

Appendices

Appendix A

Austin-Smith: Lord

**Proposed residential development of up to 577 dwellings
and provision for a new Primary School at
Upper Cosmeston Farm,
Penarth**

TRANSPORT ASSESSMENT SCOPING NOTE

November 2018

A decorative graphic at the bottom of the page consisting of a wavy line with a color gradient from red to yellow to orange.

Applicant: Austin-Smith: Lord

Project no: T18.??

Document ref no: T18.?? D1

Document issue date: **November 2018**

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Appendices

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1. Introduction

- 1.1 Asbri Transport Limited have been appointed by Austin-Smith: Lord to produce a Transport Assessment (TA) to accompany an outline planning application proposing the construction of a new residential development on greenfield land on the southern fringes of Penarth, referred to as Upper Cosmeston Farm.
- 1.2 Welsh Government owns 54ha of greenfield land at Upper Cosmeston Farm located to the south of Penarth. This land was originally acquired by the former Land Authority for Wales and had strategic significance as a potential landfall for the proposed Severn Barrage.
- 1.3 The application site is allocated in the Vale of Glamorgan Local Development Plan as a Greenfield site for development.
- 1.4 The location of the proposed development is detailed in **Figure 1**.

Purpose of the Scoping Note

- 1.5 This Scoping Note sets out the proposed method and scope of work to be undertaken in the Transport Assessment report that will form part of the supporting documentation for the outline planning application.
- 1.6 It is intended that the Scoping Note will be agreed by the Vale of Glamorgan (VoG) Council to assist in the completion of a robust Transport Assessment. It is noted that the Vale of Glamorgan's Local Development Plan 2012-26 states:

This 22.2 hectare greenfield site is located to the south of Penarth adjacent to Lavernock Road. Development of the site will be informed by a masterplan/development brief which will identify and safeguard provisions for major infrastructure comprising a 1.0 hectare site to provide a new primary and nursery school; 1 hectare of designated public open space and an additional 0.1 – 0.2 hectares for the provision of a new community facility, in accordance with Policies MG6 (5), MG28 (10) and MG7 (4). Affordable housing will be delivered in accordance with Policy MG4.

The Council's Engineers have advised that future development proposals should be supported by a robust Transport Assessment which evaluates and

determines mitigation measures that alleviate any detrimental impact the development will have on the local highway network and associated road junctions. A suitable and safe access will be required that conforms to current design criteria. In this regard it is anticipated that the development will be served via a new junction onto Lavernock Road, which incorporates safe pedestrian/cycle friendly facilities. The new development will be expected to contribute to the Council's aspirations for improved walking; cycling and public transport facilities and ensure good permeability both within and surrounding the site including improvements to the NCN88 between Penarth, Sully and Barry.

- 1.7 The Vale of Glamorgan Local Development Plan also includes references to a new Bus **Park and Ride** facility at Cosmeston in Policy MG16 – Transport Proposals. We would welcome further information on this proposal.
- 1.8 The TA scoping note includes proposed trip generation rates derived from the TRICS database and requests the views of the Highways Authority on the trip rates proposed.
- 1.9 There have been brief, informal scoping discussions with highways officers of the Vale of Glamorgan during the drafting of this scoping report. It is expected that scoping discussions will continue during November – January 2019.

2. Development proposal

- 2.1 The development proposals include a residential development of 577 dwellings with associated community facilities as well as the safe-guarding of land within the site for a primary school.
- 2.2 It is considered that one primary point of vehicular access will be provided from the B4267 with an appropriate junction design that encompasses appropriate bus priority measures and provision for pedestrians and cyclists.
- 2.3 The geometric design of the internal road network within the site will be such to permit bus permeability into the site should this be proposed.

- 2.4 A comprehensive Travel Plan will also accompany the outline planning submission which details measures, objectives and targets to ensure that that sustainable travel to and from the development is both facilitated and maximised.

3. Scope of assessment

- 3.1 The Transport Assessment will be undertaken in accordance with guidance set out in TAN18. The following subsections outline the content that will be included within the Transport Assessment.

Policy review

- 3.2 A review of local and national policy guidance related to the development proposals will be included. The policy review will include the following:

- Wales Spatial Plan – People, Places, Futures (adopted in 2004, and updated in 2008);
- Planning Policy Wales (Edition 8, January 2016);
- TAN18 ‘Transport’ – forms part of the Supplementary Guidance contained within Planning Policy Wales;
- One Wales: Connecting the Nation;
- The Active Travel (Wales) Act 2013; and,
- Vale of Glamorgan Local Development Plan (2011-2026) – adopted in June 2017.

Background and existing conditions

- 3.3 A description of the area, and its relationship with:
- The existing highway network;
 - Pedestrian/cycle infrastructure;
 - Public Transport infrastructure, location of bus stops and frequency of services;

- Existing rail services;
- Local traffic conditions and traffic data review; and
- A review of highway safety records for the most recent five-year period.

4. Site layout, vehicular access and parking provision

4.1 This section of the TA will consider the following matters:

- Car parking standards (in-line with the VoG consultation draft of the supplementary planning guidance);
- Cycle parking standards;
- Site layout and vehicular access

4.2 The site access strategy includes access from one primary all-movement junction:

- In the form of a new priority/signalised junction along Lavernock Road; and,
- A secondary point of vehicular access that will provide provision for emergency vehicle access.

4.3 The principal access junction will be subject to capacity modelling to determine what form of junction will be proposed in the planning application.

5. Highway Safety

5.1 The Transport Assessment will review Personal Injury Collision (PIC) data within the study area of the site. PIC data will be analysed for the most recent five-year period and these collisions will be plotted within the study area.

5.2 The analysis will include:

- The severity of each collision;
- The number of vehicle involved;
- The number of casualties;
- Causation factors of each collision;

- Types of casualties (e.g. vehicle/pedestrian, vehicle/pedal cycles); and
- A plot of the location of each collision.

5.3 The proposed study area for highway safety review is detailed in **Figure 2**.

6. Public Transport

6.1 Bus stops and services within the vicinity of the site will be analysed studying their destinations and frequencies. There are existing services currently operating along Lavernock Road. Future public transport proposals within the vicinity of the site will also be taken into consideration within the TA.

6.2 Rail services within the vicinity of the site will be studied analysing the nearest railway station and number of frequent services that are scheduled.

7. Pedestrians and Cyclist Provision

7.1 Pedestrian and cyclist provision in the vicinity of the site will be assessed following guidance from The Chartered Institute of Highways and Transportation (CIHT) guidelines for desirable and maximum walking distances.

7.2 The Transport Assessment will discuss local amenities/facilities within the vicinity of the site and the most suitable means of travelling there by sustainable modes of transport.

7.3 Information on cycle routes will be analysed, including route locations, nearest access point and if the route is on or off-road.

8. Committed Development and committed highway improvements

8.1 The Highway Authority is requested to advise of any committed developments (that benefit from planning permission but are yet to be constructed or that are but not yet operational) that may affect traffic flows in the study area so that these may be accounted for in the TA process.

8.2 The Highway Authority is also requested to advise if there are any programmed improvements to the highway network that is detailed on Figure 1.

9. Trip generation

9.1 The following trip multi-modal trip generation rates have been derived for the proposed 577 residential dwellings from the current version of the TRICS trip generation database.

9.2 The Highway Authority are requested to comment on the proposed trip rates that are derived below. These are considered representative of a mixed tenure development.

9.3 The vehicle trip generation rates have been obtained from the TRICS 7.5.3 trip generation database. The TRICS output is shown in **Appendix A**.

9.4 Sites were selected on the basis of the following criteria:

Residential – 577 dwellings

- Land use: Residential – Mixed private/affordable housing;
- Survey days: Monday-Friday;
- Number of units: 93 to 500 units; and,
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

Peak period	Trip rates			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.139	0.372	0.511	80	215	295
1700-1800	0.314	0.153	0.467	181	88	269
Daily	2.102	2.179	4.281	1213	1257	2470

Table 9.1 Vehicle trip generation – 577 mixed private/affordable dwellings

9.5 It is evident from Table 9.1 that, based on 577 mixed tenure residential dwellings, the development could generate 295 vehicle movements (two-way) in the AM peak period and 269 vehicle movements (two-way) in the PM peak period.

Peak period	Trip rates			Pedestrians		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.030	0.151	0.181	17	87	104
1700-1800	0.051	0.027	0.078	29	16	45

Table 9.3 Pedestrian trip generation – 577 mixed private/affordable dwellings

9.6 It is evident from Table 9.2 that, based on a development of 577 dwellings, the development could generate up to 104 pedestrian movements (two-way) in the AM peak period and up to 45 pedestrian movements (two-way) in the PM peak period.

Peak period	Trip rates			Cyclists		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.002	0.010	0.012	1	6	7
1700-1800	0.010	0.006	0.016	6	3	9

Table 9.3 Cyclist trip generation – 577 mixed private/affordable dwellings

9.7 It can be seen from Table 9.3 that, in total, the proposed development could generate up to 7 cyclist trips (two-way) in the AM peak period and up to 9 cyclist trips (two-way) in the PM peak period.

10. Study Area for TA

10.1 Classified Turning Counts are proposed to be undertaken at the following 10 junctions:

1. A4231/A4055/Sully Moors Road roundabout junction
2. Sully Moors Road/B4267/Hayes Road roundabout junction
3. Lavernock Road/Cosmeston Lake Country Park priority junction
4. Lavernock Road/Cosmeston Drive priority junction
5. Lavernock Road/Westbourne Road priority junction
6. B4267/Augusta Road/Lavernock Road/Castle Avenue crossroads
7. Lavernock Road/Dinas Road/Victoria Road crossroads

8. Cardif Road/B4267/A4055 signalised junction
9. A4055/B4267/Andre Road signalised crossroads
10. A4055/A4160 signalised intersection

10.2 The junctions are detailed in **Figure 3 and 4** respectively.

11. Distribution and assignment of development traffic

11.1 The development traffic will be assigned and distributed to the local highway network on the basis of existing traffic flow turning movements.

Assessment years

- 2018/19 baseline assessment;
- 2025 interim year of assessment;
- 2029 future year assessment.

Future base traffic flows

11.2 The impact of the development is proposed to be assessed for an opening year of 2020, an interim year of 2025 and a future year of 2029. Comment from the VoG Local Highway Authority on the proposed assessment years would be welcome.

11.3 In order to obtain the base traffic flows (i.e. with no development traffic) in 2020, 2024 and 2029 the baseline traffic flows (2018) will be factored using NTM growth factors.

11.4 The factors to be applied to the 2018 baseline surveyed flows are identified in **Table 11.1** below.

Period	NTM growth factors		
	Ward	AM	PM
2018 – 2020	W02000244: The Vale of Glamorgan 008	1.0282	1.0279
2018 - 2024	W02000244: The Vale of Glamorgan 008	1.0644	1.0655
2018 – 2029	W02000244: The Vale of Glamorgan 008	1.1018	1.1044

Table 11.1 NTM growth factors

Final future traffic flows

11.5 The interim and final future traffic flows will be obtained by combining the development flows with the 2018, 2024 and 2029 base traffic flows.

12. Traffic and junction impact analysis

12.1 Appropriate industry accepted software packages will be used to model the operational performance each of the junctions to determine if mitigation is required.

12.2 Google Earth Satellite imagery to be used to determine junction geometrics (scale checked via measurements taken on-site).

13. Other technical work to be submitted

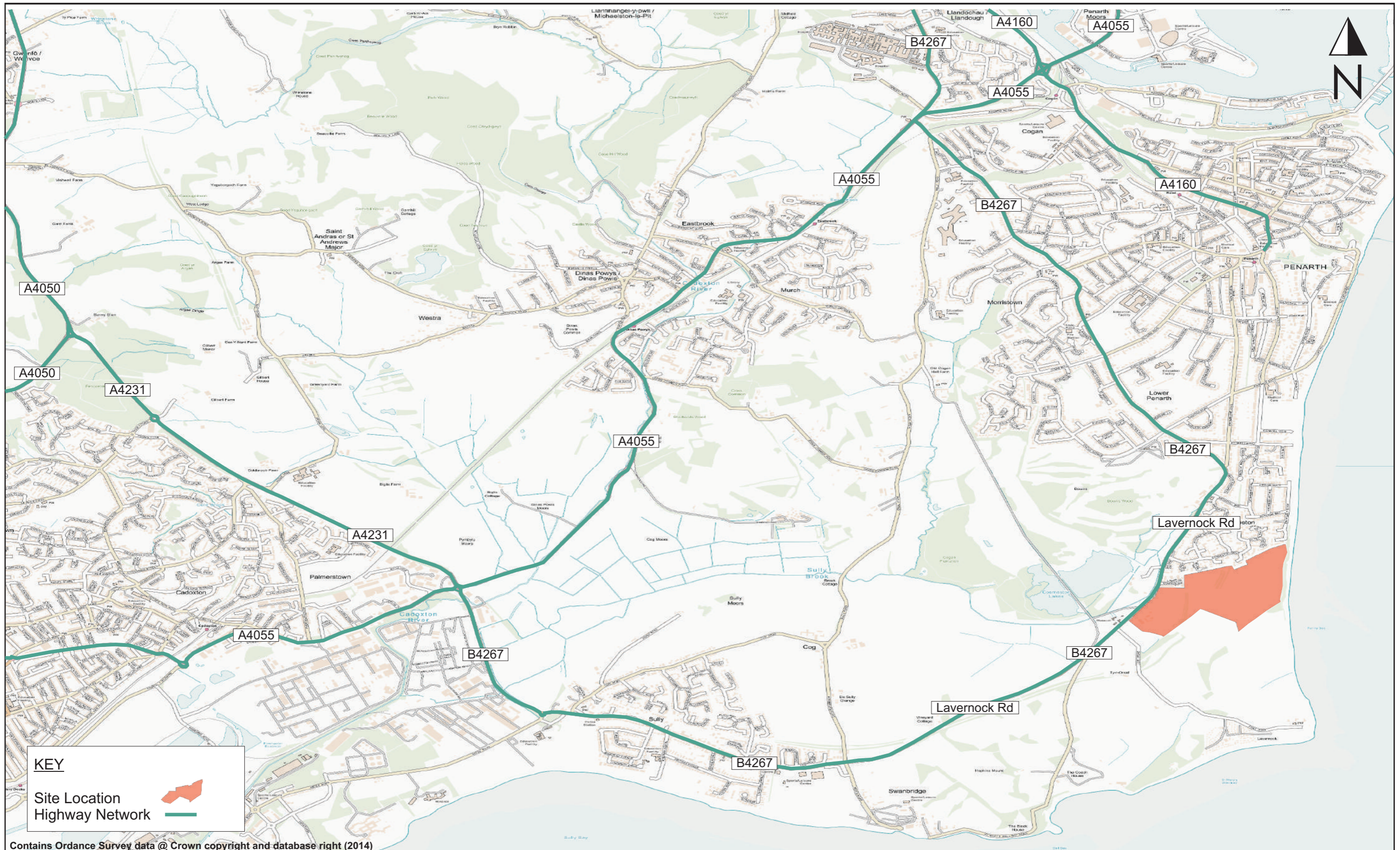
13.1 The following will also be submitted to the highway authority in support of the planning application:

1. Travel Plan
2. The TA will include a Transport Implementation Strategy (TIS) as per guidance detailed in TAN 18. This will set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS will set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.


14. Conclusion.


- 14.1 We would welcome the views of the Highway Authority on this proposed scope of Transport Assessment and in particular the geographic scope of study area proposed.

Figures




KEY

Site Location 

Highway Network 

Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title Site Location & Local Highwa Network	Client Austin-Smith: Lord	 Suite D 1st Floor 220 High Street Swansea SA1 1NW T 01792 480535	Scale: NTS	File Extension:
	Job Title Cosmeston		Designed by: KW	
			Drawn by: KW	
			Ckd/Appd: PO'C	
			1st Issued: Nov 2018	Drg No: Figure 1
			Job No: T18.	




KEY

Site Location 


PIC Study Area 

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Drawing Title	Client		Scale:	NTS	File Extension:
	Personal Injury Collision Study Area		Job Title	Cosmeston	
		Suite D 1st Floor 220 High Street Swansea SA1 1NW	Drawn by:	KW	
		T 01792 480535	Ckd/Appd:	PO'C	
			1st Issued:	Nov 2018	Drg No:
			Job No:	T18.	Figure 2



Contains Ordnance Survey data @ Crown copyright

Drawing Title Overview of Survey Locations	Client Austin-Smith: Lord	 Suite D 1st Floor 220 High Street Swansea SA1 1NW T 01792 480535	Scale: NTS	File Extension:
	Job Title Cosmeston		Designed by: KW	
			Drawn by: KW	
			Ckd/Appd: PO'C	
			1st Issued: Nov 2018	Drg No: Figure 3
			Job No: T18.	



A4231/A4055/Sully Moors Rd Roundabout



Sully Moors Rd/B4267/Hayes Rd Roundabout



Lavernock Rd/Cosmeston lake Country park Priority Jct



Lavernock Rd/Cosmeston Drive Priority Jct



Lavernock Rd/Westbourne Rd Priority Jct



B4267/Augusta Rd/ Lavernock Rd/ Castle Ave Crossroads



Lavernock Rd/Dinas Rd/Victoria Rd Cross Roads




Cardiff Rd/B4267/A4055 Signalised Junction



A4055/B4267/Andrew Rd Cross Roads



A4055/A4160 Signalised intersection

Drawing Title Detailed Survey Locations	Client Austin-Smith: Lord	 Suite D 1st Floor 220 High Street Swansea SA1 1NW T 01792 480535	Scale: NTS	File Extension:
	Job Title Cosmeston		Designed by: KW	
			Drawn by: KW	
			Ckd/Appd: PO'C	
			1st Issued: Nov 2018	Drg No: Figure 4
			Job No: T18	

Appendices

Appendix A

Calculation Reference: AUDIT-317901-181024-1044

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 93 to 500 (units:)
 Range Selected by User: 93 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 28/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	12
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	9
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	12 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	8 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN	MIXED HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 188 <i>Survey date: THURSDAY 12/11/15</i>		<i>Survey Type: MANUAL</i>
2	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 108 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
3	ES-03-M-11 HEMPSTEAD LANE HAILSHAM UPPER HORSEBRIDGE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 354 <i>Survey date: WEDNESDAY 13/07/16</i>		<i>Survey Type: MANUAL</i>
4	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 93 <i>Survey date: THURSDAY 21/06/18</i>		<i>Survey Type: MANUAL</i>
5	FA-03-M-01 FAIRLIE STREET FALKIRK	SEMI D./TERRACED	FALKIRK
	Edge of Town Residential Zone Total Number of dwellings: 138 <i>Survey date: WEDNESDAY 29/06/05</i>		<i>Survey Type: MANUAL</i>
6	HC-03-M-06 HUNTS POND ROAD NEAR FAREHAM TITCHFIELD	HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 328 <i>Survey date: WEDNESDAY 04/11/15</i>		<i>Survey Type: MANUAL</i>
7	HC-03-M-07 ALDERMASTON ROAD BASINGSTOKE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 236 <i>Survey date: TUESDAY 21/03/17</i>		<i>Survey Type: MANUAL</i>
8	HC-03-M-09 ROMSEY ROAD WINCHESTER STANMORE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 157 <i>Survey date: THURSDAY 07/06/18</i>		<i>Survey Type: MANUAL</i>
9	HF-03-M-02 SYLVAN WAY WELWYN GARDEN CITY PANSHANGER	TERRACED & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 158 <i>Survey date: MONDAY 06/10/03</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	KC-03-M-02 HERMITAGE LANE MAIDSTONE BARMING Edge of Town No Sub Category	MIXED HOUSES AND FLATS		KENT
	Total Number of dwellings:		119	
	Survey date: <i>TUESDAY</i>		<i>05/06/18</i>	<i>Survey Type: MANUAL</i>
11	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES		OXFORDSHIRE
	Edge of Town Industrial Zone			
	Total Number of dwellings:		100	
	Survey date: <i>THURSDAY</i>		<i>28/06/18</i>	<i>Survey Type: MANUAL</i>
12	SC-03-M-06 ST ANNE'S DRIVE REDHILL	HOUSES & FLATS		SURREY
	Edge of Town Residential Zone			
	Total Number of dwellings:		500	
	Survey date: <i>WEDNESDAY</i>		<i>11/12/13</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.076	12	207	0.287	12	207	0.363
08:00 - 09:00	12	207	0.139	12	207	0.372	12	207	0.511
09:00 - 10:00	12	207	0.133	12	207	0.164	12	207	0.297
10:00 - 11:00	12	207	0.123	12	207	0.151	12	207	0.274
11:00 - 12:00	12	207	0.130	12	207	0.142	12	207	0.272
12:00 - 13:00	12	207	0.140	12	207	0.137	12	207	0.277
13:00 - 14:00	12	207	0.134	12	207	0.136	12	207	0.270
14:00 - 15:00	12	207	0.132	12	207	0.164	12	207	0.296
15:00 - 16:00	12	207	0.263	12	207	0.181	12	207	0.444
16:00 - 17:00	12	207	0.240	12	207	0.133	12	207	0.373
17:00 - 18:00	12	207	0.314	12	207	0.153	12	207	0.467
18:00 - 19:00	12	207	0.278	12	207	0.159	12	207	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.102			2.179			4.281

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	93 - 500 (units:)
Survey date date range:	01/01/03 - 28/06/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.001	12	207	0.000	12	207	0.001
08:00 - 09:00	12	207	0.001	12	207	0.001	12	207	0.002
09:00 - 10:00	12	207	0.001	12	207	0.001	12	207	0.002
10:00 - 11:00	12	207	0.002	12	207	0.002	12	207	0.004
11:00 - 12:00	12	207	0.002	12	207	0.002	12	207	0.004
12:00 - 13:00	12	207	0.003	12	207	0.002	12	207	0.005
13:00 - 14:00	12	207	0.002	12	207	0.003	12	207	0.005
14:00 - 15:00	12	207	0.002	12	207	0.002	12	207	0.004
15:00 - 16:00	12	207	0.001	12	207	0.001	12	207	0.002
16:00 - 17:00	12	207	0.001	12	207	0.001	12	207	0.002
17:00 - 18:00	12	207	0.001	12	207	0.001	12	207	0.002
18:00 - 19:00	12	207	0.000	12	207	0.000	12	207	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.016			0.033

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.001	12	207	0.001	12	207	0.002
08:00 - 09:00	12	207	0.002	12	207	0.002	12	207	0.004
09:00 - 10:00	12	207	0.001	12	207	0.002	12	207	0.003
10:00 - 11:00	12	207	0.002	12	207	0.002	12	207	0.004
11:00 - 12:00	12	207	0.002	12	207	0.002	12	207	0.004
12:00 - 13:00	12	207	0.002	12	207	0.001	12	207	0.003
13:00 - 14:00	12	207	0.002	12	207	0.002	12	207	0.004
14:00 - 15:00	12	207	0.002	12	207	0.002	12	207	0.004
15:00 - 16:00	12	207	0.003	12	207	0.003	12	207	0.006
16:00 - 17:00	12	207	0.002	12	207	0.002	12	207	0.004
17:00 - 18:00	12	207	0.002	12	207	0.001	12	207	0.003
18:00 - 19:00	12	207	0.001	12	207	0.001	12	207	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.001	12	207	0.009	12	207	0.010
08:00 - 09:00	12	207	0.002	12	207	0.010	12	207	0.012
09:00 - 10:00	12	207	0.003	12	207	0.005	12	207	0.008
10:00 - 11:00	12	207	0.002	12	207	0.001	12	207	0.003
11:00 - 12:00	12	207	0.001	12	207	0.003	12	207	0.004
12:00 - 13:00	12	207	0.002	12	207	0.003	12	207	0.005
13:00 - 14:00	12	207	0.003	12	207	0.003	12	207	0.006
14:00 - 15:00	12	207	0.002	12	207	0.003	12	207	0.005
15:00 - 16:00	12	207	0.006	12	207	0.005	12	207	0.011
16:00 - 17:00	12	207	0.008	12	207	0.004	12	207	0.012
17:00 - 18:00	12	207	0.010	12	207	0.006	12	207	0.016
18:00 - 19:00	12	207	0.006	12	207	0.004	12	207	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.056			0.102

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.090	12	207	0.381	12	207	0.471
08:00 - 09:00	12	207	0.163	12	207	0.618	12	207	0.781
09:00 - 10:00	12	207	0.161	12	207	0.209	12	207	0.370
10:00 - 11:00	12	207	0.148	12	207	0.193	12	207	0.341
11:00 - 12:00	12	207	0.163	12	207	0.189	12	207	0.352
12:00 - 13:00	12	207	0.184	12	207	0.173	12	207	0.357
13:00 - 14:00	12	207	0.174	12	207	0.171	12	207	0.345
14:00 - 15:00	12	207	0.173	12	207	0.202	12	207	0.375
15:00 - 16:00	12	207	0.445	12	207	0.235	12	207	0.680
16:00 - 17:00	12	207	0.346	12	207	0.190	12	207	0.536
17:00 - 18:00	12	207	0.414	12	207	0.207	12	207	0.621
18:00 - 19:00	12	207	0.364	12	207	0.222	12	207	0.586
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.825			2.990			5.815

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.015	12	207	0.043	12	207	0.058
08:00 - 09:00	12	207	0.030	12	207	0.151	12	207	0.181
09:00 - 10:00	12	207	0.039	12	207	0.026	12	207	0.065
10:00 - 11:00	12	207	0.018	12	207	0.023	12	207	0.041
11:00 - 12:00	12	207	0.029	12	207	0.044	12	207	0.073
12:00 - 13:00	12	207	0.035	12	207	0.028	12	207	0.063
13:00 - 14:00	12	207	0.026	12	207	0.027	12	207	0.053
14:00 - 15:00	12	207	0.025	12	207	0.031	12	207	0.056
15:00 - 16:00	12	207	0.109	12	207	0.050	12	207	0.159
16:00 - 17:00	12	207	0.063	12	207	0.034	12	207	0.097
17:00 - 18:00	12	207	0.051	12	207	0.027	12	207	0.078
18:00 - 19:00	12	207	0.035	12	207	0.023	12	207	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.475			0.507			0.982

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.003	12	207	0.043	12	207	0.046
08:00 - 09:00	12	207	0.002	12	207	0.050	12	207	0.052
09:00 - 10:00	12	207	0.002	12	207	0.011	12	207	0.013
10:00 - 11:00	12	207	0.001	12	207	0.010	12	207	0.011
11:00 - 12:00	12	207	0.004	12	207	0.008	12	207	0.012
12:00 - 13:00	12	207	0.005	12	207	0.010	12	207	0.015
13:00 - 14:00	12	207	0.010	12	207	0.006	12	207	0.016
14:00 - 15:00	12	207	0.007	12	207	0.005	12	207	0.012
15:00 - 16:00	12	207	0.028	12	207	0.007	12	207	0.035
16:00 - 17:00	12	207	0.023	12	207	0.004	12	207	0.027
17:00 - 18:00	12	207	0.033	12	207	0.003	12	207	0.036
18:00 - 19:00	12	207	0.019	12	207	0.004	12	207	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.161			0.298

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.108	12	207	0.475	12	207	0.583
08:00 - 09:00	12	207	0.198	12	207	0.829	12	207	1.027
09:00 - 10:00	12	207	0.205	12	207	0.251	12	207	0.456
10:00 - 11:00	12	207	0.169	12	207	0.228	12	207	0.397
11:00 - 12:00	12	207	0.197	12	207	0.243	12	207	0.440
12:00 - 13:00	12	207	0.226	12	207	0.214	12	207	0.440
13:00 - 14:00	12	207	0.212	12	207	0.207	12	207	0.419
14:00 - 15:00	12	207	0.207	12	207	0.241	12	207	0.448
15:00 - 16:00	12	207	0.588	12	207	0.297	12	207	0.885
16:00 - 17:00	12	207	0.440	12	207	0.233	12	207	0.673
17:00 - 18:00	12	207	0.509	12	207	0.243	12	207	0.752
18:00 - 19:00	12	207	0.424	12	207	0.253	12	207	0.677
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.483			3.714			7.197

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	1	236	0.021						
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	207	0.001	12	207	0.000	12	207	0.001
08:00 - 09:00	12	207	0.007	12	207	0.002	12	207	0.009
09:00 - 10:00	12	207	0.008	12	207	0.008	12	207	0.016
10:00 - 11:00	12	207	0.009	12	207	0.009	12	207	0.018
11:00 - 12:00	12	207	0.006	12	207	0.008	12	207	0.014
12:00 - 13:00	12	207	0.007	12	207	0.006	12	207	0.013
13:00 - 14:00	12	207	0.005	12	207	0.008	12	207	0.013
14:00 - 15:00	12	207	0.004	12	207	0.003	12	207	0.007
15:00 - 16:00	12	207	0.004	12	207	0.004	12	207	0.008
16:00 - 17:00	12	207	0.004	12	207	0.004	12	207	0.008
17:00 - 18:00	12	207	0.002	12	207	0.004	12	207	0.006
18:00 - 19:00	12	207	0.000	12	207	0.002	12	207	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.058			0.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix B

Date/Dyddiad: 6 March 2019

Ask for/Gofynwch am: Mr. I. Robinson

Telephone/Rhif ffon: (01446) 704777

Your Ref/Eich Cyf:

My Ref/Cyf: P/DC/2018/00158/PRE

e-mail/e-bost: Planning@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111

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Mr. B. Davies
Asbri Planning
Unit 9, Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
CF23 8RS

Dear Sir,

Town and Country Planning Act, 1990 (as amended)
Application No. 2018/00158/PRE
Proposal: Outline permission for approximately 576 dwellings
Location: Land at Upper Cosmeston Farm, Lavernock

I refer to your correspondence received on 17 December 2018, concerning the above and your request for statutory pre-application advice. Having considered the nature of submission in detail, I respond as follows.

Proposal

The proposal relates to an outline application for up to 576 dwellings, a primary school and community facilities.

Local Context and Constraints

The site is approximately 22 hectares in size and is sited at the southern edge of Cosmeston. The site is largely agricultural in nature and also includes a dis-used railway line, an equine business (in a complex of former agricultural buildings), part of a dormant quarry and a former landfill site.

Part of the site (that which contains the complex of former agricultural buildings) lies outside the settlement boundary of Penarth/Cosmeston and outside of the housing allocation defined by Policy MG2 of the Local Development Plan. This part of the site also lies within a Green Wedge. There is a SINC adjacent and just to the south of the site.

Relevant Planning Policies

Local Development Plan:

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28 June 2017, and within which the following policies are of relevance:

Strategic Policies:

POLICY SP1 – Delivering the Strategy
POLICY SP3 – Residential Requirement
POLICY SP4 – Affordable Housing Provision
POLICY SP7 – Transportation
POLICY SP10 – Built and Natural Environment
POLICY SP11 – Tourism and Leisure

Managing Growth Policies:

POLICY MG1 – Housing Supply in the Vale of Glamorgan
POLICY MG2 – Housing Allocations
POLICY MG4 – Affordable Housing
POLICY MG6 – Provision of Educational Facilities
POLICY MG7 – Provision of Community Facilities
POLICY MG18 – Green Wedges
POLICY MG19 – Sites And Species Of European Importance
POLICY MG20 – Nationally Protected Sites and Species
POLICY MG21 – Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species
POLICY MG28 – Public Open Space Allocations

Managing Development Policies:

POLICY MD1 - Location of New Development
POLICY MD2 - Design of New Development
POLICY MD3 - Provision for Open Space
POLICY MD4 - Community Infrastructure and Planning Obligations
POLICY MD5 - Development within Settlement Boundaries
POLICY MD6 - Housing Densities
POLICY MD7 - Environmental Protection
POLICY MD8 - Historic Environment
POLICY MD9 - Promoting Biodiversity

In addition to the Adopted LDP the following policy, guidance and documentation supports the relevant LDP policies.

Planning Policy Wales:

National planning policy in the form of Planning Policy Wales (Edition 10, 2018) (PPW) is of relevance to the determination of this application.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

The following chapters and sections are of particular relevance in the assessment of this planning application :

Chapter 2 - People and Places: Achieving Well-being Through Placemaking,

- Maximising well-being and sustainable places through placemaking (key Planning Principles, national sustainable placemaking outcomes, Planning Policy Wales and placemaking

Chapter 3 - Strategic and Spatial Choices

- Good Design Making Better Places
- Promoting Healthier Places
- Sustainable Management of Natural Resources
- Accessibility
- Previously Developed Land
- The Best and Most Versatile Agricultural Land
- Supporting Infrastructure
- Managing Settlement Form –Green Wedges

Chapter 4 - Active and Social Places

- Transport
- Living in a Place (housing, affordable housing and gypsies and travellers and rural enterprise dwellings)
- Activities in Places (retail and commercial development)
- Community Facilities
- Recreational Spaces

Chapter 5 - Productive and Enterprising Places

- Energy (reduce energy demand and use of energy efficiency, renewable and low carbon energy, energy minerals)
- Making Best Use of Material Resources and Promoting the Circular Economy (design choices to prevent waste, sustainable Waste Management Facilities and Minerals)

Chapter 6 - Distinctive and Natural Places

- Recognising the Special Characteristics of Places (The Historic Environment, Green Infrastructure, Landscape, Biodiversity and Ecological Networks, Coastal Areas)
- Recognising the Environmental Qualities of Places (water and flood risk, air quality and soundscape, lighting, unlocking potential by taking a de-risking approach)

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 1 – Joint Housing Land Availability Study (2015)
- Technical Advice Note 2 – Planning and Affordable Housing (2006)
- Technical Advice Note 5 – Nature Conservation and Planning (2009)
- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 16 - Sport, Recreation and Open Space (2009)
- Technical Advice Note 18 – Transport (2007)

Supplementary Planning Guidance:

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). Some SPG documents refer to previous adopted UDP policies and to ensure conformity with LDP policies, a review will be carried out as soon as is practicable following adoption of the LDP. The Council considers that the content and guidance of the adopted SPGs remains relevant and has approved the continued use of these SPGs as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn. The following SPG are of relevance:

- Affordable Housing (2018)
- Biodiversity and Development (2018)
- Design in the Landscape
- Parking Standards (Interactive Parking Standards Zones Map)
- Planning Obligations (2017)
- Public Art in New Development (2018)
- Residential and Householder Development (2018)
- Sustainable Development - A Developer's Guide
- Travel Plan (2018)
- Trees, Woodlands, Hedgerows and Development (2018)

Other relevant evidence or policy guidance:

- Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007)
- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management
- Welsh Office Circular 11/99 – Environmental Impact Assessment
- Welsh Office Circular 13/97 - Planning Obligations

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Analysis of Proposal

The principle of the development and school issues

The site is allocated for housing under policy MG2 (24) of the Vale of Glamorgan Adopted Local Development Plan 1996-2011 (LDP) for up to 576 dwellings, and consequently the development of this land (within the allocation) is acceptable in principle. Policy MD6 of the LDP requires a density of at least 30 dwellings per hectare to ensure the efficient use of land. A density of less than this would only be accepted where the applicant has demonstrated that there are site constraints that prevent it.

As noted above, the bulk of the prospective application site is within the allocation and the settlement boundary, however, the southern part of the site (which includes the complex of agricultural/equine buildings) lies outside both. The rationale for including this land is to enable a two hectare, potentially two-form entry, school to be provided, instead of the one form entry school that is referenced in the LDP.

Further to the meeting that I recently had with the applicant, members of your development team and the Council's Schools Programme Manager, I am awaiting confirmation (from the Council's Education Section) on the calculated pupil yield and the school requirements for this site (and the associated financial contributions). I will forward this information as soon as I am in receipt of it, however, for the purpose of the letter, I will proceed on the assumption that a two form school is required.

Should a two-form school be required, I accept that one hectare would be insufficient space to accommodate that. If two hectares is, therefore, required, this would affect the capacity of the allocated site to provide 576 dwellings and this would appear to be a reasonable basis upon which to justify the inclusion of additional land to make that provision. This is likely to support the location of the school in the southern part of the allocation, firstly because that part of the site would theoretically give more flexibility for expansion (more so than a location within the heart of the site) and secondly because there is more scope for green wedge impacts to be minimised by the school and its associated open spaces (compared to dislodged dwellings).

Thirdly there are potential benefits in terms of earlier delivery of the school, compared to an alternative location further north. There are arguably benefits to an alternative siting, principally in terms of how the school would be integrated into the residential areas (and the proximity to existing residential areas), however, it is my view at this stage that there is a sound rationale for siting it in the location indicated on your submissions, for the reasons above.

At the meeting we discussed the scope of options, including siting the building closer to the road- outside the allocation and in the green wedge (with the open spaces to the rear/east) or siting the building within the allocation and the open spaces closer to the road. Having now discussed this with the Council's Schools Programme Manager, she advises that a location centrally within what has been identified on your submissions as the school site is most likely to be appropriate. That would be likely to involve the school straddling the allocation boundary and lying partly within the green wedge.

Whichever option is pursued, the application will need to be accompanied by an assessment of this issue, to demonstrate that there would not be an unacceptable impact on the green wedge (having regard to the removal of existing buildings).

Loss of the existing rural enterprise

Policy SP11 of the LDP states as follows:

Proposals which promote the Vale of Glamorgan as a tourism and leisure destination will be favoured. Existing tourism and leisure facilities will be protected and enhanced, and favourable consideration will be given to proposals which:

Enhance the range and choice of the Vale of Glamorgan's tourism and leisure opportunities, particularly through the provision of all year round facilities and a range and choice of visitor accommodation in appropriate locations;

Favour rural diversification and the local economy; and

Protect existing tourism assets and promote the sustainable use of the countryside and the Glamorgan Heritage Coast.

I have been advised that the existing complex of buildings is occupied by an equine use and that there is a short lease remaining. These issues should be fully dealt with in the application and a justification provided for any conflict with policy SP11. On face value, this would result in the loss of a leisure use and the loss of this does appear to conflict with rural diversification aims.

Design, layout and visual impact

The submissions do not include details of house designs or a layout, while general zones have been identified. As a general principle, you seek to retain and where necessary supplement natural landscape features. These hedgerows (principally) should be used to frame the development and will add amenity value to the layout.

I note the change in levels through the site and the initial indicative proposal to site higher buildings at the eastern side, adjacent to the coast. I remain to be convinced about this rationale, which would be likely to result in a more visually prominent development from wider views. Inevitably the development of the allocation will fundamentally alter the appearance and character of the site, however, the size of the buildings and pattern of development should still be as sensitive as possible to the surroundings.

The development should involve an active frontage to the main road and I would encourage an internal layout which has a high degree of permeability and avoids repetitious cul-de-sacs. There is scope for a strong sense of place and distinct character areas, particularly adjacent to the coast, at the respective plateaus and adjacent to areas of open space and landscaping. Landscape features should be worked into the layout of open space and used to enhance these areas. The outline application should contain an indicative masterplan to demonstrate how the site can be appropriately developed.

The layout should have regard to the vulnerability of development in coastal zones and the likely recession of the shoreline during the life of the development. The boundary of the site currently falls within 10 m of the cliff edge in places and it is recommended that the developer consults the latest Severn estuary Shoreline Management Plan.

I am happy to look at ideas for materials and elevational treatment as early in the process as you wish.

Highways issues

At the meeting the principal concept discussed was a single roundabout junction, however, it appeared at my more recent meeting that two priority junctions are now being considered. One would serve the school and a relatively small parcel of dwellings, and the other would serve the remainder of the dwellings.

For ease of reference I have copied below the response from Steve Arthur, who has provided comments on the scoping note:

Further to the items discussed at the time, I have attached the Scoping Note submitted by Asbri, in which I have marked up some minor comments for your consideration and inclusion in any highway observations you make.

In general, based on the scoping note and discussions held during the meeting, I do not consider there to be any contentious items or proposals (from a transport perspective). The proposed methodology and approach is robust and commensurate for a development of this size. I have summarised relevant and key items below:

- *Further details will be required in relation to the school. i.e. size, type, catchment area, person and vehicle trips, etc;*
- *Consideration should be given to ‘future proofing’ the proposed access arrangements, in terms of safeguarding land or providing a junction that will have spare operational capacity. This will provide some assurance that additional land (under ownership of the applicant) can be developed and accessed via the junction in future if necessary. Difficult this one because from a planning point of view it is only this application site we should consider, but as a highway authority I would recommend that you at least ask for some sensitivity testing at the proposed access?*
- *In addition to modelling the proposed access, where there is a material impact on wider highway links and junctions, they should be subject to capacity assessment (modelling).*
- *Although an outline application, it would be beneficial to consider traffic management and the interaction between the school and residents within the site. i.e. peak arrival times, parking, TROs, pick-up/drop-off, etc, to limit disruption on the highway.*

I have also appended the marked up scoping note to this letter.

The scoping advice above and in the appended report pre-dates the apparent change of approach to the two priority junctions, albeit the bulk of the commentary will still be relevant. At the meeting it appeared the Council’s Highways representatives and your transport consultant were satisfied with the roundabout option, albeit I queried whether a roundabout was necessary (given that priority to the existing strategic highway would normally be the preference in the interests of traffic flows). Steve Arthur concurred that this would usually be the case and residents within a new development should be subjected to the ‘wait time’ to enter the highway, however, in this case (as presented at the meeting), the school would also have been served by that junction.

My understanding is that discussions have been on-going between your consultant and the Council’s Engineers and there may be no objection to the two priority junctions. This would have the benefit of protecting the priority on the main road and I would be unlikely to have an objection in principle to this arrangement.

Internally, the layout should be built upon a clear road hierarchy and this will assist with legibility and placemaking. As noted above, vehicular permeability (while not to be prioritised for ease of car use) would be likely to create a better form of layout which does not focus on cul-de-sacs and dead ends (which themselves typically involve engineered turning heads etc). I am supportive of shared surfaces in the appropriate locations and there are real opportunities to create interesting places with these. I would suggest contacting Lee Howells with regard to carriageway and footway widths (and the size of refuse vehicles that would need to be tracked).

I note the proposal to continue the cycle route through the site- this should give direct access to the school site and opportunities to be continued beyond. The retention of landscaping would potentially enhance this route but care should be taken to ensure that it does not feel excluded from the residential parcels on either side. I have not had any specific comments from the Council's Kyle Phillips, however, you may wish to liaise with him on this (kwphillips@valeofglamorgan.gov.uk) and on whether bus access to the site is desirable.

Open space

Policy MG28 requires that 1 ha of the site be developed as public open space, and this allocation of open space is in addition to the requirements set out in the SPG (see supporting text at page 177 of the LDP). In addition to that, and based upon 576 dwellings, there would be a need for 3,341 m² of equipped children's play space and 7,350 m² other children's play space. There would ordinarily be a requirement for 21,381 m² of outdoor sports space, however, the site falls within the Sully ward (and is adjacent to the Plymouth ward) and both have a surplus of outdoor sports space currently. If an application is in outline, we do not need to be prescriptive regarding the open space, rather it should just specify the type and amount. As a general indication, I would suggest that based upon 3,340.80 of equipped play space and the measurements for NEAPs, LEAPs and LAPs, we would require a NEAP, 3 x LEAP and 4 x LAPS. In terms of the strategic open space, I would suggest it should be located relatively centrally to best serve the development, and it should be easily accessible for existing residential areas.

While I note your concerns regarding the site's developable area, this has not in my opinion been substantiated/quantified and therefore it is difficult for me to give significant weight to that argument. Furthermore, the submissions suggest less dense development in the eastern part of the site- is that particularly necessary for the success of the design strategy and if so why? Developing that part of the site to a higher density would on face value work to address your concerns. The Council are likely to be willing to adopt these spaces subject to the appropriate commuted sums, which would depend on the nature of the spaces.

As noted above, open spaces and pedestrian routes should be designed, where possible, with a close relationship to mature landscape features. This will enhance the quality of those routes and spaces.

I have sought a view on the re-landscaping on the strip to the eastern side of the site and I will come back to you on this when I receive a response.

Ecology

Natural Resources Wales (NRW) has advised that the site is within close proximity to the Llynnoedd Cosmeston/Cosmeston Lake SSSI which lies approximately 110 m to the North and the Penarth Coast SSSI. NRW should be consulted to make sure the designated sites are protected and would not be affected by development of the proposed site. NRW is aware that a European protected species has been recorded in the vicinity of the site and an ecological assessment will be required in support of any future planning application in order to ensure that there is no detriment to the maintenance of the favourable conservation status of European Protected Species. Given the site's proximity to the Severn Estuary SAC, SPA & Ramsar, a project level Habitats Regulation Assessment may be required, and should be discussed with Natural Resources Wales.

NRW has further advised that the site has the potential to support habitats of local biodiversity importance and consultation with the Council's ecologist should be undertaken to ensure that suitable provision is made for the survival of any local biodiversity interest within and around the site. In addition, part of the site is located on an historic landfill, namely 'Cosmeston No.1 Old Tip' and as a minimum, a preliminary risk assessment of the historic landfill should be undertaken and in this regard, future applicants are referred to 'Guiding Principles for Land Contamination' (Environment Agency (2016)).

Archaeology

Given the sites proximity to known archaeological features Glamorgan Gwent Archaeological Trust has previously advised that an archaeological evaluation of the site will be required and that some parts of the site may need to be retained as open space in order to protect archaeological features.

Drainage

This development will need Sustainable Drainage Approving Body (SAB) approval.

SuDS are intended to maximise the opportunities and benefits that can be provided by the effective management of surface water. This can only be achieved when the principles of SuDS are considered at the outset of the development process. The SuDS approach to surface water management will direct the development process and shape the layout of new developments around site drainage.

A Sustainable Drainage Approving Body (SAB) application must demonstrate compliance with the statutory standards, following a set of principles in the design of the system and satisfy the standards in relation to runoff destination, hydraulic control, water quality, amenity, biodiversity, construction, operation and maintenance.

The SAB approval process is separate from the planning application process. An application for approval for a surface water drainage scheme may be made to the SAB separately from, or combined with a planning application. The planning and SAB approvals are independent systems and there may be circumstances where separate applications are appropriate.

Prior to the submission of a planning application, if the development would trigger a SAB application, applicants are strongly advised to make a separate Pre-Application submission to the SAB. Please note that pre-application fees may apply. Further advice can be found at <http://www.valeofglamorgan.gov.uk/en/living/Flooding/Flood-and-Coastal-Erosion/Sustainable-Drainage-Systems.aspx>

A designated main river runs in the vicinity of the site and consultation with Natural Resources Wales will be required to determine the suitability of the main river to accept proposed surface water run-off. Any prospective developer should, in the first instance, investigate the suitability of the use of soakaways for the disposal of surface water run-off and ensure that an assessment is carried out into the potential of disposing of surface water by means of a suitable drainage system. If infiltration drainage is not viable then the flows off-site will require attenuation to Greenfield Runoff Rates to avoid detriment off-site. Any connection of proposed surface water run-off to the public sewer should be discussed with Dŵr Cymru Welsh Water and is likely to require attenuation to Greenfield Runoff Rates to avoid detriment off-site.

Dŵr Cymru Welsh Water (DCWW) has advised that a water supply can be made available to service the proposed development site; however extensive off-site mains may be required. The LDP states that no problems are envisaged with the public sewerage system for domestic foul discharge from this proposed development, however, off-site sewers may be required. Part of the site is crossed by a strategic foul public sewer and a 3" trunk water main for which protection measures in the form of an easement width and/or diversion will be required.

Pre Application Consultation

For all applications for 'major' development, there is a statutory requirement for the applicant / developer to consult the community and relevant statutory consultees, and to submit a Pre-Application Consultation (PAC) Report with any application.

Detailed advice can be found here:-

<http://gov.wales/docs/desh/publications/160129annex-1-pre-application-consultation-en.pdf>

Section 106 Planning Obligations (if applicable)

The Council's Planning Obligations Supplementary Planning Guidance (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in the Vale of Glamorgan. It sets

thresholds for when obligations will be sought, and indicates how they may be calculated.

The Council's SPG is available to view/ download at : -
<http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/SPG/Planning-Obligations-SPG-2018.pdf>

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council is likely to seek planning obligations covering the following: -

- Affordable Housing
- Education
- Public Open Space
- Sustainable Transport
- Community Facilities
- Public Art

In terms of affordable housing, your submissions comprise a mix of:

88 x 1 bed flats
38 x 2 bed flats
52 x 2 bed houses
51 x 3 bed houses
2 x 4 bed houses

I have queried with my housing colleagues whether that remains the required mix and I will advise you of their response as soon as I receive it.

As noted above, I await a response from my education colleagues and I will similarly forward that to you as soon as I receive it.

Public open space matters are discussed above.

The LDP favours proposals which are located to minimise the need to travel, especially by car and which help to reduce vehicle movements or which encourage cycling, walking and the use of public transport. These policies are supported by the Council's approved Supplementary Planning Guidance on Sustainable Development and the advice in Planning Policy Wales, TAN 18: Transport and Manual for Streets which emphasise the important relationship between land use planning and sustainability in terms of transport.

Having regard to the cost of providing and upgrading sustainable transport facilities, the Council's Planning Obligations SPG provides a basis to consider the type of contribution that may be likely to mitigate the impacts of a development of this size. This is a key aim embodied in national and local planning and transport policies, which the Council is keen to deliver. In this case, a sustainable transport contribution will be required to ensure that the site is sufficiently accessible by a range of modes of transport other than the private car, such that it may be considered a sustainable site. This is likely to equate to £1,324,800.

The supporting text to LDP Policy MG2 states that 0.1-0.2 hectares of land shall be allocated for a community facility. You have queried the scope for dual use of school facilities and this can be considered, however, the onus would be on the applicant to demonstrate how/if that would acceptably replace or supplement on site provision. Clearly a separate facility would have greater scope for community use throughout the day, while there are likely to be opportunities for use of school facilities outside of school hours.

The SPG will require a contribution towards public art of 1% of total build costs.

In addition, and separate to any obligation sought, the Council requires the developer to pay an administration fee, equivalent to 20% of the application fee or 2% of the total financial contribution being sought, whichever is the greater. This fee covers the Council's costs to negotiate, monitor and implement the terms of the necessary Section 106 agreement.

Further discussion on such matters can, of course, be entered into at the time of an application, or as part of any agreed further pre-application submissions.

Requests for Further Advice

In accordance with the Council's Guidance Note on 'charging for pre-application advice', any further requests for pre-application advice will attract payment of a further fee, and should be made in writing with appropriate supporting documentation.

Development Team Approach – Building Control

Please note if you decide to employ the Council's Building Control team in respect of the proposed development for which you have sought advice, any fees you have paid in respect of this guidance will be taken into account in assessing the relevant Building Regulations fee. All Building Regulations fees are now based on a standard hourly rate with the final fee payable worked out on a risk assessed basis. Accordingly as the Council's officers will have been involved in the project from the earliest stages this will be considered in the final risk assessment based fee for Building Regulations.

Should you have any further questions regarding the above, please contact Mr. I. Robinson on the above number.

Yours faithfully



Mr. I. Robinson
for Operational Manager Development Management

Please Note:

The advice offered in this response represents an informal opinion, provided in accordance with the Council's Guidance Note on 'charging for pre-application advice'. In particular, it is emphasised that while this pre application advice will be carefully considered in reaching a decision or recommendation on an application, the final decision on any application that you may make can only be taken after we have consulted local people, statutory consultees and any other interested parties. It does not, therefore prejudice any decision which the Local Planning Authority may make should the matter come before them in a formal context.

Appendix C



Upper Cosmeston Farm, Penarth

Transport Assessment Review

23 January 2020

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Upper Cosmeston Farm, Penarth

Transport Assessment Review

23 January 2020

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1 Introduction

- 1.1.1 Mott MacDonald have been commissioned by the Vale of Glamorgan Council to undertake a review of a Transport Assessment and Travel Plan, submitted in support of a planning application for the proposed development of land at Upper Cosmeston Farm, Penarth.
- 1.1.2 The assessment was undertaken in September 2019 by Asbri Transport, on behalf of Welsh Government, and considers a residential development comprising up to 576 dwellings and a new two-form entry Primary School.
- 1.1.3 The remainder of this report will broadly follow the structure of the Transport Assessment, providing comment and recommendation where appropriate.

2 Introduction

- 2.1.1 Asbri Transport were appointed by Welsh Government (WG) to prepare a Transport Assessment (TA) and Travel Plan (TP) to support an outline planning application for a new residential development including a primary school.
- 2.1.2 The application site is allocated in the Vale of Glamorgan Local Development Plan (LDP). The site is greenfield land, approximately 2.5km south of Penarth town centre and expected to comprise:
- 60% privately owned homes
 - 40% affordable homes
 - A two-form entry Primary School
- 2.1.3 The site masterplan aims to ensure the development is permeable to walking and cycling, with good connectivity to the public transport network. The TA includes a Transportation Implementation Strategy (TIS) and Travel Plan (TP).
- 2.1.4 Asbri Transport has engaged with the Highway Authority regarding the impact of the development on the local highway network and signal timings for the signalised junctions that have been modelled. There has been liaison with Passenger Transport officers regarding the public transport provision including bus stops and bus movement into the development site and discussions on Active Travel infrastructure and improvements.
- 2.1.5 The TA addresses comments received in response to the scoping note produced by Asbri Transport submitted in March 2019. The general methodology and approach to the assessment has been agreed with the Highway Authority.

3 Policy Overview

- 3.1.1 This section of the TA provides an overview of the national and local transport related planning policy, strategy and legislation, as well as a relevant local transport study. It draws out the aspects relevant to sustainable transport provision at the development site.
- 3.1.2 The review identifies the relevant sections of the Vale of Glamorgan LDP, which allocates the site for residential development (policy MG2). The site including a new primary and nurse school, open space, a new community facility and affordable housing in-line with affordable housing policy.
- 3.1.3 The development is expected to have a suitable and safe access via a new junction onto Lavernock Road, which incorporates safe pedestrian/cycle friendly facilities. There is to be good permeability both within and surrounding the site including improvements to the NCN88 between Penarth, Sully and Barry.
- 3.1.4 Policy MG7 allocates land for new community infrastructure to be provided in association with housing allocations at Barry Waterfront, St Cyres, Ogmere Residential Centre and Cosmeston Farm, Penarth. There is also a potential bus park and ride site at Cosmeston.
- 3.1.5 The Wales Spatial Plan 2008 is due to be replaced by the National Development Framework (NDF) 2020-2040 and a Consultation Draft was published in August 2019. It recommended that the emerging NDF is reviewed and considered in the Transport Assessment.
- 3.1.6 The policy overview section provides a comprehensive review of relevant policy and guidance.

4 Existing Situation

- 4.1.1 Section 3 of the TA describes the site in relation to its surrounding land uses and considers the baseline conditions for walking, cycling and public transport, as well as the highway network.
- 4.1.2 The development site is in Lavernock, on a parcel of land between the B4267 (to the west) and the coastline (to the east). The site is located approximately 2.5km from Penarth town centre and 2km from Sully, which are directly connected by the B4267.
- 4.1.3 Although the site is in Lavernock, the proposed development is effectively urban sprawl from Lower Penarth into Cosmeston/Lavernock and a continuation of existing residential development immediately north of the site, which is accessed via Cosmeston Drive.
- 4.1.4 The local amenities have been mapped in Figure 3.2 of the TA, which provides an indication of the distance to a variety of local facilities. The majority of the distances reported in Table 3.1 of the TA are above the CIHT 'Providing for Journeys on Foot' preferred maximum distances for walking (1.2km). Given that the map uses a straight line measurement from the site frontage to Lavernock Road, the actual walking distance is also likely to be slightly greater than reported.
- 4.1.5 **Although the existing pedestrian infrastructure is considered suitable in terms of network coverage and connectivity, due to the distances alone, it is not envisaged that many people will chose to walk to local amenities from the proposed development site.**
- 4.1.6 The pedestrian and cycle facilities immediately surrounding the site have been identified and accurately described. These include a footway on the eastern side of Lavernock Road, the Welsh Coast Path and National Cycle Network (NCN) Route 88 (Railway Walk), which begins on Cosmeston Drive and travels north to Penarth.
- 4.1.7 The Vale of Glamorgan LDP proposes an extension of NCN Route 88 through the development site and will provide an appropriate, attractive and viable off-highway route between the proposed development and Penarth. Linking into wider and established local routes, leading to the Marina and Cardiff Bay.
- 4.1.8 **A review of lighting levels along the NCN 88 should be undertaken, between the site and Penarth, to ensure the route remains attractive to pedestrians and cyclists during the hours of darkness and winter months.**
- 4.1.9 A shared use cycle path runs along the B4267 from Sully and continues past the application site as far as the boundary of Lavernock and Penarth. The cycle route is sub-standard when considered against the active travel design guidance, primarily due to the path width. North of Lavernock, on entry into Penarth, the shared route ends and continues as a footway available to pedestrians only. Cyclists must re-join the carriageway.
- 4.1.10 Proposed active travel routes are provided in Appendix C of the TA. **It is agreed that the alignment and design of these routes should be discussed with the Highway Authority. The delivery and extension of these routes will further enhance the development sustainability and improve road safety, providing high quality off-carriageway cycle and walking routes to Penarth and Sully. The requirement for street lighting should be reviewed and included in any proposals.**

- 4.1.11 The TA identifies bus services that pass the site, serving the Cosmeston Lakes bus stop. The existing services provide good connectivity to Penarth Railway Station and the town centre, Barry and Cardiff.
- 4.1.12 Penarth is well served by rail, with approximately four services per hour to Cardiff and an average journey time of 13 minutes to Central Station. A direct service to Barry (via Dinas Powys) is provided from Cogan Station. However, due to the distance from the application site to Cogan Station, it is unlikely that many residents would choose this option.
- 4.1.13 The TA refers to the South Wales Metro and the proposals for 2023. **It is agreed that the provision of tram-trains extending the rail network into Lower Penarth would significantly improve the attractiveness and accessibility of public transport in the vicinity of the development. However, the extension of the service is one many potential future phases under consideration for the South Wales Metro, with no firm commitment or timescale for delivery.**

Highway Safety

- 4.1.14 Accident data has been obtained from www.crashmap.co.uk for the five-year period 2014-2018. Four clusters sites have been identified at the following junctions:
- A4160/A4055 (Barons Court) signalised crossroads
 - A4055/B4267 (Merrie Harrier) staggered signalised junction
 - A4231/A4055/ B4267 (McDonald's) roundabout
 - B4267/Stanwell Road signalised crossroads
- 4.1.15 Figure 3.6 of the TA also highlights a smaller group of collisions at the Minehead Road/B4267 junction in Sully. There are no clusters in the immediate vicinity of the site.
- 4.1.16 The TA suggests that the collisions within the cluster sites identified are likely to be the result of driver error, rather than any fault with the junction. **Analysis has not been undertaken to evidence this statement. The TA does not satisfactorily address road safety and it is recommended that more detailed analysis is undertaken, which may identify patterns or common factors that can be addressed through the development proposals.**
- 4.1.17 **It is noted that the total number of accidents reported for 2018 is much lower than the previous years, suggesting that the data used may not be for the complete year. This should be clarified.**

Development Proposals

- 4.1.18 Although the development proposals are outline at this stage, appropriate and realistic assumptions have been made regarding the accommodation schedule, the pupil/staff numbers at the school and the likely catchment area. Proposals include:
- 576 residential dwellings (60% privately owned dwellings and 40% affordable dwellings)
 - A two-form entry primary school (480 pupils)
- 4.1.19 The catchment area for the school has been assumed to cover the Plymouth and Sully Wards. These are considered appropriate to inform the Transport Assessment as an outline application.
- 4.1.20 **It is recognised that he development proposals are indicative at this stage and subject to change during reserved matters. If there are significant changes to the proposals, which will result in a material change to trip generation or distribution, the Transport Assessment should be revisited and revised accordingly.**

- 4.1.21 Section 4.1.8 to 4.1.12 of the TA refers to the indicative masterplan and internal layout. Particular reference is made to the Railway Walk and how it will play a key role in providing a direct, traffic free link from Penarth into the heart of the development. **It is agreed that the route and proposed improvements to walking and cycling connectivity across the site is an important aspect of the development that will offer good opportunity to travel by cycle, rather than making short and local journeys by car. Further details, including the extents and standard of the improvements, type of surfacing and traffic calming features will be a reserved matter, to be agreed and approved at detailed design.**
- 4.1.22 A range of potential measures have been listed in the TA to maximise the sites sustainability through potential Section 106 obligations. These include extending the Cardiff Nextbike scheme, improved cycle parking facilities at Penarth Station, a car club, car share scheme and additional bus services. A new bus stop along Lavernock Road is also considered, along the frontage of the development boundary, between the Medieval Village and the Cosmeston Lakes Country Park.
- 4.1.23 **The paragraph on station cycle parking (page 41 of the TA) refers to enhancing car parking at Penarth Train Station. This is assumed to be a typographical error that should be corrected to cycle parking.**
- 4.1.24 The proposed measures will help maximise site sustainability and reduce the reliance on travel by private car. **It is recommended that the relevant stakeholders are consulted, and where practical the proposed schemes are funded and delivered through a 106 agreement.**
- 4.1.25 **In relation to the proposed bus stops, it is recommended that current operators and the Vale of Glamorgan Council are consulted, to determine the demand and location for a new stop. The bus stop location currently proposed in the TA will result in four stops along an 800m section of the B4267 (from St Mary's Well Bay Road to the entrance to Cosmeston Lakes). There is opportunity to rationalise the number of bus stops and focus on improved quality, accessibility and safety.**

Pedestrians and cyclists

- 4.1.26 The proposed development is to be designed to promote walking and cycling internally and to connect with its surrounding active travel infrastructure. A new pedestrian route will link the National Coastal Path and Cosmeston Lakes. NCN 88 is to be extended through the site, providing a direct active travel corridor to Penarth Town Centre.
- 4.1.27 The TA assumes that "typical able-bodied people are capable of walking at least 2km for day to day activities" and suggests that an increasing proportion of journeys will be undertaken on foot.
- 4.1.28 **It is agreed that a proportion of journeys undertaken by residents will be on foot. However, due to the distance, the numbers choosing to walk direct to services and facilities it is not expected to be a high.**
- 4.1.29 In light of the above, it is accepted that in practice the distance that an individual is likely to walk depends on that individual and the circumstances. It is agreed that over time and with sustainable design, walking and cycling is a viable and growing means of travel that should be encouraged.
- 4.1.30 The TA plots the area accessible by cycle within 15 and 30 minutes of the application site. Penarth and Sully are within a 15 minutes cycle of the site. Further, the majority of the town and city centre of Barry and Cardiff respectively can be reached within 30 minutes. **The analysis demonstrates that local employment destinations (Barry, Penarth and Cardiff) are within appropriate and acceptable distances for commuting on bike.**

Travel Plan

- 4.1.31 An Interim Travel Plan for the proposed Primary School and a full Travel Plan for the residential element of the proposed development has been produced to accompany the planning application.
- 4.1.32 The Travel Plan (TP) has been produced in accordance with The Vale of Glamorgan Supplementary Planning Guidance and is considered comprehensive. Detailed measures, objectives and targets have been set that will help to encourage and promote sustainable travel.
- 4.1.33 **It is agreed that the implementation of the TP will be incumbent on the school and the housing developer(s) when full planning permission is granted. The TP is therefore considered to be a framework plan that should inform a more specific and tailored plan, to be submitted by the housing developer and primary school when detailed planning permissions are considered.**
- 4.1.34 Table 4.1 of the TP sets out the mode share targets that will be reviewed and agreed with the Vale of Glamorgan Council following the initial travel surveys, which should be conducted within three months of the development exceeding 20% occupation.
- 4.1.35 The headline target is to achieve a 10% reduction in single occupancy trips to and from the site, from a baseline share of 72% reducing to 62% in year five. In the same five-year period, the target for walking and cycling trips is an increase of 4%, public transport 4% and shared journeys 3%. It is agreed that the travel plan targets are realistic and achievable.

Vehicle access

- 4.1.36 It is proposed that the development is accessed directly from the B4267, via two ghost-island priority junctions. Preliminary designs have been provided that have been subject to a road safety audit and swept path analysis.
- 4.1.37 A number of minor road safety issues have been addressed following the audit. The vehicle track runs demonstrate that a refuse collection vehicle and a 11.3m bus can enter and exit the junction satisfactorily.
- 4.1.38 The proposed access arrangement is considered acceptable in principal, subject to detailed design. Both junctions have been assessed and are forecast to operate within capacity during peak hours. The proposed junctions are in keeping with the existing character of the road, which currently has a number of similar priority junctions accessing residential and holiday developments direct from the B4267.
- 4.1.39 Some queuing and delays forecast on the (minor) development arm at both junctions in future years, however this is limited and on average is no greater than one vehicle.
- 4.1.40 The provision of two points of access is beneficial in terms of separating residential and school trips. **A review of the internal road layout does not form part of this report and it is recognised that the masterplan included in the TA is indicative. However, it is recommended that further consideration be given to the interaction between school and residential traffic. The current arrangement will result in parents parking and possibly circulating through 'residential' areas, resulting in competition for space and conflict between residents and school users.**
- 4.1.41 An appropriate parking strategy will need to be developed to avoid congestion and erroneous parking during school start and finish times. Traffic Regulation Orders will need to be agreed

with the Vale of Glamorgan and the statutory consultation process followed prior to implementation.

- 4.1.42 **In connection with the recommendation in section 4.1.26 of this report and given that a Toucan crossing has recently been provided across Lavernock Road (at the entrance to the lakes) the location of the proposed Toucan should be reviewed, to ensure there is sufficient demand and that it is positioned correctly to meet the desire line.**
- 4.1.43 **Further, it should be confirmed that the potential pedestrian and cycle links into Cosmeston Lakes (as indicated in Figure 4.1 of the TA) are feasible and if discussions have been held with relevant landowners and stakeholders.**
- 4.1.44 Visibility splays for both access junctions meet the recommended standards set out in the Design Manual for Roads & Bridges and the Manual for Streets.
- 4.1.45 Proposals include extending the existing 30mph speed limit on the B4267 beyond the site, in a southbound direction towards Sully. It is agreed that the development, with its direct residential frontage, combined with changes to the highway which include new junctions, cycleway/footway, bus stops, Toucan crossing and pedestrian refuge will change the character of the road, therefore 30mph limit is appropriate to this point. However, after the entrance to Cosmeston Lakes, the road is wide with good forward visibility therefore the existing two-way speeds are above 40mph. **To ensure a good level of compliance additional calming measures should be considered and agreed with the Vale of Glamorgan. Such as vehicle activated signage and/or a gateway feature on the approach into Lavernock. It is also recommended that early discussions are held with the Council, Police and GoSafe to ensure they support a reduction in speed (and the proposed Toucan crossing) prior to formal consultation.**
- 4.1.46 **Consideration will need to be given to providing street lighting along Lavernock Road, from the entrance to Cosmeston Lakes to the end of the proposed extension to the 30mph limit.**
- 4.1.47 Section 4.9.1 of the TA references the need for a Construction Management Plan. It is agreed that a suitable plan will need to be set out and submitted in support of the planning application.

Parking

- 4.1.48 Exact numbers and parking details are not confirmed in the TA and will be finalised at the reserved matters stage. At this stage it is anticipated somewhere between 1.8-2.0 spaces per dwelling will be provided and approximately 30 spaces for the primary school.
- 4.1.49 The proposed parking provision based on the indicative masterplan falls below the maximum number permitted specified in the Vale of Glamorgan Council parking standards. In addition to vehicle parking, all residential properties will have electrical vehicle charging points and cycle parking incorporated into the dwelling design.
- 4.1.50 Car ownership figures have been accurately extracted from census data for The Vale of Glamorgan MSOA containing the development site and Cosmeston Lakes.
- 4.1.51 **It is agreed that ownership levels, active travel measures and parking availability will influence parking demand. These factors should be considered at the reserved matters stage, to develop and agree an appropriate road layout and level of parking that works for both the residents and the school. With the aim of reducing congestion and competition for space during peak periods, ensuring efficient and safe access for parents and children.**

5 Transport Implementation Strategy

- 5.1.1 The Transport Implementation Strategy (TIS) outlines the walking, cycling and public transport strategy. Which includes physical, management and promotional measures that promote sustainable modes of transport and reduce the reliance on travel by single occupancy car trips.
- 5.1.2 The Travel Plan is considered an important component of the TIS. Mode share targets have been set in the Travel Plan using the 2011 census as a baseline, gradually reducing the proportion of single occupancy drivers from 72% in the base year to 62% over five years, with an increase of between 1%-4% across other modes. These are considered appropriate and realistic targets given the proposed active travel and public transport measures.
- 5.1.3 The TIS sets out a framework for monitoring the objectives and targets, which are shown to be in-line with the requirements and objectives of the Local Development Plan, which will encourage a shift towards more sustainable modes of transport.

6 Transport Characteristics

6.1.1 This section of the TA estimates the traffic generation of the proposed development and its likely impact on the surrounding road network.

Trip generation

6.1.2 The software TRICS has been used to extract representative trip rates and estimate development trips, based on a mix of private and affordable dwellings. **Full details should be provided in relation to the filtering process, with justification for the removal of any sites. It should be clarified why only sites with up to 500 dwellings have been used when the proposed site is for 576 dwellings.**

6.1.3 To account for the positive effects of the Travel Plan, active travel and public transport proposals, the trip rate have been reduced by 10%. As multi-modal surveys, with eight of the 12 sites included in the TRICS selection recorded as having a travel plan in place, justification for the further 10% reduction should be provided, or the unadjusted rates should be used in the assessment.

6.1.4 Table 6.1 in the TA reduces the number of dwellings in 2025 and 2029 by 10% to reflect the above active travel measures. Although it does not alter the resulting vehicle trips, it is recommended that the rates are adjusted and not the dwelling numbers, to avoid confusion.

6.1.5 **The AM and PM peak hour periods considered in the TRICS assessment (and when assessing junction capacity) are reported as 0800-0900 and 1700-1800 respectively. Section 3.8.4 of the TA identifies the weekday peak periods as 0745-0845 and 1630-1730. The busiest weekday peak hour periods and corresponding TRICS rates for the proposed development should be used in the assessment. This should be checked and corrected for accuracy.**

6.1.6 Based on the TRICS assessment and the 10% reduction, it is predicted that by 2029 the development could generate 265 residential vehicle movements (two-way) in the AM and 242 movements in the PM peak.

6.1.7 **Sections 6.2.15 to 6.2.17 in the TA should be checked and corrected for accuracy, due to a number of typographical errors when cross-referencing Table 6.1.**

6.1.8 The total number of pedestrian trips is predicted to be 104 in the AM peak and 45 in the PM peak. The number of cyclists is predicted to be seven in the AM peak and nine in the PM. However, given the distances to local services and amenities discussed earlier in this report, the number of pedestrian trips is likely to be slightly less and the number of cyclists much higher.

6.1.9 In addition to the TRICS analysis, local trip rates have been assessed based on the existing neighbouring development (Cosmeston Drive). These are shown to be lower than those obtained from TRICS.

6.1.10 The Cosmeston Drive traffic flows are assumed to come from the November 2018 junction turning count at the Lavernock Road/Cosmeston Drive junction. **Cosmeston Drive is a comparable residential area to the proposed development and traffic surveys here are a good proxy for the residential aspect of the development. Therefore the 10% reduction in trips from those obtained from TRICS is considered appropriate.**

- 6.1.11 Vehicle trip rates for the primary school have been obtained using appropriate parameters in TRICS. All selected sites were surveyed between 2013 and 2015.
- 6.1.12 Section 6.4 of the TA considers internalisation of primary school trips. To take into account internal active travel trips (residents who will live in the new dwellings with primary school aged children) the trip generation has been reduced by 30%.
- 6.1.13 **Although it is agreed that this is a likely scenario, it is not agreed that there should be a 30% reduction applied to the trip generation. The primary school sites selected in the TRICS assessment are all from within residential areas and will therefore already account for internalisation. The unadjusted rates should be used for assessment unless justification can be provided to support the proposed 30% reduction.**
- 6.1.14 **Table 6.5 in the TA references primary school vehicle trips based on 384 pupils. It is recommended that the rates are adjusted and not the pupil numbers, to avoid confusion. Further a 30% reduction to the proposed 480 pupil school is 336 pupils. This should be checked and corrected for accuracy.**
- 6.1.15 **Section 6.4.4 should be checked and corrected for accuracy due to typographical errors when cross referencing Table 6.5.**
- 6.1.16 The total vehicle trips predicted for the development by 2029 is 399 in the AM peak and 259 in the PM peak.
- 6.1.17 Future background traffic growth for the future years 2022, 2025 and 2029 have been forecast appropriately using Temprow and committed development in the area has been accounted for.
- 6.1.18 Development trips have been appropriately distributed across the highway network according to the census origin/destination data and based on the most convenient/fastest route using Google Maps and local knowledge.

7 Impact of the Development Proposals

- 7.1.1 This section of the TA considers the impact of the forecast development vehicle trips on the surrounding highway network.
- 7.1.2 A total of ten junctions have been assessed, which were discussed and agreed with Vale of Glamorgan Council at the scoping stage. Classified turning counts were undertaken at all ten junctions on Thursday 29th November as listed below:
- 1. A4231/A4055/Sully Moors Road roundabout junction
 - 2. Sully Moors Road/B4267/Hayes Road roundabout junction
 - 3. Lavernock Road/Cosmeston Lake Country Park priority junction
 - 4. Lavernock Road/Cosmeston Drive priority junction
 - 5. Lavernock Road/Westbourne Road priority junction
 - 6. B4267/Augusta Road/Lavernock Road/Castle Avenue crossroads
 - 7. Lavernock Road/Dinas Road/Victoria Road crossroads
 - 8. Cardiff Road/B4267/A4055 signalised junction
 - 9. A4055/B4267/Andre Road signalised crossroads
 - 10. A4055/A4160 signalised intersection
- 7.1.3 An initial 'first pass' high-level assessment has been undertaken on all ten junctions, which considers the percentage impact of development trips on total junction flow, for 2022, 2025 and 2029. A threshold of 5% has been used as an indicator, above which the junction has then been subject to detailed modelling to quantify and forecast junction operation, in terms of queue length and capacity.
- 7.1.4 The TA considers an impact of 5% or less to be negligible and thus a detailed capacity assessment is not required.
- 7.1.5 **This approach is considered reasonable. However, the Merrie Harrier (the A4055/B4267/Andrew Road and Cardiff Road/B4267/A4055) is a strategic junction that currently experiences congestion and queuing during peak periods. At this junction a 5% increase in traffic is expected to have a material impact. It is recommended the junction is subject to detailed modelling to quantify the effect of the development traffic.**
- 7.1.6 **In Table 7.1 of the TA it is noted that the total flow reported for the A4055/B4267/Andrew Road junction (in the Base AM 2022 scenario) is 2,976. The same junction in 2025 and 2029 reports a total flow of 2,743 and 2,813 respectively. The reduction in traffic should be explained and the table checked for accuracy.**
- 7.1.7 Seven junctions (including both site access proposals) were subject to detailed capacity assessments using the traffic modelling software Junctions 9 (for priority controlled junctions and roundabouts) or LINSIG (for signal controlled junctions). The modelled junctions include:
- Lavernock Road/Northern site access junction
 - Lavernock Road / Southern site access junction
 - Lavernock Road/Cosmeston Lake Country Park priority junction
 - Lavernock Road/Cosmeston Drive priority junction
 - Lavernock Road/Westbourne Road priority junction

- B4267/Augusta Road/Lavernock Road/Castle Avenue crossroads

- 7.1.8 The TA modelling results and output files contained in Appendix K to R have been checked for accuracy in terms of junction geometry and the traffic flows used for assessment.
- 7.1.9 The proposed Northern and Southern Site Access junction arrangements are forecast to operate within capacity. The maximum RFC (ratio of flow to capacity) is shown to be 0.56 and average queues are no greater than one PCU (passenger car unit).
- 7.1.10 The existing Lavernock Road/Cosmeston Drive junction is forecast to operate within capacity until 2029, at which point it reaches practical capacity. The RFC on the residential arm is shown to be 0.91 in the morning peak. However, the maximum queue is only six PCUs.
- 7.1.11 **Section 7.8.12 of the TA should be checked and corrected for accuracy. An RFC of 0.88 is reported, however, Table 7.4 shows an RFC of 0.91.**
- 7.1.12 Lavernock Road/Westbourne Road priority junction has been assessed using the Lane Simulation tool, on advice from the software developers TRL. Table 7.5 indicates that for the existing baseline scenario (2019) the model is forecasting an average queue of 25 PCUs in the AM peak, exiting Westbourne Road, and a queue of 210 PCUs on Lavernock Road (south).
- 7.1.13 **The reported level of queuing is very high. The Vale of Glamorgan Council should confirm if this is known problem at this location and if the queuing levels reported are representative. If not, it is recommended that further surveys and/or site observations are undertaken to better understand operation. The information should be used to calibrate the model.**
- 7.1.14 **Based on the model results, Lavernock Road/Westbourne Road junction is forecast to be well over capacity by 2022 and will continue to deteriorate significantly by 2025 and 2029. By 2029 in the AM peak period a queue of 590 PCUs is forecast on Lavernock Road (south) and 114 PCUs on Westbourne Road. Suitable mitigation will need to provide to ensure the junction operation remains at an acceptable level.**
- 7.1.15 Lavernock Rd/Augusta Rd/Castle Avenue Cross Road Junction is forecast to operate within capacity for all future year scenarios tested.
- 7.1.16 Lavernock Road/Dinas Road/Victoria Road signals has been assessed based on a four stage method of control and a 90 second cycle time. The junction is forecast to operate within capacity (with development traffic) until 2025. By 2029, with development traffic, the junction is forecast to be at practical capacity and approaching theoretical capacity, with a 98.4% DoS (Degree of Saturation) on the Dinas Road approach arm in the AM peak. In the same time period, an average queue of 21 PCUs is forecast on Lavernock Road South.
- 7.1.17 To improve the junction performance and mitigate the effects of development traffic, it is proposed that the existing four-stage operation is replaced by a more efficient two-stage sequence. Right-turn traffic would be 'gap seeking' and expected to operate under priority control. Based on the revised stage arrangement the model forecasts that the junction will operate within capacity for all scenarios.
- 7.1.18 **Although the proposed two-stage sequence has been shown to operate satisfactorily in the modelling software LINSIG, it is recommended that an outline design and cost estimate is provided, the details of which will need to be agreed with the Vale of Glamorgan Council.**
- 7.1.19 The TA summaries the junction modelling in section 7.10. **Based on the model results, it is not agreed that the local highway network can accommodate the development proposals,**

without further mitigation. It is recommended that the Merrie Harrier junction is modelled in detail to determine the effect of development traffic, or that discussions are held with the Vale of Glamorgan Council, to agree a suitable way forward when considering the development impact and the strategic approach to reducing congestion at this location. In addition, suitable mitigation will need to be provided at Lavernock Road/Westbourne Road to ensure junction operation remains at an acceptable level.

8 Summary and Conclusions

- 8.1.1 Mott MacDonald were commissioned the Vale of Glamorgan Council to review a Transport Assessment and associated Travel Plan, submitted in support of an outline planning application for land at Upper Cosmeston Farm, comprising 576 dwellings and a new two-form Primary School.
- 8.1.2 Comments and recommendations have been provided in this report and amendments to the Transport Assessment should be made accordingly.
- 8.1.3 The baseline review has demonstrated that the development site supports the use of non-car modes of travel, with access to existing public transport links and the ability to reach a range of facilities by cycling. Although the distance from the site to many local amenities is beyond the preferred maximum walking distance, it does benefits from the NCN Route 88, which would extend into the heart of the development and provide a dedicated route to the centre of Penarth.
- 8.1.4 The existing bus network, combined with the proposed improvements, will provide opportunity to make linked trips to nearby railway stations in Penarth, Cogan and Barry. However, due to the distance of the stations from the site, it is not likely many will choose to walk to catch a train. To increase trips by rail the development will rely upon commitments made by Transport for Wales in relation to the South Wales Metro and a significantly improved rail network across South Wales.
- 8.1.5 A number of personal injury cluster sites have been identified in the study area. Further analysis will be necessary to establish the cause and identify suitable mitigation measures.
- 8.1.6 The principle objective of the development in terms of transport and access is to reduce reliance on the private car and improve accessibility via sustainable modes. The Transport Assessment is based on a 70/30 split mode of travel. i.e. it considers that 70% of all journeys will be made by private vehicle and 30% by sustainable modes and public transport. This is a 10% reduction in single occupancy trips compared to the current baseline modal share.
- 8.1.7 Based on the land use and 70/30 modal split, the two-way development trips by car (driver + passenger) is forecast to be approximately 399 vehicles in the AM peak and 259 in the PM peak.
- 8.1.8 Junction capacity analysis indicates that development trips will result in a 5% increase in traffic at the signalised Merrie Harrier junction. Lavernock Road/Westbourne Road priority has been modelled in detail and is forecast to operate over capacity in the assessed future years, with significant queuing and delay.
- 8.1.9 It is concluded that although the sustainable measures will help to reduce vehicle trips generated. However, the development should ensure that the impact on the local highway network is mitigated against with the provision of junction and road safety improvements where necessary.

Appendix D

Wyn Davies - Asbri Transport

From: Rees, Nigel <nrees@valeofglamorgan.gov.uk>
Sent: 25 October 2021 12:19
To: Patrick O'Connor - Asbri Transport; Wyn Davies - Asbri Transport
Cc: Howells, Lee M
Subject: RE: Cosmeston Highways Meeting.
Attachments: Access Plan.pdf

Good afternoon Patrick,

Please see below our confirmation remarks in res as requested following our meeting.

Kind Regards,

Nigel Rees
Principal Engineer
Highway Development / Gwasanaethau Gwledig a Thai
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 02920 673266
mob / sym:
e-mail / e-bost: nrees@valeofglamorgan.gov.uk

*Consider the environment. Please don't print this e-mail unless you really need to.
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

From: Patrick O'Connor - Asbri Transport <Patrick@AsbriTransport.co.uk>
Sent: 14 October 2021 17:22
To: Rees, Nigel <nrees@valeofglamorgan.gov.uk>; Howells, Lee M <LMHowells@valeofglamorgan.gov.uk>
Cc: Wyn Davies - Asbri Transport <Wyn@asbritransport.co.uk>
Subject: RE: Cosmeston Highways Meeting.

Nigel/Lee,

With a view to stream-lining discussions tomorrow I have gone through Mott's comments dated January 2021 and have noted where either no further action on our part is necessary and noted where matters could possibly be left to the RM stage. The majority of these are consistent with Mott's suggestions for RMs..

I've also highlighted the areas/points where we would welcome discussion tomorrow. Using Mott's numbering:

1 -10

I consider these points either require no action on our part or perhaps may be left until, RM stage. I consider points 3 & 4 deal largely with a lighting assessment could you advise whether this is required to be undertaken now or can be deferred until RM stage?

Agree – to be considered at RM stage.

11.

The provision of new bus stops and related infrastructure in the vicinity of the site accesses could be discussed with the bus operators now but clearly passenger demand from the development is not going to be established for some years in to the future. We would suggest that the need for stops **in addition** to those along the Lavernock Road corridor (such as those at the entrance to Cosmeston Lakes) could be established at an appropriate trigger date in the future.

As previously shown on the agreed Access Plan (as attached) bus stops to be provided on Lavernock Road, North and South bound. To be installed during the S278 Lavernock Road/Access agreement works. With consideration to school bus pickup and drop off we would be looking for one of the bus stops to be off road Layby type, to be agreed.

12.

Clearly cycling will offer an alternative active travel mode to walking for many residents if walk distances dissuade some residents from making journeys on foot.

Agree

13.

We consider the submitted Travel Plans as quite comprehensive, particularly the residential TP but I understand that our client is agreeable to conditions requiring the production of further Travel Plans.

Site specific TP to be conditioned for the school.

14.

We would welcome some discussion on this point. Our understanding is that you have confirmed that a Pegasus/equestrian crossing is not required. We revised the access design as submitted in the planning application TA to account for the recommendations of the Safety Audit.

We consider if the access is suitably designed so as to allow the future implementation of a Toucan crossing at an appropriate date then this could perhaps be conditioned? Similarly with the bus stop provision I suspect we need to take a view on whether the proposed stops are implemented in the early phases of the development or at an appropriate point in the development's build-out?

Confirmed Toucan crossing to be implemented as previously shown on the Access Plan (as attached) to be conditioned and installed during the S278 Lavernock Road/Access agreement works.

15 & 16

Motts indicate these could be dealt with at RM stage.

Agree – to be considered at RM stage. Parking requirements to be considered in line with VoGCC Parking Standards.

17.

I consider the matter here is whether a crossing is required in this location. This is inter-linked with provision of bus stops at the site access. Our rationale was for a controlled crossing to provide safe access to the north-bound bus stops.

Location acceptable as previously shown on the Access Plan (as attached)

18.

We can liaise with the relevant land-owners about this. The rationale adopted was to ensure permeability into the Lakes site for leisure and recreation trips by the residents.

Footway/shared surface to be included on the Northern side to Lavernock Road to provide permeability to the Lakes site as previously shown on the Access Plan (as attached).

19.

Could the submission of an appropriate traffic calming scheme to complement the extension of the 30mph speed limit be conditioned?

Agree can be conditioned – Access plan to be amended to show revised location for the 30mph gateway further away from Fort Road to take account of the school access.

20.

Mott's indicate that the extension of street lighting for the revised extent of the 30mph speed limit could be left to RM stage.

Agree – to be considered at RM stage. S278 agreement works to include and take account of the revised 30mph.

21.

We may produce heads of terms for a Construction Management Plan.

CTMP to be conditioned.

22.

Mott's suggest RM

Agree.

23.

No action necessary as Travel Plans may be conditioned.

TP's to be conditioned.

24 & 25

No action required.

Agree.

26 – 28

We will produce a Technical Note providing clarity on trip generation and internalisation matters.

Agree – technical note to be supplied.

29

No action required.

Agree.

31 & 32

No action required.

Agree.

33 Merrie Harrier

Could we discuss this junction? It would be helpful if you could update us whether any further studies of the Merrie Harrier junction have been undertaken.

No further studies have been undertaken, mitigation measures to be looked at and agreed possible financial contribution/S106 monies for agreed upgrades to be undertaken.

34

MM no further action required

Agree.

35

We can hopefully discuss the Lavernock Road/Westbourne Road junction tomorrow. The PICADY modelling seems to be struggling with the high volume of right-turning traffic. Our preliminary thoughts were some form of localised traffic management scheme may offer benefit.

Junction to be re-modelled with further traffic surveys to be undertaken to establish queues and mitigation measures.

36

The project team may prepare an outline design.

Agree.

37 Merrie Harrier.

As per 33 above.

Mitigation measures to be looked at and designed/agreed, possible financial contribution/S106 monies for agreed upgrades to be undertaken.

Regards,

Patrick.

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Appendix E

