

LAND AT MODEL FARM, PORT ROAD, RHOOSE

Summary Statement on Traffic Matters

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Prepared by:

Prepared for:

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- 1.2 My name is David John Archibald. I am a Director of RPS Transport, part of the Planning division of RPS, a Tetra Tech company, based in the Oxford office. I hold a Master of Science Degree in Transportation Engineering from Edinburgh Napier University and a Bachelor of Science Honours Degree in Civil Engineering from Edinburgh Napier University. I am a Member of the Chartered Institute of Highways and Transportation and I am also a Member of the Transport Planning Society.
- 1.3 I have worked in the field of transport planning and traffic engineering for over 20 years and I have acted on behalf of private and public sector clients for a large range of schemes and land uses.
- 1.4 I have previously given evidence at various public inquiries and hearings as well as to the HS2 Select Committee on transport and highway matters.
- 1.5 I am familiar with the appeal site and with the adjacent transport network and I have visited the appeal site and the adjacent transport network on a number of occasions.
- 1.6 The evidence which I have prepared and provide for this appeal reference CAS-02641-G8G7M5 in this Statement is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.
- 1.7 My Statement considers the third matter to be considered by the appeal: ‘the effect of the proposed development on traffic movement’.
- 1.1 The submitted transport documents were prepared on an agreed basis with Highway Officers at the Vale of Glamorgan Council (VoGC), their appointed independent consultant, Welsh Government and Transport for Wales and utilised the South East Wales Transport Model (SEWTM). The 2023 Committee Report sets out that this was ‘considered acceptable and robust’.
- 1.2 The submitted transport documents conclude that with mitigation the development can be accommodated without detriment to the existing highway safety or the operation of the local highway network and that there would be no significant effects arising.
- 1.3 These conclusions were agreed with VoGC, their independent consultant, Welsh Government and Transport for Wales.
- 1.4 VoGC provided two putative reasons for refusal to the planning application (VoGC reference 2019/00871/OUT). Neither of these related to traffic.
- 1.5 The nature and timing of transport mitigation is set out in the Revised Transport Implementation Strategy. The 2023 Committee Report states: ‘The TIS [Transport Implementation Strategy] and its addendum have been reviewed by the Highways Engineer, who is in agreement in regard to its conclusions and raises no objection in relation to traffic generation / congestion’.
- 1.6 I have considered any recent changes in traffic flows since the time of data gathering for preparing the planning application. I conclude that there is no evidence to suggest that there have been any changes in traffic flows and that the traffic survey work remains relevant and up to date.
- 1.7 I have considered other developments and conclude that the assessments and submitted transport documents take suitable account of these.
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- 1.8 I have considered the traffic generation of the appeal site in terms of that which has been assessed and that which may be generated based upon current market conditions. I conclude that the assessments undertaken allow for a higher traffic generation than that based upon current market conditions.
- 1.9 I conclude that the submitted transport documents have been prepared on a robust basis in agreement with VoGC, their independent consultant, Welsh Government and Transport for Wales and that mitigation has been identified accordingly in agreement with VoGC.