A person riding a bicycle

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Road Scheme for Main Visitor Access

**Planning Condition 42**

Planning Condition 42 - Road Scheme for Main Visitor Access

This document has been prepared to accompany the Stantec application to discharge Planning Condition number 42 associated with the Afan Valley Wildfox Resorts development.

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| Condition Number | Condition | Stantec comments |
| 42 | Notwithstanding Drawing 16170 TOPO 10710a and Drawing 16179 Fig 1.1 of the addendum (Chapter 14 - Transport) and prior to any works commencing on constructing the main visitor access, a revised road scheme (at a scale of 1:500) detailing: -  (a) The proposed Junction and Right Hand Turn Lane shall be designed in accordance with Design Manual for Roads and Bridges TD50/04 and TD42/95 with all lane widths being annotated (minimum standards will only be considered as the exception) all dimensions shall be annotated on the submitted drawings.  (b) A TRO scheme to reduce the speed limit to 30mph, to include signage and exact locations on A4107 -Brytwn Road together with lining and associated antiskid surfacing of the proposed junction.  (c) Cross sections every 10 metres to include all works involved in forming the proposed junction onto and along the A4107.  (d) All structural calculations to the relevant Eurocode for any supporting structures associated with the traffic controlled junction including an Appraisal in Principle document in accordance with Design Manual for Roads and Bridges BD2/12.  (e) A minimum width for the first 25.0 metres of 5.5 metres at a maximum gradient of 1in20 and thereafter a minimum width of 4.8 metres to include swept path analysis for emergency vehicles.  (f) Surface water drainage proposals including gully and manhole positions, pipe sizes and gradients, street lighting proposals and relocation of any statutory undertaker equipment shall also be included.  shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be constructed and completed prior to the first beneficial use of any building.  Reason:  In the interest of highway safety and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Plan. | Refer to the Western Access Junction package of drawings enclosed.  (a) The proposed junction arrangement has been designed in accordance with DMRB CD 123 (CD 123 replaced TD50/04 and TD42/95 which have both been withdrawn). All lanes are annotated within the General Arrangement drawing (AV-STN-HAC-WA-DR-CH-0101 - P02).  (b) Liaison with NPT has enabled Stantec to agree a proposed TRO for the scheme to reduce the speed limit to 30mph through the junction - refer to signage drawing AV-STN-HSN-WA-DR-CH-1202 - P01. Please also refer to NPT drawing " A4107 Brytwn Rd - SL01 Wildfox Project Revised Speed Limit" which shows the NPT proposed TRO scheme. Proposed lining can be found in drawing AV-STN-HSN-WA-DR-CH-1201 - P01. Extents of antiskid can be found in drawing AV-STN-HPV-WA-DR-CH-0701 - P02.  (c) Refer to drawings AV-STN-HAC-WA-DR-CH-0171 to 0173 for proposed cross sections every 10m showing existing ground and proposed ground profiles.  (d) We are not in receipt of detailed Ground Investigation for the area and are therefore unable to produce structural details which require GI input. This shall be provided at a later date should highway structures be required.  (e) Refer to long sections on drawing AV-STN-HAC-WA-DR-CH-0161 - P02 which shows a minimum width for the first 25.0 metres at a maximum gradient of 1:20. Dimensions are shown on the general arrangement plan. Swept path analyses are demonstrated for a fire tender within drawing AV-STN-HAC-WA-DR-CH-0121 - P02.  (f) Drainage proposals are shown within drawing AV-STN-HDG-WA-DR-CD-0501 - P01. Proposed street lighting locations are shown one the general arrangement plan. At this stage, it is unknown if any utilities require diversions. However, the combined Stage 1 & 2 Road Safety Audit (RSA) identified existing utility assets which will require antiskid surfacing. The Response to the RSA is included within the Planning Condition 44 package of information. |

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