the junction / envisaged model shifts have not been modelled using the appropriate modelling packages such as Linsig, Transit &amp; Vissim and therefore the Highway Authority cannot ascertain the real time effects on the junction such as phasing / timings / que lengths</p>	<p>capacity assessment. The impact of the proposed development in the Transport Assessment has been thoroughly considered in terms of percentage changes in traffic flows between a future year 'without' and 'with' development scenario. The 'without' development scenario is as per the existing situation, but with the addition of background traffic growth.</p> <p>The 'with' development scenario includes the increase in pupil population associated with the proposed development as follows:</p> <ul style="list-style-type: none"> <li>• Existing: 1,133 pupils (1,015 primary / secondary and 118 sixth form) (number on roll at time of assessment)</li> <li>• Proposed: 1,660 pupils (1,410 primary / secondary and 250 sixth form).</li> <li>• Increase: 527 pupils (395 secondary and 132 sixth form).</li> </ul> <p>The TA forecast that the increase in pupil numbers from 'existing' to 'proposed' will result in an increase in traffic flows of 12% at the junction during the AM and PM peak hours. It should be highlighted that part of the proposed increase in pupil numbers is already consented; the school already has consent for a total of 1,361 pupils. Therefore, 228 of the assessed 527 pupils can already be considered to be consented and acceptable to LHA/LPA.</p> <p>As such, it has been considered reasonable to update the 'without development' baseline to include the full consented number of pupils at YGBM (1,361 pupils). This provides for a more appropriate comparison between what is 'consented' (i.e. already accepted by the LHA/LPA) and 'proposed' development. The 'without development' scenario also now includes traffic associated with the planning application for Whitmore High School; this is a live planning application and, under best practice guidance, development that can be reasonably expected to come forward (i.e. has a validated planning application or is consented) should be included in assessments as 'committed development'.</p> <p>The table set out in <b>Appendix 1</b> of this letter sets out the derivation of traffic flows for the revised 'without' and 'with' scenarios at the junction, and provides an update of the percentage impact assessment.</p> <p>The table shows that the proposed development will result in an increase in traffic entering the junction of 5% during the AM and PM peak hours, when compared with a baseline future year scenario that includes consented/committed development. This level of increase is not considered to require junction capacity assessment and within the realms of daily variation.</p>


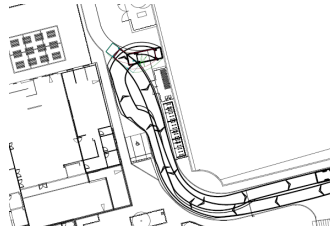
Reference No.	Issue raised	Response
		<p>The proposals for YGBM will also result in buses relocated to and sharing with WHS and utilising the WHS access instead of the YGBM access. There are currently 14 buses to/from YGBM; this equates to the removal of 28 vehicle movements at the signal-controlled junction during the AM and PM peak hours. When these are removed from the '2021 With Development' (Column 6) traffic flows, the percentage change (Column 7) reduces to 4% during the AM and PM peak hours. In terms of capacity assessment, buses can equate to two or more standard car vehicles, (Passenger Car Units) therefore the effect of removing these will improve capacity</p> <p>It is on the basis of the updated analysis that no further assessment is considered to be required. In addition to this, the answer to the question around ascertaining the 'real time effects on the junction' have been established in that there will be minimal changes which is likely to be immaterial. The removal of large PSV movements is likely to be more noticeable in day to day operation.</p>
LMH2	<p>In addition to the above the existing signalised junction incorporates pedestrian only facilities and has made no provision for upgrading to cater for cyclists and links to existing / proposed infrastructure along A4050 and within the site</p>	<p>It is fundamental to note that the proposal is for an existing site with a marginal increase in pupils and as set out in LMH 1, there is not noticeable effect predicted to occur at the junction. Furthermore, large PSV movements will be removed from the junction and the local road network, particularly along the A4050 Colcot Road. As stated in LMH3, the findings of the traffic assessment confirmed that no further mitigation is required or warranted at this junction.</p> <p>There is an off-road shared footway/cycleway link between the A4226 and A4050 (connecting to the A4050 at the A4050/access road serving Barry Hospital and YGBM signal-controlled junction), which provides a more direct link than car modes for trips to/from the north. This is designated as a Public Right of Way (PRoW) (Reference: B1/25/1). Included within the development proposals are some measures to improve the information for cyclists and improving the link between the footway/cycleway and the school access. It is therefore proposed that a 'cyclist dismount' sign be erected on the post of the existing shared use sign. This will notify cyclists to dismount before walking their bicycle across the signalised crossing. A 'cyclist dismount' will also be provided at the school entrance where cyclists will walk their bicycle along the footway via the existing zebra crossings. To improve the safety of cyclists accessing the cycle parking, an additional zebra crossing facility will be provided at the cycle parking, allowing pupils to walk their cycles to the parking facility safely.</p>

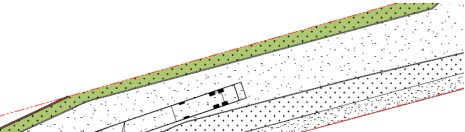
Reference No.	Issue raised	Response
LMH3	Applicant to review effects on the junctions, and identify any mitigation measures To deal with the increased flows / modal shifts and links to existing / new infrastructure	As set out in LMH 1, there is not noticeable effect predicted to occur at the junction and large PSV movements will be removed. Following the findings of the traffic assessment it was confirmed that no further mitigation is required or warranted at this junction.
LMH4	<b><u>Green Banks Drive</u></b>  No details have been provided within the submission to ascertain whether feasible to provide a suitable pedestrian and cycle facilities within land within the control of the Authority / Highway Limits and conforming with the Design Guidance Active Travel (Wales) Act 2013.  Applicant to provide basic details (alignment / widths) along Greenbacks Drive / A4050 and within the school prior to determination of application by LPA	The TA has been updated ( <b>TA_V5.4 issue Full</b> ), removing the reference to a pedestrian link into the development via Greenbanks Drive. This was recommended previously and understood to have been removed closer to submission

The table below sets out each of the issues raised and provides a response to each issue raised on the letter **Vale of Glamorgan Highway Authority Observation Sheet 2019/00280/RG3**

Reference No.	Issue raised	Response
1	In accordance to the Council's Car Parking Standards for education establishments a requirement of 1 space per member of teaching staff, 1 space per 2 ancillary staff, 1 space per 20 six form students and 3 visitor spaces plus bus parking facilities as required. As a result of the above, the Parking Standards' requirement for 74 teaching staff (74 spaces), 35 ancillary staff (18 spaces), 250 sixth form students (13 spaces), and visitors (3 spaces) is therefore for the provision of 108 parking spaces. The new proposal	The visitor parking and disabled parking spaces are now shown on the updated drawing " <b>ASL- 00- ZZ- DR- L- 0900 rev P17</b> ". Extract below:  

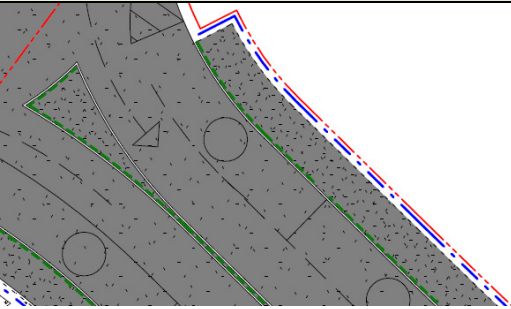
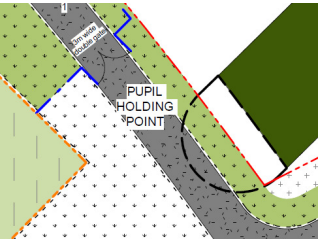
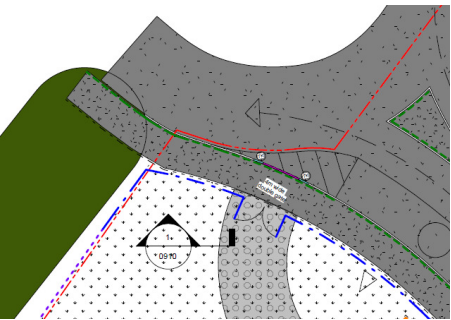
Reference No.	Issue raised	Response
	<p>provides car parking for 122 parking spaces which is appropriate. However, the location of the visitor and disabled parking needs to be highlighted on the general arrangement.</p>	
<p>2</p>	<p>I note from a site visit that the school currently has 3 minibuses for personal use and larger parking bays will be required to store these vehicles when the existing car park outside the existing reception is removed and suitable turning facilities</p>	<p>The revised external works drawing <b>“ASL- 00- ZZ- DR- L- 0900 rev P17”</b> now shows an area for the school mini bus parking and notes to state that signage around this space is to be changed.</p> <p>Extract below:</p> 
<p>3</p>	<p>The Transport Assessment indicated that the existing bus drop off bay will now be utilise for parent drop off. As a result the existing signage will need to be changed accordingly.</p>	<p>The transport assessment has been revised (<b>TA_V5.4 issue Full</b>) to reflect this requirement.</p> <p>The revised external works drawing <b>“ASL- 00- ZZ- DR- L- 0900 rev P17”</b> now states that the existing signage is to be removed and new signage will be erected</p> <p>Extract below:</p> 

Reference No.	Issue raised	Response
4	<p>In Appendix 3.2 of the Transport Assessment a plan has been submitted showing a track run for a 7.7m long Fire Tender to be able to turn within the vicinity of the kitchen access and the bin store. The External Works General Arrangement Drawing does not show any turning space for any such vehicle.</p> <p>However, the area between the kitchen access and the bin store will need to be able to accommodate larger vehicles turning in that area due to the proposed usage for deliveries and bin storage. The current large refuse vehicle that would be used by the council is a 3 axle – 11.22m long vehicle. The Highway Authority therefore require an amended plan with appropriate track runs to show that the refuse vehicle currently used by the Council will be able to safely turn within the area and thus enter and exit the location in a forward gear.</p>	<p>The Swept Path Analysis drawings have been updated for the 3-axle refuse vehicle</p> <p><b><i>“18136-SDL-00-XX-DR-C-SK105 P1 Tracking For Refuse Vehicle”</i></b></p> <p><b><i>“18136-SDL-00-XX-DR-C-SK104 P2 Tracking For Delivery Area”</i></b></p> <p>Extracts below:</p> 
5	<p>It was noted from the General Arrangement drawing that the access road highlighted in yellow below is only 3.0m wide. The normal standard for access road for a fire tender would be a minimum of 3.7m. This is to ensure that vehicles and cyclists can pass each other in an appropriate and safe manner and a fire tender can access to the northern part of the building. A track run will also be required that a fire tender can turn in the area denoted by the blue box as it would be unsafe for any vehicle to reverse along the length of road especially as the cycle</p>	<p>The fire tender will NOT use this route it is purely for the caretaker to access his house. The fire tender will turn in the area adjacent the sprinkler tank so a new turning head adjacent the caretaker’s house is not required. This is as per the requirements of the Bureau Veritas <b><i>Fire Safety Strategy Report S18037738</i></b> which states that the total area of the building is more than 8,000 m2 and is less than 11m in height. Therefore, vehicle access for a pump appliance should be provided to 50% of the building perimeter.</p> <p>As per drawing <b><i>“18136-SDL-00-XX-DR-C-SK101 P4 Tracking Fire Tender”</i></b></p> <p>Extract below:</p> 

Reference No.	Issue raised	Response
	facility has been sited on this access road	
6	<p>The new internal design of the school does not provide for cyclists to travel from the existing external cycle route at the side of the hospital to the proposed location of the school cycle shelters. The aim should be to create a route that is safe and comfortable for pupils to be able to access the cycle shelters in a safe manner in accordance with the Active Travel (Wales) Act 2013. The Highway Authority therefore requires a drawing showing changes to the external and internal highway design to accommodate the above access requirements. The Active Travel Act is complemented by statutory Design Guidance. The guidance sets out the standards expected of new and improved active travel infrastructure when choosing the design solutions for this route. It also sets out effective approaches to planning walking and cycling networks and the audit tools should be utilised to assess existing infrastructure and the proposed route for their suitability.</p>	<p>The Active Travel Design Guide (2014) suggests using the cycle audit tool to undertake an assessment of the cycle route. However, it is fundamental to note that in this instance, the proposal is for an existing site with a marginal increase in pupils. It is therefore not deemed appropriate to use the audit tool in this instance to assess the route linking the existing cycle route to the on-site cycle parking; the 'route' essentially being from the signalised junction into the internal layout of the site.</p>
7	<p>The Transport Assessment (para 3.4.9) has indicated that to ensure safe access for pedestrians that a controlled (zebra) crossing is provided potentially with the inclusion of a plateau, at the entrance to the school, inside the gates. No such access has been indicated on the General Arrangement plan and further detail is required taking into account the Design Guidance outlined in paragraph 6 above .</p>	<p>The TA (<b>TA_V5.4 issue Full</b>) and the external works drawing (<b>ASL- 00- ZZ- DR- L- 0900 rev P17</b>) have been updated to capture the following rationale.</p> <p>It is considered a potential safety concern for pupils to be making this movement across the access to Barry Hospital. Therefore, it is suggested that the northern footway is removed in its entirety to discourage use and converted to a grassed verge</p> <p>Extract from the external works drawing:</p> 

Reference No.	Issue raised	Response
8	<p>There are currently 14 buses that serve this school. The Transport Assessment for this school has indicated the 14 spaces for coaches and minibuses will be relocated to a new bus drop off accessed via Whitmore High School. The Transport Assessment for the planning application (2019/00435/RG3) for the neighbouring Whitmore High School indicates that it is proposed to develop a shared bus drop off facilities with this application. It is important that both applications be considered as when considering the usage of this bus drop off point from a Health and Safety perspective as the lack of available parking laybys led to vehicles parking in areas that are not designated for that purpose and was a possible factor in the fatal accident that occurred in Maesteg School. The Transport Assessment did not indicate if there would be an increase in buses/minibuses as a result of the increase in pupil numbers and the Highway Authority would need to be reassured that this will not be the case as only 14 dedicated bays will be provided as part of this application which will only accommodate existing pupil numbers.</p>	<p>In section 3.7.5 of the YBM TA it describes arrangements around the bus drop off, a shared access but not shared drop off.</p> <p>The WHS site will not share a bus drop off with YGBM site.</p> <p>The YGBM bus and coach drop-off will be solely for the coaches and minibuses facilitating YGBM.</p> <p>The WHS bus and coach drop-off will be solely for the coaches and minibuses facilitating WHS.</p> <p>Coaches and minibus for WHS and YGBM will only be sharing the access road off Port Rd.</p> <p>The school bus service provision is currently a mix of nine coaches and five minibuses, with a number of the buses running with spare capacity. The proposals will result in eleven coaches and three minibuses, thereby increasing the capacity of school bus places to allow for the proposed increase in pupils.</p>
9	<p>In respect to the design for the new bus drop off area, I have been in contact with the home to school transport section who have indicated the following</p> <ul style="list-style-type: none"> <li>• There needs to be barriers along the pavements and down the middle of the new facility to mirror the existing facilities for the school shown in the photograph below – this is to stop children squeezing in</li> </ul>	<p>The external works drawing has been updated ("<b>ASL- 00- ZZ- DR- L- 0900 rev P17</b>") to reflect this.</p> <p>A barrier with gaps for transfer of pupils on / off the buses is being provided and a central barrier will be installed</p> <p>Extract below (green line):</p>



Reference No.	Issue raised	Response
	<p>between the vehicles and to direct them to a formal crossing point (the operator sees this as a current concern at Llantwit Comp)</p> <ul style="list-style-type: none"> <li>• Has consideration been given if a vehicle broke down in one of the spaces – is there room for other vehicles to pass/reverse?</li> <li>• Consideration should be given to a waiting area within the vicinity of the bus drop off area should buses arrive late. Provision is required for an area that at least one bus worth of children so that they can wait safely (so 70 children).</li> </ul>	 <p>The proposed bus-drop off facility includes individual parking spaces for the coaches and minibuses, separate to the circulation carriageway. Therefore, there is room for a bus to pass another if it is broken down. A breakdown in a parking space would not affect operation of the wider circulation. A breakdown in the circulating lane could still be accommodated with undertaking using the bays.</p> <p>An area defined for holding pupils is now identified on the revised external works drawing <b>“ASL- 00- ZZ- DR- L- 0900 rev P17”</b></p> 
10	<p>The existing signals at the exit to Whitmore High School Access Road / Stirling Road A4226 currently have no pedestrian facilities as part of the traffic signal infrastructure. It is likely that new bus turning circle being provided will create a new walking / cycling route through to the School with school children walking from the residential area to the northwest of the A4226. Parents may also drop off their children on the A4226 for pupils to walk to the school using this route. It was also noted on the proposed development plan that a footway will be constructed into</p>	<p>The footpath has been extended and is shown on the revised external works drawing <b>“ASL- 00- ZZ- DR- L- 0900 rev P17”</b></p> 

Reference No.	Issue raised	Response
	the school from the bus turning facility. As a result of the new desire line that will be created and the footway should be extended to the adopted highway as shown highlighted in yellow below and crossing facilities should be constructed to link the residential area to the north utilising the footway on the main road and the bus turning circle footway	
11	The Transport Assessment (para 7.4.2) has indicated that to ensure safe access for pedestrians via the A4050, a pedestrian link will be provided via Greenbanks Drive. No such access has been indicated on the General Arrangement plan and further information is required.	The TA has been updated ( <b>TA_V5.4 issue Full</b> ) and this statement has been removed.

## **2. Planning response and request for a Section drawing**

The below table and attached drawing respond and address this matter

Reference No.	Issue raised	Response
P1	Sections- I am struggling to read from Section 1 on plan YBM- ASL-00- ZZ- DR- A- 0925 (proposed site sections) what the relationship is between the levels of the MUGA area and the properties on Elan Close. Unless I am misreading it/missing something, I can't see an indication of the comparative levels. A section would also be useful through the pitches and Brenig Close (i.e at 90 degrees to Section 2). In both cases, existing and proposed would be needed (this could be shown on the same plan) to show the change (if any) from the existing situation.	Please find attached to this letter (in the email) the section drawing to respond to letter " <b>Record Sheet_201900280RG3</b> "  ASL drawing reference <b>YBM-ASL-00-ZZ-DR-A-0925 - Proposed Site Sections rev P2.</b>

### **3. Sport Wales feedback**

The below table and attached drawing address this matter.

<b>Reference No.</b>	<b>Issue raised</b>	<b>Response</b>
S1	<p>With regard to the sports facilities specifically, the proposal involves the loss of the existing games court and some playing field area to the south of the site but there will be a new sports hall, new and larger games court and a floodlit 3G pitch. Sport Wales is satisfied this will improve the site's sporting capacity particularly with the new floodlit 3G allowing greater intensity of use including new community use during the evenings and weekends. On that basis Sport Wales has no objection.</p> <p>Even so, Sport Wales has concerns about the school's playing field provision. The application seeks consent to increase the school's capacity to 1660 pupils but the playing field provision on site falls significantly below the statutory minimum set out in the Schools Premises Regulations. Will the school therefore have access to other playing fields as required?</p>	<p>As an authority having built/refurbished many school buildings we have never provided alternative sports facilities within the same school site. Alternative arrangements have always been arranged via the school liaising with other local schools or sporting amenities within the vicinity. For Ysgol Bro Morgannwg there are a number of facilities that they will have access to via prior arrangement such as Colcot Sports Hall and Buttrills Fields and have utilised previously.</p> <p>The project team do not make arrangements due to the lack of knowledge and understanding of what is required to deliver the curriculum, we will always assist the school were possible.</p>

### **4. Resident Letter**

<b>Reference No.</b>	<b>Issue raised</b>	<b>Response</b>
R1	<p>Please could you confirm (for the avoidance of any doubt) the intended/desired hours of use for the lit pitch at the north of the site and the unlit MUGAs.</p>	<p>The proposed 3G pitch is a sporting facility that has been provided within all new schools across the VGC under the Welsh Government funding, to deliver their sporting curriculum as well as play matches and offer to the community to use out of school hours. The standard operating times for the 3G pitch will be up to 10pm each evening.</p>

Reference No.	Issue raised	Response
		The muga pitches are a relocation of the existing mugas that are currently located on the school site. There are no lighting columns proposed for these areas

I trust that this has adequately provided responses to each of the comments raised.

If you require clarification or any further information, please contact me as per my details below.

Yours sincerely



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**Appendix 1 – table prepared to support the response to query LMH1**

Time Period	Junction Inflows - the A4050/Barry Hospital and YGBM access signal-controlled junction						
	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	'2021 Without Development' (TA)	Traffic associated with remaining consented pupils at YGBM (228 primary/secondary pupils), not accounted for in '2021 Without Development' scenario in the TA	Traffic associated with Whitmore High School proposals	'2021 Without Development' (Column 1 + Column 2 + Column 3)	Traffic associated with proposed increase in consented pupils at YGBM (167 primary / secondary + 132 sixth form)	'2021 With Development' (Column 4 + Column 5)	Percentage Change (based on difference between Column 4 and Column 6)
AM Peak Hour	1,709	102	18	1,829	99	1,928	+5%
PM Peak Hour	1,744	102	13	1,859	99	1,958	+5%