

Pell Frischmann

Proposed Residential Development - Talbot Green Town Centre

Transport Assessment

December 2025

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1. Introduction

1.1. Overview

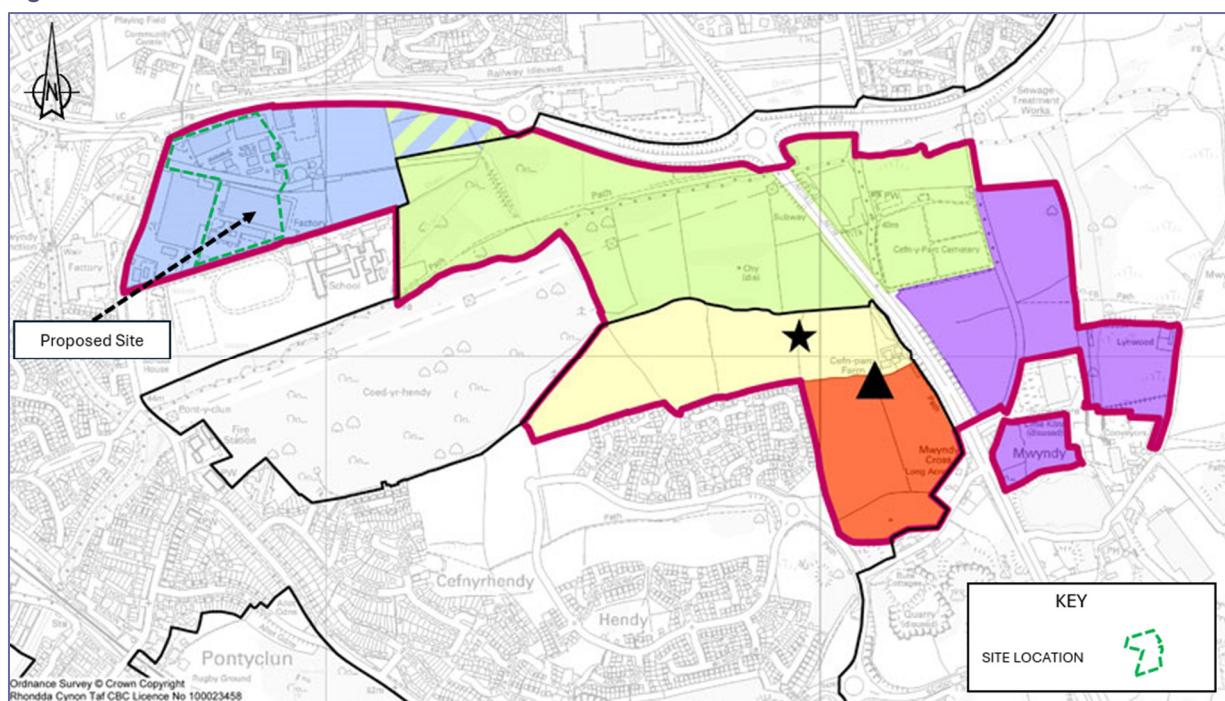
- 1.1.1. Pell Frischmann has been commissioned by Talbot Green Developments Ltd (the Client) to provide transport planning and highways advice in support of a proposed development of land at Talbot Green, south of the A473 in Rhondda Cynon Taf.
- 1.1.2. The local Planning and Highway Authority is Rhondda Cynon Taf County Borough Council (RCTCBC).
- 1.1.3. This Transport Assessment (TA) has been prepared in order to summarise the transport characteristics of the local transport network and provides a review of the potential impact that developing the area of land identified as the 'Site' may have on the operation of the local highway network.

1.2. Site Context, Planning History and Pre-Application Advice

Site Context

- 1.2.1. The site forms part of the north-western extent of the Development Plan Allocation SSA 8 and is located on the land to the south of the A473 and east of Cowbridge Road. The allocation consists of the construction of 500 dwellings, 15 hectares of employment land, 23,400sqm retail floor space, 10,000sqm of leisure floor space, a primary school, library/community facility and amenity space. The location of the site within the allocation area, consisting of approximately 5.2 hectares, is identified in **Figure 1.1**.

Figure 1.1: Site location within the SSA 8 LDP Allocation



Source: RCTCBC Local Development Plans with Pell Frischmann annotations

Planning History

- 1.2.2. It can be seen from **Figure 1.1** that the proposed development site forms part of the Talbot Green Town Centre development area, that has been assessed under a series of previous planning applications. As confirmed by RCTCBC, during pre-application discussions in 2024, the only planning history considered relevant to this development is the following:

- Planning application 11/1330/OUT (granted permission 24/12/14) – Outline application for development of new town centre comprising: a 10,801sqm gross food store (Class A1); 8 pump petrol filling station; 35,522 sqm gross retail floor space (Class A1); 600sqm gross cafe space (Class A1); 1,000sqm financial / professional service space (Class A2); 2,390sqm gross food and drink space (Class A3); 1,400sqm gross office space (Class B1); 750sqm gross Class D1 space; 8 screen cinema; 80 bed hotel; 64 dwellings (Class C2/C3); multi storey and surface level car parking; associated access infrastructure, re-profiling of land, landscaping and flood alleviation works.
- Full planning permission was granted in November 2013 (pp ref: 12/1102/10) for 'Phase 1' of the Town Centre development, comprising the supermarket, petrol filling station (PFS) and associated highways and flood infrastructure, which has since been delivered (i.e., Sainsbury's, PFS and associated infrastructure).

1.2.3. Part of the Town Centre development area has recently been progressed with a Sainsbury's food store being opened in 2024. The proposed development is located on land to the west of the food store.

Pre-application Advice

1.2.4. Pre-application advice was provided by RCTCBC in August 2024 with this including information relating to matters affecting transport and highways. The full pre-application response is provided in **Appendix A**. For ease of reference the pre-application advice regarding highways matters has been provided below.

"Following consideration of the submission the Highways and Transportation section commented that there is a lack of information for a full highway safety assessment to be undertaken, however, the following advice is offered:

- A Transport Assessment (TA) will be required to assess the impact on the existing highway network in the vicinity of the site.
- A Travel Plan indicating incentives to reduce single occupancy trips and promote sustainable modes of transport will be required.
- A Safe Routes in Communities Assessment would have to be carried out in accordance with the relevant Local Authority Road Safety Officers' Association guidelines and the Learner Travel and Active Travel (Wales) Guidance.
- There is potential for a controlled crossing facility along the A473 near the existing community route and un-controlled crossing at Glamorgan Vale Retail Park roundabout. The requirement for such facilities shall be modelled as part of the TA and the impact on the existing highway network taken into account.
- Links to Cowbridge Road, Talbot Green town centre, the Cefn y Hendy housing development and existing cycle infrastructure will be required to promote sustainable modes of transport, with less reliance placed on the private motor vehicle.
- Continuation of the 3m wide community route / shared use path would have to be provided from the Sainsburys car park through the proposed housing development linking to Cowbridge Road and potentially to Y Pant Comprehensive School to promote sustainable modes of transport and to comply with the guidance above for new developments.
- The proposed retail units would have to be served off a single point of vehicular access and separated from the residential use in the interests of highway and pedestrian safety. There is potential to provide separate access off the existing Glamorgan Vale Retail Park roundabout for the proposed retail uses.
- Amendments to the existing access off the A473 could be introduced to remove the dedicated right hand turn lane / traffic signals taking into account the revised site layout proposed.

- The proposed development is in excess of 150 dwellings and consequently a dedicated, secondary emergency vehicular access point will be required.
- Off-street car parking provision must comply with the Council's adopted SPG: Access, Circulation and Parking Requirements."

1.2.5. Pre application advice was sought for a larger area of land than is the subject of this assessment. The pre application assessment included for the development of land to the south of the Sainsbury's store to provide two retail units. The proposed scheme that is assessed within this report solely comprises residential development of 180 dwellings. However, a number of the highway observations made by RCTCBC remain relevant and have been considered in shaping the current development layout and the information provided within this Transport Assessment.

1.2.6. In November 2025 Pell Frischmann had further engagement with RCTCBC in order to obtain the highway authorities opinion of the proposed access strategy for the residential development - further detail of this engagement is provided in Section 6.

1.3. Development Overview

1.3.1. The proposed development is for a residential scheme consisting of up to 180 dwellings (Use Class C3) with a mix of housing types and tenure. The full illustrative masterplan for the site is included in **Appendix B** with an extract provided in **Figure 1.2**.

Figure 1.2: Extract of illustrative masterplan



Source: HolderMathias Architects Drawing: TLBG-HMA-ZZ-00-D-A-00020

1.3.2. The development will be served by a single point of vehicular access, utilising the existing junction on Cowbridge Road immediately north of the Leekes Llantrisant department store. As part of the development proposals this junction will be upgraded to provide a layout appropriate for a residential scheme whilst not prejudicing the existing access requirements of Leekes. In accordance with RCTCBC's pre-application advice, the access strategy also incorporates a secondary emergency access to provide resilience in the event that the primary access becomes obstructed.

1.3.3. Pedestrian access will be provided via several strategically located points, ensuring high-quality connectivity to the existing pedestrian infrastructure surrounding the site. The pedestrian access

strategy has been designed to comply with the Active Travel (Wales) Act and associated guidance, delivering a continuous, safe, and accessible network that promotes walking and cycling as primary modes of travel. Key measures include multiple pedestrian links to the A473 corridor leading towards the existing footbridge over the A473 and upgraded connections to Cowbridge Road. A 3m-wide shared-use route will be provided within the site linking Cowbridge Road to the eastern site boundary. Continuation of this route eastwards to Heol-y-Pant (and the Sainsbury's supermarket, Starbucks and the bus stop located on the northern side of Heol-y-Pant) will be provided by the proposed retail development of that land. In the event that the adjacent retail development does not come forward, provision of this link can be secured by a Grampian condition attached to the residential development, given that the land is within the same ownership. Additional potential connections to Y Pant Comprehensive School and future development parcels within the Town Centre Development have been identified, further enhancing permeability and integration with the wider active travel network. Internal shared surfaces and links to play areas complement these external connections, ensuring compliance with Active Travel design principles.

1.4. Report structure

- 1.4.1. This TA examines the effects of the proposed development on the local highway network in terms of road safety, accessibility by sustainable travel modes and junction capacity. This includes consideration of operational matters such as the proposed access arrangements. A trip forecasting exercise coupled with junction capacity assessment of a number of off-site junctions has also been completed.
- 1.4.2. The remainder of this report is structured as follows:
 - Chapter 2 – reviews relevant national and local policy;
 - Chapter 3 – summarises the local highway context, considers the accessibility of the site by non-car modes, summarises the local active travel network, and provides a review of collision data;
 - Chapter 4 – presents the Safe Routes Assessment;
 - Chapter 5 – outlines the development proposals for the site, including the proposed access arrangements;
 - Chapter 6 – summarises RCTCBC's highway comments and provides the access strategy response;
 - Chapter 7 – provides the trip analysis, including trip generation, distribution, and background traffic growth;
 - Chapter 8 – presents the junction capacity assessment; and,
 - Chapter 9 – provides the summary and conclusion.

2. Policy Review

2.1. Introduction

2.1.1. This chapter of the TA identifies those policy documents that are considered to be relevant to the development proposal. The following national, regional, and local policy documents will be reviewed in relation to transport/highways matters relevant to the proposed development:

➤ **National Policy**

- Planning Policy Wales (PPW), Edition 12
- Technical Advice Note 18: Transport
- Technical Advice Note 12: Design
- Llwybr Newydd: The Wales Transport Strategy (2021)
- Future Wales – the National Plan 2040 (2021)
- Active Travel (Wales) Act (2013) & Active Travel Act Guidance (July 2021)
- Learner Travel Statutory Provision and Operational Guidance (June 2014)
- Well-being of Future Generations 2020
- The Future Generations Report 2020
- Manual for Streets
- National Transport Delivery Plan (2022-2027)
- Active Travel Delivery Plan (2024-2027)
- Electric Vehicle Charging Strategy for Wales (2021)

➤ **Local Policy**

- Rhondda Cynon Taf Local Development Plan (LDP) (2006-2021)
- Revised Rhondda Cynon Taf Local Development Plan (2022-2037)
- Supplementary Planning Guidance: Access, Circulation & Parking Requirements (March 2011)
- Supplementary Planning Guidance: Design and Placemaking (March 2011)
- Electric Vehicle Charging Strategy (2021-2030)
- RCTCBC Delivering Design and Placemaking: Access, Circulation and Parking Requirements SPD (March 2011)

2.2. National Policy

Planning Policy Wales (PPW) (Edition 12, February 2024)

2.2.1. 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 with PPW provide the national planning policy framework for Wales. The latest version of PPW, Edition 12, was published in February 2024.

Future Wales – The National Plan 2040

2.2.2. Future Wales: The National Plan 2040 is the Welsh Government's national spatial development framework. It sets the strategic direction for planning and development across Wales for the next 20 years. The plan provides a national vision for sustainable places, shaping how and where future growth should happen, and guiding Local Development Plans (LDPs) and planning decisions at every level.

2.2.3. The Plan Emphasises the following points:

- Sustainable placemaking as a central pillar of planning policy;
- A need to address the climate and nature emergencies;
- The importance of well-connected, compact, and resilient communities;
- Supporting the Welsh language, identity, and culture;
- Integration of transport, housing, employment, and environmental policy.

2.2.4. To help deliver this vision, the Placemaking Wales Charter serves as a practical framework for shaping development in a way that aligns with the national priorities set out in Future Wales.

People and Places: Placemaking Wales Core Principles

2.2.5. The Placemaking Wales Charter sets out six key principles that underpin high-quality, people-focused places. These principles align with the goals of Future Wales and support consistent delivery of placemaking across planning and development sectors:

People and Community

- Places should be planned with and for people.
- Community engagement is essential from the earliest stages.
- Development must promote well-being, equality, social cohesion, and a strong sense of belonging.

Location

- Land should be used efficiently and in a way that supports existing places.
- New development should reduce the need to travel by co-locating homes, jobs, services, and leisure.
- Connectivity and sustainability are key location factors.

Movement

- Walking, cycling, and public transport must be prioritised over private car use.
- Developments should provide safe, direct, and well-integrated active travel routes.
- Public transport infrastructure should be central to site design.

Mix of Uses

- Places should support a mix of residential, commercial, and community functions.
- This supports economic activity, social interaction, and a more inclusive, diverse population.
- Mixed uses reduce travel needs and support vibrant, 24-hour communities.

Public Realm

- Streets and public spaces should be welcoming, safe, accessible, and inclusive.
- Green infrastructure, sustainable drainage, and landscape design must be well integrated.
- Public spaces should promote interaction and activity for all age groups

Identity

- Development should respond to and enhance the unique cultural, linguistic, and physical character of a place.
- Heritage, language, and local distinctiveness must be valued and reflected in design.
- Proposals should strengthen the sense of place and continuity.

Delivery of Sustainable Development

2.2.6. New developments must contribute to the Welsh Government's overarching goal of sustainable development, as embedded in PPW Edition 12. From a transport planning perspective, sustainability is promoted through the following:

- **Modal Shift and Emissions Reduction:** Developments should enable a shift away from private car use towards low-carbon transport modes – particularly walking, cycling, and public transport – thereby reducing transport-related greenhouse gas emissions.
- **Climate Resilience and Infrastructure Adaptation:** Transport infrastructure must be designed to withstand future climate risks, including flooding and heat impacts, using resilient materials, sustainable drainage systems (SuDS), and strategic site layout.

- **Efficient Land Use and Accessibility:** Development patterns should support compact, connected, and accessible communities, reducing the need to travel long distances and enabling multi-purpose trips through the co-location of complementary land uses.

Sustainable Goals

2.2.7. New development proposals should contribute to the national sustainable development goals, particularly in line with the Well-being of Future Generations (Wales) Act 2015. These are discussed in Chapter 5, "Productive and Enterprising Places."

A Healthier Wales

- By encouraging active travel (walking and cycling) and reducing reliance on private vehicles, developments support healthier lifestyles and reduce air pollution.

A Resilient Wales

- Transport infrastructure must be designed to withstand future climate impacts, including flooding and extreme weather, ensuring long-term operational resilience.

A More Equal Wales

- Developments should provide equitable access to jobs, education, and services through well-connected, affordable, and inclusive transport networks.

A Prosperous Wales

- Efficient transport systems contribute to economic productivity by reducing congestion, improving access to employment, and supporting reliable freight and logistics.

A Globally Responsible Wales

- By promoting low-emission travel and sustainable site planning, developments help reduce Wales's environmental footprint and align with global climate goals

Technical Advice Note 18: Transport

2.2.8. This Note outlines the principles for integrating land use with transport planning and provides guidance on how to assess and mitigate transport impacts.

2.2.9. This document outlines that sustainable development should be delivered through:

- Integration of transport and land use planning;
- Integration between different types of transport, and
- Integration of transport policy with policies for the environment, education, social justice, health, economic development, and wealth creation.

2.2.10. Integration of land use planning with the development of transport infrastructure supports the Welsh Government's broader sustainable development goals by:

- Promoting resource and travel-efficient settlement patterns;
- Ensuring new development is situated in locations with existing or planned access to public transport, walking, and cycling, thereby reducing travel demand and encouraging social inclusion;
- Managing parking provision;
- Ensuring that both new developments and major modifications to existing ones include suitable infrastructure for pedestrians (including those with mobility or access needs), cyclists, public transport, traffic management, and parking/servicing;
- Encouraging proximity of developments to related uses to support multi-purpose trips;
- Promoting cycling and walking;

- Supporting the delivery of accessible, high-quality public transport;
- Supporting the development of a reliable and efficient freight network;
- Encouraging well-designed streets that provide a safe public environment and a distinctive sense of place; and
- Ensuring that transport infrastructure or service enhancements required for new development do not compromise the functionality of existing transport networks.

2.2.11. The developer, in line with Council aspirations, is working to enhance sustainable connectivity to and through the site.

Technical Advice Note 12: Design

2.2.12. This Note provides detailed guidance on how good design should be integrated into the planning process for new developments.

2.2.13. Paragraph 4.13 is relevant to this development and states the following:

'Movement and ease of access for all to and from development should be appraised at the strategic and local level, with a view to supporting a shift from car use to walking, cycling, and public transport, and recognising the need for better connectivity within areas and with the surrounding areas. Consideration should be given to the volume and relative ease of pedestrian movements, including people with mobility or sensory impairments. Similar consideration of volume and ease of movement should be given to cycle, public transport, and car movements, while areas of conflict, congestion, and connections should be identified throughout the area surrounding the site.'

Manual for Streets (2007)

2.2.14. The Department for Transport's Manual for Streets, introduced in 2007, replaced the earlier general guidance manual DB32. It provides design principles specifically tailored for lightly trafficked residential streets and highways.

2.2.15. Section 4.2.1 states the following regarding sustainable development:

"A key consideration for achieving sustainable development is how the design can influence how people choose to travel. Designers and engineers need to respond to a wide range of policies aimed at making car use a matter of choice rather than habit or dependence. Local transport plans and movement strategies can directly inform the design process as part of the policy implementation process."

2.2.16. Section 4.4.3 is also imperative for new developments:

"By creating linkages between new housing and local facilities and community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and to reducing people's reliance on the car."

Llwybr Newydd: The Wales Transport Strategy (2021)

2.2.17. This Strategy sets out the Welsh Government's vision for an accessible, sustainable, and efficient transport system that supports social equality, environmental goals, and economic development. It guides transport policy and planning across Wales, with key supporting documents like the National Transport Delivery Plan (2022–2027) and the Active Travel Delivery Plan (2024–2027) providing detailed actions to deliver this vision, focusing on improving public transport, active travel, and reducing carbon emissions.

National Transport Delivery Plan (2022-2027)

2.2.18. The National Transport Delivery Plan (2022–2027) sets out how the Welsh Government will deliver the priorities of Llwybr Newydd: The Wales Transport Strategy 2021.

2.2.19. It aims to create a more sustainable, accessible, and efficient transport system that supports the well-being of future generations. The plan focuses on reducing the need to travel, enabling seamless and sustainable transport, and encouraging a shift toward greener travel modes. It includes mode-specific delivery plans for areas such as rail, bus, active travel, roads, and freight, supported by a new governance and appraisal framework (WelTAG).

Active Travel Delivery Plan (2024-2027)

2.2.20. The Active Travel Delivery Plan (2024–2027) functions as the current Walking and Cycling Action Plan for Wales. It outlines how walking, wheeling, and cycling will be promoted and supported over the next three years, replacing the previous 2016 action plan. The plan is structured around four themes: Leading the change, Stepping up delivery, Demonstrating impact, and Making active travel the first choice. It aims to embed active travel into everyday life through improved infrastructure, behaviour change initiatives, school and workplace engagement, and strong leadership at all levels.

Electric Vehicle Charging Strategy for Wales (2021)

2.2.21. This Strategy outlines the Welsh Government's approach to developing a comprehensive EV charging infrastructure across the country. The strategy aims to ensure that by 2025, all users of electric cars and vans in Wales are confident they can access charging facilities when and where needed. This vision aligns with the broader goals of reducing carbon emissions from the transport sector and supporting the transition to low-emission vehicles.

2.2.22. Key objectives include expanding the charging network with thousands of fast and rapid chargers, improving the user experience through contactless payments and reliable infrastructure, and integrating charging facilities into urban planning and along major roads. The strategy is supported by significant investment to deliver these goals and forms part of the Welsh Government's wider commitment to sustainable transport and decarbonisation.

Active Travel (Wales) Act (2013) & Active Travel Act Guidance (July 2021)

2.2.23. The guidance provides updated direction to Welsh local authorities on planning, designing, and delivering high-quality walking and cycling infrastructure in line with the Active Travel (Wales) Act 2013. It emphasises a user-centric approach, ensuring that infrastructure meets the needs of all users, including children, people with disabilities, and those using adapted cycles, prioritising comfort, safety, and accessibility.

2.2.24. The guidance encourages the development of routes segregated from motor traffic where possible to create safe and enjoyable active travel paths. It also highlights the importance of community engagement in the planning process to ensure local needs are met and active travel is encouraged. Supported by significant government investment, the guidance aims to help Wales become a leader in active travel infrastructure, promoting sustainable transport, reducing carbon emissions, and improving public health through walking and cycling.

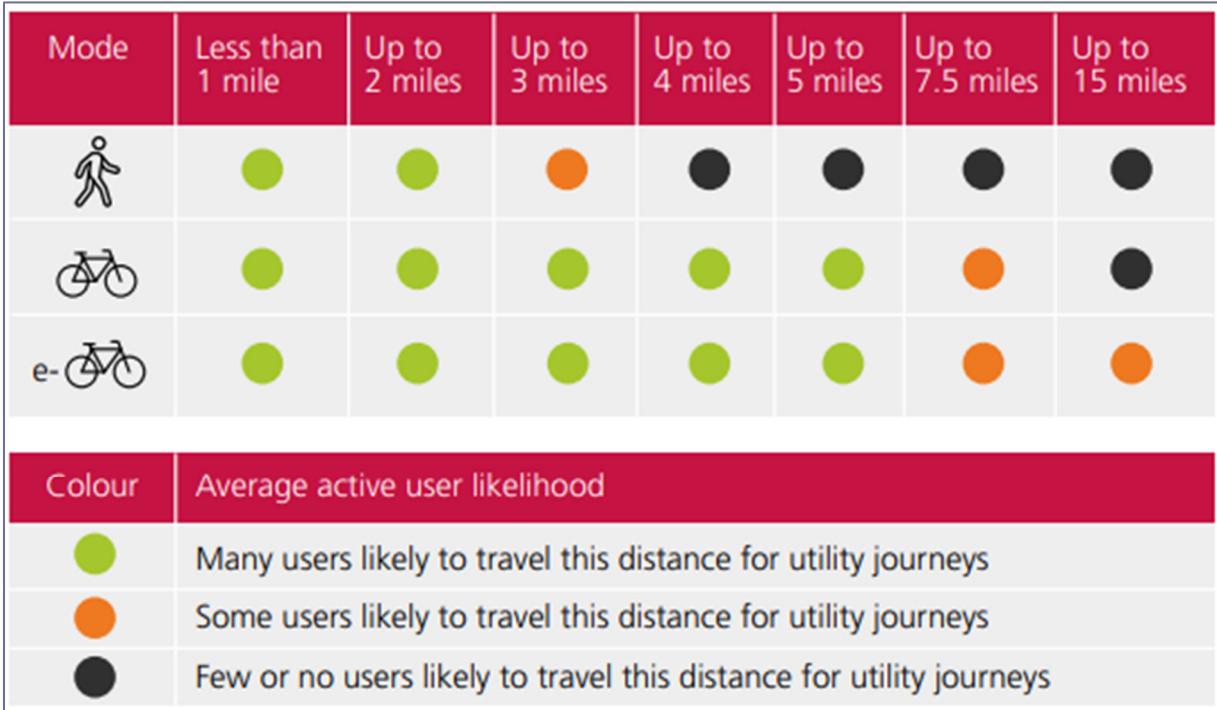
2.2.25. The term active travel refers to walking and cycling when used for practical journeys - such as getting to work, school, or shops - or when combined with public transport. While walking and cycling are healthy activities in their own right the real impact on public health and wellbeing in Wales comes when they replace car trips. Encouraging this shift away from private car use towards walking, cycling, and public transport is a central aim of Llwybr Newydd, the Wales Transport Strategy.

2.2.26. The legislation is designed to create the right conditions for people who currently rely on cars to switch to more sustainable travel options - especially for shorter trips - and to make it easier to access public transport for longer journeys.

2.2.27. The active travel network is intended to support everyday travel, often referred to as utility journeys. These are trips made for a specific purpose rather than leisure, such as going to school, work, shops, healthcare services, or other essential destinations.

2.2.28. The Welsh Government's Active Travel Act Guidance (July 2021) provides indicative travel distances for different active travel modes, as shown in Table 4.1. These figures serve as a useful reference when considering accessibility; however, they should not be regarded as definitive, as actual travel distances can vary depending on factors such as journey purpose, terrain, and the quality of the route. Table 4.1 has been reproduced from the guidance and is presented in **Figure 2.1**.

Figure 2.1: Typical Distance Range for Each Mode of Active Travel



Source: RCTCBC Local Development Plans with Pell Frischmann annotations

2.2.29. In summary, the Welsh Government considers walking a viable alternative to car travel for many people up to a distance of 3.22 km (2 miles), and cycling for most users up to 8 km (5 miles).

2.2.30. A walking distance of 400m to a bus stop and 800m to a railway station is commonly adopted by highway authorities as acceptable distances. However, the basis for these specific distances isn't clearly defined, and Welsh Government guidance suggests that longer walking distances may be more appropriate.

Learner Travel Statutory Provision and Operational Guidance (June 2014) – Walking Distances Eligibility

2.2.31. The Learner Travel Statutory Provision and Operational Guidance (June 2014) is a document published by the Welsh Government under the powers granted by the Learner Travel (Wales) Measure 2008. It sets out the legal framework and responsibilities for providing school transport in Wales.

2.2.32. The guidance outlines how to assess travel needs, determine eligibility for free transport, and ensure safe and suitable travel arrangements for learners.

2.2.33. Under the guidance, learners are entitled to free home-to-school transport if they meet the following criteria:

- Primary school learners (compulsory school age): Eligible if they live 2 miles (3.218 km) or more from their nearest suitable school.
- Secondary school learners (compulsory school age): Eligible if they live 3 miles (4.828 km) or more from their nearest suitable school 3.

2.2.34. It is important to note that the term "walking distance" used in this guidance does not mean the learner is expected to walk. It refers to the distance within which parents are expected to make their own

arrangements for the journey. If the walking route is deemed unsafe or unavailable, learners may still qualify for free transport even if they live within the threshold.

The Future Generations Report 2020

- 2.2.35. The Future Generations Report 2020 presents the Future Generations Commissioner's assessment of progress made in implementing the Well-being of Future Generations (Wales) Act. Published every five years, the report evaluates how public bodies have embraced the cultural shift required by the Act and assesses progress against each of the seven national well-being goals identified above. It offers reflections on the progress achieved so far.
- 2.2.36. In relation to transport the report emphasises the critical role of transport in achieving Wales's well-being goals, particularly in relation to health, equality, environmental sustainability, and community cohesion. It advocates for a shift away from car dependency towards a transport system that prioritises public transport and active travel, aligning with the principles of long-term thinking, prevention, and integration. The report calls for transport infrastructure to be co-designed with communities, ensuring accessibility, affordability, and zero-carbon outcomes. It highlights the need for investment in sustainable modes and urges public bodies to embed transport planning within broader well-being objectives.

2.3. Local Policy

Rhondda Cynon Taf Local Development Plan (LDP) (2006–2021)

- 2.3.1. This Plan provided a strategic framework for land use, housing, employment, retail, and environmental protection across the county borough. It aims to support sustainable growth by guiding new housing developments, allocating employment land, promoting mixed-use sites, and protecting natural resources. Due to evolving planning policies and local needs, the plan is currently being replaced by the Revised Local Development Plan (RLDP) 2022–2037, which is scheduled for adoption in May 2026. Until then, the 2006–2021 LDP remains the operative development plan for the area.

Revised Rhondda Cynon Taf Local Development Plan (RLDP) (2022–2037)

- 2.3.2. The Revised Rhondda Cynon Taf Local Development Plan (RLDP) 2022–2037 is an emerging strategy to guide land use, housing, employment, infrastructure, and environmental protection in the county borough over the next 15 years. It aims to deliver approximately 8,450 new homes, with a strong focus on affordable housing, alongside strategic development sites such as Llanilid and Llanilltuod Faerdref. The plan emphasises sustainable development, safeguarding natural resources, and community engagement through extensive public consultations. Scheduled for adoption in May 2026, the RLDP will replace the current 2006–2021 plan and shape the area's growth to 2037.

Supplementary Planning Guidance: Access, Circulation & Parking Requirements (March 2011)

- 2.3.3. This Planning Guidance provides detailed standards for the design and layout of access roads, vehicle circulation, and parking in new developments within Rhondda Cynon Taf. It aims to ensure safe, efficient, and convenient movement for vehicles, pedestrians, and cyclists, while supporting the council's broader planning policies. This guidance helps developers meet local requirements to promote sustainable and accessible transport options. It remains the most current guidance on these matters in the area.

Supplementary Planning Guidance: Design and Placemaking (March 2011)

- 2.3.4. The Supplementary Planning Guidance: Design and Placemaking from March 2011 remains the latest official guidance published by Rhondda Cynon Taf County Borough Council on this topic.
- 2.3.5. It provides detailed advice to support high-quality design in new developments across Rhondda Cynon Taf. It emphasises the importance of creating places that are attractive, safe, sustainable, and responsive to local character and community needs. The guidance promotes good urban design principles, including

connectivity, legibility, and well-designed public spaces, to enhance the overall sense of place and quality of life. It remains a key reference for ensuring developments contribute positively to the built environment.

Electric Vehicle Charging Strategy (2021-2030)

- 2.3.6. The Electric Vehicle Charging Strategy (2021–2030) for Rhondda Cynon Taf outlines the Council's commitment to supporting the transition from petrol and diesel vehicles to electric vehicles (EVs) as part of its broader sustainable transport goals.
- 2.3.7. The strategy sets out ten ambitions, including the development of a comprehensive EV charging infrastructure, the establishment of workplace and community charging points, and the transformation of the Council's fleet towards more sustainable methods of transportation.
- 2.3.8. The Council has also developed an Implementation Plan and Action Plan to guide the delivery of these ambitions, ensuring a coordinated and practical approach to EV charging across the county borough.
- 2.3.9. These efforts align with the Council's goal of becoming a carbon-neutral local authority by 2030 and contribute to the reduction of carbon emissions and improved air quality.

RCTCBC Delivering Design and Placemaking: Access, Circulation and Parking Requirements SPD (March 2011)

- 2.3.10. RCTCBC's Supplementary Planning Guidance document '*Delivering Design and Placemaking: Access, Circulation and Parking Requirements, March 2011*' sets out parking requirements for developments.
- 2.3.11. The proposed site at Talbot Green is located within Zone 2 'Urban'. The policy defines Zone 2 as follows:

"The zone includes the centres of key settlements (as defined in LDP) which contain the range of basic local facilities generally within 400m walking distance, as well as Llantrisant and Talbot Green. The settlements have regular and frequent bus services to a range of destination offering practical access to most but not all essential facilities. The curtilage of sites in these centres restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and may be some available off-street parking."

Car parking

- 2.3.12. The land use specific guidance on parking is provided in Appendix A of the policy document and in relation to the proposed development specifically Table a2: Residential: New Build and Conversions - Zones 2, 3 & 4. Relevant car parking standards from Table a2 has been replicated below for ease of reference.

Table 2.1: RCTCBC Car Parking Standards for Residential Developments (Zones 2, 3 & 4)

Type of Development	Maximum Requirement	
	Residents	Visitors
General Purpose Houses and Apartments		
Houses (1 or 2 bedrooms)	Maximum 2 spaces	Maximum 1 space per 5 units for all general purpose developments
Houses (3 or more bedrooms)	Maximum 3 spaces	
Apartments (1 or 2 bedrooms)	Maximum 2 spaces	
Apartments (3 or more bedrooms)	Maximum 3 spaces	

- 2.3.13. The guidance document also supplies parking notes relevant to the proposed development as follows:
 1. Where communal parking is provided, it must be conveniently sited and should be in a location that is also overlooked which will thereby enhance its security. Depending on local context, designated parking secured by a lockable bollard or other means may be required. Safe pedestrian access must be provided between each dwelling unit and its parking space.

2. Garages may only be counted as parking spaces if they have clear internal dimensions, for a single garage of 5.5m x 2.8m, and ideally should be 6m x3m. All properties with a garage should also have a 5.5m long driveway, which has a width of not less than 2.8m
3. Visitor parking must be designed as an integral part of any development where it is required and must take into account the needs of the disabled.
4. For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken. Acceptable evidence of this would be a contractual arrangement with tenants to secure low car ownership levels or where student accommodation is on a campus and can be controlled.
5. In respect of residential homes for the elderly and nursing homes, sufficient, operational space must be provided close to the building to enable ambulance access and egress in a forward gear.

2.3.14. It should be noted that the car parking standards for Rhondda Cynon Taf are maximum standards. This approach is intended to support sustainable transport policies by limiting the amount of parking provided and encouraging the use of alternative modes of transport.

Motorcycle Parking

2.3.15. The guidance for motorcycle parking applies to all classes of development and requires that spaces are provided at a rate of 5% of the total number of car parking spaces.

2.3.16. Motorcycle parking should be situated in a safe, secure, and convenient area, ensuring that other vehicles cannot encroach upon or obstruct the designated motorcycle parking spaces and robust anchor points must be provided, albeit not presenting a slip / trip hazard. Bay sizes are recommended to be 2.8m x 1.3m.

Cycle Parking

2.3.17. The guidance document considers long and short stay cycle parking for residential dwellings.

2.3.18. The guidance confirms that cycle parking should be located in a safe, secure and convenient location and that appropriate signage should be provided to indicate the location of short-term cycle parking. The guidance also confirms that residential developments must be accessible by cycles and that cycle storage must be a factor of dwelling design. The guidance permits the use of convenient communal facilities in appropriate circumstances, citing Manual for Streets as a source of information regarding this provision.

2.3.19. Cycle parking guidance with relevance to this development is confirmed in **Table 2.2** below.

Table 2.2: RCTCBC Cycle Parking Standards by Land use Type

Type of Development	Long Stay	Short Stay
a) Residential		
Apartments	1 stand per 5 bedrooms	No requirement

Electric Vehicle Charge Space Requirements

2.3.20. Rhondda Cynon Taf County Borough Council outlines its approach to electric vehicle (EV) parking provision in residential developments within its Electric Vehicle Charging Strategy 2021–2030. The document confirms the volume of Electric Vehicle (EV) parking to be provided with document stating that “all new residential properties with off-street parking will be required to be “EV Ready” under new Welsh Government planning guidance”.

2.3.21. The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles, is currently under consultation in Wales. In relation to new residential buildings the draft document suggests that:

"Where associated parking spaces are provided for a new residential building, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either of the following.

- a. The number of associated parking spaces.
- b. The number of dwellings that the car park serves."

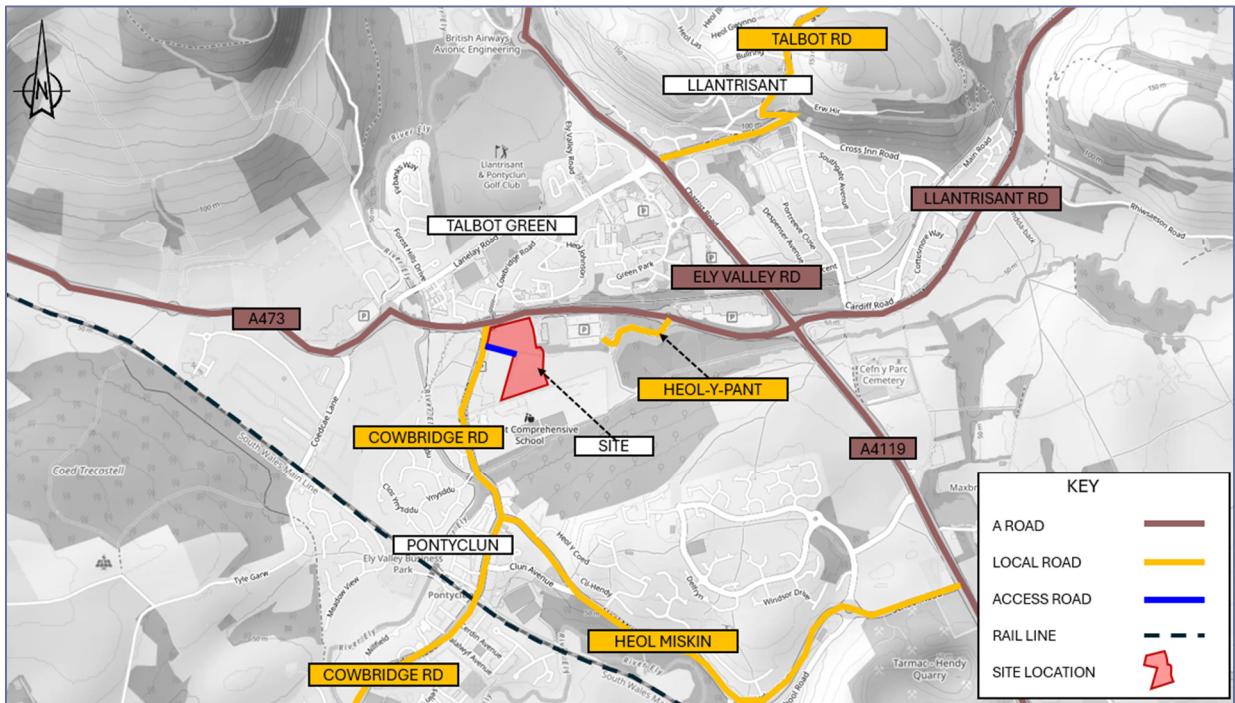
3. Site Context

3.1. Introduction

3.1.1. The site is located approximately 1km south of Talbot Green Town Centre¹ and consists of a largely overgrown brownfield site - much of the site was previously occupied by the former Purolite and Staedtler factories, both of which have been demolished. As a result, the land primarily consists of hardstanding and bare ground, with areas of vegetation beginning to regrow. It is bound to the north by A473 and to the north/east by a Sainsburys food store. To the west the site is bound by Cowbridge Road and a Leekes department store, and to the south by Y Pant Comprehensive School.

3.1.2. The site location in relation to the local highway network is presented in **Figure 3.1**.

Figure 3.1: Site Location



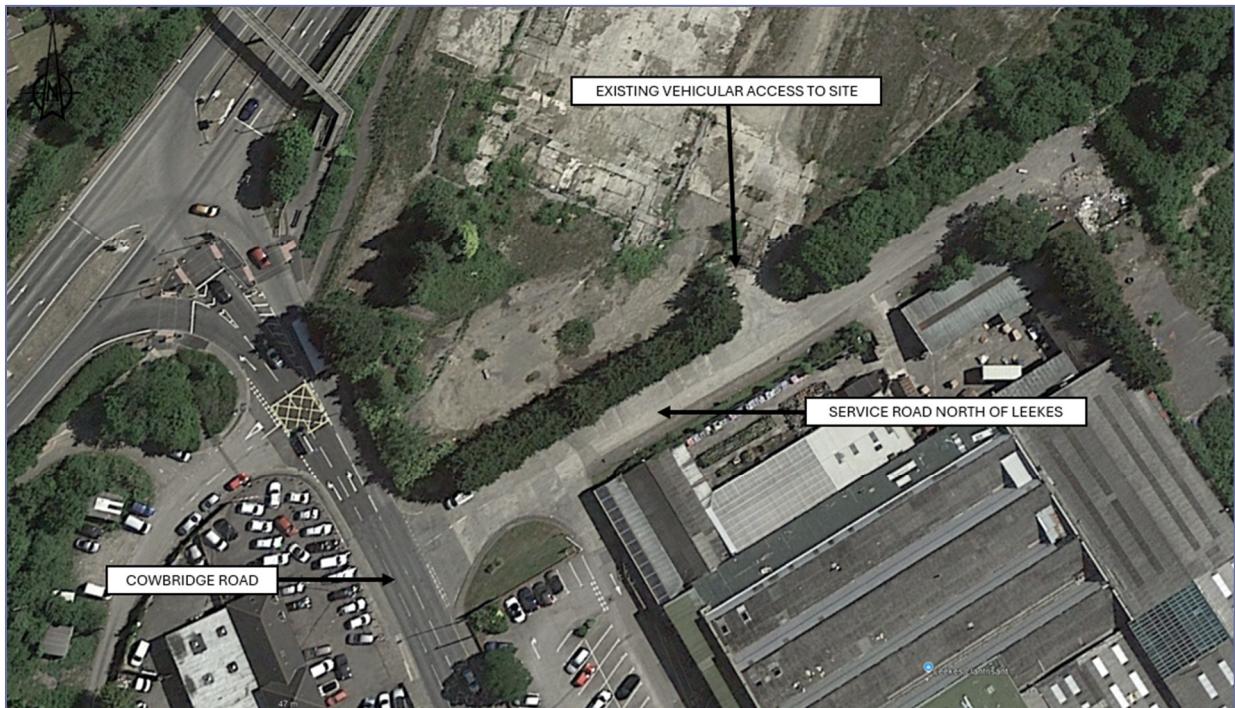
Source: © OpenStreetMap with Pell Frischmann annotations

3.1.3. Vehicular access to the site is currently taken from the service road located north of the Leekes department store. This service road connects to the A4222 Cowbridge Road via a simple priority junction, where Cowbridge Road forms the major arm and the service road the minor arm. The site access itself is positioned on the northern side of the service road and comprises a basic, unmarked opening leading into the development area. Historically, this entrance facilitated vehicle access to the former Purolite and Staedtler factory sites when they were operational. Although the hardstanding remains in place, the surface is now in poor condition and the verges flanking the access are overgrown, reflecting its current disused state.

3.1.4. The location of access is shown in **Figure 3.2**.

¹ Measured from the Talbot Green bus station.

Figure 3.2: Existing Access Location



Source: © Google Earth image © 2025 Airbus

3.2. Highway Network

M4 Motorway

- 3.2.1. The M4 motorway is a strategic road route extending from west London to southwest Wales. It provides connectivity to key cities such as Newport, Cardiff, Swansea, Reading, Swindon and Bristol. It is located approximately 4.0km – 4.5km southeast of the proposed development, and follows a general east-west alignment. Locally it is accessed via Junction 34.
- 3.2.2. Junction 34, also known as the Miskin Interchange connects the M4 with the A4119, providing access to areas such as Llantrisant and the Rhondda Valleys. The interchange is a four-arm roundabout, with on and off slips provided on the alignment of the M4. The interchange consists of two-lane approaches on all arms and a two-lane circulatory carriageway - the latter being subject to the national speed limit. The junction is fully street lit and partially signalised in proximity to the westbound off slip.

A4119

- 3.2.3. The A4119 is an important road within the region, linking several key locations. It begins at Junction 34 of the M4 motorway, extends northward, passing through areas such as Llantrisant, Talbot Green, Penygraig and Tonypandy. This road serves as a vital connection for both local and regional traffic, enabling movement between Cardiff and the Rhondda Valleys.
- 3.2.4. The A4119 is a two-way dual carriageway with a posted 40mph speed limit in the vicinity of the site. It includes street lighting on both sides of the carriageway for the majority of its length, and locally a footway is present on the western side of the carriageway.
- 3.2.5. Approximately 1.3km east of the proposed access on Cowbridge Road, the A4119 can be accessed via the A4119 / A473 signalised roundabout. This junction is a key node in the Talbot Green area facilitating access to Llantrisant and the M4.
- 3.2.6. The northern, southern, and western arms of the roundabout each include four approach lanes, while the eastern arm includes three approach lanes. Both the eastern and western arms are configured with

two exit lanes, which merge into single lanes beyond the junction. The northern and southern arms maintain two exit lanes, which continue along the A4119 corridor in both directions.

- 3.2.7. The circulatory carriageway is multi-lane, designed to accommodate high traffic volumes. It features clear lane markings to promote better lane discipline and support efficient signal phasing.
- 3.2.8. Pedestrian provision at the junction is limited with footways primarily situated on the western side of the carriageway. Consequently, the only formal crossing facility is located on the western arm (A473). This crossing is a toucan design, incorporating two refuge islands: one separating the approach and exit lanes of the roundabout, and another separating the left-turning lane for northbound traffic on the A4119.

A473

- 3.2.9. The A473 is a key east-west route, linking the towns of Pontypridd and Bridgend. It begins at Upper Boat, near Pontypridd, at the junction with the A470, and follows a southwest alignment through Church Village, Llantwit Fardre, Beddau, and Llantrisant, bypassing several village centres to improve traffic flow. After Llantrisant, the road continues westward through Llanharan and Pencoed, eventually entering Bridgend from the southeast. It terminates at the junction with the A48 in Laleston, west of Bridgend.
- 3.2.10. Locally, the A473 comprises both single and dual carriageway sections and is characterised by several roundabout junctions and the signalised arrangement at Cowbridge Road. It functions as a key corridor for commuter, freight, and local traffic, providing an important link to the strategic road network via the M4 at Junction 35.
- 3.2.11. Northeast of the proposed development, the A473 connects to the A4119 via a four-arm signalised roundabout, to the east and to Lanelay Road via a standard four-arm roundabout to the west. Between these junctions, the A473 includes a four-arm roundabout providing access to Glamorgan Vale Retail Park to the north and the adjacent Sainsbury's food store to the south. The latter also accommodates a petrol filling station and a Starbucks coffee shop. Immediately northwest of the site the A473 includes a three-arm signalised junction with Cowbridge Road and to the northeast a priority arrangement facilitating access to the Sainsburys delivery yard.
- 3.2.12. At the Glamorgan Vale Retail Park roundabout, pedestrian crossing facilities are provided on the eastern and northern arms, consisting of dropped kerbs with tactile paving. These crossings support pedestrian movement between Talbot Green, the Sainsbury's, and the proposed development site. Both Heol-y-Pant and the Glamorgan Vale Retail Park access road have posted speed limits of 30 mph.
- 3.2.13. The junction providing access to the Sainsbury's delivery yard currently operates as an uncontrolled priority arrangement, although originally designed to allow for signalisation. At present, the junction is used solely for servicing the Sainsbury's store with stub ends abutting the proposed development boundary.
- 3.2.14. The signalised junction with Cowbridge Road incorporates a toucan crossing on its southern arm, featuring two refuge islands to ensure safe and convenient east-west pedestrian and cycle movement. This facility is complemented by a pedestrian footbridge over the A473, providing north-south connectivity and aligns with inclusive access principles, with both stepped and ramped approaches to accommodate all users, including those with mobility impairments and dismounted cyclists.
- 3.2.15. To the west, the A473 connects with Lanelay Road at a four-arm roundabout. This junction provides access to Ynysmaerdy via the northern arm, Talbot Green via the northeastern arm, the A473 via the eastern arm, and onward connectivity toward Llanharan via the southwestern arm. All arms feature two-lane approaches and single-lane exits, except for the A473 southbound, which has a dual-lane exit. Pedestrian crossings are present on all arms, although those on the A473 south are located approximately 40m south of the give-way markings. These crossings consist of either dropped kerbs

with tactile paving or dropped kerbs only. The northern and eastern arms have a posted speed limit of 20mph with the remaining arms being subject to a 40mph speed limit.

Cowbridge Road

- 3.2.16. Cowbridge Road (A4222) runs parallel to the western boundary of the site and is a single carriageway road. Locally, it features two northbound lanes and one southbound lane. The road connects with the A473 at a signalised junction to the north and serves as a key route between Talbot Green and Cowbridge, passing through Pontyclun and Brynsadler, which lie to the southwest of the proposed development site.
- 3.2.17. Towards its northern end, Cowbridge Road provides access to several commercial premises, including Pontyclun Car Sales and Leekes, and Y Pant Comprehensive School. Moving southward, the road transitions into an area with a more residential character, particularly through Pontyclun and Brynsadler. Beyond Brynsadler and the M4, the road adopts a rural character, with hedgerows lining both sides.
- 3.2.18. In the vicinity of the site, Cowbridge Road benefits from footways on both sides of the carriageway and includes a toucan crossing at the signalised junction with the A473. Approximately 530m south of this junction, a pelican crossing enables additional pedestrian east-west connectivity. The road is subject to a 30mph speed limit near the site and features a static speed camera close to the entrance of Y Pant Comprehensive School. Street lighting is present along this section of the road.

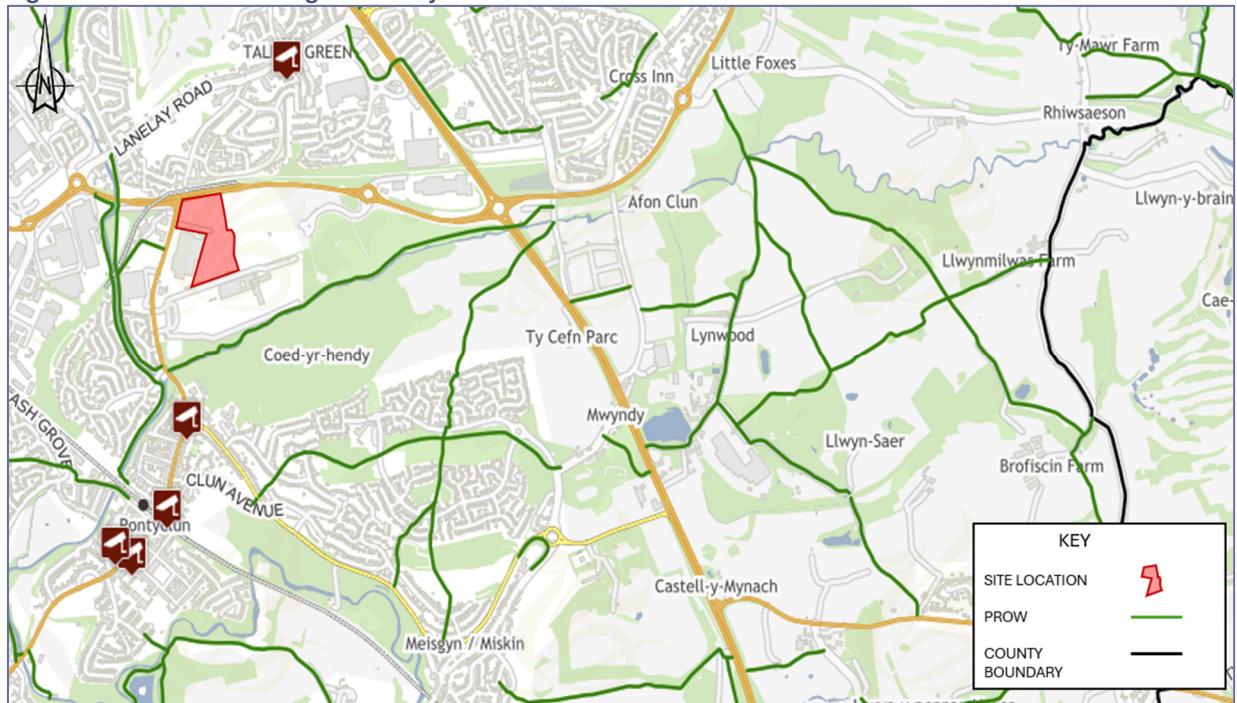
3.2.19. Lanelay Road

- 3.2.20. Lanelay Road is situated to the northwest of the proposed development site and functions as a local distributor road through Talbot Green. It plays a key role in linking residential areas with important local transport routes, including the A473, which it connects to via a four-arm roundabout. From this junction, Lanelay Road continues northward into Talbot Green town centre, where it meets Talbot Road at a mini-roundabout, facilitating access to local amenities and services.
- 3.2.21. The road is configured as a single carriageway, comprising one lane in each direction. It is equipped with street lighting and footways on both sides of the carriageway for its full length. Approximately 180m northeast of its junction with the A473, a puffin crossing is provided, enabling north-south pedestrian movements across Lanelay Road. The road is subject to a 20mph speed limit, reflecting its urban and residential character, and contributing to improved safety for all road users.

3.3. Public Rights of Way

- 3.3.1. In addition to the existing footway network, the site benefits from close proximity to a number of Public Rights of Way (PROW), with provisions to both the south and west.
- 3.3.2. The closest PROW to the site are as follows:
 - Footpath route ANT/320/3 to the west of the proposed development which follows an east-west alignment along the northern boundary of the Concrete Canvas site, west of Cowbridge Road, and connects to footpath ANT/320/2.
 - Footpath ANT/320/2 which runs alongside the River Ely on a north-south alignment; and,
 - Footpath ANT/313/1 which runs along the southern boundary of Y Pant Comprehensive School.
- 3.3.3. The PROW network in the vicinity of the site is illustrated in **Figure 3.3**.
- 3.3.4. Based on the nature of the PROW it is anticipated that the majority will be used for recreational activities. However, they can be utilised, in combination with the existing footway network, to access local areas such as Pontyclun to the south and Cross Inn to the east.

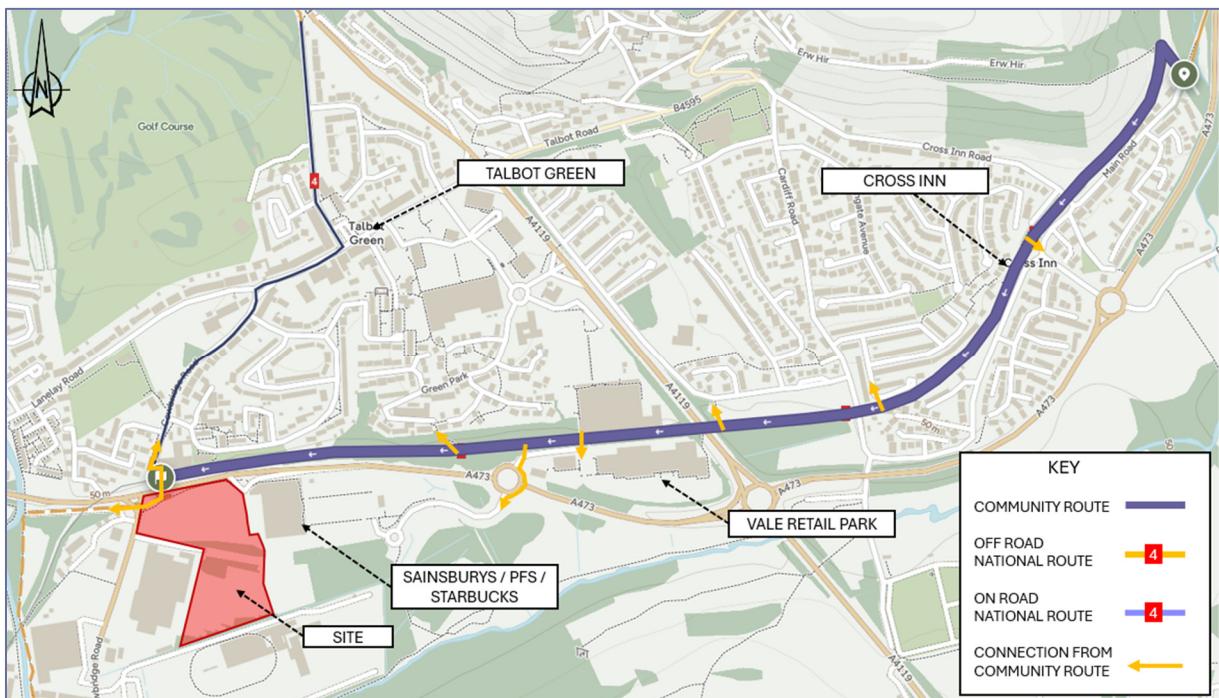
Figure 3.3: Local Public Rights of Way Network



Source: © <https://maps.rctcbc.gov.uk> with Pell Frischmann annotations

3.4. Pedestrian Accessibility

- 3.4.1. The development site is located south of a significant transport corridor through Talbot Green and has seen limited new development in recent years – the most recent development being a Sainsbury's food store immediately north of the site. Therefore, provisions reflect the level of local development, with footways generally included along active site frontages.
- 3.4.2. To the east of the proposed development, Heol-y-Pant includes a shared footway/cycleway along the northern side of the carriageway, extending from the Sainsbury's food store to the westbound bus stop constructed as part of the Sainsburys development. The footway continues east for approximately 30m beyond the bus stop before the provision ends on the northern side of the carriageway. At the point at which the footway ends, pedestrians and cyclists are provided with a crossing point consisting of dropped kerbs and tactile paving as well as a central refuge island. On the southern side of Heol-y-Pant a pedestrian footway is provided between the stub end of the Sainsbury's roundabout and the Heol-y-Pant / A473 / Glamorgan Vale Retail Park roundabout. Crossings are provided on the eastern and northern arms of the Glamorgan Vale Retail Park junction with these including refuge islands, dropped kerbs and tactile paving.
- 3.4.3. Although there are no dedicated footways east-west along the A473 near the Glamorgan Vale Retail Park roundabout, pedestrians and cyclists are able to use the existing crossings to access the 'Llantrisant Community Route'. The Llantrisant Community Route is a traffic-free, shared-use path forming part of the local active travel network. Extending for approximately 5 km, it provides a continuous link between Cross Inn and Talbot Green, following the alignment of a former railway corridor. The route is surfaced and generally level, making it suitable for walking, cycling, wheelchair and pushchair use. It passes through lightly wooded areas, offering a safe and attractive alternative to the adjacent highway network. The path includes connection points to allow onward travel to key local destinations supporting everyday journeys as well as leisure trips. Its design aligns with Active Travel (Wales) Act principles by promoting sustainable, inclusive mobility and reducing reliance on private car travel. The path of the Community Route is identified in **Figure 3.4**.

Figure 3.4: Llantrisant Community Route

Source: © <https://maps.rctcbc.gov.uk> with Pell Frischmann annotations

3.4.4. It can be seen from **Figure 3.4** that the Community Route provides an important active travel link, offering access to Talbot Green Town Centre, the Glamorgan Vale Retail Park, and residential areas north of the A473. To the east of the proposed development, Heol-y-Pant includes existing pedestrian and cycle infrastructure, providing access to Sainsbury's and the facilities along the corridor. A future connection between the development site and this existing provision will be enabled via the link to be delivered by the adjacent retail development (or secured separately if required). To the north of the development site, the Community Route links to the footbridge over the A473, bringing it close to the site's north-western corner, where the development will deliver additional connectivity to the existing footway and cycleway network. Following delivery of the development, the proposed internal 3m shared-use route will improve east-west permeability within the site and, once the eastern continuation is delivered, will integrate with the existing Heol-y-Pant infrastructure to support wider connectivity to the Community Route and Cowbridge Road.

3.4.5. Approximately 100m north of the proposed Cowbridge Road site access, a pedestrian and cycle bridge spans the A473 just east of its signalised junction with Cowbridge Road. The bridge incorporates both ramped and stepped approaches on either side, ensuring accessibility for users with varying mobility needs. To the northwest of the site, the A473 also features a shared footway and cycleway along the southern side of the carriageway, starting at the bridge landing point and providing direct links to the wider walking and cycling network to the west and north. At the signalised junction itself, toucan crossing facilities are provided on the southern arm, complemented by dropped kerbs and tactile paving to enable safe east-west movement across Cowbridge Road. To the north of the site the A473 includes an approximately 2m wide footway along the site boundary between the Sainsburys delivery access junction and the footbridge.

3.4.6. In the immediate vicinity of the site, Cowbridge Road is served by continuous footways on both sides of the carriageway, providing direct pedestrian links to residential areas in Talbot Green south of the A473 and to Pontyclun further south. This corridor also offers convenient access to Y Pant Comprehensive School and Pontyclun railway station, the nearest rail connection, supporting multi-modal travel opportunities. Connectivity to the south is supported by a shared footway/cycleway along PROW ANT/313/1, which follows the alignment of the River Ely.

3.4.7. The Chartered Institute for Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' states at paragraph 1.12 that:

"walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile"

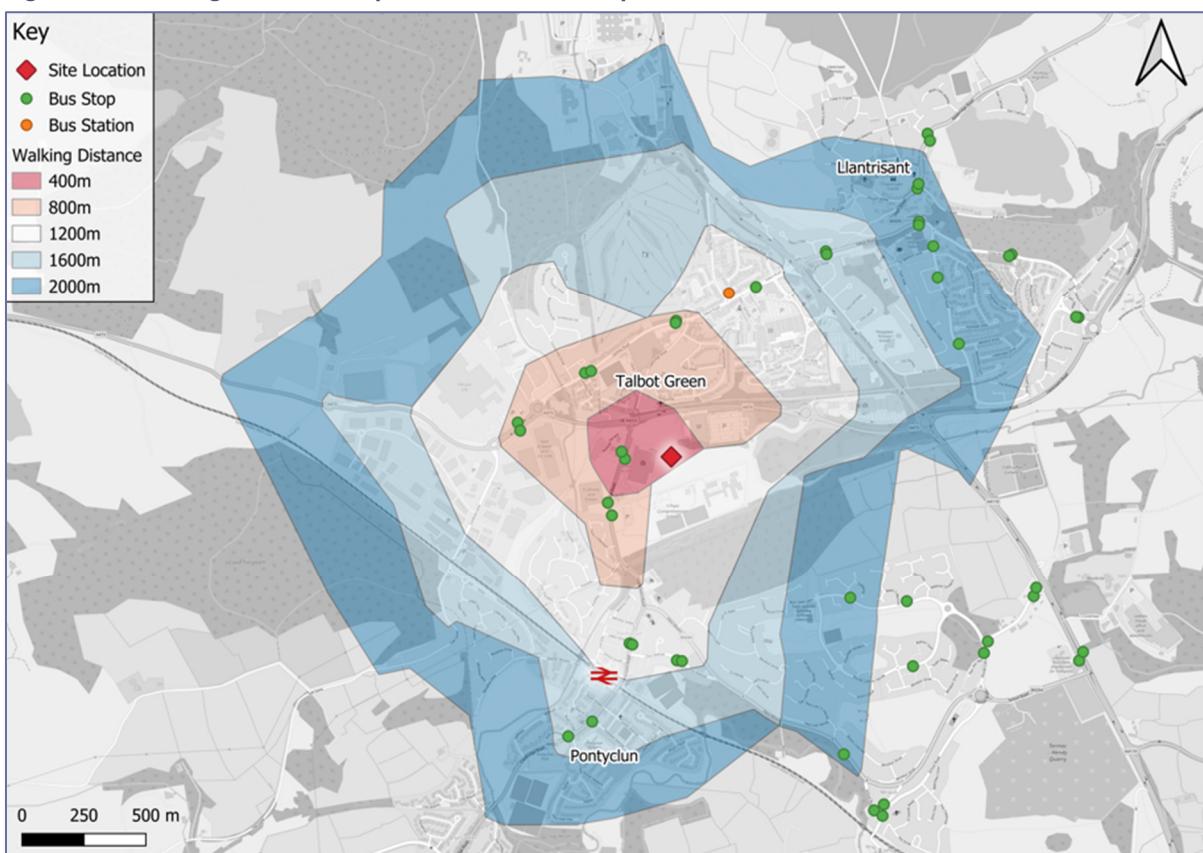
3.4.8. The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in **Table 3.1**.

Table 3.1: CIHT Suggested Acceptable Walking Distances

Distance Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desired	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.4.9. **Figure 3.5** illustrates the identified walking catchments up to 2km walking distance (25-minute walk time) from the site.

Figure 3.5: Walking Catchment up to 2km and Bus Stop Locations



Source: © OpenStreetMap with Pell Frischmann annotations

3.4.10. It can be seen from **Figure 3.5** that the majority of Talbot Green is within a 1km walking distance of the Site, as well as the northern tip of Pontyclun - including Pontyclun Railway Station. It can also be seen that the majority of both Pontyclun and Llantrisant are within the preferred maximum walking distance of 2km when considering commuting, education and sightseeing.

3.4.11. With the local centres identified above within an accessible 25-minute walking catchment of the site, it is considered that there is significant opportunity for residents to adopt non-car-based travel for local journeys.

3.4.12. It can also be seen from **Figure 3.5** that there are a number of bus stops within the 400m and 800m walking distances of the site². **Table 3.2** identifies the closest bus stop facilities, local amenities and key day-day-services along with walking and cycling access times.

² Measured from the centre of the proposed development site.

Table 3.2: Walking Distance to Local Residential Areas and Closest Public Transport Opportunities

Destination	Distance From Site	Walking Time (mins)	Cycle Time (mins)
Leekes northbound bus stop - rhogjwg	240m	3 minutes	1 minute
Leekes southbound bus stop - rhogjwj	240m	3 minutes	1 minute
Heo-y-Pant bus stop	500m	6 minutes	2 minutes
Pontyclun Railway Station	1.3km	17 minutes	6 minutes
Y Pant Comprehensive School	750m	10 minutes	2 minutes
Jollytots Day Nursery	1.5km	20 minutes	6 minutes
Bizziday Nursery	1.8km	26 minutes	9 minutes
Tonysguboriau Primary School	800m	11 minutes	6 minutes
Penygawsi Primary School	1.7km	23 minutes	9 minutes
Llantrisant Primary School	2.4km	40 minutes	18 minutes
Pontyclun Primary School	1.5km	21 minutes	5 minutes
Royal Glamorgan Hospital	2.4km	34 minutes	13 minutes
Talbot Green Health	1.9km	29 minutes	15 minutes
Talbot Green Practice	1.2km	17 minutes	8 minutes
Old School Surgery	1.2km	16 minutes	6 minutes
Talbot Pharmacy	1.2km	17 minutes	9 minutes
Boots	1.3km	19 minutes	10 minutes
Tesco Pharmacy	1.9km	27 minutes	7 minutes
Pontyclun Pharmacy	1.3km	18 minutes	5 minutes
Pure Gym	1.3km	19 minutes	9 minutes
Llantrisant Leisure Centre	1.7km	26 minutes	12 minutes
Snap Fitness Pontyclun	900m	12 minutes	4 minutes
Llantrisant Rugby Football Club	2.9km	40 minutes	20 minutes
Llantrisant Common	3.3km	45 minutes	17 minutes
Llantrisant & Pontyclun Golf Club	1km	15 minutes	8 minutes
Co-op Food	1.2km	17 minutes	5 minutes
Tesco	1.7km	24 minutes	13 minutes
Aldi	950m	12 minutes	3 minutes
Sainsbury's	150m	2 minutes	1 minute
Talbot Green Shopping Park	1.9km	26 minutes	7 minutes
Glamorgan Vale Retail Park	1km	12 minutes	3 minutes

3.4.13. As demonstrated in **Figure 3.5** and **Table 3.2** the close proximity of the development site to local population areas, amenities and public transport provides a genuine alternative to car-based travel to and from the site, and therefore provide opportunities to reduce the impact of the proposed development on the local highway network.

3.5. Cycle Accessibility

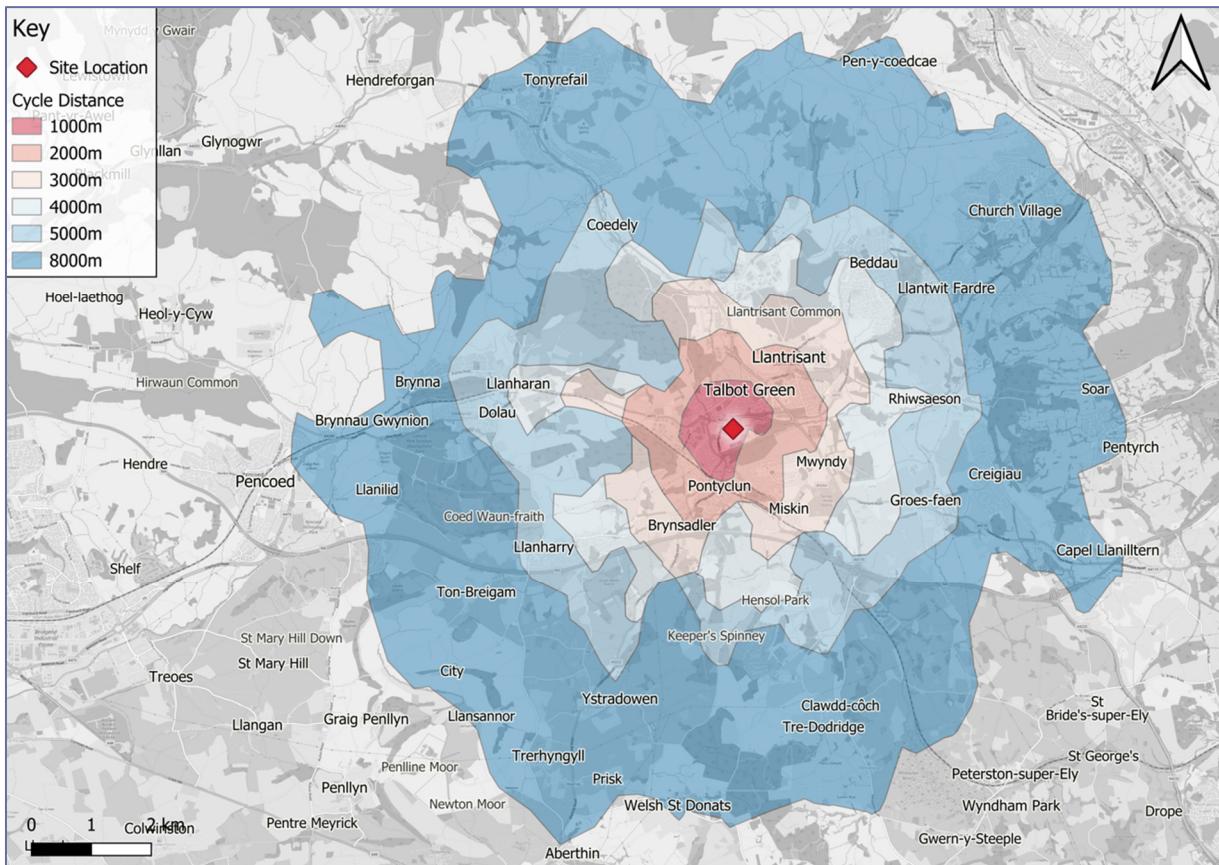
3.5.1. Llantrisant and Talbot Green benefit from a growing network of cycling infrastructure and community routes ranging from short local loops to longer regional connections. These include routes linking to Pontyclun, Pontypridd, and Tonyrefail, supporting both leisure and utility cycling.

3.5.2. The CIHT advises that the mean average length of cycling journeys in the UK is approximately 4km (2.4 miles). Their Planning for Cycling guidance highlights that the majority of cycling trips are relatively short, with around 80% being less than 5 miles and 40% less than 2 miles. While 4km is typical, regular commuters often undertake journeys of up to 12km (7.5 miles), indicating a range of travel distances

depending on purpose and rider experience. In addition, the Welsh Government's *Active Travel Act Guidance* (July 2021) indicates that utility cycling journeys - such as commuting or accessing services - can reasonably be undertaken over distances of up to 8km (5 miles). This reflects the guidance's emphasis on enabling practical, everyday travel by bicycle within a distance range that is achievable for most users, particularly in urban and semi-urban contexts.

3.5.3. **Figure 3.6** demonstrates the cycle catchment up to an 8km cycle distance (a 30-minute cycle time) from the centre of the site.

Figure 3.6: Cycling Catchment



Source: © OpenStreetMap with Pell Frischmann annotations

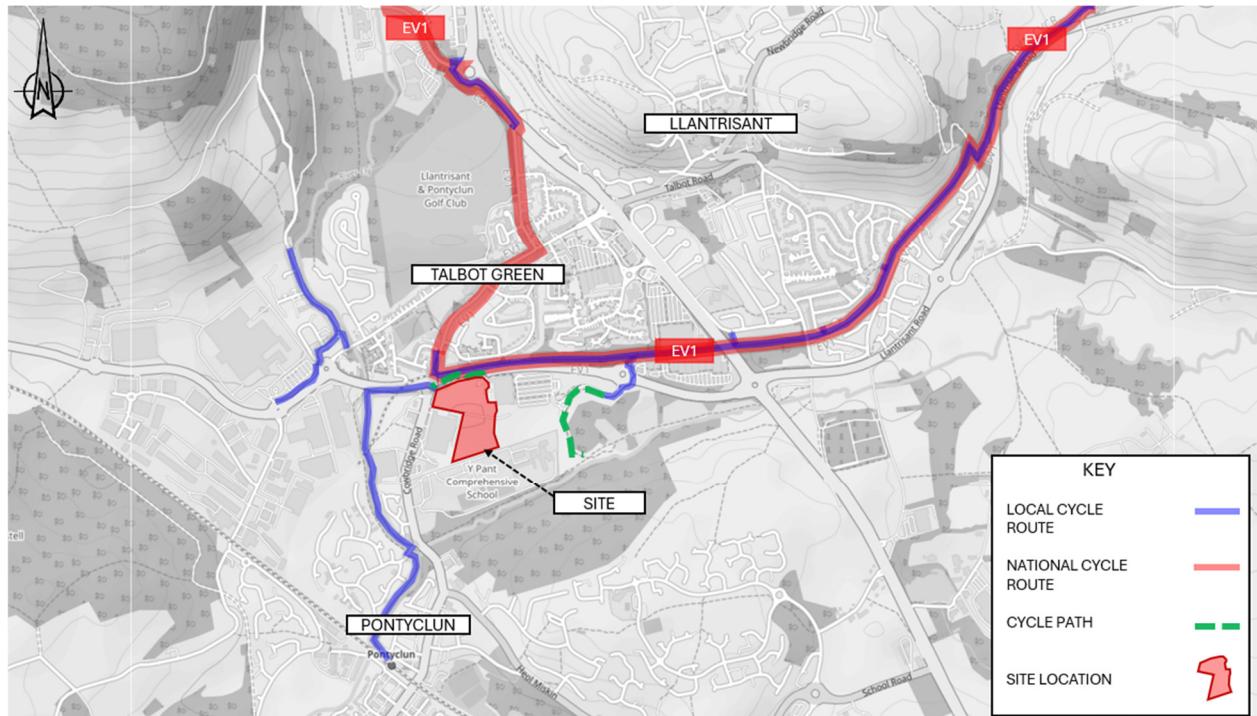
3.5.4. It can be seen from **Figure 3.6** that the whole of Talbot Green, Pontyclun and Llantrisant are accessible within 5km of the site and that the periphery of multiple key regional locations outside Talbot Green, including Llanharan, Ynysmaerdy, Beddau and Groes Faen and also accessible. It can also be seen that these areas are within the 8km cycle catchment.

3.5.5. When read in combination, **Table 3.2** and **Figure 3.6** demonstrate that residents will be provided with convenient access to a range of local employment opportunities, amenities, services, including retail facilities in Talbot Green, and educational institutions. This ensures that future residents will benefit from a well-connected, sustainable location with key daily needs accessible by bicycle.

3.5.6. The site benefits from strong local cycle connectivity, with established routes linking from the north, northeast, and west/southwest. To the north, National Cycle Network Route 4 and the Llantrisant Community Route are accessible via the pedestrian and cycle bridge over the A473. From the northeast, the Community Route can be reached through the Glamorgan Vale Retail Park roundabout, while to the west a shared footway/cycleway runs parallel to the A473 before transitioning to a southerly alignment after approximately 200m and connecting to Pontyclun.

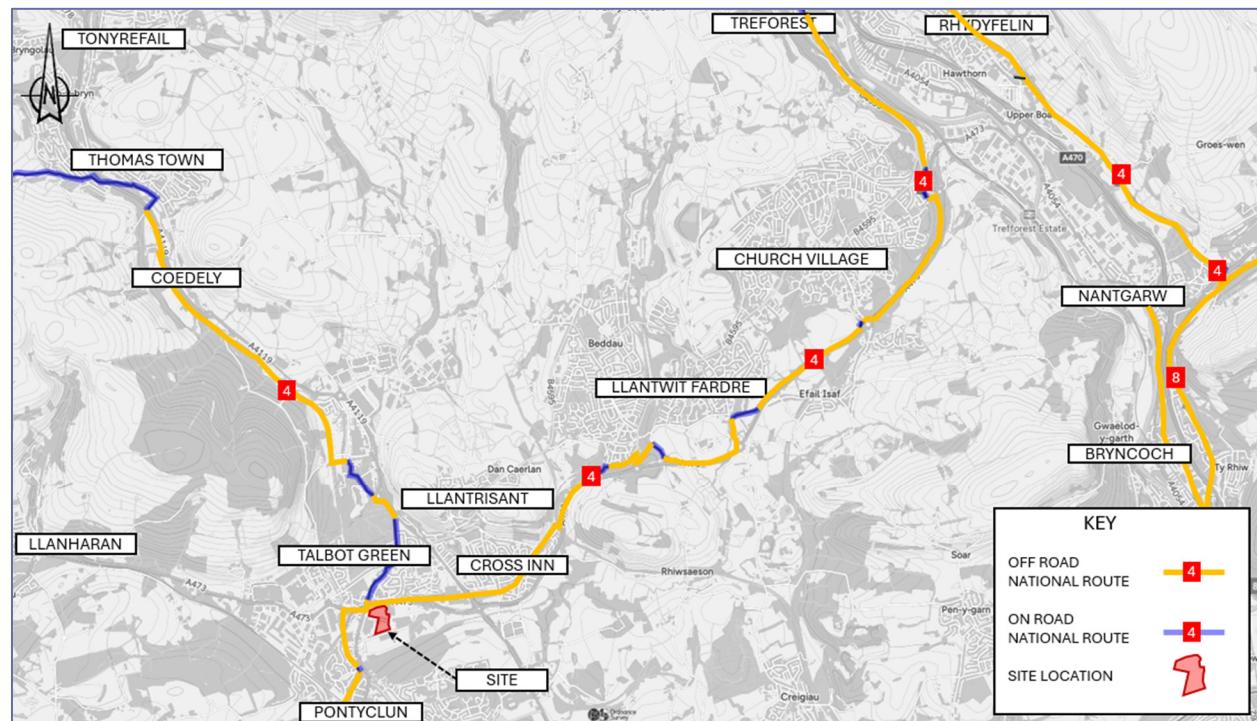
3.5.7. Local and national cycle routes are identified in **Figure 3.7** and **Figure 3.8** respectively.

Figure 3.7: Local Cycle Routes



Source: © OpenStreetMap with Pell Frischmann annotations

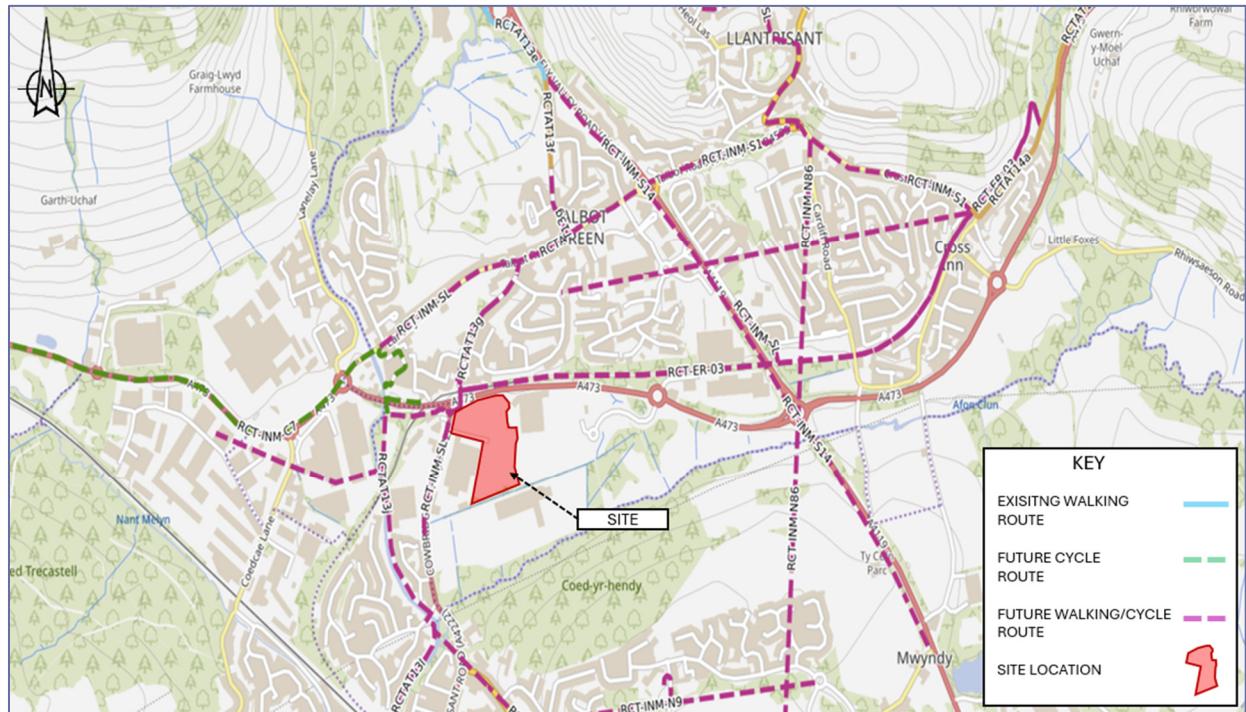
Figure 3.8: National Cycle Routes



Source: Sustrans with Pell Frischmann annotations

3.5.8. In addition to existing infrastructure, investment from the Welsh Government's Active Travel Fund has supported the development of new cycling infrastructure, including a planned route between Talbot Green and Llanharan. This aligns with wider aspirations to improve active travel connectivity across Rhondda Cynon Taf, enhancing access to employment, education, and services. The local Active Travel network including extant and proposed walking and cycling routes is identified in **Figure 3.9**.

Figure 3.9: Local Active Travel Network



Source: datasmart.gov.wales with Pell Frischmann annotations

3.6. Bus Accessibility

3.6.1. Several local bus stops are located within walking distance of the site. The nearest stop to the east is situated on Heol-y-Pant, to the east of the Sainsbury's store car park, with the nearest stop to the west located on the A4222 Cowbridge Road. The eastern stop is approximately 400m from the centre of the site, while the western stop approximately 270m away. The stop on Heol-y-Pant includes a bus lay-by and shelter, while both stops on Cowbridge Road are equipped with post and flags, shelters, raised kerbs, timetable information and bus stop road markings. It should be noted that no bus services currently operate from the stop on Heol-y-Pant. Local bus services are summarised in **Table 3.3**.

Table 3.3: Bus Service Information (Cowbridge Road)

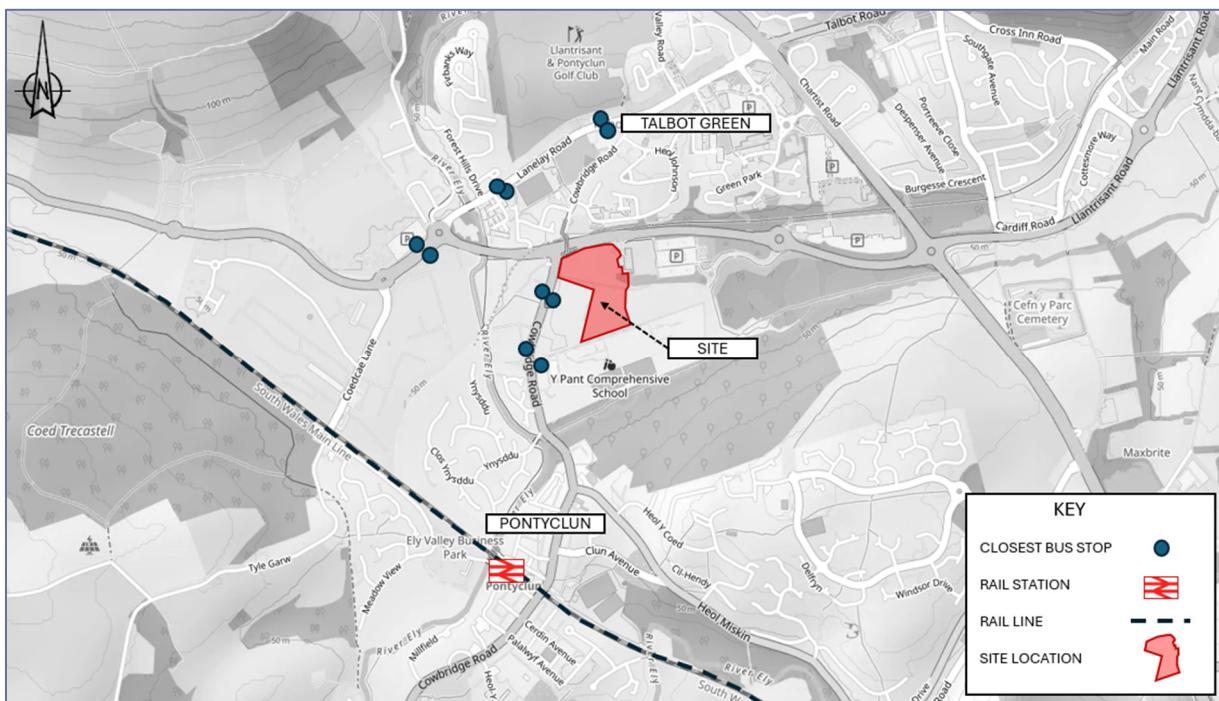
Service No.	Operator	Route	Monday – Friday	Saturday	Sunday
64	First Bus	Bridgend Bus Station - Talbot Green Bus Station (B)	Hourly	Hourly	None
122	Stagecoach	Tonypandy - Cardiff	Hourly (Mon, Tues, Fri)	Hourly	Every 2 hours
320	First Bus	Talbot Green Bus Station - St. Fagan's - Cardiff, Westgate Street	5 x per day	5 x per day	None
321	First Bus	Llantwit Major Interchange - Cowbridge - Talbot Green Bus Station	4 x per day	4 x per day	None
404	Stagecoach	Ynysmaerdy Royal Glamorgan Hospital, o/s	Hourly	Hourly	5 x per day

		Bridgend Bus Station		
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3.6.2. Given the location of nearby bus stops, the frequency of services, and the range of destinations served, the site is considered well-connected and accessible by bus.

3.6.3. The location of locally accessible public transport is identified in **Figure 3.10**.

Figure 3.10: Local Public Transport Locations

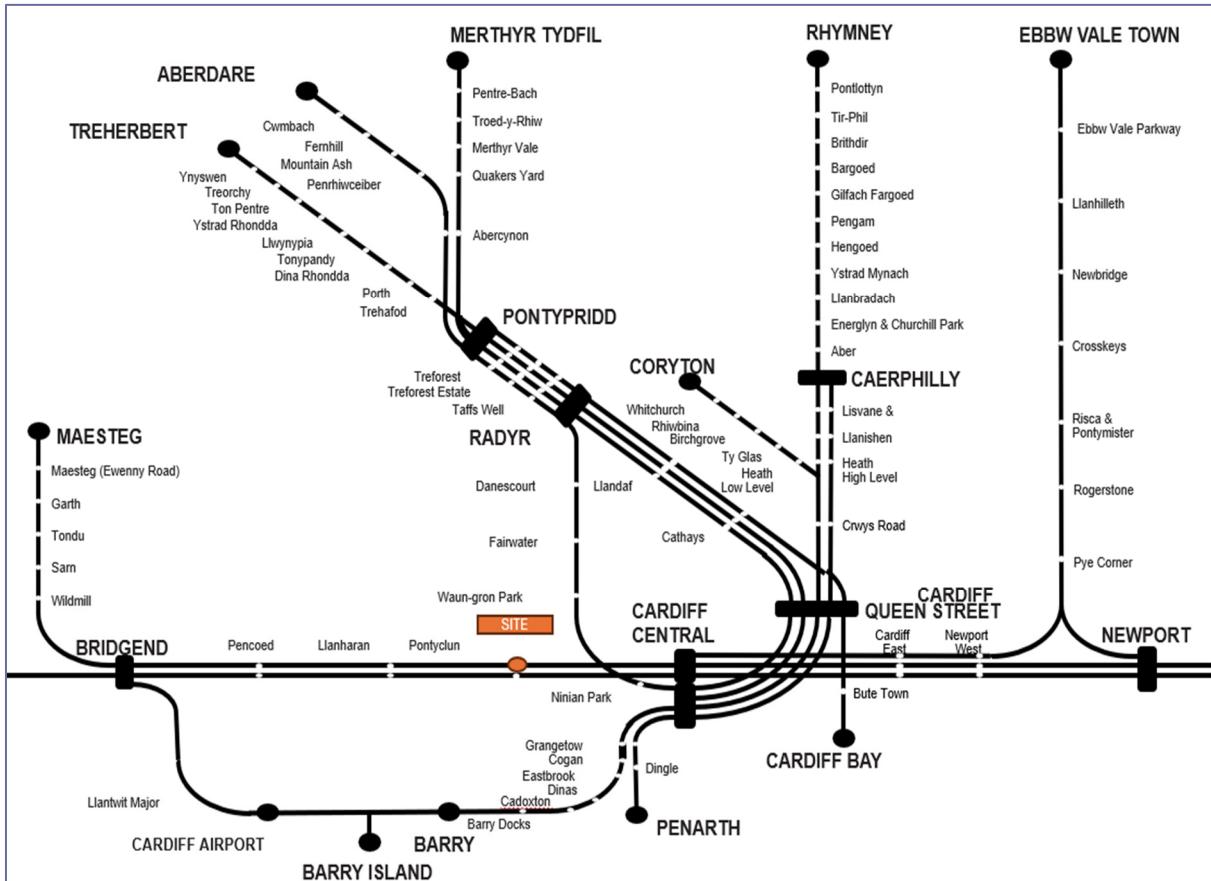


Source: © OpenStreetMap with Pell Frischmann annotations

3.7. Rail Accessibility

3.7.1. The nearest railway station to Talbot Green is Pontyclun Railway Station, located approximately 1.4km south of the site. It is accessible on foot and by bicycle via Station Approach and Cowbridge Road. The station is also connected to National Cycle Network Route 4, offering a convenient option for residents who wish to combine cycling with rail travel. The walking journey takes around 19 minutes, while cycling typically takes approximately 5 minutes, making it a practical and sustainable transport choice for daily commuting. The station is also accessible by car via a combination of Cowbridge Road and Station Approach – a 5-minute car drive. The location of the station in relation to the development is identified on **Figure 3.11**.

Figure 3.11: Local Public Transport Locations



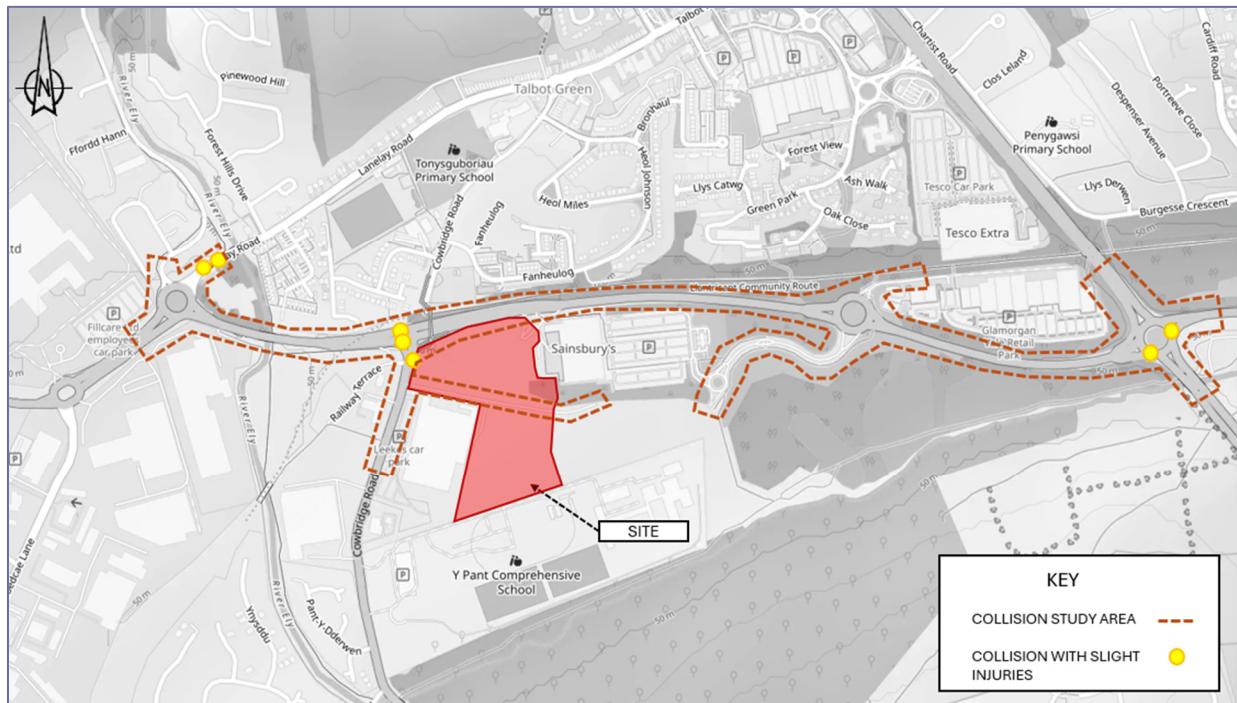
Source: © OpenStreetMap with Pell Frischmann annotations

3.7.2. Pontyclun Railway Station is an unstaffed, minor station on the South Wales Main Line. It is primarily served by Transport for Wales trains on the Maesteg Line and occasionally by Swanline services between Cardiff and Swansea, with one early-morning service to Manchester and a late-night service to Carmarthen. The station provides basic facilities, including ticket machines, seating areas, and customer help points. Step-free access is available to both platforms; however, moving between platforms requires use of a stepped footbridge or a detour via Station Terrace. The station also offers a small car park with 22 spaces.

3.7.3. The station has a regular service pattern. On weekdays, there are typically around 25–30 trains per day, with an hourly service during off-peak periods and occasional additional trains during peak times. Early morning and late evening services operate at approximately one train per hour, while peak periods can see up to two trains per hour. On Sundays, the frequency is reduced, with around 8–10 trains throughout the day.

3.8. Collision Data

3.8.1. Collision data has been obtained from the publicly available Bikedata and Crashmap databases which utilises official data published by the Department for Transport as submitted to them by police forces. The data covers the most recent five-year period with this covering the period 2020-2024 (inclusive). A map identifying the extent of the collision study area and the location of the collisions within the study period is included in **Figure 3.12**.

Figure 3.12: Collision Locations and Severity

3.8.2. A total of 7 collisions have been recorded across the area of search, of which all are categorised as slight in relation to the severity of injuries sustained. Of the total number of collisions recorded all but one involved multiple cars colliding. A single incident involved a car and a goods vehicle colliding. A summary of the collisions is included in **Table 3.4**.

Table 3.4: Collision Summary Table

Date / Time	Location	Severity	No. of vehicles	No. of Casualties	Casualty Type
3:36pm, 23rd September 2024	A473/A4119 roundabout	Slight	1	2	Car occupant
12:29pm, 12th August 2023	A473/A4119 roundabout	Slight	2	1	Car occupant
12:20pm, 22nd September 2021	Lanely Road east of Rhodfa Bryn Rhydd / A473/Lanely Road roundabout	Slight	2	2	Car occupant
10:12am, 18th August 2021	Lanely Road east of Rhodfa Bryn Rhydd / A473/Lanely Road roundabout	Slight	2	1	Car occupant
6:46pm, 21st April 2020	Railway Terrace / Cowbridge Road junction	Slight	2	1	Car occupant
1:11pm, 1st August 2020	A473/Cowbridge Road signalised junction	Slight	2	3	Car occupant
8:05pm, 31st August 2020	A473/Cowbridge Road signalised junction	Slight	2	2	Car occupant

3.8.3. **Table 3.4** confirms that there was a total of three collisions in 2020, two in 2021, one in 2023 and one in 2024.

3.8.4. It can be seen from **Figure 3.12** that the collisions are dispersed across the study area and are generally dispersed across the study period, with the maximum occurrence in any one year being three collisions. Of the recorded collisions, three occurred at / in proximity to the A473 / Cowbridge Road signalised junction. Due to the proximity of these collisions to the proposed access to the site, a review of the collision characteristics has been undertaken with the results summarised below:

- Collision data report 2022622200475: The incident at the Cowbridge Road / Railway Terrace junction on 21/04/2020 and involved two cars. The posted speed limit for the section of road on which the incident occurred was 40mph. The incident occurred at 18:46 in daylight hours. The weather was recorded as fine, and the road surface was dry. One of the vehicles was travelling north to south and the other west to south. The vehicle travelling from the south was moving off from the junction and the vehicle travelling west was turning right at the junction. The first point of impact for both vehicles was the front of the car. The provided characteristics indicate that the collision is likely to have occurred as a result of a failure to judge the path and speed of the involved vehicles.
- Collision data report 2020622000700: The incident occurred on Cowbridge Road / A473 signalised junction on 01/08/2020 and involved two cars. The posted speed limit for the section of road on which the incident occurred was 50mph. The incident occurred at 13:11 in daylight hours. The weather was recorded as raining with no high winds. One of the vehicles was travelling northeast to the west and the other southeast to northeast. The westbound vehicle was within the junction, and the northeast bound vehicle was turning right at the junction. The first point of contact on the turning vehicle was the front with the nearside of the other vehicle being struck. The provided characteristics indicate that the collision is likely to have occurred as a result of a failure to judge the path and speed of the involved vehicles.
- Collision data report 2020622000998: The incident occurred on Cowbridge Road / A473 signalised junction on 31/08/2020 and involved two cars. The posted speed limit for the section of road on which the incident occurred was 40mph. The incident occurred at 20:05 in hours of darkness. The weather was recorded as fine and the road surface as dry. One of the vehicles was travelling northeast to the southwest and the other southeast to east. The former travelling ahead and the latter turning right. The first point of contact on the turning vehicle was the front with the nearside of the other vehicle being struck. The provided characteristics indicate that the collision is likely to have occurred as a result of a failure to judge the path and speed of the involved vehicles.

3.8.5. In summary, it can be seen from the review undertaken that the recorded collisions within the study period are dispersed across the study area / period. Review of the collision characteristics at / in proximity to the A473 / Cowbridge Road signalised junction, those closest to the site, suggest that the collisions have generally occurred as a result of driver error and therefore the proposed development is unlikely to introduce any new safety concerns on the local highway network.

4. Safe Routes Assessment

4.1. Introduction

4.1.1. A Safe Routes in Communities Assessment is a structured evaluation carried out to identify and improve walking and cycling routes within communities, particularly those used by children traveling to school. In line with the 2024 pre-application advice received from RCTCBC, a Safe Routes in Communities Assessment has been undertaken for the proposed development. The advice required that this assessment be carried out in accordance with the Local Authority Road Safety Officers' Association (LARSOA) guidelines and the Learner Travel and Active Travel (Wales) Guidance. While the pre-application response did not specify individual routes for review, the assessment has considered the most relevant walking and cycling connections between the development site and nearby schools. The findings of this assessment are presented in the following section.

4.2. Assessment Area

4.2.1. This section of the report reviews the walking routes between the site and the following four school sites:

- Route 1 – Y Pant Comprehensive School (700m / 10 minute walk)
- Route 2 – Tonysguboriau Primary School (700m / 11 minute walk)
- Route 3 – Pontyclun Primary School (1.5km / 21 minute walk)
- Route 4 – Penygawsi Primary School (1.7km 23 minute walk)

4.2.2. The four key destinations are shown in **Figure 4.1** below, and the routes are assessed in **Tables 4.1 – 4.4**.

Figure 4.1: Local School Routes



Source: OpenStreetMap with Pell Frischmann annotations

4.3. Assessment Criteria

4.3.1. The Walking Route Audit Tool (WRAT) is a structured framework used to evaluate the quality and suitability of pedestrian routes. It assesses routes against five core design outcomes: attractiveness, comfort, directness, safety, and coherence. Each criterion is scored on a scale from 0 to 2, where 0

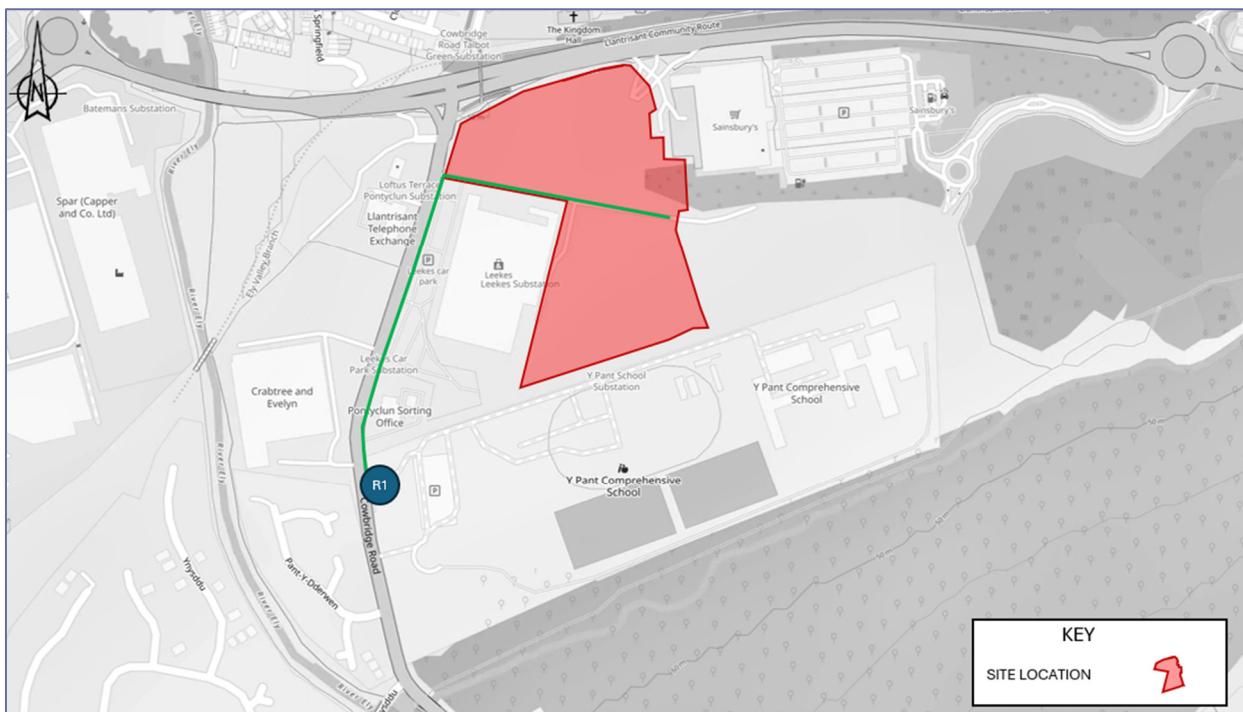
indicates poor provision, 1 represents adequate provision requiring improvement, and 2 reflects good-quality provision.

4.3.2. The tool also allows auditors to provide qualitative comments and record recommended actions to address identified issues, such as removing street clutter or improving footway conditions. A total score is calculated, with 70% (28 out of 40 points) generally regarded as the minimum acceptable standard. Routes scoring below this threshold highlight areas where improvements are needed. The WRAT is recommended within the Welsh Government's Active Travel Act Guidance and has been applied in line with this guidance for the Safe Routes assessment undertaken as part of this TA. **Tables 4.1 – 4.4** of the following route assessments replicate the audit categories contained in the WRAT, providing route scores and accompanying comments.

Route 1 – Site to Y Pant Comprehensive School

4.3.3. The route between the site and the Y Pant Comprehensive School is shown in **Figure 4.2** and an assessment of the walking route, which has been undertaken in accordance with the Walking Route Audit Toolkit outlined in Appendix D of the Active Travel (Wales) Act 2013, is outlined in **Table 4.1**.

Figure 4.2: Route 1 – Site to Y Pant Comprehensive School



Source: OpenStreetMap with Pell Frischmann annotations

Table 4.1: Assessment of Walking Route 1

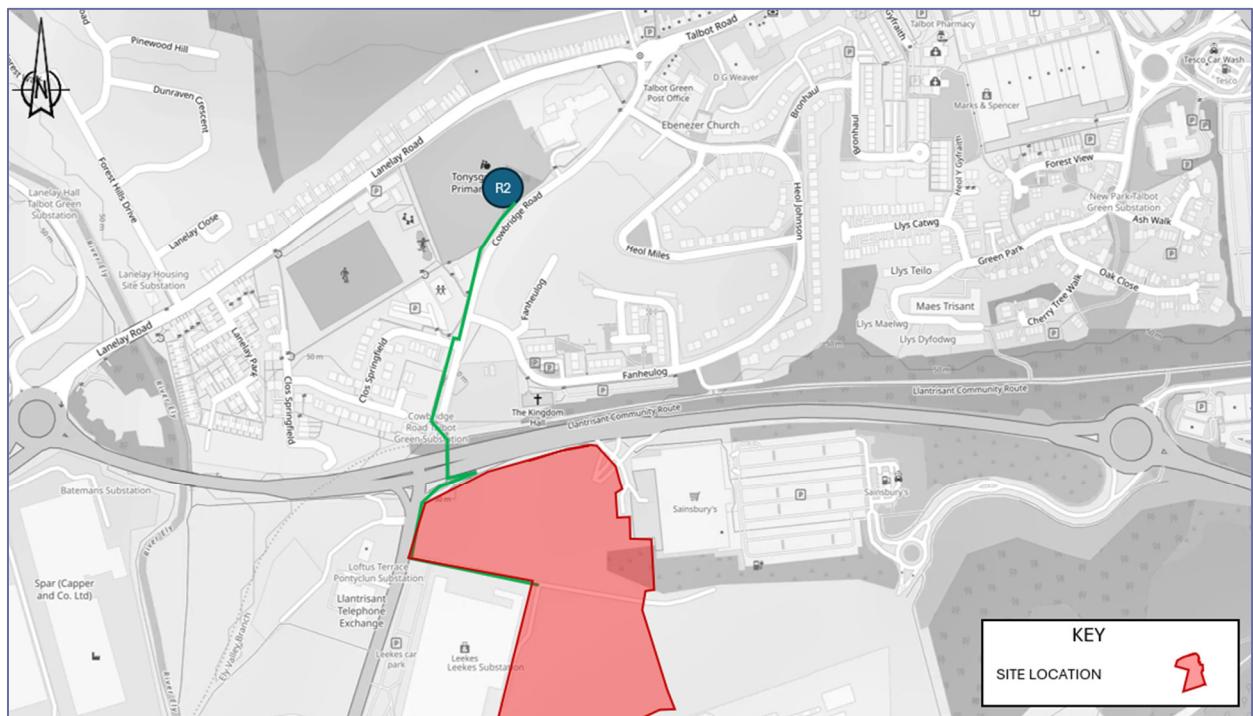
Category	Scoring (0-2)	Comments
Attractiveness		
1. Maintenance	2	The route is well maintained. Vegetation is cut back and not overgrown.
2. Fear of crime	2	No signs of vandalism along the route.
3. Traffic noise and pollution	1	Route is adjacent to the Cowbridge Road, but the route is generally well maintained.
4. Other	2	Street lighting provided along route.
Comfort		
5. Condition	1	Some minor surface defects and surface water ponding in the footway.

6. Footway width	2	No instances of vehicles parking on the footway. 2m minimum footway width is maintained along the route for its length.
7. Width on staggered crossing / pedestrian islands / refuges	2	Not applicable. No staggered crossings or pedestrian refuge islands along the route.
8. Footway parking	1	Some instances of footway narrowing due to existing street furniture; however, this is minimal.
9. Gradient	2	The route is generally flat.
10. Other	2	No additional barriers, restrictions or obstructions; however, there are some examples of surface water ponding.
Directness		
11. Footway provision	2	Footways are provided adjacent to the carriageway.
12. Location of crossing in relation to desire lines	2	Crossings follow pedestrian desire lines along the route.
13. Gaps in traffic (where no controlled crossings present or if likely to cross outside controlled crossing)	2	No delay to journey when crossing where no controlled crossing is present as route is not along a major highway and is in a lower speed environment.
14. Impact of controlled crossing on journey times	2	Not applicable. No signal-controlled crossings on the route.
15. Green man time	2	Not applicable. No signal-controlled crossings on the route.
16. Other	2	The route is direct with bus stops accommodated along its length.
Safety		
17. Traffic volume	1	The route is not adjacent to a major highway and is in a lower speed environment. Traffic along the route is not intimidating to pedestrians.
18. Traffic speed	1	The route is not adjacent to a major highway and is in a lower speed environment. Traffic along the route is not intimidating to pedestrians.
19. Visibility	2	The visibility along the route is good for all road users.
Coherence		
20. Dropped kerbs and tactile paving	1	Tactile paving is not provided at all uncontrolled crossing points.
21. Signage	2	Route is well signed, and signs are legible.
Total	36	

4.3.4. The table above indicates that the route achieves a total score of 36 out of 40, equivalent to 90%, which is above the minimum threshold of 70% recommended in the guidance. This confirms that the proposed route is suitable for travel between the site and Y Pant Comprehensive School.

Route 2 – Site to Tonsguboriau Primary School

4.3.5. The route between the site and Tonsguboriau Primary School is shown in **Figure 4.3** and an assessment of the walking route is summarised in **Table 4.2**.

Figure 4.3: Route 2 – Site to Tonysguboriau Primary School

Source: OpenStreetMap with Pell Frischmann annotations

Table 4.2: Assessment of Walking Route 2

Category	Scoring (0-2)	Comments
Attractiveness		
1. Maintenance	2	The route is well maintained. Vegetation is cut back and not overgrown.
2. Fear of crime	2	No signs of vandalism along the route.
3. Traffic noise and pollution	1	Route is adjacent to Cowbridge Road, but the route is generally well maintained.
4. Other	2	Street lighting is provided along route.
Comfort		
5. Condition	1	Some minor surface defects and surface water ponding in the footway.
6. Footway width	2	The footways along the length of the route are generally 2m wide with some sections being 3m wide.
7. Width on staggered crossing / pedestrian islands / refuges	2	Not applicable. No staggered crossings or pedestrian refuge islands along the route.
8. Footway parking	2	No instances of vehicles parking on the footway. 2m minimum footway width is maintained along the route for its length.
9. Gradient	2	The route is generally flat with the exception of the bridge crossing over the A473 which includes a ramp for cycle and wheelchair use.
10. Other	1	No additional barriers, restrictions or obstructions; however, there are some examples of surface water ponding.
Directness		
11. Footway provision	2	Footways are provided adjacent to the carriageway.
12. Location of crossing in relation to desire lines	2	Crossings follow pedestrian desire lines along the route.
13. Gaps in traffic (where no controlled crossings present or if likely to cross outside controlled crossing)	2	No delay to journey when crossing where no controlled crossing is present as route is not along a major highway and is in a lower speed environment.

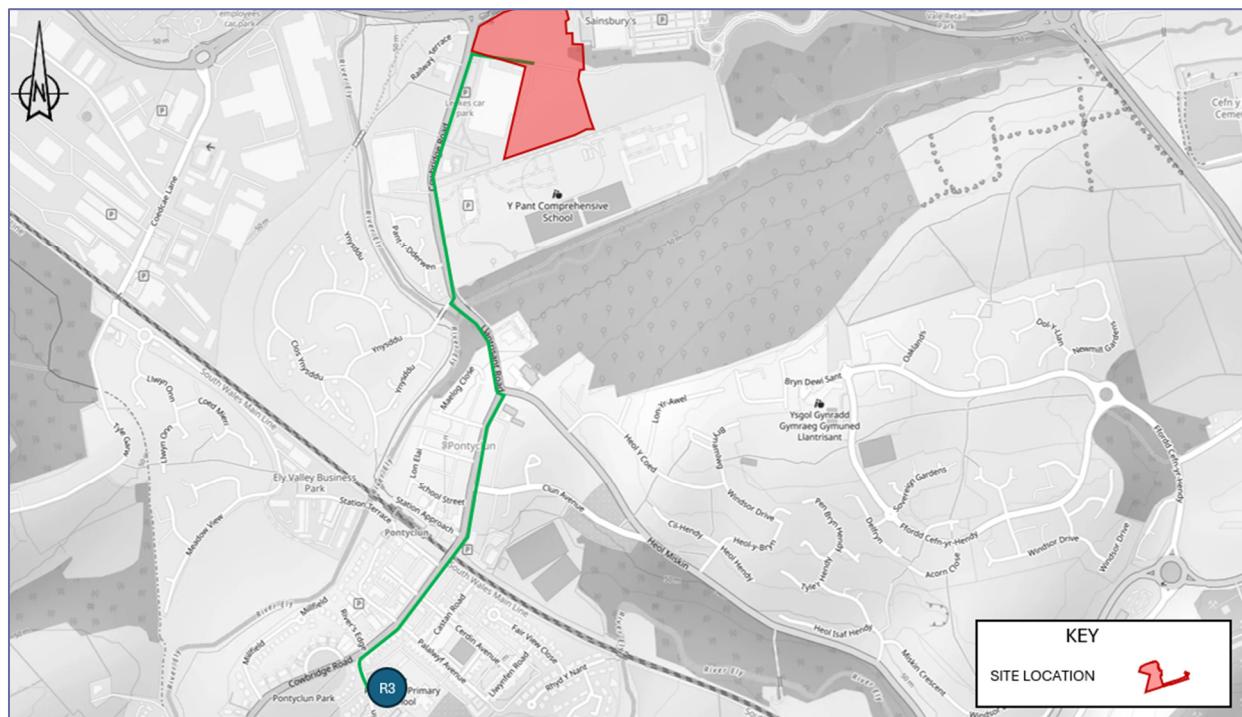
14. Impact of controlled crossing on journey times	1	No signal-controlled crossings are present along the route. However, the route is a low-speed environment as Cowbridge Road ends in a cul-de-sac before the footbridge crossing the A473.
15. Green man time	2	Not applicable. No signal-controlled crossings on the route.
16. Other	2	Cowbridge Road ends in a cul-de-sac before the footbridge crossing the A473. Route is direct.
Safety		
17. Traffic volume	1	The route is along a low-speed, lightly trafficked section of Cowbridge Road. Traffic along the route is not intimidating to pedestrians.
18. Traffic speed	1	The route is along a low-speed, lightly trafficked section of Cowbridge Road. Traffic along the route is not intimidating to pedestrians.
19. Visibility	2	The visibility along the route is good for all road users.
Coherence		
20. Dropped kerbs and tactile paving	2	Dropped kerbs and tactile paving are provided at the crossings along the route.
21. Signage	2	Route is well signed, and signs are legible.
Total	36	

4.3.6. The table above indicates that the route achieves a total score of 36 out of 40, equivalent to 90%, which is above the minimum threshold of 70% recommended in the guidance. This confirms that the proposed route is suitable for travel between the site and Tonysguboriau Primary School.

Route 3 – Site to Pontyclun Primary School

4.3.7. The route between the site and Pontyclun Primary School is shown in **Figure 4.4** and an assessment of the walking route is outlined in **Table 4.3**.

Figure 4.4: Route 3 – Site to Pontyclun Primary School



Source: OpenStreetMap with Pell Frischmann annotations

Table 4.3: Assessment of Walking Route 3

Category	Scoring (0-2)	Comments
Attractiveness		
1. Maintenance	2	The route is well maintained. Vegetation is cut back and not overgrown.
2. Fear of crime	2	No signs of vandalism along the route.
3. Traffic noise and pollution	1	Route is adjacent to Cowbridge Road and Llantrisant Road, but the route is generally well maintained.
4. Other	2	Street lighting provided along route.
Comfort		
5. Condition	1	Some minor surface defects and surface water ponding in the footway.
6. Footway width	2	No instances of vehicles parking on the footway. 2m minimum footway width is maintained along the route for its length.
7. Width on staggered crossing / pedestrian islands / refuges	2	Pedestrian refuge islands are a minimum of 2m wide, wide enough to accommodate wheelchair users.
8. Footway parking	1	Some instances of footway narrowing due to existing street furniture; however, this is minimal.
9. Gradient	2	The route is generally flat.
10. Other	2	No additional barriers, restrictions or obstructions; however, there are some examples of surface water ponding.
Directness		
11. Footway provision	2	Footways are provided adjacent to the carriageway.
12. Location of crossing in relation to desire lines	2	Crossings follow pedestrian desire lines along the route.
13. Gaps in traffic (where no controlled crossings present or if likely to cross outside controlled crossing)	2	No delay to journey when crossing where no controlled crossing is present as route is not along a major highway and is in a lower speed environment.
14. Impact of controlled crossing on journey times	2	Signal-controlled crossings on the route are single phase and do not have an impact on journey time.
15. Green man time	2	Green man time is sufficient to cross.
16. Other	2	The route is direct with bus stops accommodated along its length.
Safety		
17. Traffic volume	1	The route is not adjacent to a major highway and is in a lower speed environment. Traffic along the route is not intimidating to pedestrians.
18. Traffic speed	1	The route is not adjacent to a major highway and is in a lower speed environment. Traffic along the route is not intimidating to pedestrians.
19. Visibility	2	The visibility along the route is good for all road users.
Coherence		
20. Dropped kerbs and tactile paving	1	Dropped kerbs and tactile paving are provided at all signal-controlled crossings along the route. However, tactile paving is not provided at all uncontrolled crossing points.
21. Signage	2	Route is well signed, and signs are legible.
Total	36	

4.3.8. The table above indicates that the route achieves a total score of 36 out of 40, equivalent to 90%, which is above the minimum threshold of 70% recommended in the guidance. This confirms that the proposed route is suitable for travel between the site and Pontyclun Primary School.