Access Statement

Access Parking and Circulation

At the scoping stage of the application the Highway Authority were initially (scoping response Dec 22 20200) reluctant to support proposed site access off the unnamed road that runs to the north of Marlas Farmhouse and the proposed site. Other highway advice received at the time stressed the importance of improving active travel links for pedestrians and cyclists from the proposed site onto facilities in North Cornelly and across Marlas Bridge. The importance of adequate parking was also raised. The Highway Authority also requested that any planning application be supported by a Transport Statement (TS) and independent Stage 1 Safety Audit.

Following this meeting and advice, the applicants appointed Lime Transport to produce a TS to allow for further consultation with the LPA. The details of this report and the consultation response from BCBC are contained in the accompanying Lime Transport Statement.

Since this consultation, Lime Transport have further refined their work and the final TS is contained within this planning application. The summary and conclusions of the TS are:

'Summary and conclusions

7.1 Introduction

7.1.1 Lime Transport has been commissioned by David and Gaina Morgan to produce a Transport Statement in support of a pre planning application for the development of up to 24 dwellings on land to the west of Marlas Farm, North Cornelly, Bridgend.

7.2 Site location

7.2.1 There are a range of local facilities within walking distance of the site including, primary schools, convenience stores, recreation ground and community hub, doctors' surgery and pubs and restaurants. There are a number of local cycle routes within the vicinity of the site, with a mixture of both on-road and off-road routes.

7.2.2 The site is well located in terms of access to public transport, with the nearest bus stops approximately 350m south-east of the site. The closest railway station to the site is Pyle, which is located approximately 1km south-east of the site, providing connections from Manchester Piccadilly to Carmarthen calling at Bridgend, Cardiff Central and Newport to the east, and Swansea, Port Talbot, Briton Ferry and Neath to the west.

7.3 Proposed development

Pedestrian access

7.3.1 As part of the development, it is proposed to provide a footway located within the south-east corner of the development site. This footpath will provide connections from the development site to the traffic signal-controlled junction located along Marlas Road to the east.
7.3.2 It is proposed to provide a formal pedestrian crossing across Marlas Road, as part of the modifications to the existing traffic signal controlled junction.

Vehicle access
7.3.3 As part of the proposals, Marlas Road will be widened to 5.5m past the access and will include hazard warning lines (sign diag No. 1006) along the centre of the carriageway.

7.3.4 As agreed with the Local Highway Authority, it is also proposed to modify the existing traffic signal-controlled junction onto Marlas Road to incorporate a formalised pedestrian crossing across Marlas Road, and to improve the operation and safety of the junction.

7.3.5 Vehicle access to the site will be gained via a simple priority junction onto Marlas Road along the northern site boundary. Swept path analysis has been carried out of a range of vehicles safely manoeuvring at the proposed access and the modified traffic signal-controlled junction, including:

- Medium sized family car (based on an estate car);
- A 10.2m refuse vehicle;
- A 7.9m fire tender;
- A 7.5t box van; and,
- A 4.6t Light Van.

7.3.6 The swept path analysis shows that these vehicles can safely access the development via the proposed access arrangements.

Visibility

7.3.7 Visibility splays have been based on the traffic surveys carried out along Marlas Road, to the north of the site, which has been used to identify the speed of vehicles that travel along Marlas Road. The stopping sight distances (SSD) outlined in Table 7.1 of Manual for Streets, has been used to calculate the required visibility splays at the site access, as set out below:

- For westbound traffic (right at the site access): 2.4m by 51m; and
- For eastbound traffic (left at the site access): 2.4m by 49m.

Car and cycle parking

7.3.8 The proposed level of car parking provision across the site is one space below the maximum number of spaces required in accordance with the adopted parking standards. It is considered that the level of parking provision proposed is acceptable.

7.3.9 It is anticipated that residential cycle parking will be provided within the curtilage of each dwelling, with further short-stay provision (Sheffield stands) accommodated where appropriate.

7.4 Travel characteristics

7.4.1 It is predicted that the proposed development will generate a total of 15 vehicle movements (two-way) in the morning and evening peak periods, and it is likely that driving is likely to be the preferred method of travel, contributing to 55% of all trips, with walking contributing to 21% of all vehicle trips.

Likely impact

7.4.2 As requested by the LHA, junction capacity analysis has been undertaken at the traffic signal-controlled junction on Marlas Road. It can be seen from the results of the analysis that the existing junctions has sufficient capacity to accommodate base traffic flows (to 2036) together with the additional traffic generated by the proposed development of up to 24 dwellings.

7.5 Conclusion

7.5.1 As part of the development, it is proposed to improve pedestrian access to the site by:

- providing a dedicated footpath link between the site and Marlas Road (through Marlas Farm); and,
- providing dropped kerbs and tactile across Marlas Road, to connect with the wider footway/footpath network within North Cornelly.

7.5.2 Furthermore, it is anticipated that the proposed development will have a negligible impact on the safety and free-flow of traffic along the Marlas Road to the north of the site'.

So, in conclusion it can be seen that the site can be safely accessed with good internal safe movement for pedestrians, cyclists and vehicles. Furthermore, the site links with the Marlas Rd junction through the introduction of a segregated active travel route. This allows for safe onward movement to local facilities and public transport opportunities. The site also contains appropriate parking levels.

As requested by the Highway Authority, an independent Road Safety Audit was undertaken by J Barlett Consulting Ltd. This is submitted as part of the planning application and the audit shows that there are no areas of concern identified.