

Documents not submitted in support of CAAD Application – but available.

Planning Appeal: Grounds of Appeal Part H

Appeal decision dated 31/07/2013.

Revised Design & Access Statement

Design & Access Statement

Documents submitted in support of CAAD Application.

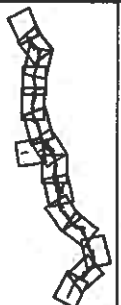
Not numbered.	Welsh Government: Site Plan 8. The Neath to Abergavenny Trunk Road. A465, Showing diversionary loop coloured pink.
B2191100 NTT_026	Plan referred to in the Notice to Treat, dated 29 th June 2020,
B2101100 _L1_08_18	Plan referred to in the Notice to Treat, dated 29 th June 2020,
Drwg No 01	Site Location Plan.
Drwg. No 02	Site Location Plan. Vision Splays submitted for Planning.
Drwg. No 02	Site Location Plan. Vision Splays submitted for Planning. (Road width and three road lanes added).
Drwg. No 03	Site Plan. Vision Splays with A4054 @ 7350 mm width. Pavement widened to 1800 mm both sides.
Drwg. No 04	Plan – Proposed reduction in road width at site & existing reduction in road width by MTCBC.
Drwg. No 05	Site Location Plan. Vision splay safeguarded by double white lines.
Drwg. No 06	Site Location Plan. Vision splay safeguarded by double white lines, & 3 lane road width.
Drwg. No 07	Site Plan. Vision splays currently in use by WG.
Drwg. No 08	Road Plan at Cefn Bridge - High Street 1000 m south of site. Road width reduction both sides of A4054.

Design Drawings from original planning application.

Drwg. No 04PA	Axonometric layout of development & vehicular principles'
Drwg. No. 02PA	Site Plan & Survey.
Drwg. No 03PA	Landscaping Plan.
Drwg. No	Traffic Flows. Cefn Coed y Cymmer 31 st March 1998. Morning. Traffic Flows. Cefn Coed u Cymmer 31 st March 1998. Afternoon.

Additional Information.

Page 6/21	Provisional Road Traffic Estimates, Great Britain: April 2021 to March 2022. Gov. UK
Page 8/21	Note: Index of All Motor Vehicle Traffic (Dec1994 = 100).
Pages 1&2	Planning Appeal APP/U6925/A/13/2195497. by P.J. Davies, BSc. Hons, MA. MRTPI. 31.07.2013.
Pages 1&2	Bristol Transport Development Management Guide.
Photographs 7 No	Photographs 1 to 7.



MODURAU ER GWYBODAETH:

NOTES FOR INFORMATION:

- [illegible]

ALLWYBR Y GEFNFFORDD NEWYDD:
ROUTE OF NEW TRUNK ROAD:




Layer y gets cold
 New-yd Ass'n. closed
 Hole of new brick
 read in cutting

Layer y gets cold
 New-yd Ass'n. closed
 Hole of new brick
 read in cutting

ALL WEDD:

- [illegible]

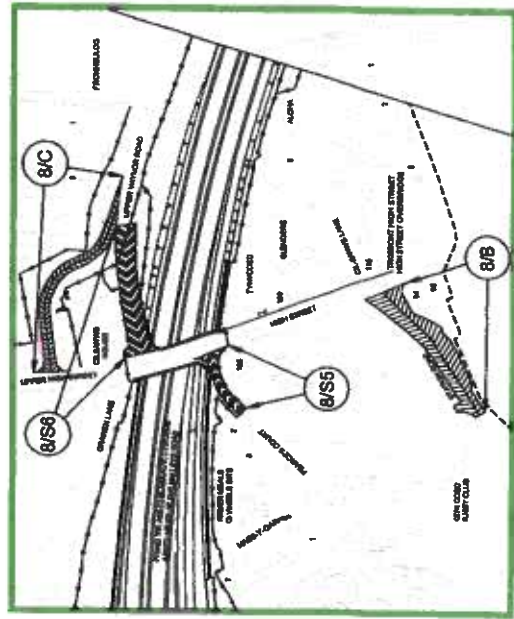
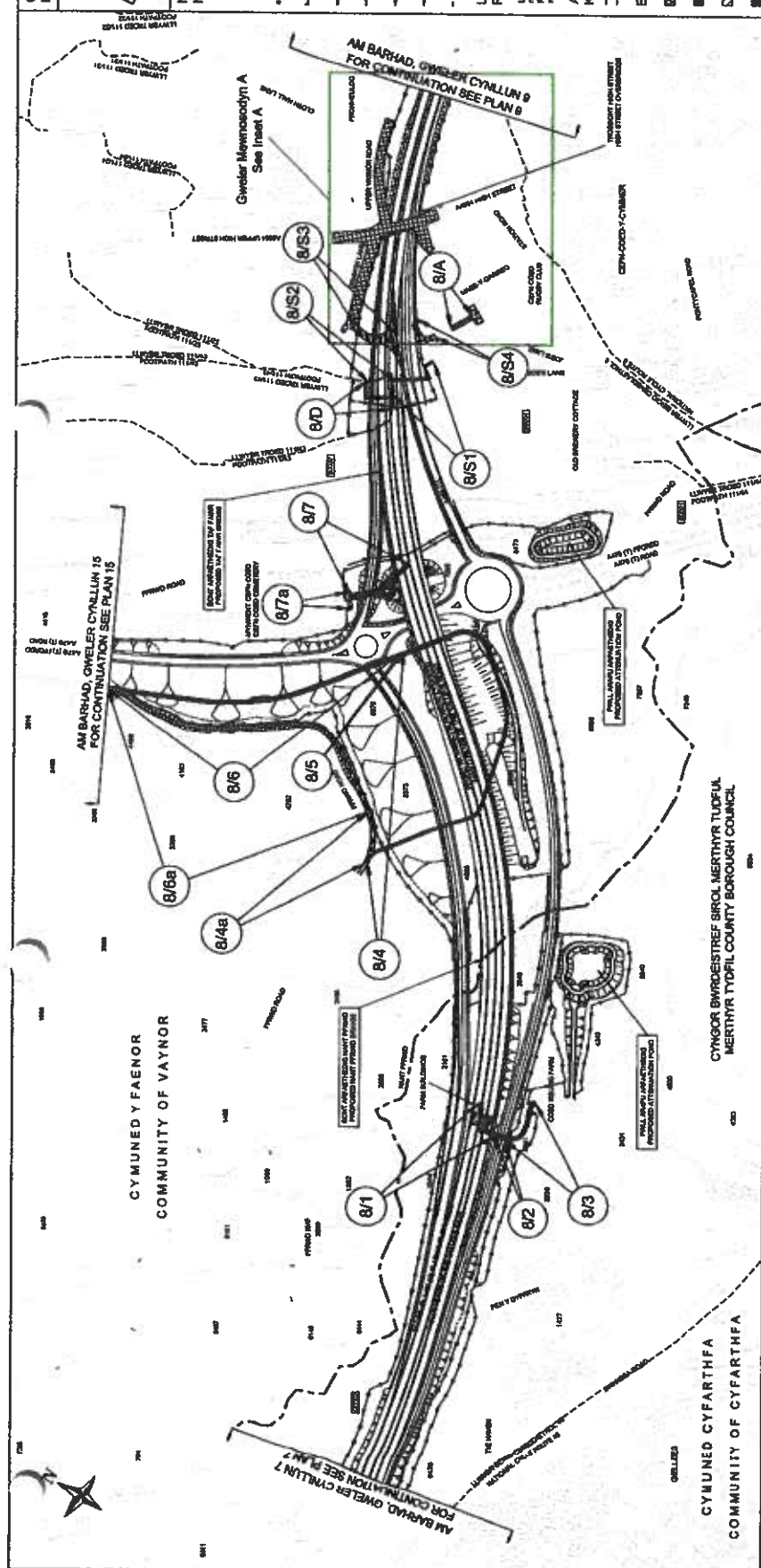
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GORCHYMYN CERNFFORDD CASTELL-NEDD
FR FENNI (YR A486) (DEIOLI OYR FENNI I
HIRWAUN AR FFYRDDO YMLUG AC YMADEI)
A CHERFFORDD MAN FR DWYRAIN O
BERCYNON I FAN FR DWYRAIN O DDOWLAIS
(YR A400) A CHERFFORDD CAERDYS
LANGANWY (YR A470) (FFYRDDO CYSYLLTU
(DOWLAIS TOP I HIRWAUN) (FFYRDDO YMYL)

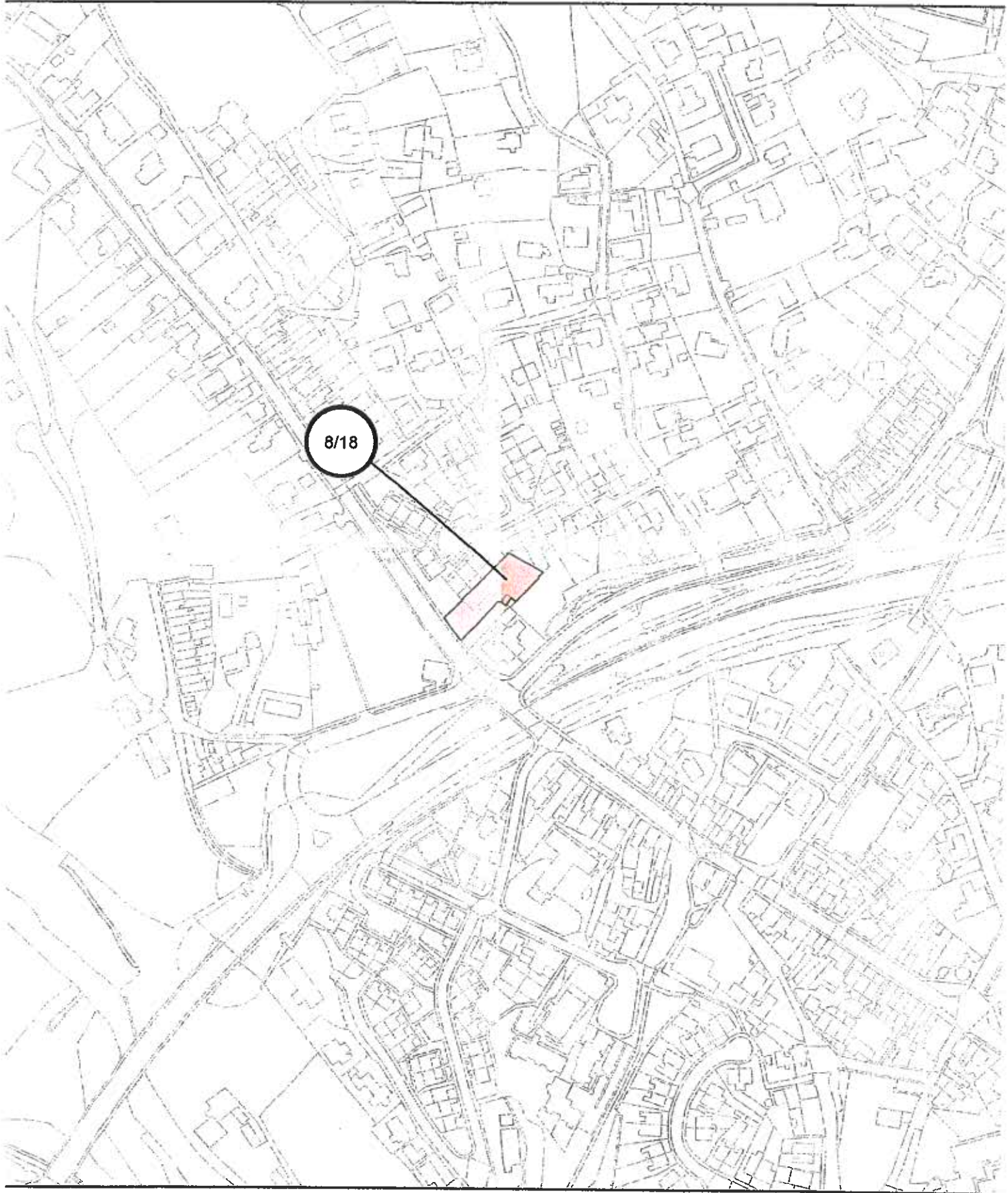
2019

THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWALUN DUALLING AND SLIP ROADS) AND EAST OF ABERCROMYON TO EAST OF DOWLAS TRUNK ROAD (A4066) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A1470) (CONNECTING ROADS) (DOWLAS TOP TO HIRWALUN) (SIDE ROAD) ORDER 2019

**CYNLLUN SAFLE 8
SITE PLAN 8**



Manuscript A Grade 1:1250
Inset A Scale 1:1250



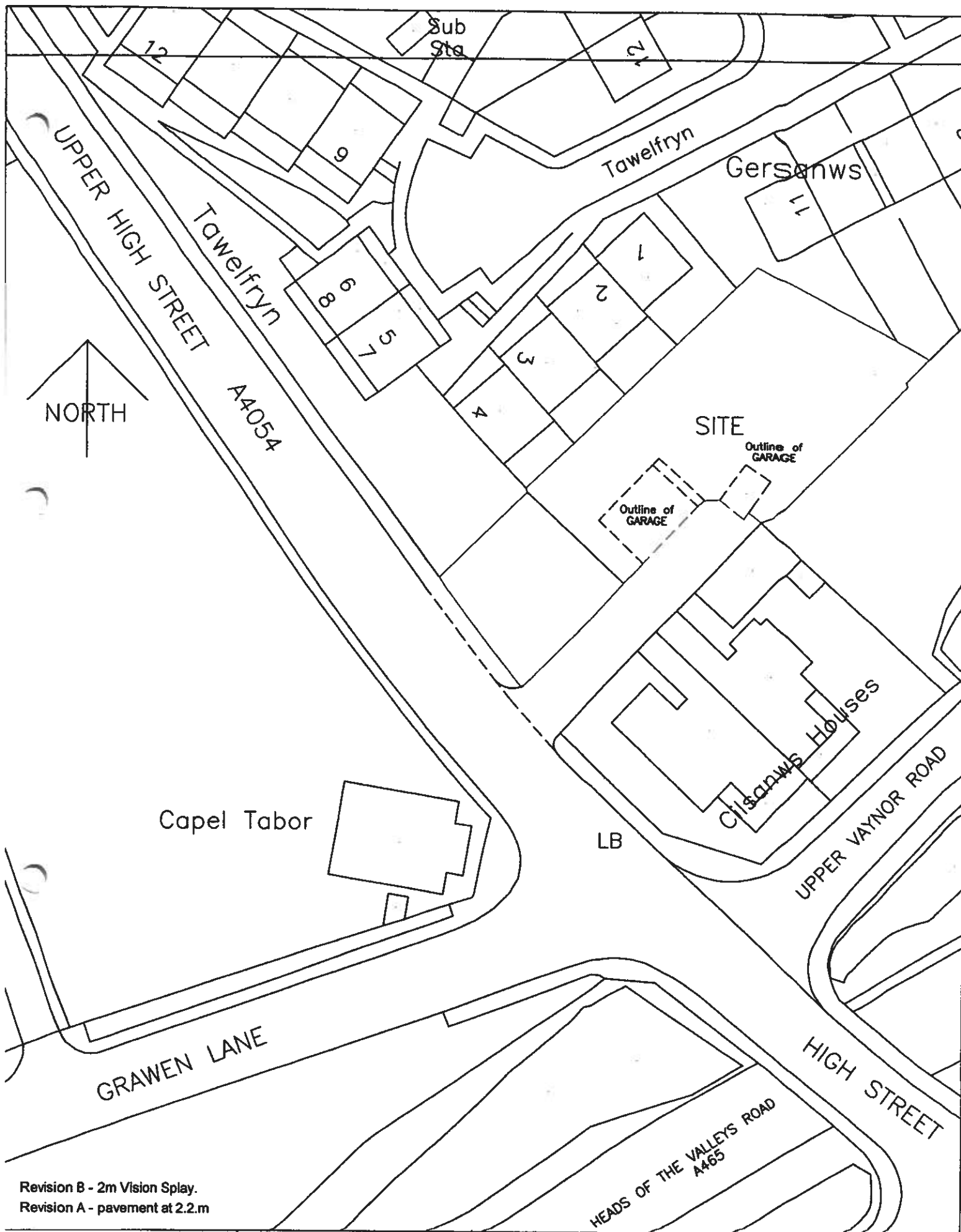
PLAN REFERRED TO IN THE NOTICE TO TREAT. DATED 29 June 2020

mr.

Graddfa/Scale: 1:2,500



Lh
W



Revision B - 2m Vision Splay.
Revision A - pavement at 2.2m

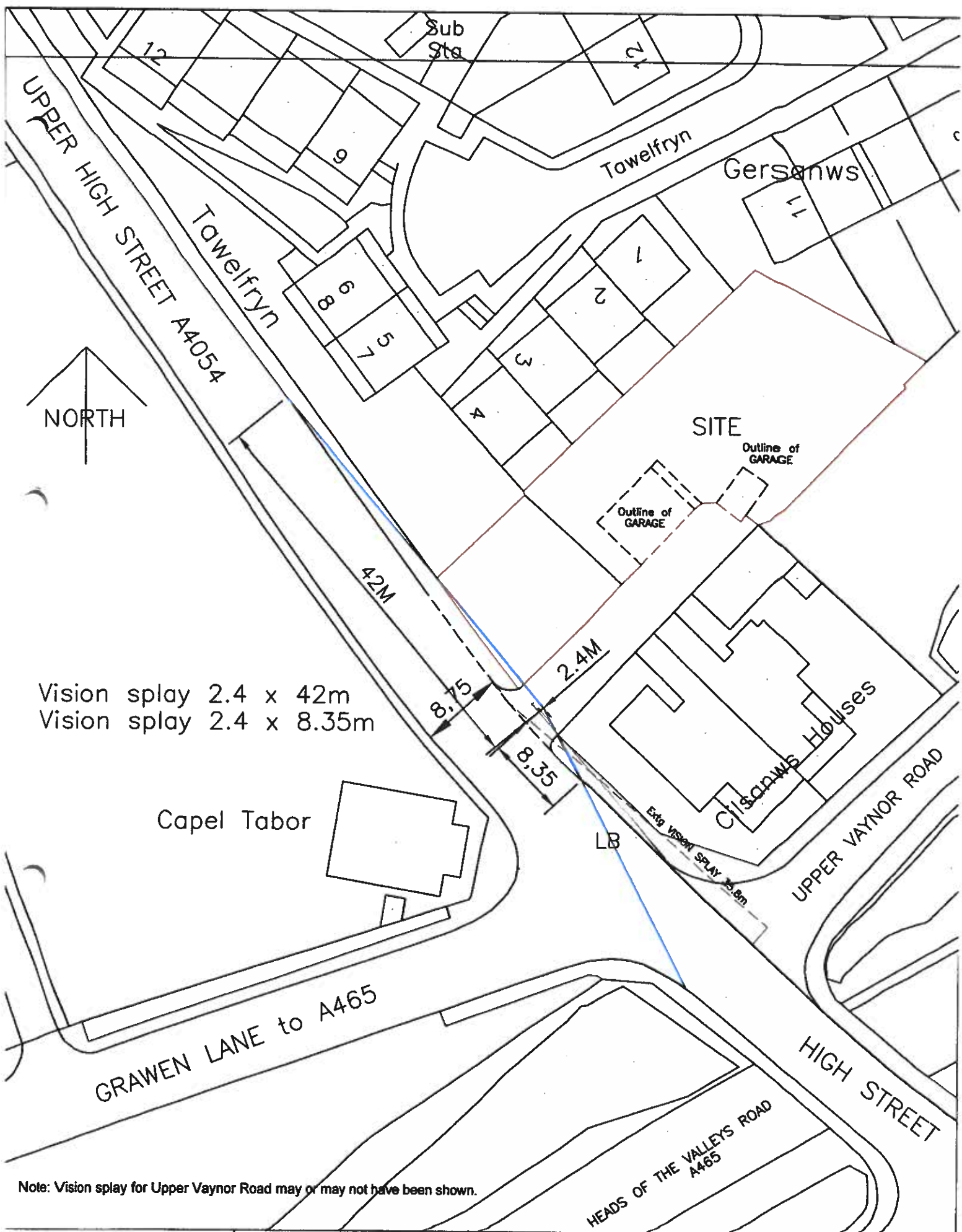
Philip Griffiths - Architect
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PROPOSED HOUSE.
Land Rear of Cilsanws House, Upper High Street,
Cefn Coed, Merthyr Tydfil.

SITE LOCATION PLAN.

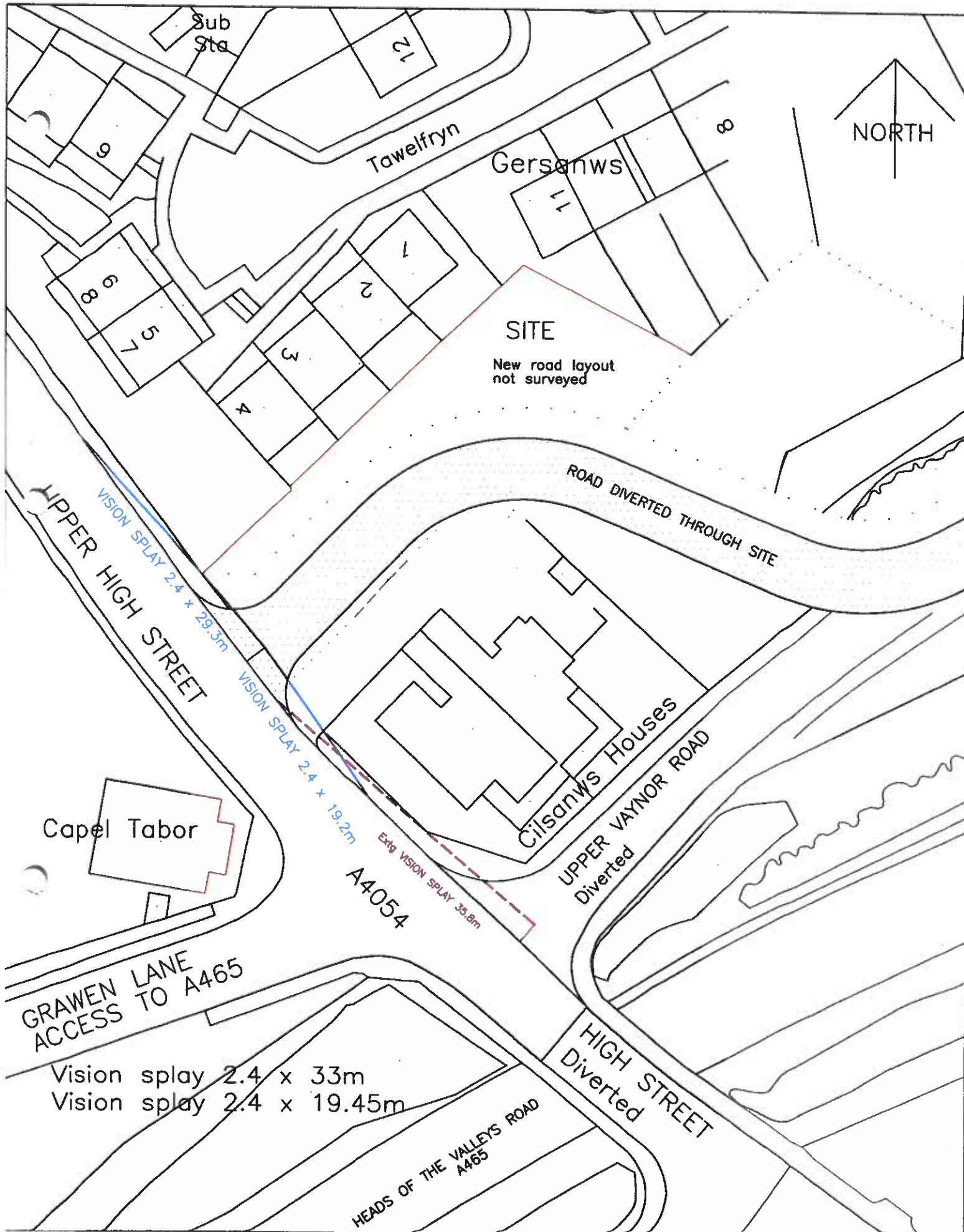
Date.	Nov. 07.
Drawn by.	PG.
Scale.	1:500 mm
Drawing Number.	01



Vision splay 2.4 x 42m
 Vision splay 2.4 x 8.35m

Note: Vision splay for Upper Vaynor Road may or may not have been shown.

 Philip Griffiths - Architect. 3 Saint Johns Close, Cefn Coed, Merthyr Tydfil. CF48 2PE. Tel & Fax 01685 370812. E Mail : Philip@Philipgriffiths.co.uk	Client - Mr. & Mrs. D.P. Griffiths. 3 Saint Johns Close, Cefn Coed, Merthyr Tydfil. CF48 2PE. Tel & Fax 01685 370812. E Mail : Philip@Philipgriffiths.co.uk	PROPOSED HOUSE. Land Rear of Cilsanws House, Upper High Street, Cefn Coed, Merthyr Tydfil. SITE LOCATION PLAN. VISION SPLAYS SUBMITTED FOR PLANNING.	<table><tr><td>Date.</td><td>Nov. 07.</td></tr><tr><td>Drawn by.</td><td>PG.</td></tr><tr><td>Scale.</td><td>1:500 mm</td></tr><tr><td>Drawing Number.</td><td>02</td></tr></table>	Date.	Nov. 07.	Drawn by.	PG.	Scale.	1:500 mm	Drawing Number.	02
Date.	Nov. 07.										
Drawn by.	PG.										
Scale.	1:500 mm										
Drawing Number.	02										

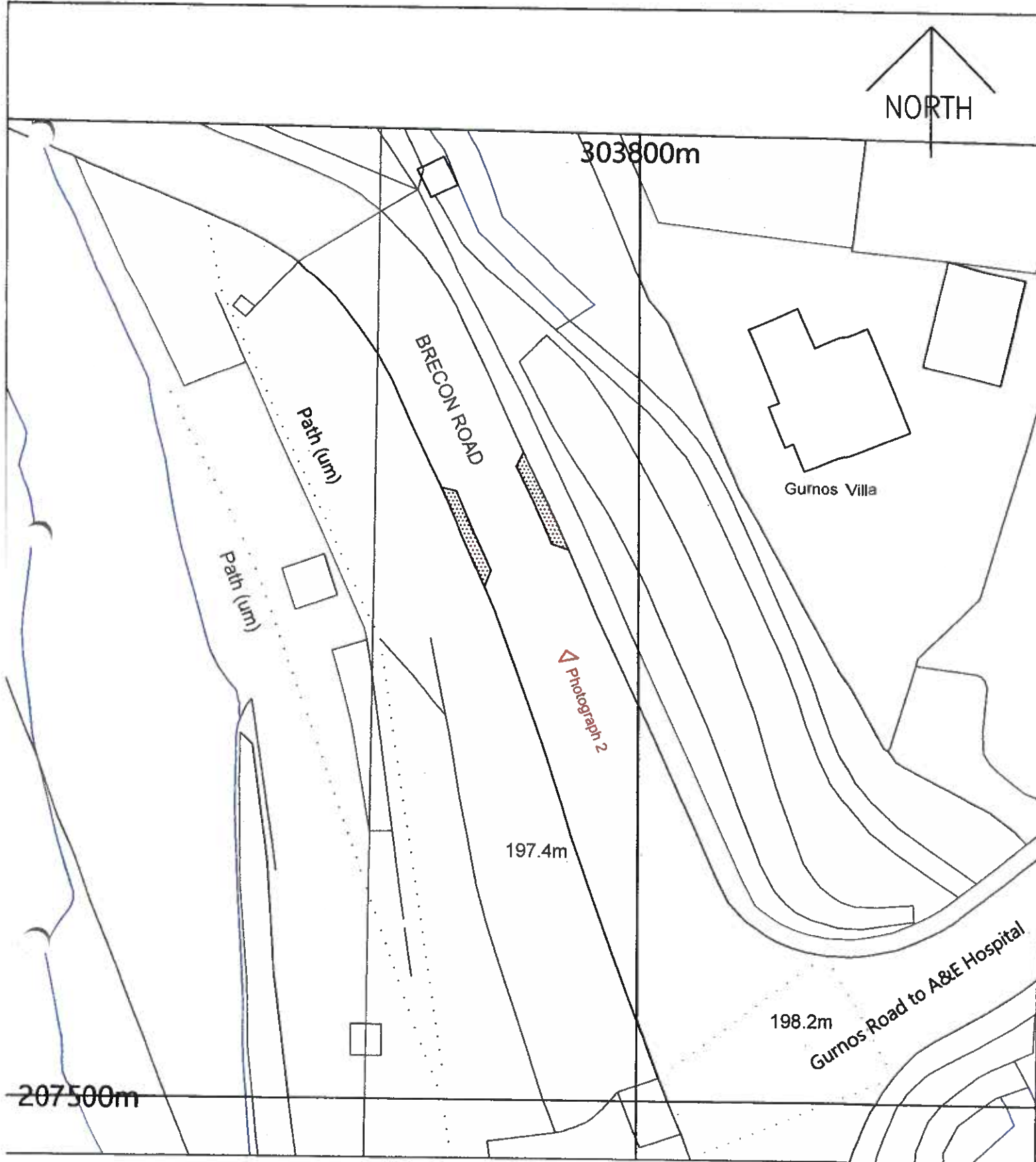


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NEW ROAD DIVERSION @ UPPER VAYNOR RD..
Land Rear of Cilsanws House, Upper High Street,
Cefn Coed, Merthyr Tydfil.
SITE PLAN.
VISION SPLAYS CURRENTLY IN USE BY WG.

Date.	Sept. 2021
Drawn by.	PG.
Scale.	1:500 mm
Drawing Number.	07



North bound traffic eased off bend creating a cleaner / smoother approach to bridge.

South bound traffic eased off junction to Gurnos Road serving as main access to A&E hospital.

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PROPOSED HOUSE.
Land Rear of Cilsanws House, Upper High Street,
Cefn Coed, Merthyr Tydfil.
ROAD PLAN AT CEFN BRIDGE - HIGH STREET
1000 m SOUTH OF SITE.
ROAD WIDTH REDUCTION 2 SIDES OF A4054.

Date.	Mar. 2022.
Drawn by.	PG.
Scale.	1:500 mm
Drawing Number.	08

Philip Griffiths - Architect. 3 Saint Johns Close, Cefn Coed, Merthyr Tydfil, CF48 2PE. Tel & Fax 01685 370812. E Mail : Philip@Philipgriffiths.co.uk	Client - Mr. & Mrs. D.P. Griffiths. 3 Saint Johns Close, Cefn Coed, Merthyr Tydfil, CF48 2PE. Tel & Fax 01685 370812. E Mail : Philip@Philipgriffiths.co.uk	PROPOSED HOUSE. Land Rear of Gilsanws House, Upper High Street, Cefn Coed, Merthyr Tydfil. LANDSCAPING PLAN.	Date.	Aug. 1991.
			Drawn by.	PG.
			Scale.	1:200 mm
			Drawing Number.	03.

70 metres vision
mark at 2.4 metres
from kerb line.

To Brecon.

A470.

To Merthyr

Retaining Walls. HS - Honeysuckle. To be planted on or over
C - Cyclamen. the site retaining walls.
BI - Boston Ivy.

G - Gorse (Ilex Europaeus)
B - Broom (Cytisus Scoparius)
CH - Conostema Horizontalis.

.....33 metres vision splay
at 2.4 metres from kerb line.
Best possible splay within
site ownership boundaries.

Holly (Ilex Aquifolium).

.....Hazel (Corylus Avellana)

.....Dodwood (Cornus Sanguinea)
(Elder).

.....Sloe (Prunus Spinosa)

.....Sweet Chestnut. (Castanea Sativa)

.....Malus (Hybrid Eating).

.....Malus (Pyris Hybrid)

.....Malus (Hybrid Cooking)

Site Boundary
to Gersanws +
Tawelfryn.

Retaining Wall.

HOUSE.

Herb
Garden
HS

Rose
Garden.

Almond
(P. Dulcis)

Conservatory.

Wild Cherry.
(Prunus Avium)

Retaining Wall.

Path.

Vegetable Garden.

Car 33 Car 4

New Sycamore. (Acer Pseudoplatanus)
If existing cannot be saved.

Ext. more
Retain if possible.

Lane access to Garden.
TURNING CIRCLE.

Bank clear felled of scrub.

Gilsanws House
Forecourt.

Buckland House
Stores + Garage.

2.4 METRES. Centre Line of Road. Cul-de-Sac.

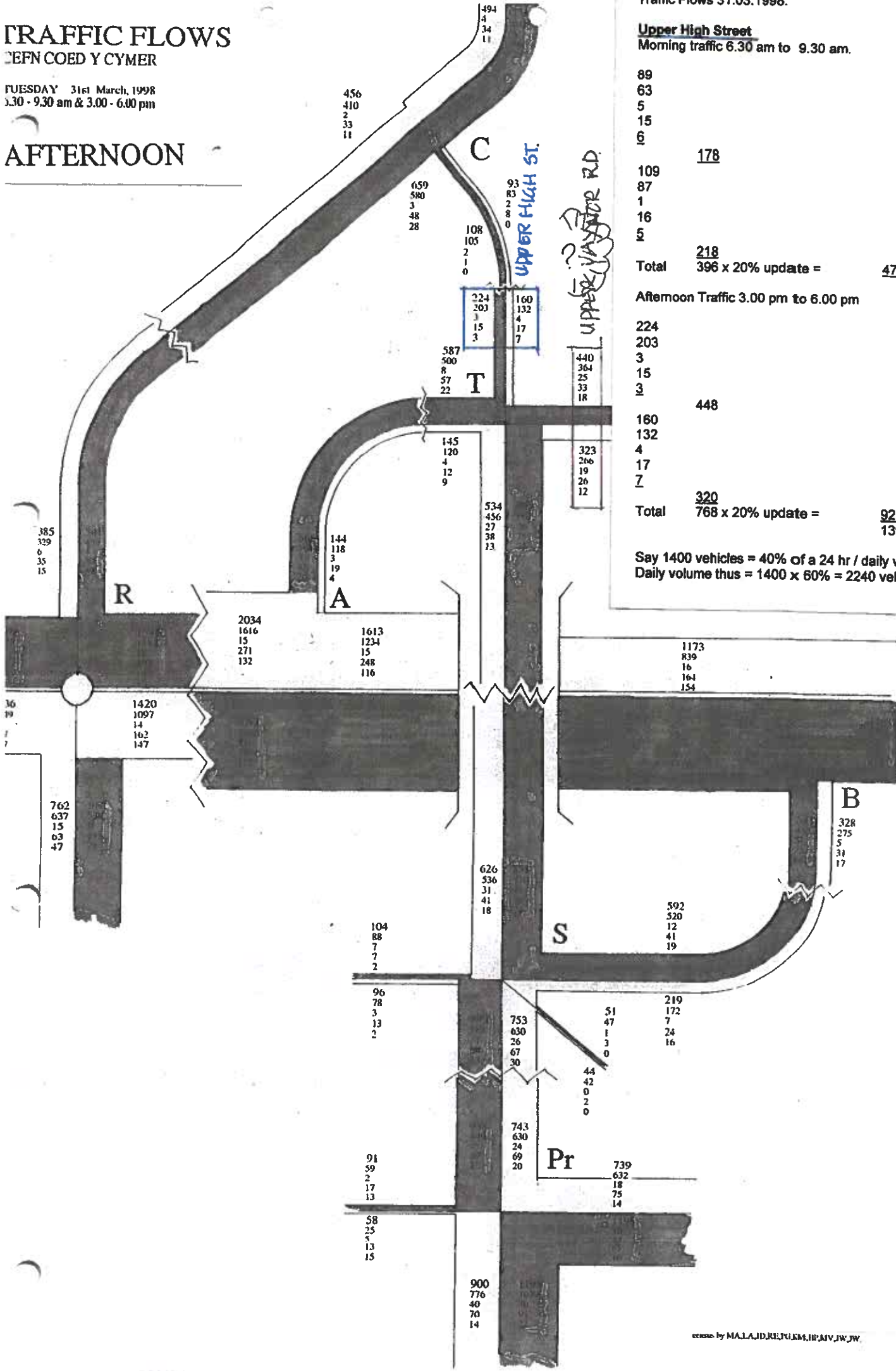
1e Kerb.

TRAFFIC FLOWS

DEFN COED Y CYMER

TUESDAY 31st March, 1998
5.30 - 9.30 am & 3.00 - 6.00 pm

AFTERNOON



Traffic Flows 31.03.1998.

Upper High Street
Morning traffic 6.30 am to 9.30 am.

89
63
5
15
6
178
109
87
1
16
5
218
Total 396 x 20% update = 475

Afternoon Traffic 3.00 pm to 6.00 pm

224
203
3
15
3
448
160
132
4
17
7
320
Total 768 x 20% update = 921
1396 vehicles

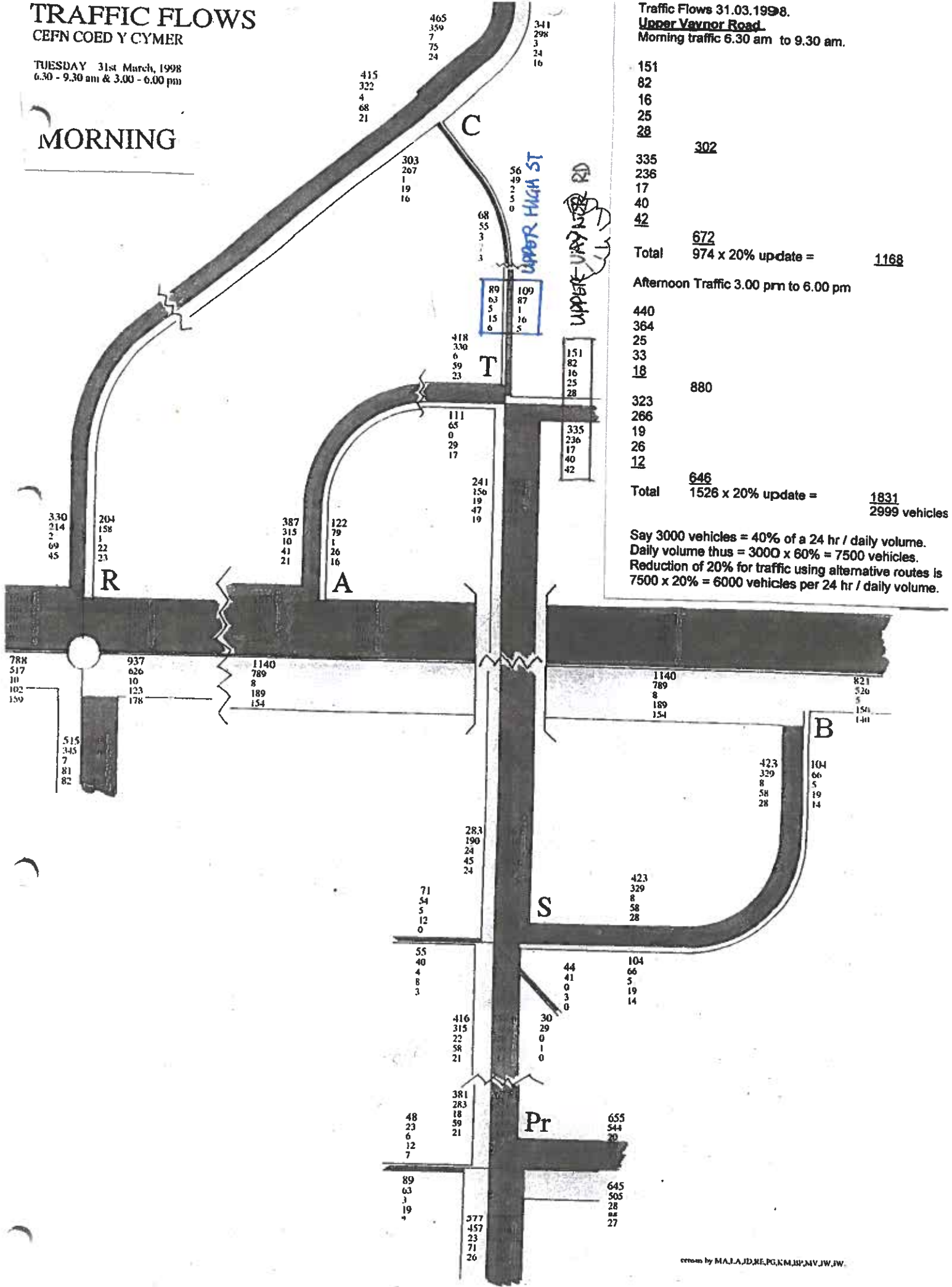
Say 1400 vehicles = 40% of a 24 hr / daily volume.
Daily volume thus = 1400 x 60% = 2240 vehicles.

TRAFFIC FLOWS

CEFN COED Y CYMER

TUESDAY 31st March, 1998
6.30 - 9.30 am & 3.00 - 6.00 pm

MORNING



Traffic Flows 31.03.1998.
Upper Vaynor Road.
Morning traffic 6.30 am to 9.30 am.

151	
82	
16	
25	
28	
	302
335	
236	
17	
40	
42	
	672
Total	974 x 20% update = 1168
Afternoon Traffic 3.00 pm to 6.00 pm	
440	
364	
25	
33	
18	
	880
323	
266	
19	
26	
12	
	646
Total	1526 x 20% update = 1831
	2999 vehicles

Say 3000 vehicles = 40% of a 24 hr / daily volume.
Daily volume thus = 3000 x 60% = 7500 vehicles.
Reduction of 20% for traffic using alternative routes is
7500 x 20% = 6000 vehicles per 24 hr / daily volume.

Visibility

Unimpeded visibility splays are necessary to ensure that all road users have a clear view of approaching traffic so highway safety is maintained. If visibility is obscured, this can result in unsafe manoeuvres which are likely to lead to conflict and unsafe conditions.

Designers are required to check visibility within:

1. **The horizontal plane, to ensure views are not obscured by any vertical obstructions.**
2. **The vertical plane, to ensure that visibility is not compromised by obstructions such as the crest of a hill, a bridge or at a dip in the road ahead.**

Minimum visibility distances

Minimum visibility distances will be based on the Stopping Sight Distance which is the distance drivers need to be able to see ahead in order to be able to stop at a given speed. The relevant speeds are the 85th percentile speeds measured on the existing road, or in the case of new roads, the proposed design speed. These are set out in the *Table 1*.

DMRB visibility distances apply to roads which do not possess the characteristics of a 'street', i.e. where the movement function outweighs the place function.

Table 1: Minimum visibility distances

Design/recorded speed (mph)	Minimum visibility distance (m)
10	11
20	25
30 MfS	43
30 DMRB	90
40	120
50	160
60	215

Vertical Visibility

Visibility in the vertical plane should also be checked to ensure that forward visibility is not obscured by humps or dips in the road. Appropriate gradients to enable new developments to meet modern accessibility requirements are outlined in *3.2.7 Gradients*.

Horizontal Visibility

In the horizontal plane, measurements are taken in two directions (*see figs 1–3*):

X distance

The X distance is the distance set back from the edge of the major arm where a driver would be located whilst waiting to leave the minor arm.

The X distance is measured from the edge of carriageway on the major arm into the minor arm, along the centreline of the minor arm.

- Generally within Bristol's constrained network, an X distance of 2.4m will be adequate for most accesses.

- A greater X distance of 4.5m may be necessary for larger developments or on faster or busier roads. The requirement for this will be site specific and designers should seek advice from the Highway Authority.
- An absolute minimum X distance of 2m can be considered at lightly used accesses, such as private driveways and in very lightly trafficked and slow speed situations.

Y-distance

The Y direction is the distance motorists can see any approaching traffic on exiting the minor arm.

It is measured along the nearside edge of the carriageway of the major arm of the junction.

The following diagrams show how visibility splays are measured at a junction

- The minimum visibility distances are to be used for Y-distance on new streets.
- For existing roads/streets the Y-distance applicable to the existing 85th percentile speed will be required. These can be established through the use of speed surveys.
- For 85th percentile speeds greater than 40mph, designers will be expected to refer to the requirements contained in DMRB.

Within the visibility splays, any structures such as fencing, boundary walls or landscaping must be no more than 0.6m high. This is to ensure that a motorist emerging onto the adopted highway has a clear view of approaching pedestrians/vehicles.

Fig 1: Visibility splays on a straight road

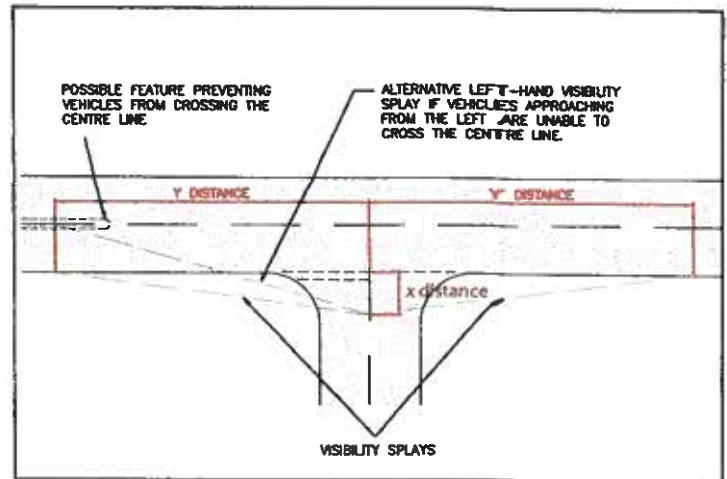


Fig 2: Visibility splays on the inside of a bend

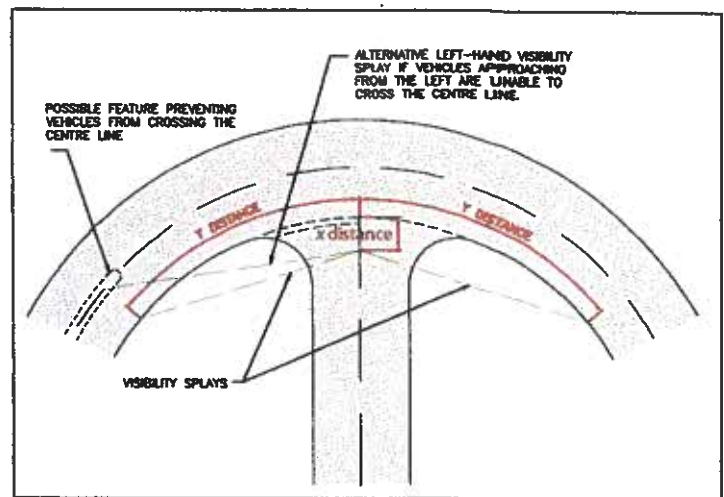
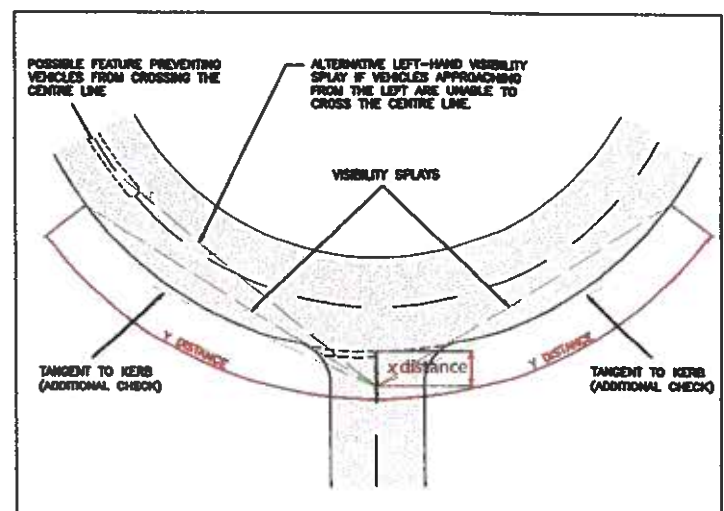
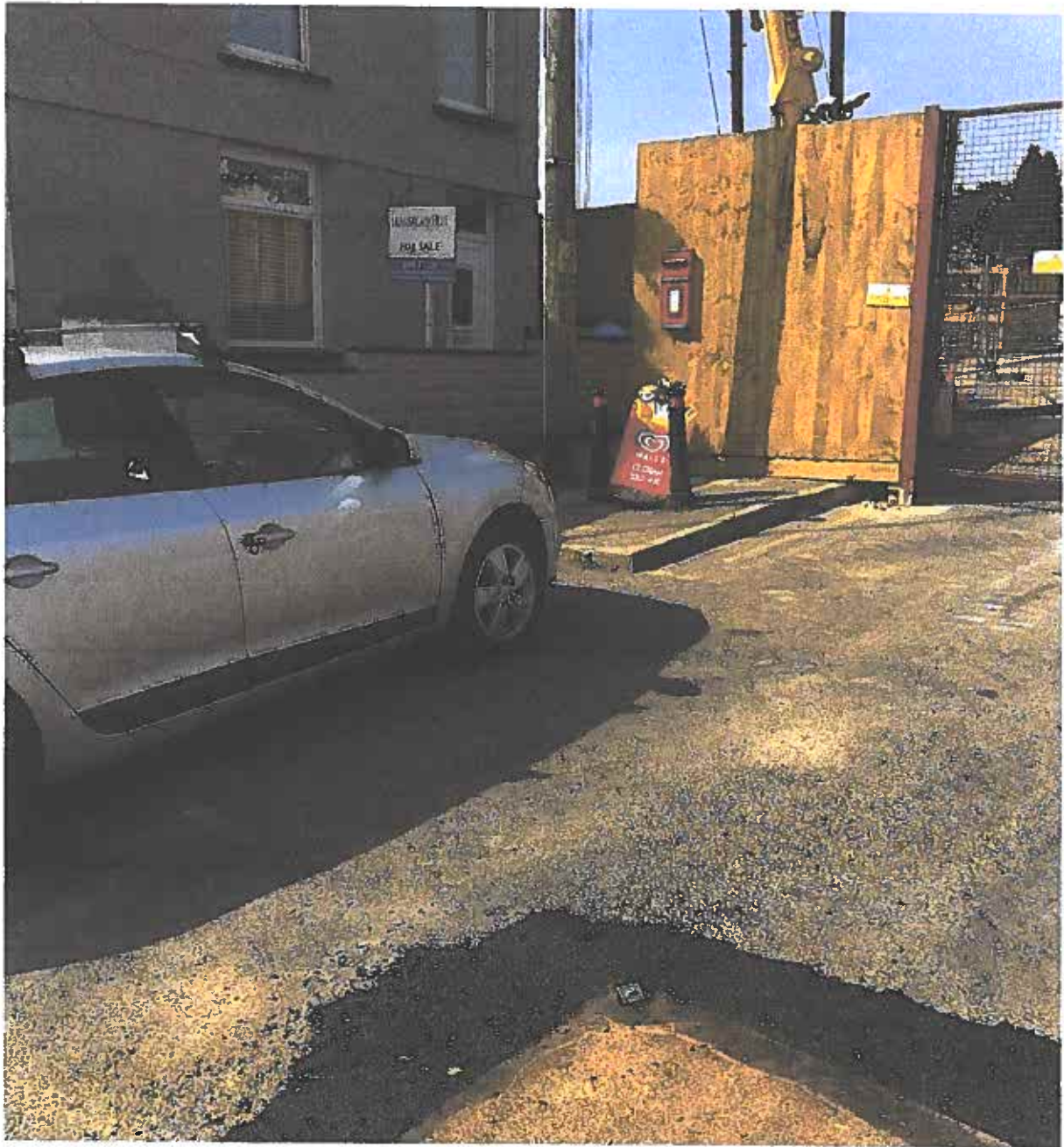


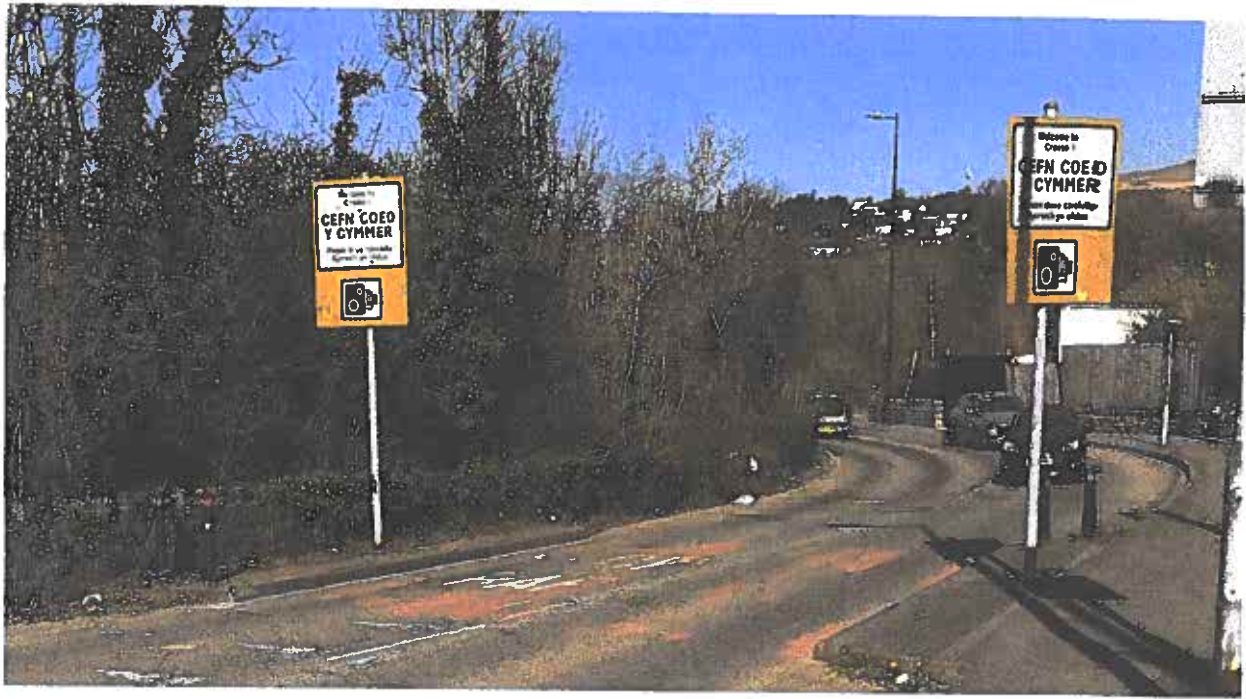
Fig 3: Visibility splays on the outside of a bend





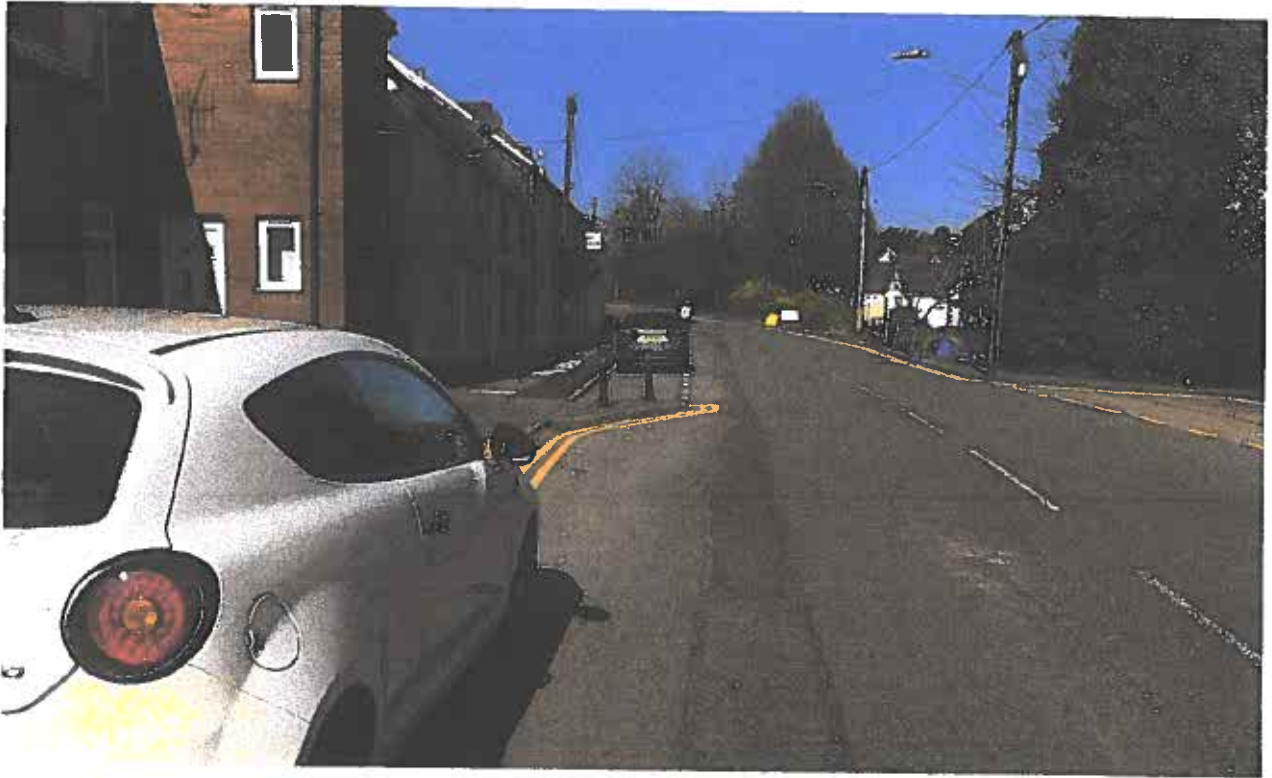
Photograph No 1

Road narrowing of A4054 at Cefn Bridge, 800 m south of application site.



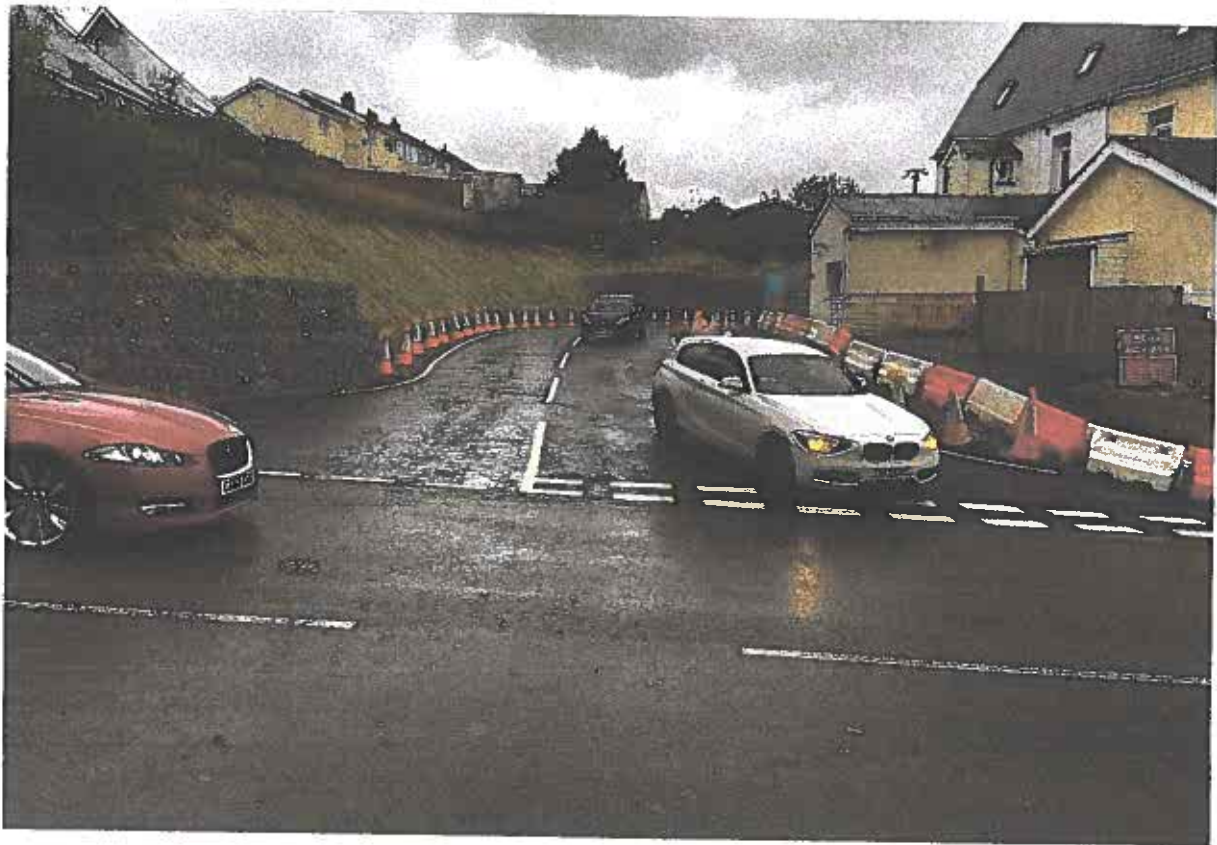
Photographs No 2

**North lane narrowed to set traffic on a wider course over bridge corner.
South lane widened to maximise vision splay to adjacent Gurnos Road serving local A&E hospital**

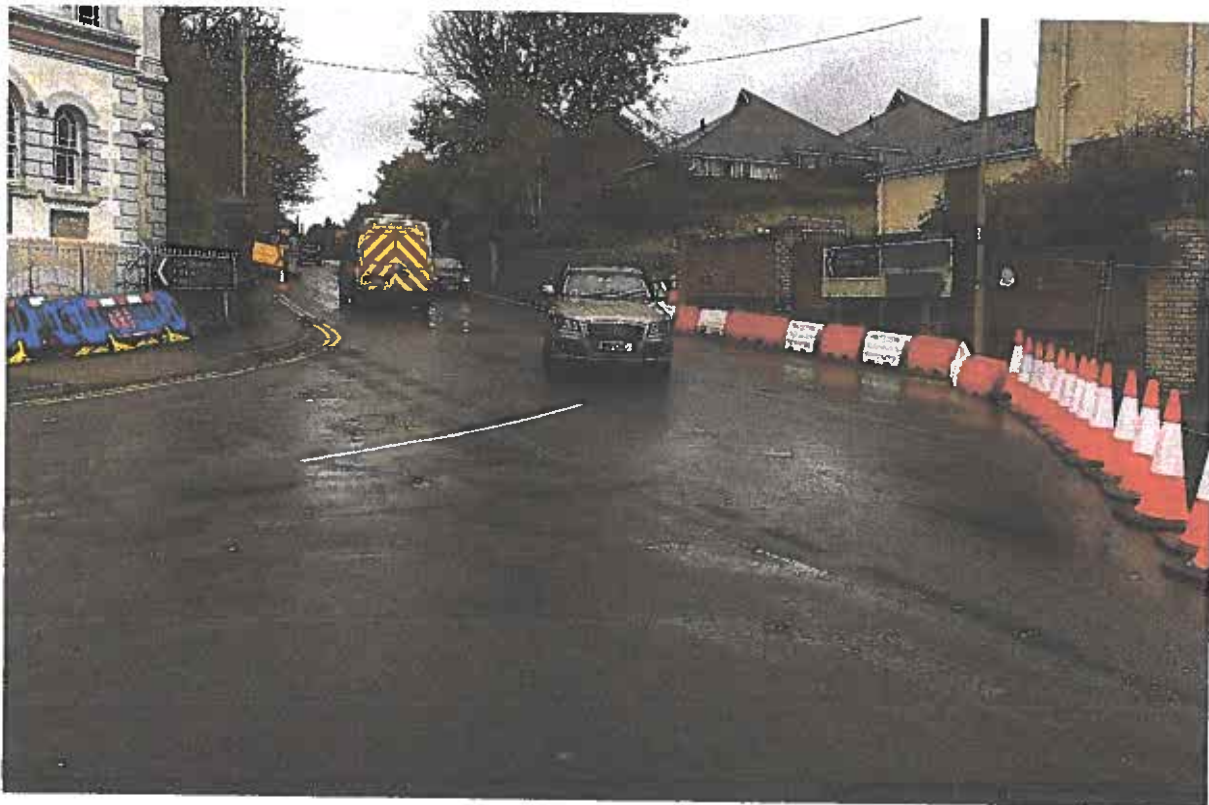


Photograph No 3

**Lower High Street, Cefn Coed.
Road Narrowing**



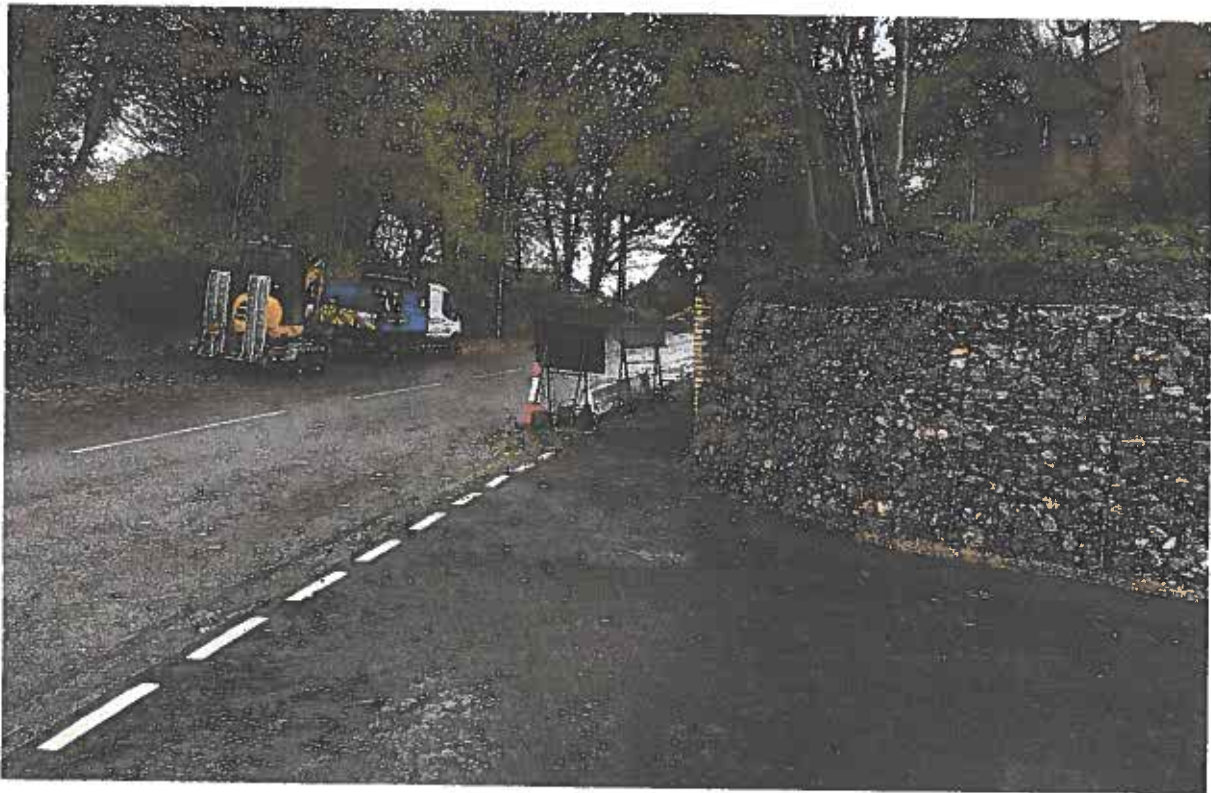
Photograph No 4 – Junction in use 27.10.2021.



Photograph No 5 – Junction in use 27.10.2021.



Photograph No 6 – Vision splay south at 2.400 mm from kerb line.



Photograph No 7 – Vision splay south at 2.400 mm from kerb line.