



Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2019/00871/OUT
Observations By:	Nigel Rees
Date:	10 th June 2021
Location:	Land at Model Farm, Port Road, Rhoose
Proposal:	Outline application comprising demolition of existing buildings and erection of 44.79ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, biodiversity provision and ancillary works. All matters reserved aside from access.
Case Officer:	Mr. Ceiri Rowlands

I refer to the planning application and have considered the highway implications in relation to the revised Transport Implementation Strategy and Access statement and associated plans:

Transport Implementation Strategy.

- It has been suggested that a baseline mode share of existing movements be reduced by 30% taking account of the pandemic and future remote working. –
As discussed a reduction of either 20% or 30% was agreed and to be modelled on those assumptions.
After due consideration a figure of 20% is acceptable for modelling.
- Proposed PBPC trip generation or base mode shares & build out rate – no change.
Agreed.
- Cardiff International Airport passenger numbers.
Agreed, the statements that passenger growth will be adjusted if data is available or if not available adjusted for -5 years.

Design Access statement and associated plans.

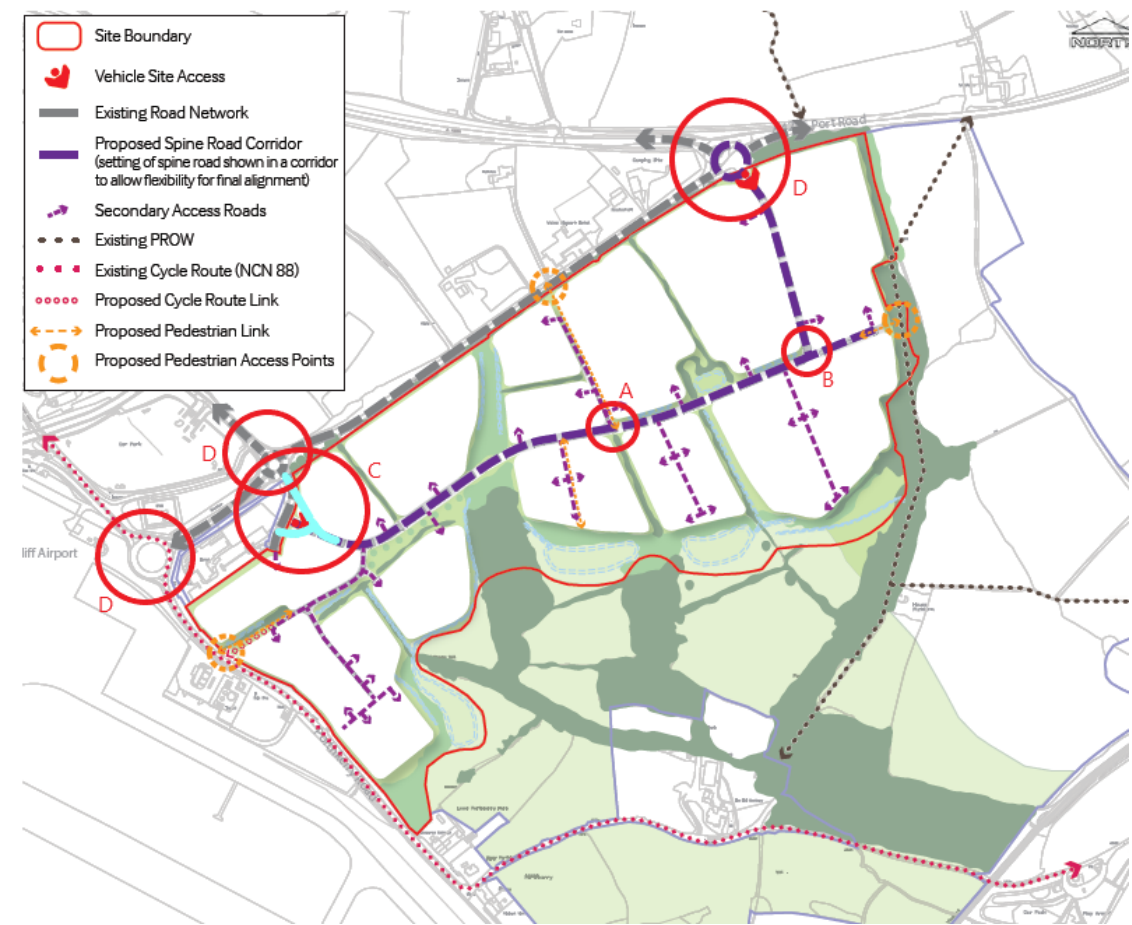
Internal road layout to be agreed through a reserved matters application, however initial comments on the block plan layout provided:

- All internal roads to be designed and constructed to an adoptable industrial & commercial estate standards for geometry and road construction makeup.
Internal road widths to be 7.3m wide, carriageway widening at bends to 8m
Junction kerb radii to be 15m.
Carriageway gradients to be 1:12max.
Junction spacing 80 same side and 40m opposite.
Main internal access roads to be designed for 30mph design speeds, forward visibilities and alignment radii to be designed to suit. visibility splays at junctions: 'Y' dist to suit 30mph design speed with an 'X' dist of min 45. max 9.0m.
Suitable turning heads at cul-de-sac, to be tracked for articulated vehicles.
All roads to be cambered with a fall of 1:36.
 - Provide suitable active travel routes connections and routes through the development, to be either shared or segregated, type and dimensions to be agreed depending on current AT guidelines at the time.
 - Provide public transport facilities with bus laybys, stops and shelters.
 - Proposed pedestrian links and access points to be for shared use pedestrian and cycle to tie in with proposed shared surfaces throughout the development.
- A. Due to the nature of the development land parcel the access road has long straights which will promote high speeds, provide a roundabout at this location which will serve as a speed reducing feature and access to the side land parcels
- B. The highway alignment at this point shows a 90 degree bend which is not ideal, provide a roundabout at this location.

The access points to the development off the existing adopted highway take in three number existing roundabouts. The access application to be conditioned and dealt with separately from the internal road layout which will be dealt with under reserved matters.

Initial comments on the preliminary plans included within the design access statement showing the access details:

- C. The access shown at this location gives priority to the existing hotel, priority to be changed to give priority to the proposed development with a side access to the hotel with a possible ghost right hand turning lane depending on vehicle modelling flows.
- D. Existing roundabouts to be modelled and size and layout to be determined within the scope of the existing adopted highway and any land in the ownership of the applicant. To take account of footways/shared surfaces and verges and embankments supporting the highway.
- The drawings show the provision of 10m wide verge running along port Road fronting the site to be dedicated as highway verge to provide land provision to the VoGCC for future active travel routes.



Site plan Ref A

Conditions

1. Notwithstanding the submitted plans, no works whatsoever shall commence on the development until full Engineering details of the proposed access roundabouts, access roads and associated works to the existing highway infrastructure have been submitted incorporating roundabout/highway design, vision splays, street signage, street lighting, surface water drainage strategy and any retaining structures retaining or adjacent to the highway / public open space have been submitted to and approved in writing by the Local Planning/Local Highway Authority. These details shall fully comply with the Design Manual for Roads and Bridges / Technical Directives / Local transport Notes/ Vale of Glamorgan Councils Standards for adoption.

Reason: - To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

2. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, and full Engineering details of any structures, drainage systems, street lighting, water culverts etc. abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.

Reason: - To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

3. Notwithstanding the submitted plans, no work shall commence on site until a full highway signing strategy has been submitted and approved in writing by the Local Planning/Local Highway Authority. These details shall fully comply with the Design Manual for Roads and Bridges / Technical Directives / Local transport Notes/ Vale of Glamorgan Councils Standards for adoption.

Reason: - To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

4. The applicant/developer will be required to enter into a legally binding agreement to secure the proper implementation of the proposed highway works, connections with the existing highway network and associated works which shall incorporate the appropriate bond and fees.

Reason: - To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

5. The provision of a Construction Management / Traffic Plan together with any Proposed Temporary Road Closures and other Temporary or Permanent Traffic Regulations required associated with the Development to be submitted to and approved by the Local Planning Authority prior to commencing any works. The Construction Management and Traffic Plan shall include measure of storage of materials and plant,

parking of construction vehicles, control of mud and debris on site and information regarding deliveries to site including haulage routes and delivery times.

Reason: - In the interest of highway / Public Safety and the free flow of traffic along the adopted highway network.

6. The Highway Authority will require at the developers expense to carry out prior to commencing any works a Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager which shall undertaken by a suitably qualified and experienced an independent Highway Maintenance Consultant to be approved by the Local Highway / Planning Authority.

Reason: - In the interest of highway / Public Safety

7. The Highway Authority will require at the developers expense a Second Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager to be undertaken by the approved independent Highway Maintenance Consultant on completion of the works or such time that the Highway Authority instruct.

Reason: - In the interest of highway / Public Safety

8. The Highway Authority will require at the developers expense to carry out any remedial works identified with the second condition survey or at any time during the works that the Highway Authority Considers necessary as direct result of the works.

Reason: - In the interest of highway / Public Safety.

9. From 7 January 2019, all new developments in Wales of more than 1 dwelling house or where the construction area is 100m² or more will require Sustainable Drainage Systems (SuDS) for surface water. This needs to be considered as part of the detailed design for the internal road with the potential use of block paving. These SuDS must be designed and built in accordance with standards published by Welsh Government and approved by the local authority acting in its role as a SuDS approval body (SAB). The SAB will then have the duty to adopt any compliant systems; serving multiple properties. Early discussions with the SAB is advised

Vale of Glamorgan Highway Authority Observation Sheet

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Observations By:	Nigel Rees
Date:	5 May 2020
Location:	Land at Model Farm, Port Road, Rhoose
Proposal:	Outline application comprising demolition of existing buildings and erection of 44.79ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, biodiversity provision and ancillary works. All matters reserved aside from access.
Case Officer:	Mr. Ceiri Rowlands

I refer to the above planning application and with regard to the Redacted JNY9624-06A Technical Note – 9th April 2020 and JNY9624-07B Access Strategy (002) – 2nd Feb 2020 a review has been undertaken by Steven Arthur, Mott MacDonalds considering the highway implications of the proposal. The review comments as follows:-

Redacted JNY9624-06A Technical Note – 9th April 2020

The Technical Note has been prepared in response to the initial Transport Assessment Review we (Mott MacDonald) undertook in October 2019. The note details the key items raised following the review and provides an appropriate comment and/or additional work in support of the response. The key items have been summarised below:

(Item 1) Personal Injury Accident Data - the note clarifies that due to data protection the Welsh Government will not release detailed information in relation

to road traffic collisions. Therefore, the concern raised in the TA review still stands, on the basis it cannot be concluded that there are no common contributory factors. However, it is acknowledged that this is through no fault of RPS. It is recommended that TVoGC provide RPS with the level of detail required for a full review. If this is not possible (due to data protection) then TVoGC should undertake their own review. Any road safety issues should be highlighted and mitigation measures agreed with RPS.

(Item 2) Model Share – the note confirms that the adjusted trip reduction has been applied to commuting trips only, which is considered appropriate.

(item 3) Car Parking Requirements – the note provides an initial estimate of parking numbers, estimated between 2,181-2,919 based on maximum parking standards. The estimate reinforces the need to keep parking levels below the maximum standard and based on the potential future zones. This is recognised and proposed in the Transport Assessment.

(Item 4) Highway Capacity Assessment of Sycamore Cross Junction – the note includes a technical section that summarises the assessment of Sycamore Cross junction using the software LINSIG. It is agreed that the impact on the junction as a result of the development is not considered to be significant. It is noted that the junction is forecast to be over capacity in 2026 and 2029 (PM). However, this is due in part to background traffic growth and not a direct consequence of the proposed development trips.

(Item 5) Phasing - the note includes a section on development build-out and phasing. This was not raised in the TA review, however, was discussed during a meeting between TVoGC, Legal & General (Strategic Land) Ltd and RPS on 21st October 2019. It is recommended that (although hypothetical) the phasing provides a good indication of the potential build-out programme and should be used to identify key milestones and agree planning obligations.

JNY9624-07B Access Strategy (002) – 2nd Feb 2020

The access strategy supports outline planning application for the proposed development at Model Farm, which forms part of the Cardiff Airport and Bro Tathan Enterprise Zone. The document seeks to demonstrate that an access strategy could be delivered for the entire enterprise zone based on known and emerging access improvements, with the purpose of informing the Model Farm planning application and sustainable transport planning obligations.

It is agreed that the access strategy is not definitive in setting out a full and detailed strategy for the enterprise zone, but it does consider the emerging access improvements in the area and the requirements for the enterprise zone, in the context of the likely build-out of the proposed development at Model Farm.

Although an initial consideration based on estimations and assumptions, the strategy is a comprehensive document and considers the transport demand for the enterprise zone, and committed transport improvement schemes (identifying

those both funded and unfunded). Vehicle movements for the enterprise zone have been estimated for the years 2021-2026, 2028, 2030 and 2040, identifying at which point transport improvements may be required. Table 12 in the strategy document summaries the trigger points for the transport infrastructure.

It is agreed that Table 12 provides an initial overview and timescale for the transport infrastructure needed to deliver and service the enterprise zone based on the existing growth aspirations. It is recommended that the Access Strategy (and Table 12) are used as a basis for discussions to agree sustainable transport obligations and highway improvements. It is also agreed that the focus should be on sustainable modes of transport to achieve a mode shift away from the private car.

Summary

- The Technical Note provides additional information and/or clarification in relation to all of the items raised in the original TA review.
- In addition, the note provides a hypothetical build-out programme to inform the TA and Access Strategy.
- The Access Strategy considers the development of the wider enterprise zone in its entirety and sets-out indicative milestones for the delivery of key transport infrastructure.

It is concluded that the items raised in the TA review have been adequately addressed by the Technical Note. The Access Strategy provides an appropriate framework from which suitable planning obligations can be agreed, to deliver sustainable transport and highway improvements, along with the development of the Enterprise Zone.