

Lambert, Fiona

From: Rees, Nigel
Sent: 01 December 2020 15:52
To: Lankshear, Robert
Cc: Howells, Lee M; Robinson, Ian
Subject: RE: 2020/01170/OUT - Land at Upper Cosmeston Farm

Follow Up Flag: Follow up
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Hi Robert,

With regard to the access approval as per attached Assess plan Figure 4.1:

Notwithstanding the submitted access plan, Figure 4.1 then highway's Authority would have the following comments:

The No. of access points and locations along Lavernock Road is acceptable to feed the proposed residential development and primary school. Although what has been shown is indicative the locations shown provide the required visibility along Lavernock Road and spacing to include the required ghost right hand turning lanes.

The locations for the Toucan crossing and uncontrolled centre island crossing as shown on the plan is acceptable.

The shared footway surface to the East of Lavernock Road fronting the site is shown as 3.0m wide – As a minimum this is required to be 3.5m.

The footway to the west of Lavernock Road fronting Cosmeston Park is shown to be 2.0m wide – As the Toucan crossing and the centre island crossing will feed both cyclists and pedestrians to this footway linking into Cosmeston Park as a minimum this is required to be 3.5m wide acting as an extension of the shared surface into Cosmeston Park.

The visibility splay shown on the northern access, although acceptable at 43m along Lavernock Road in both directions for a 30mph speed an 'x' distance into the junction of 4.5m is required due to the anticipated larger vehicles (buses) exiting the site and the traffic flows along Lavernock Road. No visibility splay has been shown for the Southern access point, As a minimum requirement to be the same as for the northern access point.

The junction geometry has been designed to accommodate a 11.22m refuse vehicle and a 11.7m bus – Junction geometry to be designed to accommodate a 15m coach.

The proposed relocation of the 30mph speed limit although acceptable for the development frontage as shown there is an application for a further school to be located adjacent to the proposed primary school which may utilise Fort Road as an access point, the location of the relocated 30mph limit may be pushed further West along Lavernock Road to accommodate.

The relocated 30mph limit to be designed as a gateway feature to include signage/lighting and carriageway markings (i.e. roundels and dragons teeth).

Further comments to be provided on the bus stop facilities in relation to location and whether to be on carriageway or lay-by type.

As per my previous email the revised Transport Assessment will be reviewed by Mott MacDonald; review/technical note to be follow which will also take account and comment on the further modelling for the Merrie Harrier signalised junction and Lavernock Road/Westbourne Road junctions.

Kind Regards,

Nigel Rees
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