

# Wild Rose Cottage, St Nicholas

## Transport Note: Further Information for the Highway Authority

**Client: Mr Andrew Walker**

### REPORT DETAILS

Issued by	<b>Apex Transport Planning Ltd</b> 11-13 Penhill Road Cardiff CF11 9PQ	Tel: 02920 619 361 <a href="mailto:info@apex.tp.co.uk">info@apex.tp.co.uk</a> <a href="http://www.apex.tp.co.uk">www.apex.tp.co.uk</a>	
Client	Mr Andrew Walker		
Project Name	Wild Rose Cottage, St Nicholas		
Report Title	Transport Note: Further Information for the Highway Authority		
Report Ref.	TN01		
Project No.	C22002		
Date	03/10/2022		

### ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Final	03/10/2022	GP	DC	First Issue

### NOTICE

This report has been prepared for Mr Andrew Walker in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Mr Andrew Walker for use in relation to the Wild Rose Cottage, St Nicholas project.

## Contents

<b>1.</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Overview	1
<b>2.</b>	<b>PROPOSED SITE ACCESS</b>	<b>1</b>
2.1	Overview	1
2.2	Visibility Splays	2
2.3	Refuse Collection	2
<b>3.</b>	<b>SITE LAYOUT</b>	<b>2</b>
3.1	Overview	2
3.2	Turning Areas and Passing Places	3
3.3	Parking	3
3.4	Access Road Width	3
<b>4.</b>	<b>SUMMARY AND CONCLUSIONS</b>	<b>4</b>

## Appendices

- Appendix A Revised Site Layout
- Appendix B General Arrangement of Revised Site Access and Visibility Splays
- Appendix C Swept Path Analysis

## 1. INTRODUCTION

### 1.1 Overview

- 1.1.1 This Transport Note (TN) has been produced in relation to a planning application submitted for a 'Proposed Mixed Unit Holiday Accommodation Scheme' at Wild Rose Cottage, St Nicholas (2022/00449/FUL).
- 1.1.2 The highway authority at the Vale of Glamorgan Council (VoGC) has provided comments in relation to the Transport Statement (TS) submitted with the application, site access and site layout.
- 1.1.3 This TN provides further information for the highway authority based on these comments and presents an amended site layout and site access. The amended site layout plan can be seen at Appendix A.
- 1.1.4 The site layout has been revised following submission of the application and it is no longer proposed that the tourist accommodation scheme will accommodate touring caravans.
- 1.1.5 For ease, the following sections have been set out with the highway officer comments in **navy boxes**, with the Apex further information provided below. These comments have been grouped by topic, where appropriate, and on this basis may not follow the order set out by the highway authority.

## 2. PROPOSED SITE ACCESS

### 2.1 Overview

*2. The junction shall be set out with minimum 6m radius kerbing and appropriately shown on a plan.*

*4. Swept Paths/tracking will need to be provided for the site access for a large family car towing a large caravan and commercial/waste vehicles. There is a need to ensure that the access proposed in conjunction with the above comments will operate safely and prevent unsuitable manoeuvres on the highway to the detriment of highway safety.*

- 2.1.1 The proposed access arrangement has been revised from the version included within the Transport Statement. The proposed revised site access arrangements are shown in Apex Drawing Number C22002-ATP-DR-TP-001-P02 in Appendix B.
- 2.1.2 The revised access arrangement reflects the changes to the proposed operation of the holiday accommodation scheme, which will no longer cater for touring caravans. The access has therefore been reduced in size and provides minor amendments to the existing arrangements.
- 2.1.3 The access road width will be increased to 4.8 metres from its current 4.2 metre width, which will continue for approximately 9 metres from Duffryn Lane allowing vehicles to pass within the site.
- 2.1.4 This revised access comprises a minor upgrade to the existing access arrangement, formalising the access with 4m full height kerb radii on both sides connecting to Duffryn Lane.
- 2.1.5 The proposed access layout and geometry are in line with the design principles supported in DfT's Manual for Streets guidance, and as such are considered appropriate for the proposed development. Providing an access with a minimum 6m radius, as requested by the highway authority, is not considered necessary for providing a safe access for the proposed development. Appendix C contains swept path analysis which demonstrates that the proposed 4m radii and minor widening on the access road enables all vehicle movements associated with the site to be accommodated safely and without conflict at the access or on the adopted highway.

*6. In addition to the above two points, it is unsure if a large family car towing a large twin axle tourer caravan will be able to turn in out of the junction of Duffryn Lane with the A48. Therefore, swept paths should be provided for the existing signalised junction.*

2.1.6 This comment is no longer applicable as caravans will not be accessing the site.

## 2.2 Visibility Splays

*1. The visibility splays shown in the Transport Statement appear to be obstructed by private land. The site boundary will need to be set back or visibility splays will need to be free from obstructions and maintained in perpetuity. Also, in order to properly check the vision splays, a drawing to an appropriate scale should be provided.*

2.2.1 As shown in the revised site access drawing, appropriate visibility can be achieved in both directions from the junction. Visibility splays of 2.4m x 43m can be achieved in each direction, using a 1m offset to the north which is considered appropriate and helps to minimise the removal of the applicants hedge line boundary. In addition, sufficient forward visibility is provided for vehicles approaching for at least 50 metres in both directions.

2.2.2 As stated in the TS, to maintain appropriate visibility to the north the existing hedgerow will be trimmed back behind the splay upon construction of the access. Visibility splays would be maintained between a height of 0.6m and 2m along their length, in perpetuity. All land for the access and the visibility splays is within the control of the applicant or in the adopted highway and as such the visibility splays can be delivered appropriately. The revised site access design, includes the ownership of the applicant and adopted highway information to demonstrate the entire visibility splay can be delivered appropriately within land in the control of the applicant.

## 2.3 Refuse Collection

*7. Information is required as to the proposed maintenance of the site and waste collections. The bin store can be seen close to the access however it would not be advised for waste collection vehicles to obstruct the highway when collecting commercial waste for long periods of time as is indicated by the transport statement.*

2.3.1 The access has been designed to accommodate cars and large vehicles such as maintenance/delivery vehicles and emergency vehicles. Larger vehicles such as refuse collection vehicles will serve the site from Duffryn Lane as per the current arrangement, using a new bin collection point shown on the revised site layout plan. The bin store is a short distance from the highway and appropriate for refuse collection, minimising the time spent collecting the waste.

2.3.2 Refuse vehicles can stop within the access itself or to the south of the access, in line with the current arrangements at this location and for other properties along Duffryn Lane. The carriageway is of sufficient width that refuse vehicles can wait at the access or on the highway and they will not obstruct through vehicle movements. This already occurs, infrequently, at this location and at other locations along Duffryn Lane with no evidence of a safety issue.

## 3. SITE LAYOUT

### 3.1 Overview

3.1.1 The revised site layout has been designed to accommodate all vehicles associated with the site including cars and large vehicles such as maintenance and delivery vehicles, and emergency vehicles. Larger vehicles such as those required for refuse collection will serve the site from Duffryn Lane as per

the current arrangement using a new bin collection point, as outlined above. Touring caravans are no longer being catered for within the proposed tourist accommodation scheme.

### 3.2 Turning Areas and Passing Places

*3.A turning head/ turning area will need to be provided within the site to ensure maintenance vehicles, waste vehicle and cars towing caravans are able to enter the site and leave in forward gear. The turning head at the top of the site is not deemed suitable and due to its location could potentially attract reversing out of the site. A turning area should be provided in the vicinity of Zone 1 or 2.*

*5. As per the above point swept paths/tracking will also need to be provided for the proposed turning area within the site.*

3.2.1 The revised layout now includes additional turning heads within zones 1 and 2. Appendix C contains swept path analysis of appropriate vehicles using these turning areas as well as demonstrating appropriate inter-visibility between vehicles routing along the access road which ensures vehicles can move safely within the site.

3.2.2 The three formal turning locations provided within the site are as follows:

- Turning area using the entrance to the existing house in Zone 1 – this turning area will utilise the existing space within the site which is currently associated with the existing dwelling. The swept path analysis shows this turning area accommodates maintenance and emergency vehicles (including a fire tender) turning within the site safely. The turning area is located approximately 20 metres from Duffryn Lane and as such would not impact upon the operation of the access. This area also provides space for vehicles to pass safely within the site.
- Turning head located in Zone 2 adjacent to the yard and lodges – this turning head can accommodate up to a large transit van which would be suitable for visitors to the lodges and camping pitches, as well as maintenance vehicles.
- Turning head located at the end of Zone 3 adjacent camping pitches – this can informally accommodate vehicles up to a large transit van which would be suitable for visitors to the site including those with camper vans, as well as maintenance vehicles.

3.2.3 Sufficient width is provided for vehicles to pass safely along the access road in a number of locations, together with the formal turning areas this enables all vehicles associated with the site to access and egress in forward gear.

### 3.3 Parking

*8. For the glamping pod parking, longitudinal bays should be a minimum of 6m in length.*

3.3.1 The revised site layout includes longitudinal parking bays at 6m by 2.4m.

### 3.4 Access Road Width

*9. The width of the proposed access along zone 2 should be widened as 3m would be insufficient for maintenance vehicles and emergency vehicles.*

3.4.1 The revised site layout increases the access road to a minimum 3.7m wide which is appropriate for all vehicles to manoeuvre appropriately. This width provides fire tenders with sufficient space to operate within the site.








3.4.2 In addition to the turning areas, a pull-in space is provided between Zone 2 and 3 to enable vehicles to pass. It is noted that Zone 3 comprises a large camping field which will be appropriate for vehicles to manoeuvre to and from the camping pitches and can also be used as an informal area for turning.

## **4. SUMMARY AND CONCLUSIONS**

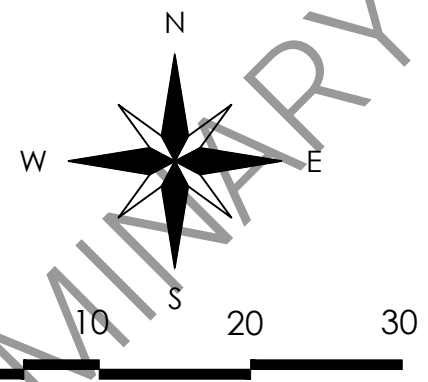
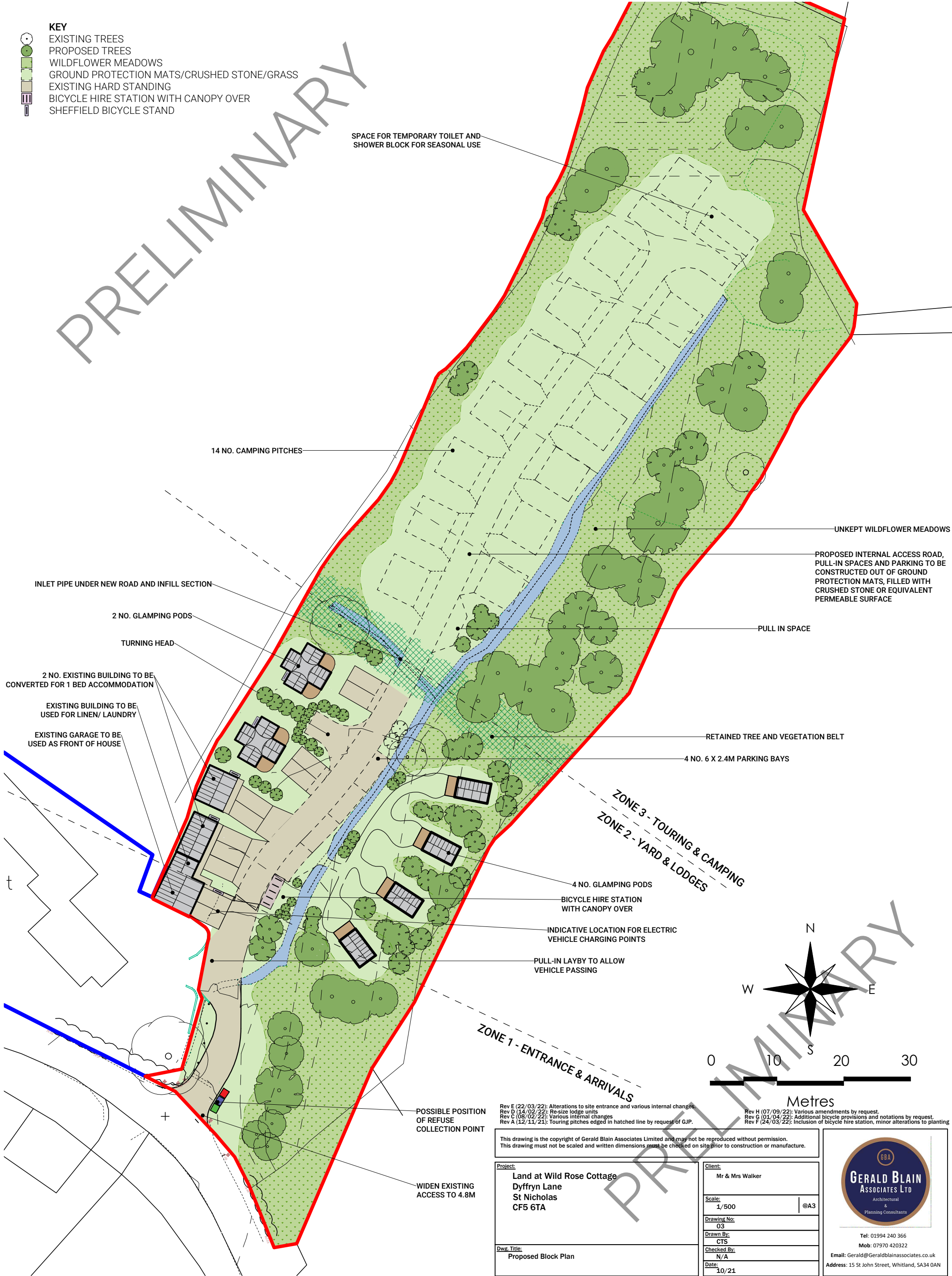
4.1.1 This Transport Note has demonstrated that a safe and suitable access can be provided from Duffryn Lane appropriate for the proposed tourist accommodation scheme and the proposed site layout has been amended in line with comments from the highway authority.

4.1.2 As such, based on the further information provided we trust that the highway authority is able to make a positive recommendation on the application.

# Appendix A Revised Site Layout

- KEY**
-  EXISTING TREES
  -  PROPOSED TREES
  -  WILDFLOWER MEADOWS
  -  GROUND PROTECTION MATS/CRUSHED STONE/GRASS
  -  EXISTING HARD STANDING
  -  BICYCLE HIRE STATION WITH CANOPY OVER
  -  SHEFFIELD BICYCLE STAND

PRELIMINARY



Rev E (22/03/22): Alterations to site entrance and various internal changes.  
 Rev D (14/02/22): Re-size lodge units  
 Rev C (08/02/22): Various internal changes  
 Rev A (12/11/21): Touring pitches edged in hatched line by request of GJP.

Rev H (07/09/22): Various amendments by request.  
 Rev G (01/04/22): Additional bicycle provisions and notations by request.  
 Rev F (24/03/22): Inclusion of bicycle hire station, minor alterations to planting

This drawing is the copyright of Gerald Blain Associates Limited and may not be reproduced without permission.  
 This drawing must not be scaled and written dimensions must be checked on site prior to construction or manufacture.

<b>Project:</b> Land at Wild Rose Cottage Dyffryn Lane St Nicholas CF5 6TA	
<b>Dwg. Title:</b> Proposed Block Plan	
<b>Client:</b> Mr & Mrs Walker	<b>Scale:</b> 1/500 @A3
<b>Drawing No:</b> 03	<b>Drawn By:</b> CTS
<b>Checked By:</b> N/A	<b>Date:</b> 10/21



**GERALD BLAIN ASSOCIATES LTD**  
Architectural & Planning Consultants

Tel: 01994 240 366  
Mob: 07970 420322  
Email: Gerald@geraldblainassociates.co.uk  
Address: 15 St John Street, Whitland, SA34 0AN



# Appendix B General Arrangement of Revised Site Access and Visibility Splays



2 NO. EXISTING BUILDING TO BE CONVERTED FOR 1 BED ACCOMMODATION  
 EXISTING BUILDING TO BE USED FOR LINEN/ LAUNDRY  
 EXISTING GARAGE TO BE USED AS FRONT OF HOUSE

PULL ALLOW PASSING

ZONE 1 - ENTRANCE & ARRIVALS

Access provides sufficient space to accommodate two-way vehicle movements for at least 30 metres into the site.

POSSIBLE POSITION OF REFUSE COLLECTION POINT

The proposed access will be upgraded from the existing access, with minor widening and formalised 4m kerb radius connecting to Duffryn Lane. A 4.8m access road will enable two cars to pass at the junction, allowing the access can operate safely and avoid cars potentially blocking back onto the highway.

WIDEN EXISTING ACCESS TO 4.8M

Visibility can be achieved to 43 metres in both directions from the proposed access, using a 1m offset to the north to reduce the impact on the existing hedgerow. This distance is in accordance with TAN18 and MFS for up to 30mph, and is in excess of the maximum observed 85th percentile speed of 27.8mph (wet weather adjusted). Visibility can also be achieved in excess of this distance.

Winchpit

1m

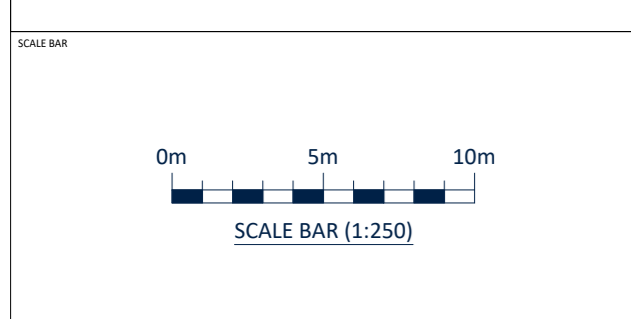
6m

4.8m

5.8m

R4m

DUFFRYN LANE  
 ADOPTED HIGHWAY BOUNDARY



KEY PLAN

- NOTES
1. General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
  2. The content of this drawing is subject to detailed design considerations such as ground conditions, drainage and signage.
  3. Drawing is based on topographical survey data and OS mapping. Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432.
  4. Extent of Public Highway ownership has been based on third party information.
  5. Please do not scale from this drawing.

NOTES (CONTINUED)

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App
P01	27/09/22	Revised to reflect amended site layout	GP	DC
P01	17/03/22	First Issue	GP	DC

**Apex**  
 TRANSPORT PLANNING  
 11-13 PENNELL ROAD  
 CARDIFF  
 CF11 9PQ  
 t: 02920 619 361  
 e: info@apex-tp.co.uk

CLIENT  
**ANDREW WALKER**

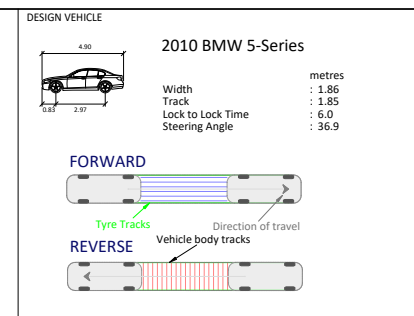
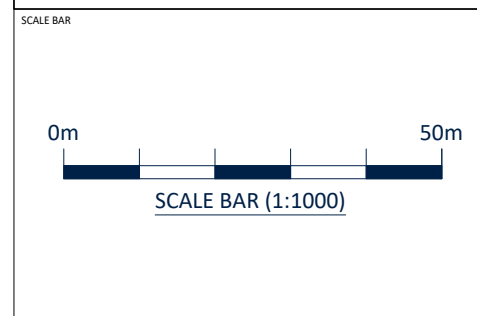
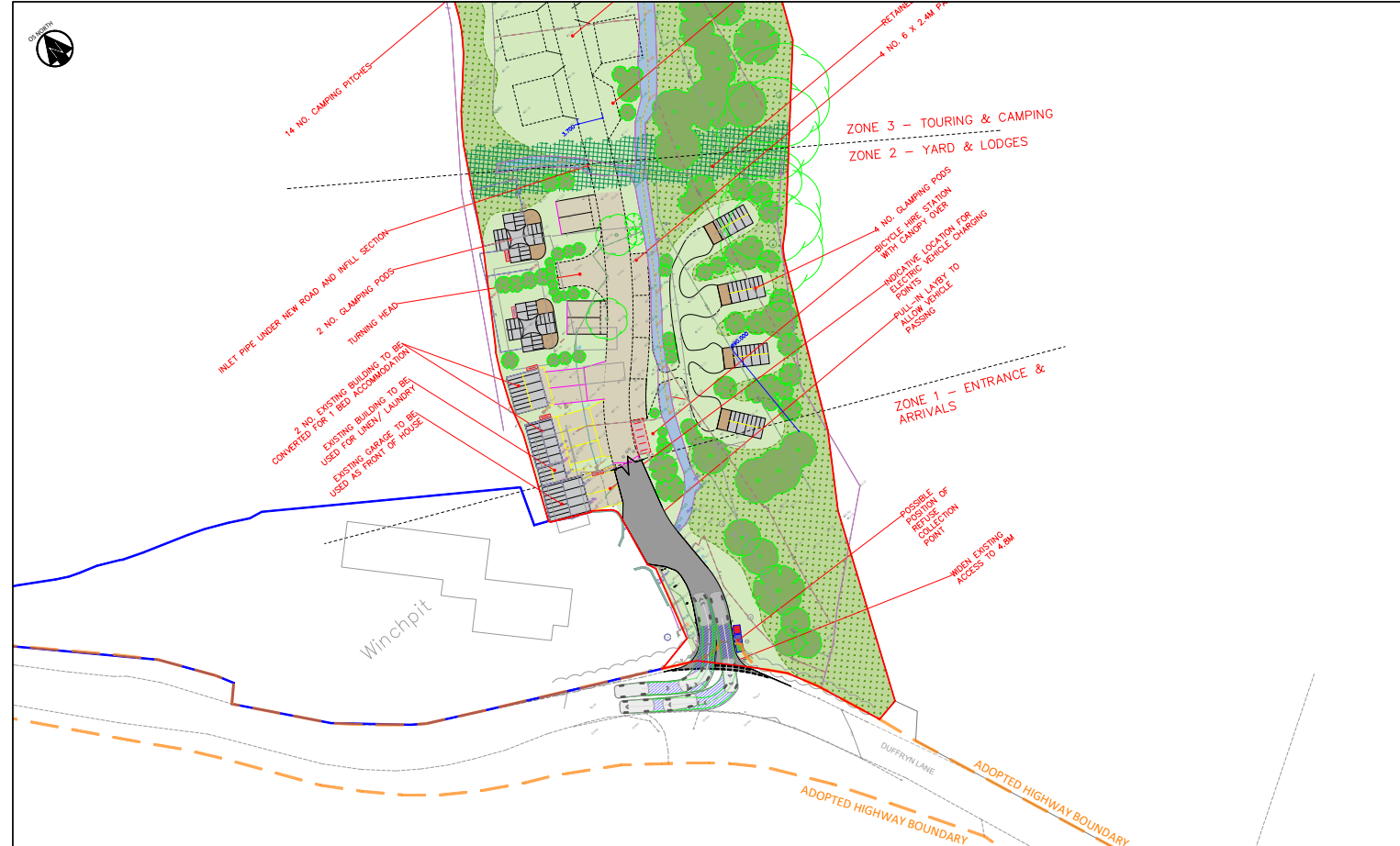
PROJECT  
**WILD ROSE COTTAGE, ST NICHOLAS**

TITLE  
**GENERAL ARRANGEMENT AND VISIBILITY  
 SPLAY PLAN**

PROPOSED SITE ACCESS

PROJECT NO. <b>C22-002</b>	SCALE @ A2 <b>1:250</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. <b>C22002-ATP-DR-TP-001</b>	

# Appendix C Swept Path Analysis



- NOTES
1. General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
  2. The content of this drawing is subject to detailed design considerations such as ground conditions, drainage and signage.
  3. Drawing is based on topographical survey data and OS mapping. Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432.
  4. Extent of Public Highway ownership has been based on third party information
  5. Please do not scale from this drawing

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
PO2	27/09/22	Second Issue.	GP	DC
PO1	17/03/22	First Issue.	GP	DC

REVISIONS

Rev	Date	Description	By	App
PO2	27/09/22	Second Issue.	GP	DC
PO1	17/03/22	First Issue.	GP	DC

**Apex**  
TRANSPORT PLANNING

11-13 PENHILL ROAD  
CARDIFF  
CF11 9PQ  
t: 02920 619 361  
e: info@apextp.co.uk

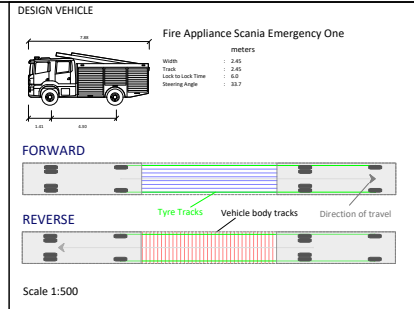
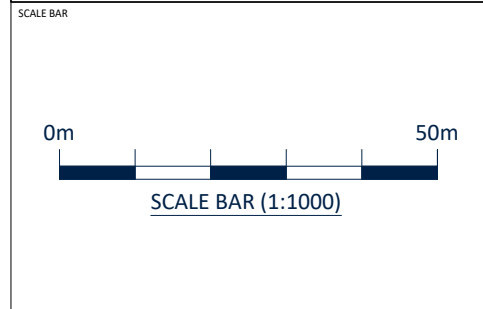
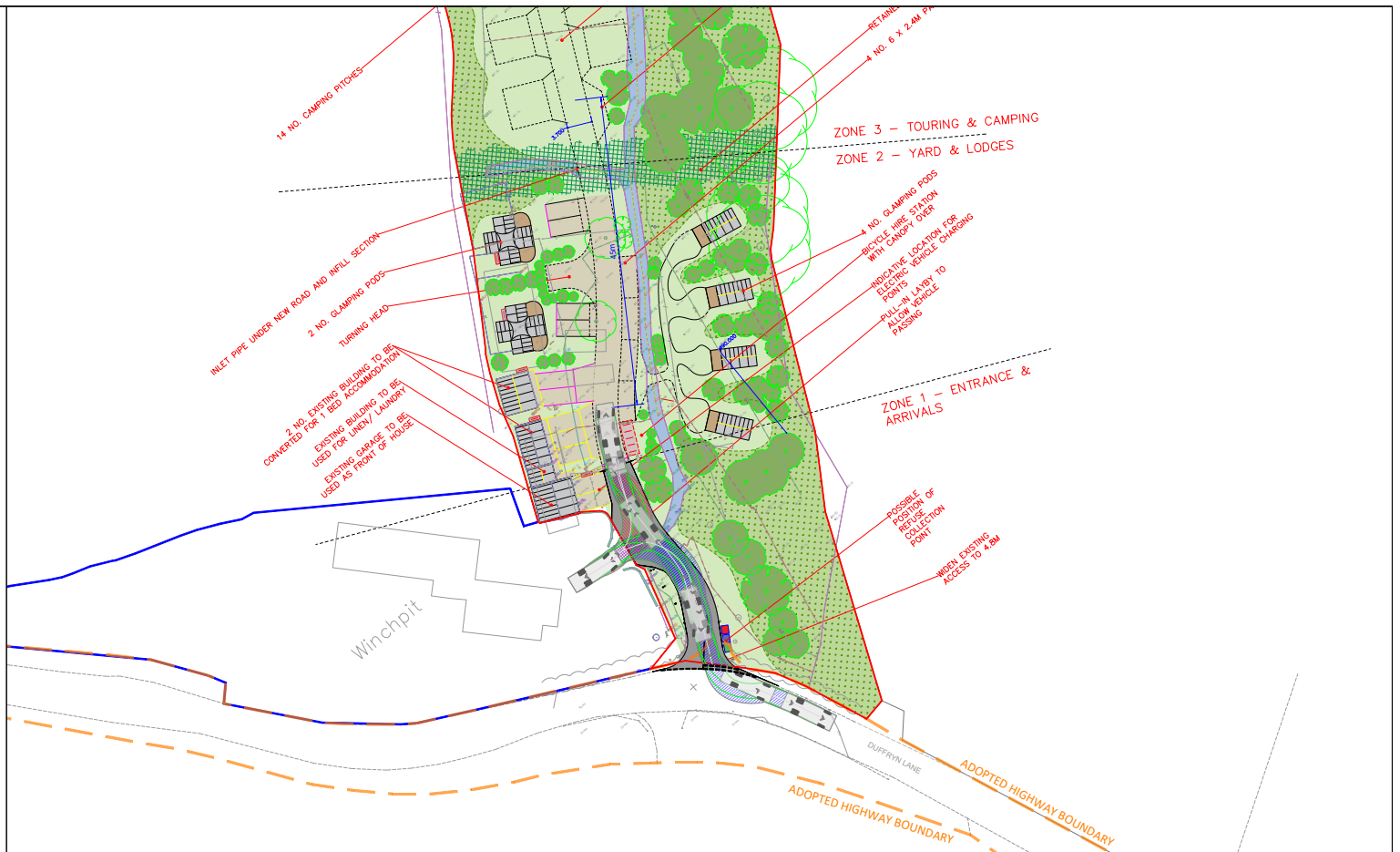
CLIENT  
**ANDREW WALKER**

PROJECT  
**WILD ROSE COTTAGE, ST NICHOLAS**

TITLE  
**SWEEP PATH ANALYSIS USING A LARGE CAR**

**PROPOSED SITE ACCESS**

PROJECT NO. <b>C22-002</b>	SCALE @ A3 <b>1:500</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. <b>C22002-ATP-DR-TP-002</b>	



- NOTES
1. General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
  2. The content of this drawing is subject to detailed design considerations such as ground conditions, drainage and signage.
  3. Drawing is based on topographical survey data and OS mapping. Ordnance Survey. (c) Crown Copyright 2021. All rights reserved. Licence number 100022432.
  4. Extent of Public Highway ownership has been based on third party information
  5. Please do not scale from this drawing

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
PO2	27/09/22	Second Issue.	GP	DC
PO1	17/03/22	First Issue.	GP	DC

REVISIONS

Rev	Date	Description	By	App
PO2	27/09/22	Second Issue.	GP	DC
PO1	17/03/22	First Issue.	GP	DC

**Apex**  
TRANSPORT PLANNING

11-13 PENHILL ROAD  
CARDIFF  
CF11 9PQ  
t: 02920 619 361  
e: info@apextp.co.uk

CLIENT  
**ANDREW WALKER**

PROJECT  
**WILD ROSE COTTAGE, ST NICHOLAS**

TITLE  
**SWEPT PATH ANALYSIS SHOWING A FIRE TENDER ACCESSING, TURNING AND EGRESSING THE SITE IN FORWARD GEAR**

PROPOSED SITE ACCESS

PROJECT NO. <b>C22-002</b>	SCALE @ A3 <b>1:500</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. <b>C22002-ATP-DR-TP-003</b>	



- KEY**
- EXISTING TREES
  - PROPOSED TREES
  - WIDENING MEADOWS
  - GROUND PROTECTION MATS/CRUSHED STONE/GRASS
  - EXISTING WIRE STANDING
  - BICYCLE WIRE STATION WITH CANOPY OVER
  - SHEFFIELD BICYCLE STAND

SPACE FOR TEMPORARY TOILET AND SHOWER BLOCK FOR SEASONAL USE

14 NO. CAMPING PITOLES

2 NO. CLAMPING PODS  
TURNING HEAD

2 NO. EXISTING BUILDING TO BE CONVERTED FOR 1 BED ACCOMMODATION  
EXISTING BUILDING TO BE USED FOR LINENY/LAUNDRY  
EXISTING GARAGE TO BE USED AS FRONT OF HOUSE

Winchpit

DIFFERIN LANE  
ADOPTED HIGHWAY BOUNDARY

UNWEPT WILDOVER MEADOWS  
PROPOSED INTERNAL ACCESS ROAD, PULL IN SPACE AND CURBS TO BE CONSTRUCTED WITH PROTECTED MATS OF CRUSHED STONE/GRASS TO BE PROVIDED FOR WILDOVER MEADOWS

PULL IN SPACE

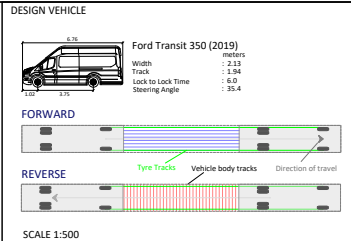
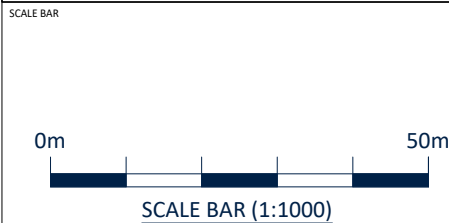
RETAINED TREE AND VEGETATION BELT  
4 NO. 6 x 2.4M PARKING BAYS

ZONE 3 - TOURING & CAMPING  
ZONE 2 - YARD & LODGES

2 NO. CLAMPING PODS  
BICYCLE WIRE STATION WITH CANOPY OVER  
INDICATIVE LOCATION FOR ELECTRIC VEHICLE CHARGING  
PULL-IN LANE TO FRONT VEHICLE PARKING

ZONE 1 - ENTRANCE & ARRIVALS

POSSIBLE POSITION OF WASTE COLLECTION POINT  
WITH EXISTING ACCESS TO 4.8M



- NOTES**
- General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
  - The content of this drawing is subject to detailed design considerations such as ground conditions, drainage and signage.
  - Drawing is based on topographical survey data and OS mapping. Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432.
  - Extent of Public Highway ownership has been based on third party information
  - Please do not scale from this drawing

**REVISIONS (CONTINUED)**

Rev	Date	Description	By	App
P01	27/09/22	First Issue.	GP	DC

**REVISIONS**

Rev	Date	Description	By	App
P01	27/09/22	First Issue.	GP	DC

**Apex**  
TRANSPORT PLANNING

11-13 PENHILL ROAD  
CARDIFF  
CF11 9PQ

t: 02920 619 361  
e: info@apextp.co.uk

CLIENT  
**ANDREW WALKER**

PROJECT  
**WILD ROSE COTTAGE, ST NICHOLAS**

TITLE  
**SWEPT PATH ANALYSIS USING A LARGE COMMERCIAL VAN**

**TURNING AREAS**

PROJECT NO. <b>C22-002</b>	SCALE @ A3 <b>1:1000</b>
STATUS DESCRIPTION <b>INFORMATION</b>	STATUS <b>S2</b>
DRAWING NO. <b>C22002-ATP-DR-TP-004</b>	

d. Licence number 100022432