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**Vale of Glamorgan**

**Highway Authority Observation Sheet**

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| Planning Application Ref: | 2023/00948/FUL |
| Observations By: | James Aitken |
| Date: | 7 November 2023 |
| Location: | Land off Sandy Lane, Ystradowen |
| Proposal: | Full planning application for residential development together with engineering, drainage, landscaping, highways and other associated works |
| Case Officer: | Angharad Hobbs |

The site proposes 46 residential dwellings on land to the North of Sandy Lane. The proposals provide a mixture of housing types along a new junction arrangement, internal access road and footways along with open space and SUDS features.

Frontage access has been provided along Sandy Lane which provides a strong street scene and should aide in reducing vehicle speeds by providing such. A new footway along the site frontage will connect to the existing infrastructure to the West. The site in principle in terms of trip generation and impact on the surrounding highway network is not a concern from the highway authority and generally the site is supported.

However, The above development has been the subject of previous highway observations during a pre-application and PAC submissions and comments have been made during both of those consultations which have not been addressed or commented on. The highway authority would advise that comments relating to the previous applications are still relevant and the site layout is going to need revisiting in an effort to minimise the concerns from a highway perspective.

1. Much of the parking spaces for the proposed dwellings are shown as three parking spaces three spaces in tandem. It is rare for three spaces in this arrangement to be used for parking and as such would encourage on street parking and renders the layout and development inefficient for parking purposes. The highway authority would not support this layout for parking as it currently stands and revised designs are required to be submitted.
2. No provision has been provided for visitor parking which should be provided in accordance with the maximum standards as 1 space per 5 dwellings. With the inefficient parking layout provided and lack of visitor parking this will likely lead to substantial on street parking to the detriment of free flow of traffic and be contrary to street users needs and provide an unattractive street scene. Visitor parking should be provided around the site and the suitable provision evidenced.
3. The parking for plot 4 could encourage vehicles to parking along the access road and thus the parking layouts should be amended with this in mind. It is unlikely that future resident would park in the bays behind.
4. The junction radii at the site entrance will need to be increased to 7.5m as per our standard detail for junction radii. The swept paths for refuse vehicles indicate that the whole width of Sandy Lane will be taken by turning of vehicles leaving the site. Vehicle swept path also encroaches onto the footway when turning into the site.
5. A turning head/area will be required to be provided adjacent to plots 27 & 28 as refuse and delivery vehicles reversing along that stretch would not be suitable in terms of highway safety. The other alternative is to re-design the road layout such that the potential for reversing along the highway is minimised.
6. Road 2 on the engineering layout appears close to a 1 in 10 gradient. We do not accept anything steeper than a 1 in 12 which is categorized as suitable for all pedestrians.
7. A traffic regulation order will be required to be provided along the site frontage along Sandy Lane to prevent vehicles parking along the road outside their properties and to maintain free flow of traffic along Sandy Lane. The applicant/developer will be required to fund the necessary orders with the local authority.
8. Access into the pumping station will need to ensure that it is safe and convenient for DCWW to access. Also, requirements often need a perimeter fence or wall around the bay and station so this will need to be considered.
9. Confirmation will need to be provided by the Council’s SAB as to what features will likely be adopted under such an agreement. The highway authority would not be supportive of adopting rain gardens or swales which take private dwelling surface water.
10. Drainage of the existing Sandy Lane will need to be engineered as currently, any surface water appears to discharge into the verges and vegetation present. This is to be replaced with a kerb line.
11. Any future development to the East of the site will need to be fully considered into the design and adopted highway construction should be taken up to the boundary to ensure continuation of any development proposals in the adjoining land.
12. Street lighting locations will need to be considered in particular the shared surface areas where no footways exist. 1m² areas will be provided for street lighting columns in verges which should sit outside of shared surface areas.
13. The footway will need to tie in neatly to the existing kerb line and not provide a kick in the kerb alignment. Please ensure land boundary is correct to enable tie in.