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Ysgol Iolo Morganwg Primary School

Framework Transport Statement

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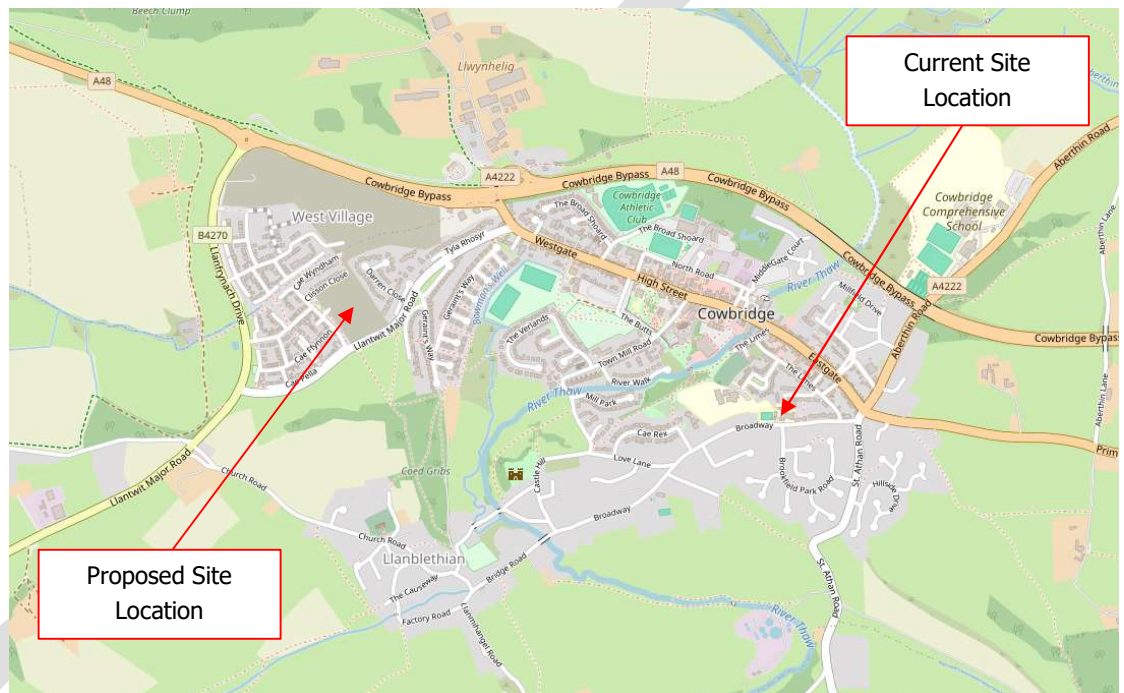
Appendices

Appendix A -	Accident Records
Appendix B -	Bus Timetables
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed redevelopment and relocation of Ysgol Lolo Morganwg Primary School. The school is currently located to the north of Broadway in the centre of Cowbridge, South Wales, whereas the proposed redevelopment site is positioned to the north of Llantwit Major Road, some 1.3km to the north west. The locations of the current and proposed school sites are shown below in **Figure 1.1.**

Figure 1.1: Site Location Plan (courtesy of OpenStreetMap)



- 1.2 The school currently consists of a 210-pupil place, 1 Form of Entry (1FE) primary school, which is designated as a Welsh medium school. All subjects are taught through the medium of Welsh apart from English, which is taught in Key Stage 2. English is not taught in the Foundation Phase. All children are encouraged to use the Welsh language at all times. The number of staff which the school is supported by needs to be confirmed.
- 1.3 The school is surrounded by residential development, with Broadway to the south. Both vehicle and pedestrian access is taken from the south of the site, allowing for links onto Broadway. Only a limited number of staff parking is provided within the site, with any pupil pickup and drop off taking place on the surrounding roads.
- 1.4 Within the school frontage three separate bus cages are provided, totalling around 45m of bus stopping provision, which reflects the high use of this mode within the local area. In addition,

school keep clear markings, double yellow lines and traffic constraints are provided to manage the flow and parking of vehicles in this location.

- 1.5 As noted, the proposals include the redevelopment and relocation of the school to the north of Llantwit Major Road, some 1.3km to the north west. The proposed parcel of land for the new school forms part of a wider residential development, which has been built out over the last number of years. The proposed development site is currently a clear, undeveloped plot, with a stub access provided in the north west corner on Dunraven Close.
- 1.6 At this time two meetings have been completed with the Highways team at the Vale of Glamorgan Council to understand their views on the proposed school redevelopment and relocation, the latest being on 8th August 2025. The purpose of this Framework Transport Statement is to support the Pre-application Consultation (PAC) with the Local Planning Authority (LPA).
- 1.7 At the time of writing this document not all information has been collated, and this will follow in the final Transport Statement, which accompanies the full planning application. Of note, and due to the ongoing school summer holidays, it has not been possible to collect existing travel data, which will be vital for the final document. As such this Framework Transport Statement looks to set out a structure for the main document, with details still to be added. The remainder of the report is set out as follows:
- Section 2 provides a summary of the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 considers the proposed development and how its effects will be reviewed in the later document; and
 - Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITIONS

Background

2.1 As noted, the proposed development site is located to the north of Llantwit Major Road and the east of Dunraven Close in Cowbridge and is surrounded by recently constructed residential properties. This wider Taylor Wimpey development was considered under two separate Reserved matters applications for Phase 1 and Phase 2 as set out below, with an outline application preceding them.

- 2017/00841/RES: Phase 1 of the development consisting of 169 dwellings with associated access, roads and footpaths, landscaping, public open space and other ancillary works.
- 2018/00240/RES: Phase 2 of the development consisting of 306 new homes, new public open space, landscaping and highways infrastructure.

2.2 Although this document is mindful of the work which has gone before, it does not look to discuss all aspects previously covered and reviewed but moreover focus on the current situation and the relevant salient points. The remainder of this section provides a background to the site, which can be developed when the report goes from a Framework document to a final version. As necessary this section will be accompanied by a Non-Motorised User (NMU) Audit.

Local Highway Network

2.3 In terms of the local highway network, which has recently been built out as part of the wider development, it is noted that Dunraven Close is approximately 7.0m in width and is subject to a 30mph speed limit. As it passes the site it takes a general north west to south east alignment, linking between Cae Wyndham in the north and a priority junction on Llantwit Major Road in the south. To the north west of the site Dunraven Close turns to the west and links with the B4270, Llanfrynach Drive.

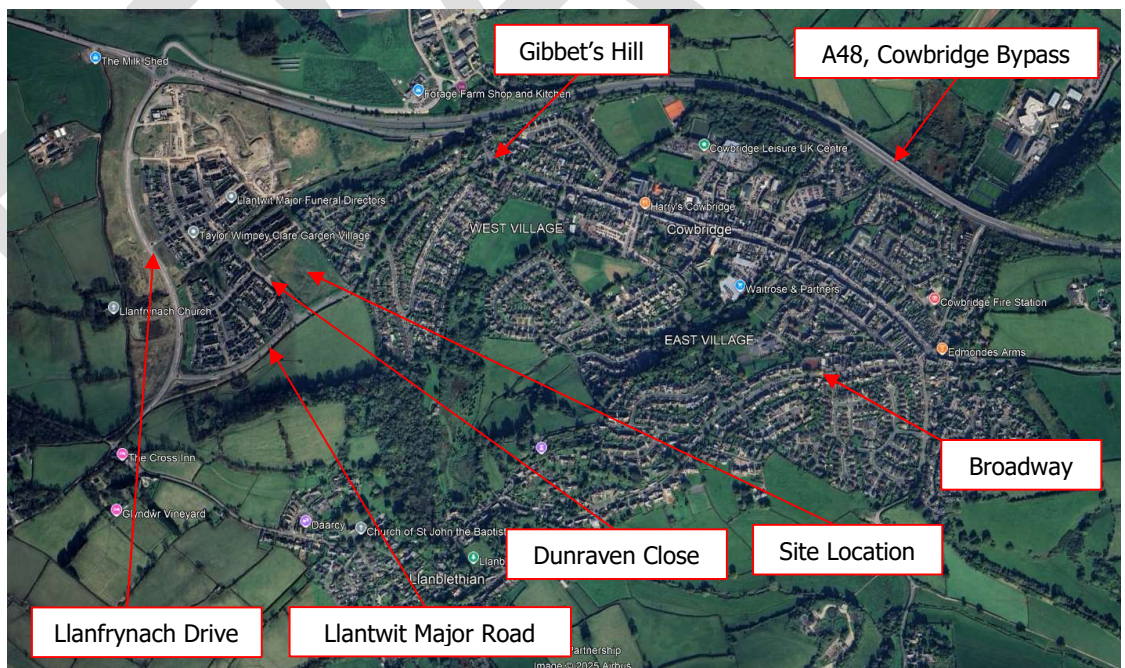
2.4 As may be expected of a road in this environment it is street lit and maintained to a good standard. At the current time there are no parking restrictions within the vicinity of the proposed development, with laybys located within the site frontage on Dunraven Close. The southern section of the road is provided with a blacktop surface, whereas block paving is located at the sites stub access.

2.5 The stub access is approximately 7.0m in width and provided with around 8.0m radii. Due to the grass verge located to the east of Dunraven Close, good visibility is provided to both the north and the south of the access, which will allow drivers on the minor arm of the junction to

observe those on the through route. It is understood that all relevant safety audits associated with the access were completed as part of the wider site coming forward.

- 2.6 Llantwit Major Road is also approximately 7.0m in width and subject to a 30mph speed limit. It has an north east to south west alignment, routing from a priority junction on the A4222, Gibbet's Hill / Westgate in the east to a priority junction on the B4270, Llanfrynach Drive in the west. It provides the primary route between the proposed school development and the wider new development site, and the centre of Cowbridge in the east.
- 2.7 The B4270, Llanfrynach Drive is around 11m in width, with right turn ghost islands located where necessary. Within the vicinity of the site it is subject to a 30mph speed limit and takes a north to south alignment. It forms the link road which came forward as part of the wider development, connecting with the A48, Cowbridge Bypass in the north via a large roundabout junction, and continuing as Llantwit Major Road to the south.
- 2.8 To the north of Cowbridge the A48 is provided as a dual carriageway, with a grade separated, limited movements junction with the A422, Gibbet's Hill provided to the north east of the site. To the east it provides a link towards Cardiff and to the west, where it reduces to a single carriageway, it connects with Bridgend. A plan showing all local roads is included in **Figure 2.1** below.

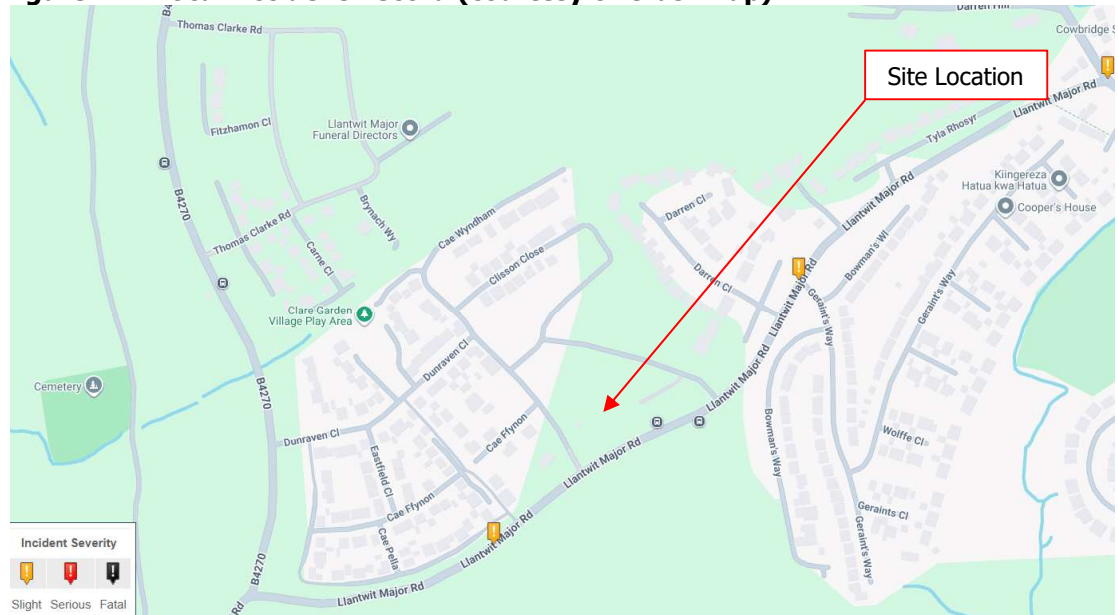
Figure 2.1: Local Highway Network (courtesy of Google)



Accident Data

- 2.9 The verified accident history for the latest five-year period on the local highway network has been obtained from the online resource, Crashmap, as shown by the details included in **Figure 2.2** below, albeit it is acknowledged that the nearby development has only been in place for the last number of years.

Figure 2.2: Local Accident Record (courtesy of Crashmap)



- 2.10 As can be seen over the latest five-year period there has been no accidents within the immediate vicinity of the site. There have however been three slight accidents on Llantwit Major Road to the south and the east. The first accident took place in May 2019 and involved a car turning right in front of another, the second occurred in September 2021 and appears to have involved two vehicles passing one another and the final accident happened in August 2023 and included just one vehicle.
- 2.11 This level of accidents within the last five-year period does not raise any concerns, particularly as there does not appear to be any connection between, or pattern to, the incidents which have taken place. Furthermore, as noted, there have been no accidents on Dunraven Close or near to the school site. Full details of the incidents are contained at **Appendix A**.

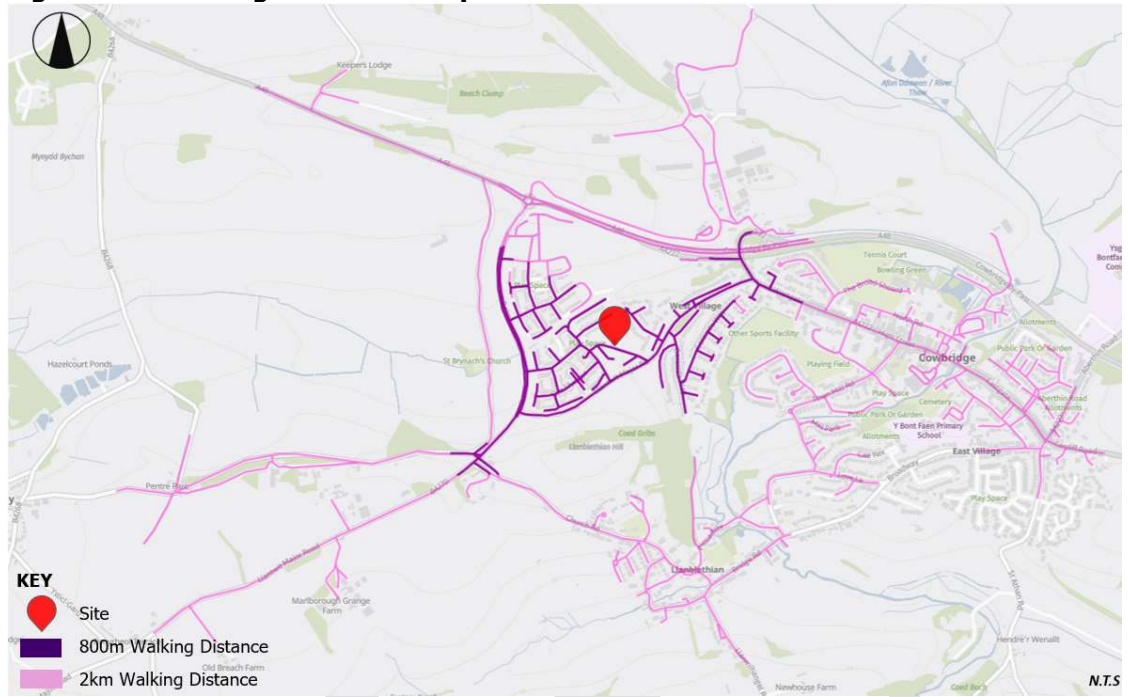
Access on Foot

- 2.12 All roads within the vicinity of the site are provided with footways and these provide links to the surrounding residential areas and the centre of Cowbridge. On Dunraven Close a footway is provided to the west of the carriageway, whereas a 3.0m wide, what appears to be, shared

footway / cycleway is located to the east, set back behind the grass verge. This provides a route from north to south within the wider development.

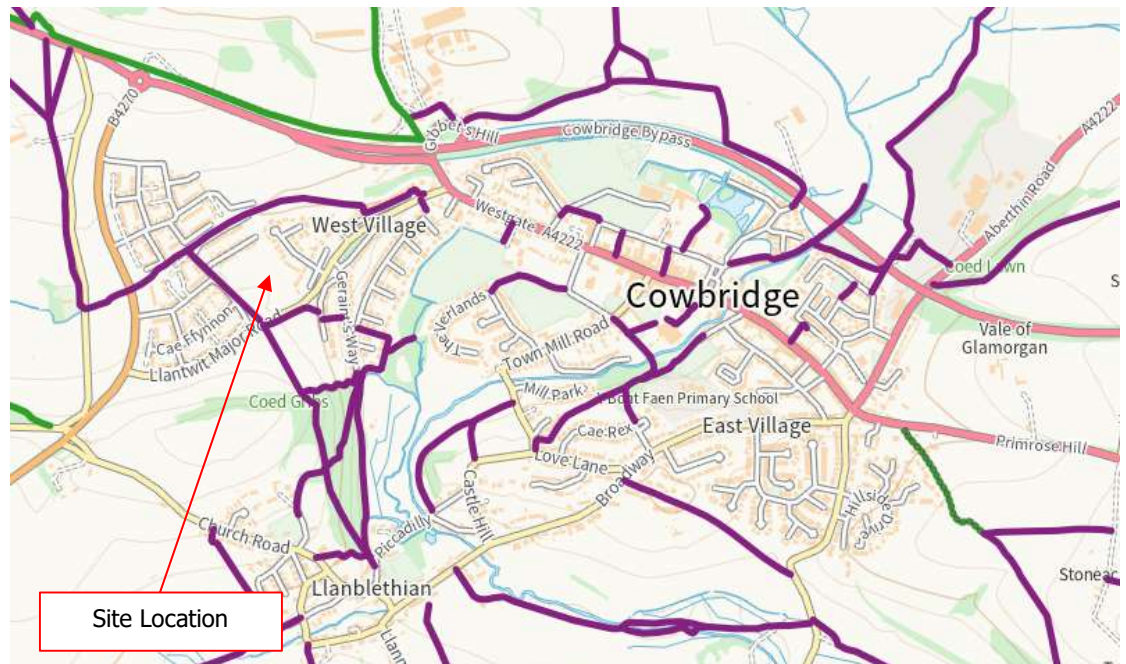
- 2.13 On Llantwit Major Road to the south of the site a shared footway / cycleway is provided to the north of the carriageway between the B4270, Llanfrynach Drive in the west and some 170m beyond Dunraven Close in the east. In addition, an approximately 70m long section of shared footway / cycleway is provided to the south of the carriageway in this location. To the east both that provided to the north and the south of the carriageway reduce in width, with cyclists needing to travel on the road.
- 2.14 To the west of the site on Llanfrynach Drive, a footway is provided on the western side of the carriageway, whereas a shared footway / cycleway is located to the east. This cycling provision moves to the western side of the road in the north. All footways are provided to a good standard and drop kerbs with tactile paving are located on side roads to aid those in wheelchairs or with buggies etc.
- 2.15 In terms of crossing points a signalised pedestrian crossing is provided on Llantwit Major Road some 30m to the east of the junction with Dunraven Close. In addition, a signalised crossing is located on Llanfrynach Drive approximately 460m north of the junction with Llantwit Major Road. In addition to this a number of pedestrian crossing points with central refuse islands and guard railing are located on Llanfrynach Drive.
- 2.16 **Figure 2.3** below provides details of an 800m (10-minute walk) and 2km (25-minute walk) catchment zone surrounding the site. Please note to be robust the plan assumes a starting point in the centre of the school, and not at the site access.

Figure 2.3: Walking Isochrone Map



- 2.17 This illustrates that most of Cowbridge along with a large number of residential areas are within a reasonable walking distance, taking into account an average walking speed of 80m per minute. In terms of Public Rights of Way (PRoW) the image included in **Figure 2.4** below shows all the routes within the local area, where green lines represent Bridleways and purple lines represent footpaths. As can be seen there are a number of PRoW which provide connections with other residential areas.

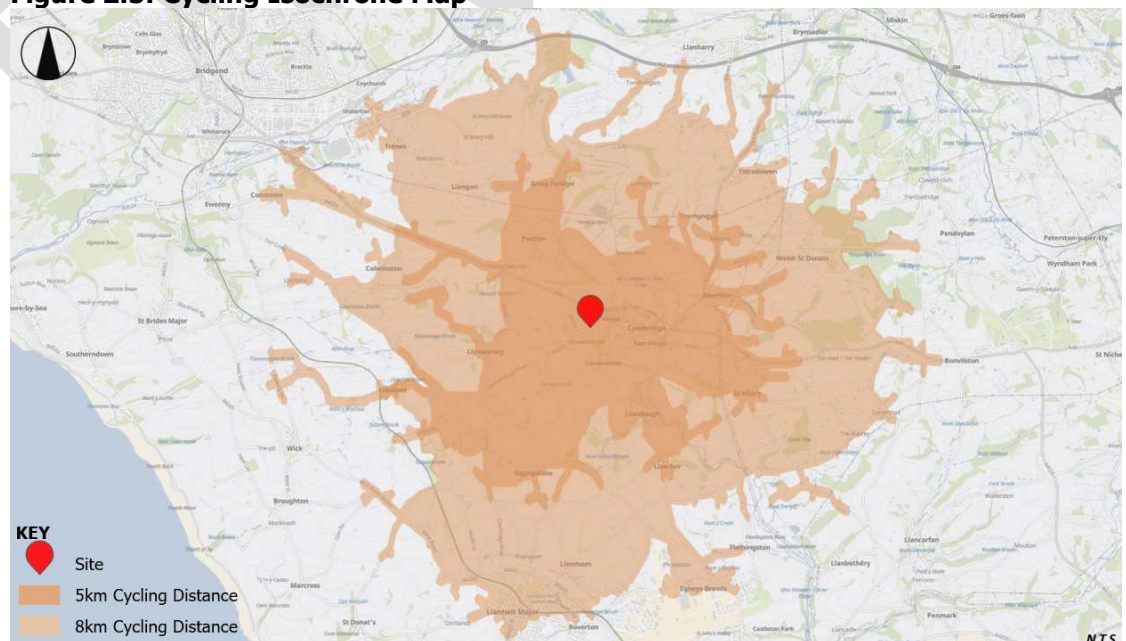
Figure 2.4: Local PRow Network (courtesy of Vale of Glamorgan Council)



Access by Bicycle

2.18 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although longer journeys are commonplace. As noted above there are a number of dedicated cycle routes within the local area, and the nearby residential roads are suitable for bicycle use. **Figure 2.5** below shows a 5km and 8km cycling catchment area around the site, which demonstrates a number of areas can be accessed within an 8km cycle.

Figure 2.5: Cycling Isochrone Map



- one 35-seater bus
- one 8-seater bus
- one 21-seater bus

Access by Rail

2.23 Llantwit Major is the closest station to the site located approximately 6km to the south. This station provides a link between Bridgend and Caerphilly, with services also stopping at locations such as Barry, and Cardiff enroute. The services call at a frequency of approximately one per hour in each direction. From Bridgend onward connections can be made to Maesteg, Swansea, as well as locations further afield such as London Paddington and Manchester Piccadilly.

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3 POLICY

- 3.1 This section outlines the policy background to the site and the proposed development in transport terms. At this stage it is intended to give a feel for that which will be covered in the final document, which will be submitted alongside the planning application.

Planning Policy Wales (2024)

- 3.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together provide the national planning policy framework for Wales. With regards to Transport Assessments, the document states that:

"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately".

"Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18".

- 3.3 With respect to car and cycle parking PPW notes the following text is relevant:

"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off street

parking, when well designed. The needs of disabled people must be recognised, and adequate parking provided for them”.

“New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities”.

Future Wales – The National Plan 2040 (2021)

- 3.4 Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. Policy 12: Regional Connectivity outlines the following with regard to car parking at future developments:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”

Technical Advice Note 18: Transport (2007)

- 3.5 As noted, Technical Advice Note (TAN) 18 works in conjunction with Planning Policy Wales. Local planning authorities are required to take TAN 18 into account when preparing their development plans. TAN 18 outlines the importance of integrating land use planning and the development of transport infrastructure to address the environmental aspects of sustainable development, in particular climate change. It notes that:

“The transport assessment process should include the production of a ‘Transport Implementation Strategy’ (TIS) for the development. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites”.

- 3.6 In addition, with respect to schools TAN 18 notes the following.

“All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale

of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity”.

3.7 Furthermore, with regard to parking TAN 18 notes the following.

"in determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;*
- targets and opportunities for walking and cycling;*
- objectives for economic development including tourism;*
- the availability in the general area of safe public on- and off- street parking provision; and*
- potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week.”*

Vale of Glamorgan Local Development Plan (2017)

3.1 The Local Development Plan (LDP) contains the vision and objectives for the Plan, strategy, strategic policies, development management policies and policies for managing growth. It outlines the requirements for the delivery and implementation of the sites allocated for development and provides a monitoring framework for measuring the effectiveness of the Plan. Policy MD2 Design of New development notes (amongst other things):

- "Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;*
- Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;*
- Provide public open space, private amenity space and car parking in accordance with the council's standards”.*

3.2 With respect to parking, the Supplementary Planning Guidance titled Parking Standards sets out the maximum standards to be applied in different zones. For the area of the proposed primary school a maximum of one commercial space should be provided, along with one space per member of teaching staff, plus three visitor spaces.

3.3 With respect to cycle parking, it is noted that there should be one space per five staff and one space per 20 children for long term provision and one space per 100 children for short term

provision. Regarding disabled and motorcycle parking five percent of the spaces should be allocated for these uses.

Policy Summary

- 3.4 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes. The school is surrounded by residential areas which can be accessed by a choice of travel modes. The following sections will go on to demonstrate that the level of parking provision proposed, and the impacts are in accordance with policy.
- 3.5 A Travel Plan will be prepared for the development which will detail measures and objectives to encourage and facilitate sustainable travel to and from the proposed development. The Travel Plan will encompass the principal objectives and components of the Transport Implementation Strategy as required by guidance detailed in TAN 18, including the movement of pupils who live further afield.

class at 1.15pm. There will be a short break of 10 minutes during the afternoon, with the school day ending at 3.25pm.

Access

- 4.4 Access will be achieved via the existing stub access on Dunraven Close to the north west of the site. As set out above the access is provided in the form of a standard bell mouth measuring around 7.0m in width. Gates at the access will be set back to ensure large vehicles can wait without obstructing the road.
- 4.5 The access is provided with good visibility, with splays in excess of 2.4m by 43m achievable in both directions, as per the requirements of Manual for Streets (MfS) for a 30mph road. In addition, it is noted that any adjacent junctions or access points on Dunraven Close are far enough away so as not to cause concern or interaction with the school access. The final version of this report will include a plan showing all access details.
- 4.6 Access for pedestrians and cyclists will be via the same access point, through a gate to the south of the vehicle entrance. This entrance will link to the footways on Dunraven Close via a footway on the access road. Once inside the site this access will connect directly to the plaza in front of the main school building.

Parking Provision

- 4.7 The proposed development will be provided with 33 car parking spaces within the site. Of these four will be provided with Electric Vehicle (EV) charging points and two will be marked up as disabled. In addition, all the EV spaces will be marked up in such a way so that they can be used by disabled users if necessary. There will also be 12 Sheffield stands, a total of 24 cycle parking spaces, provided close to the building.
- 4.8 The school will not permit any dropping off or picking up of pupils within the proposed school site, with all such activity taking place on street. The layout of the car park will however ensure efficient routing of vehicles, particularly buses, who will be allowed on site at the start and end of the day.
- 4.9 Buses will be able to enter the school and route in a clockwise direction around the oval shaped car park to reach the six marked out drop off / pickup spaces adjacent to the school building. Furthermore, as necessary, the proposed layout will allow for additional drop-off / pick-up space, with buses being able to stack around the car park. This will be carefully managed by the school to ensure the safe movement of pupils. It is noted that children who currently travel by bus are escorted in turn from the existing hall to the bus in question.

- 4.10 The school may occasionally require a coach for pupil trips. This will not be a regular occurrence and therefore it is proposed that coaches will use the bus layby located to the south on Llantwit Major Road, and staff will escort pupils to and from the coaches. These details are / will be set against the relevant parking standards and estimated trip attraction in the following sections of this report.

Trip Attraction

- 4.11 This section will outline the methodology employed to forecast the current potential and future trips associated with the school. It will take account of the change in pupil numbers at the school, the increase in nursery children and staff. Although it is acknowledged that the proposed school will be in a different location to the existing provision it is still felt important to consider existing movements.
- 4.12 However, as details regarding existing mode split are not available at this time, due to the ongoing summer holidays, much of this section is left blank currently. This section therefore sets out a framework for the relevant future calculations to support the forthcoming application.

Existing Trips

- 4.13 To estimate the existing trip attraction, travel survey data will be sourced from a pupil hands up survey and staff questionnaire completed in September 2025. This information is beneficial as it represents the school in question and shows the exact existing mode split. The survey information will be appended to this report.
- 4.14 The existing travel mode share data for staff will be summarised in **Table 4.1** below. This table will also show the travel characteristics of the total staff associated with the current school.

Table 4.1: Existing Staff Travel Mode Share – ?? Staff		
Mode	Percentage of Staff	Number of Staff
Walk		
Cycle / Scooter		
Bus		
Car		
Lift share		
Train / Tube		
Other		
Total		

- 4.15 It is expected that the majority of staff will travel to the site via car, but this is yet to be confirmed. Similar to staff, the existing travel mode share data for pupils will be summarised in **Table 4.2** below. This table will also show the travel characteristics of the 210 pupils associated with the current school.

Table 4.2: Existing Pupil Travel Mode Share – 210 Children				
Mode	Percentage of Pupils to School	Number of Pupils to School	Percentage of Pupils from School	Number of Pupils from School
Walk				
Cycle / Scooter				
Bus				
Car				
Lift share				
Train / Tube				
Other				
Total				

- 4.16 The report will then set out what percentage of pupils currently walk to school, travel by private car, use the bus and cycle etc. Given the discussions held with the school so far and the details set out above, it is expected that local authority provided buses will be a high mode share.
- 4.17 However, it is noted that this information will not take into account the fact that not all pupils and staff will arrive and depart the site within the network peak periods along with other considerations. Therefore, a number of assumptions will be applied, as outlined in **Table 4.3** below.

Table 4.3: Trip Attraction Assessment Assumptions	
Factor	Assumption Made
Pupil Absence	It is assumed that at any one time 10 percent of pupils will be absent through illness or otherwise.
Sibling Effect	It is commonplace within schools for siblings to be accepted when another sibling is already enrolled. It is therefore considered that a number of pupils who are driven to the site will be driven with a sibling. The surveys will provide details on this, and it is common that around 24 percent of pupils have a sibling at the same school. It is assumed that siblings are pairs, giving a reduction factor of 12 percent on the number of vehicle trips associated with pupil collection / drop-off.
Breakfast Club	Based on a number of other projects, it is assumed that approximately five percent of pupils will attend a breakfast club each day.
After School Clubs	Based on a number of other projects, it is assumed that approximately 10 percent of pupils will attend after school clubs each day.
Arrival and Departure Times of Staff	As with pupils, not all staff will arrive and depart during the AM and PM school peaks. The surveys will give details of this, and it is common that around 60 percent of staff will arrive in the AM and 40 percent will depart in the school PM peak. A further 20 percent will depart in the network PM peak.

- 4.18 Using the above assumptions, the total vehicle movements associated with the current school during the peak hours will be calculated and these will be shown in **Table 4.4** below. Please note that any discrepancies will be due to rounding errors in MS Excel.

Table 4.4: Total Vehicle Trips Associated with the Existing School		
Time	Arrivals	Departures
School AM Peak		
School PM Peak		
Afternoon Peak		

- 4.19 As shown **Table 4.4** will provide details on the number of trips that the current school could attract when fully occupied in the school morning peak hour (08.00 – 09.00, and in the school afternoon peak hour (15.00 – 16.00).

Proposed Trips

- 4.20 The proposed future travel characteristics associated with staff will be summarised in **Table 4.5** below. Please note that this will assume that all staff are on site at any one time which is very much a worst-case scenario.

Table 4.5: Proposed Staff Travel Mode Share – ?? Staff		
Mode	Percentage of Staff	Number of Staff
Walk		
Cycle / Scooter		
Bus		
Car		
Lift share		
Train / Tube		
Other		
Total		

- 4.21 Similar to staff, the proposed future travel characteristics associated with the pupils and children at the nursery will be summarised in **Table 4.6** below. This table will make adjustments as necessary to allow for the new location and increase in pupil numbers, noting the nature of the school proposed.

Table 4.6: Proposed Pupil Travel Mode Share – 468 Children				
Mode	Percentage of Pupils to School	Number of Pupils to school	Percentage of Pupils from School	Number of Pupils from school
Walk				
Cycle / Scooter				
Bus				
Car				
Lift share				
Train / Tube				
Other				
Total				

- 4.22 Using the same assumptions as above, the total vehicle movements associated with the proposed school and nursery during the peak hours will be calculated and these will be shown in **Table 4.7** below. Please note that any discrepancies will be due to rounding errors in MS Excel.

Table 4.7: Total Vehicle Trips Associated with the Proposed School		
Time	Arrivals	Departures
School AM Peak		
School PM Peak		
Afternoon Peak		

- 4.23 As shown **Table 4.7** will provide details on the number of trips the proposed school could attract when fully occupied in the school morning peak hour (08.00 – 09.00) and in the school afternoon peak hour (15.00 – 16.00).

Change in Vehicle Movements

- 4.24 Although, as set out above, the proposed school will be in a different location to the current provision, for the sake of comparison the estimated change in vehicle movements will be calculated by subtracting the values shown in **Table 4.4** (existing movements) from those in **Table 4.7** (proposed movements). The outcome of this will be summarised in **Table 4.8** below.

Table 4.8: Change in Vehicle Movements		
Time	Arrivals	Departures
School AM Peak		
School PM Peak		
Afternoon Peak		

- 4.25 As shown **Table 4.8** will provide details on the change in trips as a result of the proposed development in the school morning peak hour (08.00 – 09.00) and the school afternoon peak hour (15.00 – 16.00). However, it must be noted that this will represent a very much worst-case situation, and in reality, the additional trips associated with the nursery will not all take place within the school peak hours.

Transport Management Strategy

4.26 It is further noted that a Travel Plan will be prepared to support the application, and this will be utilised to promote sustainable modes of transport and drive down private car use. The Travel Plan will target a ten percent decrease in private car trips across the school and include the following sections.

- Introduction
- Accessibility
- Objectives and Targets
- Measures and Initiatives
- Monitoring and Review
- Action Plan

4.27 The Travel Plan will encompass the principal objectives and components of the Transport Implementation Strategy as required by guidance detailed in TAN 18. As part of the Travel Plan, or as a standalone document, if required, a Car Park Management Plan could be provided to oversee and control the use of the onsite layout and how buses operate.

Deliveries and Servicing

4.28 The relevant vehicles will enter the site via the vehicle access, route around the car park and collect waste or make deliveries, as necessary at the north east corner of the school building. They will then continue through the car park and exit the site in a forward gear.

4.29 To ensure the proposed layout can accommodate the necessary vehicles, swept path analysis will be completed. This will be undertaken for a fire tender, a refuse vehicle and a box van as it is assumed that these are the biggest vehicles required to access the proposed redevelopment of the school. The relevant details will be appended to this report.

Parking Assessment

Policy Requirements

4.30 Based on the maximum policy details set out in Section 3 the proposals should provide 31 car parking spaces for the teaching staff at the school and the nursery (based on one space per FTE teaching member). In addition, there should be three visitor spaces provided, taking the total to 34 spaces. As 33 spaces are proposed this is seen to be compliant with the standards.

4.31 With respect to cycle parking the standards note that the proposed redevelopment should provide 27 long term parking spaces and four short terms spaces, a total of 31 spaces (based

on 31 FTE teaching staff and 420 pupils (as nursery children are unlikely to cycle). Therefore, the proposed scheme, with 24 spaces, falls just short of that required, however it is considered that this can be monitored and amended as necessary through the Travel Plan.

- 4.32 Regarding disabled, motorcycle and EV parking, the proposals should provide two disabled bays, two motorcycle spaces and four EV charging bays. The proposals include two marked out disabled bays and four EV spaces, so this is seen to be compliant. Although no dedicated motorcycle bays are proposed, it is noted that there is plenty of space for motorbikes on the site, so this is not a concern.

Parking Provision Justification

- 4.33 The final revision of this document will include an assessment of the proposed parking provision set against the demand calculated in the above sections. Unfortunately, at this time it cannot be completed due to a lack of data. It will be undertaken with the Travel Plan and Transport Implementation Strategy, which may include a parking Car Park Management Plan, in mind.
- 4.34 As necessary discussions will be had with local Officers to understand if a car parking survey of the nearby area is required, so that any offsite drop off and pick up can be accounted for. The survey will cover all local roads and will include at least two beats on two separate days.

Construction

- 4.35 In summary, site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway.
- 4.36 Construction traffic routing plans will be produced to demonstrate the intended local access regime. Daily movements of goods vehicles will be timed to avoid peak traffic times. Third party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. This information will be conveyed in a Construction Method Statement (CMS), or the like.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed redevelopment and relocation of Ysgol Iolo Morganwg Primary School, in Cowbridge, South Wales. At this time this document provides a Framework version of that which will accompany the forthcoming planning application. In summary:

- The development site is located to the north of Llantwit Major Road, some 1.3km to the north west of the current site. The current school consists of a 210-pupil place primary school, designated as a Welsh medium school;
- The proposed site can be accessed on foot, bicycle and public transport, with bus stops located within the site frontage. Furthermore, the school is surrounded by residential properties allowing those who live within the nearby area to easily walk to the site;
- The proposals include the construction of a new 420 pupil place Welsh medium designated school, with a 48-space FTE nursery, on a parcel of land within a wider residential development, which has been built out over the last number of years;
- Vehicle access to the new building will be achieved via an existing stub access located on Dunraven Close. The access takes the form of a standard bell mouth arrangement, around 7.0m in width and provided with good visibility;
- It is proposed that there will be 33 staff car parking spaces of which two will be disabled bays and four will be EV charging bays. In addition, there will be 24 cycle spaces. It has been found that this level of parking is compliant in terms of policy. Details regarding parking demand will be considered in the final version of this document;
- The details for the assessment of the likely increase in trip attraction have been set out. However, due to the timing of this report, and the ongoing summer holidays, it has not been possible to complete these at this time. Full details will follow as part of the final report;
- A Travel Plan will be prepared to support a reduction in car-based trips. This will encompass the principal objectives and components of the Transport Implementation Strategy as required by guidance detailed in TAN 18
- Servicing of the proposed redevelopment will take place via the vehicle access on Dunraven Close. The relevant vehicles will be assessed to ensure they are able to enter the site, route through the car park and then service the school; and
- In terms of construction, it is noted that a CMS, or the like, will be provided and this will outline how deliveries, parking and access will be managed during the construction works.

Conclusion

- 5.2 It is considered that the proposed scheme is consistent with the relevant transport planning policy and will not give rise to any material transport related impacts. Although further details are to follow, at the current time there are no concerns over the likely increase in trips, the level of proposed parking, site access, or the sustainability of the proposed development.

DRAFT

Appendix A

(Accident Records)



Validated Data

Crash Date: Tuesday, May 21, 2019

Time of Crash: 12:05:00

Crash Reference: 2019621900776

Highest Injury Severity: Slight

Road Number: B4270

Casualties: 1

Highway Authority: The Vale of Glamorgan

Vehicles: 2

Local Authority: Vale of Glamorgan

OS Grid Reference: 298614 174714

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

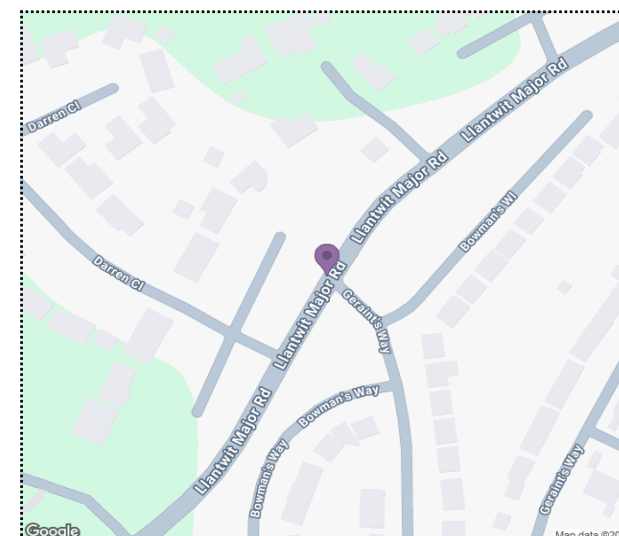
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, May 21, 2019

Time of Crash: 12:05:00

Crash Reference: 2019621900776

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	56 - 65	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle over 500cc A (2005 onwards)	1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

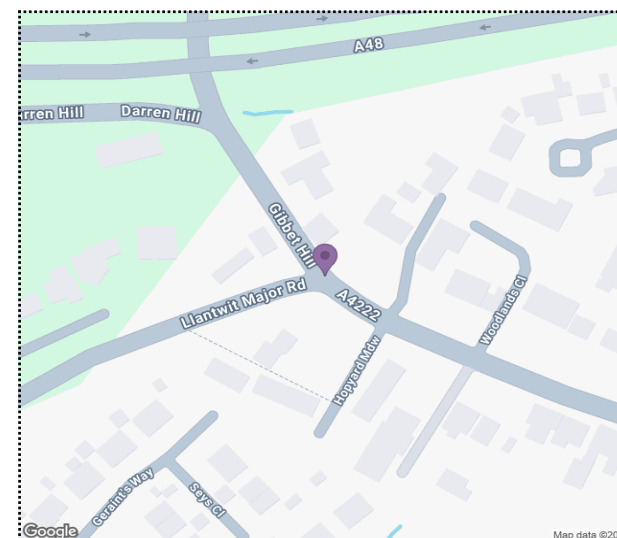
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, September 20, 2021	Time of Crash:	16:14:00	Crash Reference:	2021622100721
Highest Injury Severity:	Slight	Road Number:	B4270	Casualties:	1
Highway Authority:	The Vale of Glamorgan	Vehicles:	2	OS Grid Reference:	298906 174895
Local Authority:	Vale of Glamorgan				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, September 20, 2021

Time of Crash: 16:14:00

Crash Reference: 2021622100721

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

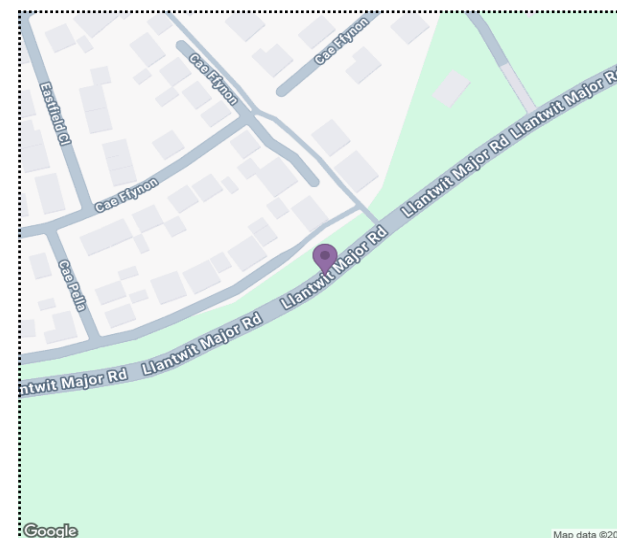
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, August 1, 2023	Time of Crash:	19:59:00	Crash Reference:	2023622300666
Highest Injury Severity:	Slight	Road Number:	B4270	Casualties:	5
Highway Authority:	The Vale of Glamorgan	Vehicles:	1	OS Grid Reference:	298323 174473
Local Authority:	Vale of Glamorgan				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, August 1, 2023

Time of Crash:

19:59:00

Crash Reference: 2023622300666

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix B

(Bus Timetables)

Mondays to Fridays

[1]

Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	dep					07:35	08:05	08:35	09:05	09:40	10:10	10:40					11:05	11:40	12:10	12:40		
Cowbridge Road West at The Pendine, Caerau						07:51	08:21	08:51	09:21	09:55	10:25	10:55					11:20	11:55	12:25	12:55		
A48 after McDonalds Culverhouse Cross, Culverhouse Cross						08:00	08:30	09:00	09:30	10:04	10:34	11:04					11:29	12:04	12:34	13:04		
A48 at St Nicholas, St Nicholas						08:06	08:36	09:06	09:36	10:10	10:40	11:10					11:35	12:10	12:40	13:10		
Bonvilston, nr The Old Forge						08:09	08:39	09:09	09:39	10:13	10:43	11:13					11:38	12:13	12:43	13:13		
High Street after Town Hall, Cowbridge						08:21	08:51	09:20	09:50	10:24	10:54	11:24					11:49	12:24	12:54	13:24		
Cowbridge Road after Police Headquarters, Watertor						08:38	09:08	09:37	10:07	10:41	11:11	11:41					12:06	12:41	13:11	13:41		
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	arr					08:44	09:14	09:42	10:12	10:46	11:16	11:46					12:11	12:46	13:16	13:46		
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	dep	07:10	07:40	08:10					08:45	09:16	09:46	10:16	10:51	11:21			11:50	12:15	12:51	13:21	13:50	
High Street before Mackworth Arms, Laleston		07:18	07:49	08:19					08:54	09:25	09:55	10:25	11:00	11:30			11:59	12:24	13:00	13:30	13:59	
Newton, opp The Globe		07:26	07:57	08:27					09:02	09:33	10:03	10:33	11:08	11:38			12:07	12:32	13:08	13:38	14:07	
Porthcawl, Porthcawl Metrolink 4 (Stand 4)	arr	07:35	08:06	08:36					09:11	09:43	10:13	10:43	11:18	11:48			12:17	12:42	13:18	13:48	14:17	
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	dep	13:10	13:40	14:10	14:35	15:10	15:40	16:05					16:40	17:10	17:45	18:05	18:40	19:10	20:05	21:00	22:00	23:05
Cowbridge Road West at The Pendine, Caerau		13:25	13:55	14:25	14:50	15:27	15:57	16:22					16:59	17:29	18:04	18:20	18:55	19:25	20:20	21:15	22:15	23:20
A48 after McDonalds Culverhouse Cross, Culverhouse Cross		13:34	14:04	14:34	14:59	15:36	16:06	16:32					17:10	17:40	18:13	18:29	19:04	19:34	20:28	21:23	22:23	23:28
A48 at St Nicholas, St Nicholas		13:40	14:10	14:40	15:05	15:42	16:12	16:38					17:16	17:46	18:17	18:33	19:08	19:38	20:32	21:27	22:27	23:32
Bonvilston, nr The Old Forge		13:43	14:13	14:43	15:08	15:45	16:15	16:41					17:19	17:49	18:20	18:36	19:11	19:41	20:35	21:31	22:31	23:36
High Street after Town Hall, Cowbridge		13:54	14:24	14:54	15:19	15:56	16:26	16:52					17:30	18:00	18:30	18:46	19:21	19:51	20:45	21:41	22:41	23:46
Cowbridge Road after Police Headquarters, Watertor		14:11	14:41	15:11	15:36	16:13	16:43	17:09					17:47	18:17	18:47	19:03	19:38	20:08	21:02	21:58	22:58	00:03 (ND)
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	arr	14:16	14:47	15:17	15:44	16:21	16:50	17:15					17:53	18:22	18:52	19:08	19:43	20:13	21:07	22:03	23:03	00:08 (ND)
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	dep	14:21	14:52	15:22	15:49	16:26	16:55					17:19	17:58	18:26	18:56	19:12	19:47	20:17	21:11	22:05	23:05	
High Street before Mackworth Arms, Laleston		14:30	15:01	15:33	16:00	16:37	17:06					17:30	18:09	18:35	19:05	19:21	19:56	20:25	21:19	22:13	23:13	
Newton, opp The Globe		14:38	15:09	15:41	16:08	16:45	17:14					17:38	18:17	18:43	19:13	19:29	20:04	20:33	21:27	22:21	23:21	
Porthcawl, o/s Co-op Lias Road	arr																				22:27	23:27
Porthcawl, Porthcawl Metrolink 4 (Stand 4)	arr	14:48	15:19	15:51	16:18	16:54	17:23					17:47	18:26	18:52	19:22	19:38	20:11	20:40	21:34			

[1] Doesn't run on Monday (Mon 25-Aug-2025)

Compiled from data for the period Tue 19-Aug-2025 to Mon 25-Aug-2025.

Saturdays

Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	dep					07:35		08:05	08:35	09:05	09:40	10:10	10:40		11:05	11:40	12:10	12:40		
Cowbridge Road West at The Pendine, Caerau						07:51		08:21	08:51	09:21	09:55	10:25	10:55		11:20	11:55	12:25	12:55		
A48 after McDonalds Culverhouse Cross, Culverhouse Cross						08:00		08:30	09:00	09:30	10:04	10:34	11:04		11:29	12:04	12:34	13:04		
A48 at St Nicholas, St Nicholas						08:04		08:34	09:04	09:34	10:08	10:38	11:08		11:33	12:08	12:38	13:08		
Bonvilston, nr The Old Forge						08:09		08:39	09:09	09:39	10:13	10:43	11:13		11:38	12:13	12:43	13:13		
High Street after Town Hall, Cowbridge						08:19		08:49	09:19	09:49	10:23	10:53	11:23		11:48	12:23	12:53	13:23		
Cowbridge Road after Police Headquarters, Watertor						08:36		09:06	09:36	10:06	10:40	11:10	11:40		12:05	12:40	13:10	13:40		
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	arr					08:41		09:11	09:41	10:11	10:45	11:15	11:45		12:10	12:45	13:15	13:45		
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	dep	07:10	07:40	08:10		08:45	09:11	09:46	10:16	10:50	11:20		11:49		12:15	12:50	13:20	13:50		
High Street before Mackworth Arms, Laleston		07:18	07:49	08:19		08:54	09:20	09:55	10:25	10:59	11:29		11:58		12:24	12:59	13:29	13:59		
Newton, opp The Globe		07:26	07:57	08:27		09:02	09:28	10:03	10:33	11:07	11:37		12:06		12:32	13:07	13:37	14:07		
Porthcawl, Porthcawl Metrolink 4 (Stand 4)	arr	07:35	08:06	08:36		09:11	09:37	10:12	10:42	11:16	11:46		12:15		12:41	13:16	13:46	14:16		
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	dep	13:10	13:40	14:10	14:35	15:10	15:40	16:05			16:40	17:05	17:40	18:05	18:35	19:00	20:00	21:00	22:00	23:05
Cowbridge Road West at The Pendine, Caerau		13:25	13:55	14:25	14:50	15:27	15:57	16:22			16:57	17:22	17:57	18:20	18:50	19:15	20:15	21:15	22:15	23:20
A48 after McDonalds Culverhouse Cross, Culverhouse Cross		13:34	14:04	14:34	14:59	15:36	16:06	16:32			17:07	17:32	18:07	18:29	18:59	19:24	20:23	21:23	22:23	23:28
A48 at St Nicholas, St Nicholas		13:38	14:08	14:38	15:03	15:40	16:10	16:36			17:11	17:36	18:11	18:33	19:03	19:28	20:27	21:27	22:27	23:32
Bonvilston, nr The Old Forge		13:43	14:13	14:43	15:08	15:45	16:15	16:41			17:16	17:41	18:16	18:38	19:08	19:33	20:32	21:32	22:32	23:37
High Street after Town Hall, Cowbridge		13:53	14:23	14:53	15:18	15:55	16:25	16:51			17:26	17:51	18:25	18:47	19:17	19:42	20:41	21:41	22:41	23:46
Cowbridge Road after Police Headquarters, Watertor		14:10	14:40	15:10	15:35	16:12	16:42	17:08			17:43	18:08	18:42	19:04	19:34	19:59	20:58	21:58	22:58	00:03 (ND)
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	arr	14:15	14:45	15:15	15:40	16:17	16:47	17:13			17:48	18:13	18:47	19:09	19:39	20:04	21:03	22:03	23:03	00:08 (ND)
Bridgend, Bridgend Bus Station Stand 5 (Bay 5)	dep	14:20	14:50	15:20	15:45	16:22	16:52		17:18	17:53	18:17	18:51	19:13	19:43	20:08	21:07	22:05	23:05		
High Street before Mackworth Arms, Laleston		14:29	14:59	15:29	15:54	16:31	17:01		17:27	18:02	18:26	19:00	19:22	19:52	20:16	21:15	22:13	23:13		
Newton, opp The Globe		14:37	15:07	15:37	16:02	16:39	17:09		17:35	18:10	18:34	19:08	19:30	20:00	20:24	21:23	22:21	23:21		
Porthcawl, o/s Co-op Lias Road	arr																	22:27	23:27	
Porthcawl, Porthcawl Metrolink 4 (Stand 4)	arr	14:46	15:16	15:46	16:11	16:48	17:18		17:44	18:19	18:43	19:17	19:39	20:07	20:31	21:30				

Compiled from data for the period Tue 19-Aug-2025 to Mon 25-Aug-2025.

Mondays to Fridays

[1]

Porthcawl, Porthcawl Metrolink 4 (Stand 4)	dep			07:10	07:50	08:20		08:50		09:15	09:50	10:20	10:50		11:20	11:50		12:20	12:45
Newton Nottage Road before The Globe, Newtor				07:19	07:59	08:29		08:59		09:24	09:59	10:29	10:59		11:29	11:59		12:29	12:54
High Street after Mackworth Arms, Laleston				07:28	08:08	08:38		09:08		09:33	10:08	10:38	11:08		11:38	12:08		12:38	13:03
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	arr			07:37	08:20	08:50		09:20		09:42	10:17	10:47	11:17		11:47	12:17		12:47	13:12
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	dep	06:11	07:11	07:41	08:24		08:54		09:24	09:46	10:21	10:51		11:22	11:51		12:22	12:51	13:16
Cowbridge Road before Police Headquarters, Watertor		06:16	07:18	07:48	08:32		09:02		09:32	09:53	10:28	10:58		11:29	11:58		12:29	12:58	13:23
High Street before Cowbridge Town Hall, Cowbridge		06:35	07:37	08:07	08:51		09:21		09:51	10:12	10:47	11:17		11:48	12:17		12:48	13:17	13:42
A48 after Maes-y-Ffynon, Bonvilston		06:46	07:48	08:19	09:03		09:32		10:02	10:23	10:58	11:28		11:59	12:28		12:59	13:28	13:53
A48 at St Nicholas, St Nicholas		06:50	07:52	08:23	09:07		09:36		10:06	10:27	11:02	11:32		12:03	12:32		13:03	13:32	13:57
A48 before Culverhouse Cross Tesco, Culverhouse Cross		06:54	07:57	08:27	09:11		09:40		10:10	10:31	11:06	11:36		12:07	12:36		13:07	13:36	14:01
Grand Avenue after Grand Avenue, Ely		07:01	08:04	08:35	09:19		09:47		10:17	10:38	11:13	11:43		12:14	12:43		13:14	13:43	14:08
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	arr	07:12	08:18	08:54	09:38		10:05		10:35	10:56	11:31	12:01		12:32	13:01		13:32	14:01	14:26

Porthcawl, Porthcawl Metrolink 4 (Stand 4)	dep	13:20	13:50	14:20	14:50	15:20	15:55	16:20	17:00	17:25	17:50	18:30	19:00	20:15	20:40	21:40	
Newton Nottage Road before The Globe, Newtor		13:29	13:59	14:29	14:59	15:29	16:04	16:29	17:09	17:34	17:59	18:39	19:09	20:22	20:47	21:47	
High Street after Mackworth Arms, Laleston		13:38	14:08	14:38	15:08	15:38	16:13	16:38	17:18	17:43	18:08	18:47	19:17	20:30	20:55	21:55	
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	arr	13:47	14:17	14:47	15:18	15:48	16:23	16:48	17:27	17:52	18:17	18:56	19:26	20:38	21:03	22:03	
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	dep	13:51	14:21	14:51	15:22	15:52	16:25	16:52	17:29	17:56	18:21	19:00	19:30	20:42		22:03	
Cowbridge Road before Police Headquarters, Watertor		13:58	14:28	14:58	15:30	16:00	16:33	16:59	17:36	18:03	18:27	19:06	19:36	20:48		22:09	
High Street before Cowbridge Town Hall, Cowbridge		14:17	14:47	15:17	15:49	16:19	16:52	17:18	17:54	18:21	18:45	19:25	19:55	21:07		22:28	
A48 after Maes-y-Ffynon, Bonvilston		14:28	14:58	15:29	16:01	16:31	17:04	17:29	18:05	18:32	18:56	19:36	20:06	21:18		22:39	
A48 at St Nicholas, St Nicholas		14:32	15:02	15:33	16:05	16:35	17:08	17:33	18:09	18:36	19:00	19:40	20:09	21:21		22:42	
A48 before Culverhouse Cross Tesco, Culverhouse Cross		14:36	15:06	15:37	16:09	16:39	17:12	17:37	18:13	18:40	19:03	19:43	20:12	21:24		22:45	
Grand Avenue after Grand Avenue, Ely		14:43	15:13	15:44	16:16	16:46	17:19	17:44	18:20	18:47	19:10	19:50	20:19	21:31		22:52	
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	arr	15:01	15:31	16:03	16:35	17:05	17:38	18:03	18:38	19:05	19:20	20:00	20:29	21:41		23:02	

[1] Doesn't run on Monday (Mon 25-Aug-2025)

Compiled from data for the period Tue 19-Aug-2025 to Mon 25-Aug-2025.

Saturdays

Porthcawl, Porthcawl Metrolink 4 (Stand 4)	dep			07:10	07:50	08:20		08:50		09:15	09:50	10:20	10:50		11:20	11:50		12:20	12:50
Newton Nottage Road before The Globe, Newtor				07:19	07:59	08:29		08:59		09:24	09:59	10:29	10:59		11:29	11:59		12:29	12:59
High Street after Mackworth Arms, Laleston				07:28	08:08	08:38		09:08		09:33	10:08	10:38	11:08		11:38	12:08		12:38	13:08
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	arr			07:37	08:17	08:47		09:17		09:42	10:17	10:47	11:17		11:47	12:17		12:47	13:17
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	dep	06:11	07:11	07:41	08:21		08:51		09:20	09:47	10:22	10:52		11:22	11:52		12:22	12:52	13:22
Cowbridge Road before Police Headquarters, Watertor		06:16	07:18	07:48	08:29		08:59		09:28	09:54	10:29	10:59		11:29	11:59		12:29	12:59	13:29
High Street before Cowbridge Town Hall, Cowbridge		06:35	07:37	08:07	08:48		09:18		09:47	10:13	10:48	11:18		11:48	12:18		12:48	13:18	13:48
A48 after Maes-y-Ffynon, Bonvilston		06:45	07:47	08:18	08:59		09:28		09:57	10:23	10:58	11:28		11:58	12:28		12:58	13:28	13:58
A48 at St Nicholas, St Nicholas		06:50	07:52	08:23	09:04		09:33		10:02	10:28	11:03	11:33		12:03	12:33		13:03	13:33	14:03
A48 before Culverhouse Cross Tesco, Culverhouse Cross		06:54	07:57	08:27	09:08		09:36		10:05	10:31	11:06	11:36		12:06	12:36		13:06	13:36	14:06
Grand Avenue after Grand Avenue, Ely		07:01	08:05	08:35	09:16		09:43		10:12	10:38	11:13	11:43		12:13	12:43		13:13	13:43	14:13
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	arr	07:12	08:18	08:54	09:35		10:01		10:30	10:56	11:31	12:01		12:31	13:01		13:31	14:01	14:31

Porthcawl, Porthcawl Metrolink 4 (Stand 4)	dep	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:25	19:00	20:10	20:40	21:40	
Newton Nottage Road before The Globe, Newtor		13:29	13:59	14:29	14:59	15:29	15:59	16:29	16:59	17:29	17:59	18:34	19:09	20:17	20:47	21:47	
High Street after Mackworth Arms, Laleston		13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:08	18:42	19:17	20:25	20:55	21:55	
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	arr	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:17	18:51	19:26	20:33	21:03	22:03	
Bridgend, Bridgend Bus Station Stand 10 (Bay 10)	dep	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52	18:22	18:56	19:31	20:38		22:03	
Cowbridge Road before Police Headquarters, Watertor		13:59	14:29	14:59	15:30	16:00	16:30	16:59	17:29	17:59	18:28	19:02	19:37	20:44		22:09	
High Street before Cowbridge Town Hall, Cowbridge		14:18	14:48	15:18	15:49	16:19	16:49	17:18	17:47	18:17	18:46	19:21	19:56	21:03		22:28	
A48 after Maes-y-Ffynon, Bonvilston		14:28	14:58	15:29	16:00	16:30	17:00	17:28	17:57	18:27	18:56	19:31	20:06	21:13		22:38	
A48 at St Nicholas, St Nicholas		14:33	15:03	15:34	16:05	16:35	17:05	17:33	18:02	18:32	19:01	19:36	20:10	21:17		22:42	
A48 before Culverhouse Cross Tesco, Culverhouse Cross		14:36	15:06	15:37	16:08	16:38	17:08	17:36	18:05	18:35	19:04	19:39	20:13	21:20		22:45	
Grand Avenue after Grand Avenue, Ely		14:43	15:13	15:44	16:15	16:45	17:15	17:43	18:12	18:42	19:11	19:46	20:20	21:27		22:52	
Cardiff Bus Interchange Bay 2, Great Western Lane, Cardiff Bus Station	arr	15:01	15:31	16:03	16:34	17:04	17:34	18:02	18:30	19:00	19:21	19:56	20:30	21:37		23:02	

Compiled from data for the period Tue 19-Aug-2025 to Mon 25-Aug-2025.

Appendix C

(Proposed Development Layout)



SITE RED LINE BOUNDARY

PROPOSED HARD LANDSCAPE

FENCING

DOUBLE GATE

SINGLE GATE

ASPHALT SURFACE

PERMEABLE ASPHALT SURFACE

PERMEABLE CONCRETE BLOCK PAVING FOR CAR PARKING SPACE

PERMEABLE CONCRETE BLOCK PAVING FOR MAIN ENTRANCE AREA

PERMEABLE ASPHALT SURFACE FOR MUGA

PERMEABLE WET POUR SURFACE OUTSIDE CLASSROOM AREAS

INSITU CONCRETE SLAB BY ENGINEERS SPECIFICATION FOR SERVICE YARD AND STORAGE AREA

REINFORCED GRASS PATH FOR FOREST SCHOOL AREA

TACTILE PAVING

GRAVEL STRIP

TIMBER DECKING

RETAINING WALL
Design by Engineer

CONCRETE STEPS WITH HANDRAILS

DOOR BARRIER

BIKE AND SCOOTER SHELTER

BOLLARDS
No 22 fixed bollards and No.6 removable bollards

PROPOSED STREET FURNITURE

BENCH
Bench without back, 1800mm long

CIRCLE BENCH
Informal Play Area

OUTDOOR PICNIC BENCH
1800mm long, with picnic table 750mm wide

SOFT LANDSCAPE

EXISTING HEDGEROW PLANTING
To be retained

PROPOSED SOFT LANDSCAPE

NATIVE TREE

ORCHARD TREE

MULTI STEM TREE

NATIVE TREE WITH TREE TAGS IN WELSH AND ENGLISH

HARD WEARING GRASS FOR SPORTS PITCH
For sports
To be detailed by engineer/specialist

AMENITY GRASS
For informal play

WILDFLOWER MEADOW PLANTING

RAIN GARDEN PLANTING MIX

ORNAMENTAL PLANTING MIX

HEDGEROW PLANTING

SENSORY GARDEN MIX

PROPOSED ECOLOGY ENHANCEMENTS

BIRD BOX

HIBERNATULUM/LOG PILES

Notes

Check all dimensions on site. Do not scale from this drawing
Report any discrepancies and omissions to HLM Architects
This Drawing is Copyright ©

DESIGN/SKETCH DESIGN

Unless stated otherwise, the designs shown are subject to detailed site survey, investigations, and legal definition, the CDM Regulations, and the comments and / or approval of the various relevant Local Authority Officers, Statutory Undertakers, Fire Officers, Engineers and the like. They are copyright, project specific and confidential and no part is to be used or copied in any way without the express prior consent of HLM Architects.

PHOTOCOPIED/SCANNED INFORMATION

NB This drawing is based on photocopied / scanned information liable to distortion in scale.

AREA CALCULATIONS

NB The areas shown are approximate only and have been measured off preliminary drawings as the likely areas at the current state of design using the stated option from the Code of Measuring Practice, 4th edition. RICS/ISVA. These may be affected by future design development and construction tolerances, or the result of surveys for existing buildings. Take account of these factors before planning any financial or property development purpose or strategy and seek confirmation of latest areas before decision making.

3RD-PARTY INFORMATION

NB This drawing includes information provided by independent surveyors and/or consultants, to whom all queries shall be made. HLM Architects can accept no liability for its accuracy.

Drawing Notes:

1. This drawing must be read in conjunction with all relevant HLM Architects' Stage 3 drawings, the landscape specification, and information provided by other consultants and disciplines.

2. Discrepancies between the drawings and existing site conditions must be brought to the attention of HLM Architects for clarification prior to proceeding further.

3.Design information has been developed in accordance with current British Standards, Building Regulations, and relevant codes of practice.

4. Coordination with other disciplines is ongoing. The contractor is responsible for ensuring full integration of all packages during the construction phase.

5. Design information considers CDM Regulations and statutory health and safety requirements relevant to Stage 3.

6. Only the latest revision of this drawing should be used. It is the responsibility of the recipient to ensure they are working from the most current information.

7. The design complies with the approved fire strategy and accessibility requirements to date. Final compliance will be confirmed during detailed coordination and construction.

8. Any changes or proposed substitutions to specified materials must be reviewed and approved by the design team.

9. This drawing forms part of the spatial design package and is not to be used for construction purposes unless noted otherwise.

P01 ISSUE FOR PLANNING

22/08/2025

AC

KM

Rev Description

Date

By

Chk

Revisions

Suitability

S3 SUITABLE FOR REVIEW AND COMMENT

Project

15-1294-01

Ysgol Iolo Morganwg

Client

Vale of Glamorgan Council

Title

Landscape GA Plan - Planning

Drawing No.

Revision

YIM-HLM-00-00-D-L-004001

P01

Scale

Drawn

1 : 500 @A1

AC

Date

checked

22/08/25

KM

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