

TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
LYNMOUTH CRESCENT, RUMNEY, CARDIFF
MAGNA REF: 24/499/01A, NOVEMBER 2024

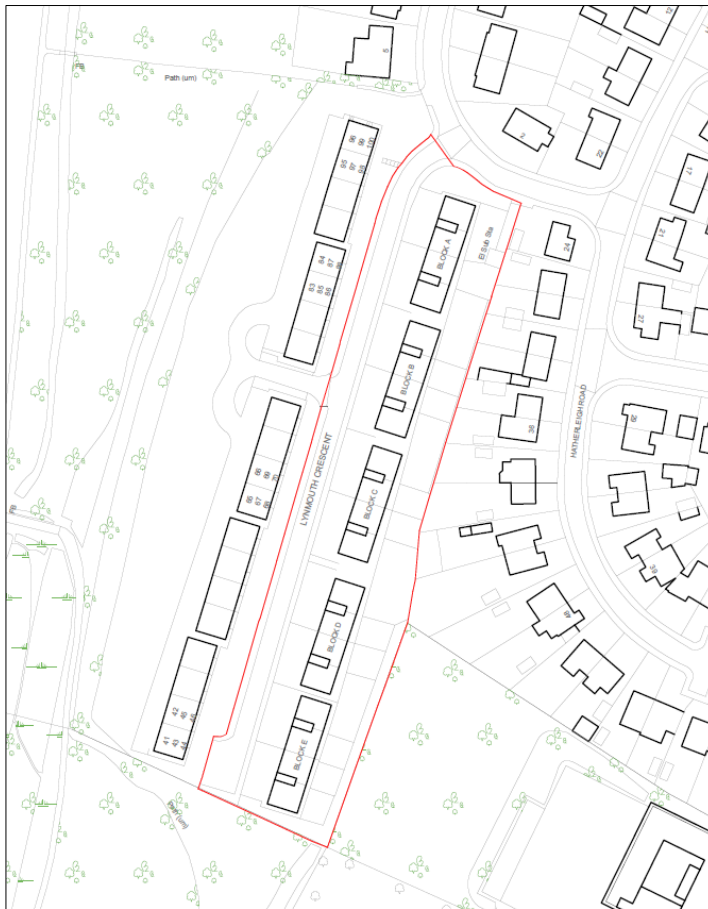
1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed to prepare this Transport Note (TN) in support of a planning application for the roof conversions, and forecourt improvements to the existing five residential blocks, and provision of 15 new residential apartments (on the basis of three apartments per block) and their associated grounds, located on Lynmouth Crescent, Rumney, Cardiff, CF3 4AT.
- 1.2 This TN has been prepared in accordance with the Planning Policy Wales Technical Advice Note 18: Transport (March 2007) and Cardiff Local Development Plan (adopted in January 2016).
- 1.3 The purpose of this TN is to demonstrate that the proposed development will not have any adverse impact on the local road network.

2.0 Site and Local Highway Network

- 2.1 The site is located on the eastern side of Lynmouth Crescent in the Rumney area of Cardiff, at approximately 430 metres west of Rumney local centre (along Newport Road) and approximately six kilometres northeast of the city centre.

Figure 2A Site Location



- 2.2 The site is bound by Tiverton Drive to the north, the rear of the residential properties fronting Hatherleigh Road to the east, Rumney Hill Gardens to the south and residential blocks to the immediate west, followed by Llanrumney fields along the Rhymney River.
- 2.3 As can be seen in Figure 2A, the site comprises five residential blocks (Blocks A to E). Each block is three storeys plus roof, with the ground floor comprising garages.
- 2.4 There are five apartments within each block, referred to within this report as Blocks A to E for ease and clarity. Each block contains a total of eight existing two bedroom apartments, thus there are existing 40 apartments in total within the application site.
- 2.5 Each block includes a front forecourt adjacent to Lynmouth Crescent, which is under freehold ownership of the Applicant only and is not demised to leasehold residents, other than for access to the existing garages.
- 2.6 Refuse and recycling is currently stored as freestanding wheelie bins and recycling bags in the gaps between the blocks. No cycle storage is present as existing on site.

- 2.7 Lynmouth Crescent is a residential cul-de-sac street, approximately 4.5 metres in width. It is subject to a 20 mph speed limit, and benefits from street lighting and footways on both sides.

Local Amenities

- 2.8 The site benefits from being within 430 metres (approximately six-minute walk) west of Rumney Local Centre along the B4487 Newport Road. This local centre offers a number of retail, leisure and community facilities such as:

- Sainsbury's Local (convenience store)
- Number of takeaways and restaurants
- Barber shop
- Butchers
- Post Office
- Public house
- Bicycle shop

- 2.9 In addition to the above, there are a number of schools within close proximity to the site. These are:

- Ysgol Gymraeg Bro Eirwg – 650 metres from the site (9-minute walk)
- Greenway Primary School – 1.6 kilometres from the site (22-minute walk)
- Bryn Hafod Primary School – 1.6 kilometres from the site (22-minute walk)

- 2.10 Rumney Primary Care Centre is located within 1.5 kilometres walking distance from the site (or approximately 20-minute walk).

- 2.11 Sports / leisure facilities such as Rumney Bowling Club, Rumney Football Club and Cardiff City Academy are also located within 1.3 kilometres (18-minute walk) from the site.

- 2.12 As such, the site is located in a highly sustainable location with very good access to local schools and other services and facilities which complement the proposed residential development.

Accessibility

- 2.13 The surrounding road network benefits from footways and street lighting, which provide a good pedestrian access to the B4487 Newport Road. Newport Road also has footways on both sides.

- 2.14 There are pedestrian crossing facilities on Newport Road in the form of a standalone signalised Pelican crossing as well as we integrated pedestrian phase within a signalled junction.
- 2.15 The streets to the east of Newport Road also have a good footway network.
- 2.16 CIHT's "Planning for Cycling" (2014) document states that majority of the cycling trips are for short distances with 80% being less than five miles (or eight kilometres). Hence, eight kilometres could be regarded as an acceptable cycling distance. The areas of Cardiff including the city centre, Cardiff Bay, Cyncoed, Pentwyn and St Mellons are located well within the acceptable cycling distance. Therefore, cycling would be a realistic form of travel to these areas for the residents of the proposed development.
- 2.17 There are bus stops on Newport Road, located within a walking distance of 511 metres (or seven-minute walk) from the site. These bus stops are served by bus routes that provide services to city centre (approximately every 10 minutes), Cardiff Bus Interchange ((approximately every 10 to 20 minutes), St Mellons (approximately every 20 minutes) and Newport (approximately every 30 minutes).
- 2.18 As such, public transport facilities are considered to be robust and offer a realistic alternative to private car use.

3.0 Proposed Development

- 3.1 The existing five apartment blocks are proposed to have their roofs extended to the western pitch with mansard extensions to form one x one-bedroom apartments and two x two-bedroom apartments per block. Overall, the proposal provides five x one-bedroom apartments and 10 x two-bedroom apartments i.e., 15 apartments in total.
- 3.2 The existing car parking on site is already provided in the form of garages under leasehold ownership. These garages will be retained for the use of the existing leaseholders on site.
- 3.3 It is proposed to provide 15 new car parking spaces within the forecourt areas, in parallel to Lynmouth Crescent. These spaces will be allocated to the proposed 15 apartments, on the basis of one space per apartment.
- 3.4 The proposed car parking spaces and the existing garages are tracked using AutoTRACK software. This is provided in Appendix 1. This demonstrates that the proposed car parking provision can accommodate the manouvering of large cars with relative ease.

- 3.5 Council's car parking standards allow a maximum of one space per one-bedroom apartment and a maximum of two spaces per two-bedroom apartment. Therefore, the proposed development could be allowed a maximum of 25 car parking spaces. The provision of 15 car parking spaces is within the maximum allowed standards, and is therefore considered to be appropriate, taking into account the sustainable location of the site.
- 3.6 The cycle storage is provided in the front forecourts, in the form of communal cycle shelters. A total of at least 15 cycles can be accommodated within these shelters, thereby ensuring that the Council's cycle parking standards are adhered to.
- 3.7 The refuse & recycling for buildings A to E will remain in their existing locations and can be comfortably increased in size to accommodate the additional wheelie bins required for the proposed apartments. Bin store will be provided to conceal and enhance the public realm.

4.0 Proposed Development Trip Generation

- 4.1 In order to estimate trip generation associated with the proposed residential dwelling, TRICS database has been interrogated. Following criteria within TRICS have been chosen:

- Land Use - Residential
- Sub Land Use - Flats Privately Owned
- Regions - Wales, England (excluding Greater London), Scotland
- Parameters - Sites with no more than 30 dwellings

- 4.2 The TRICS report based on the above criteria is provided in Appendix 2.

- 4.3 Based on the trip rates derived from TRICS, the proposed development comprising 15 apartments could generate:

- AM peak hour (08:00-09:00) 3 two-way vehicular trips
- PM peak hour (17:00-18:00) 7 two-way vehicular trips

- 4.4 This equates to no more than one vehicular trip every nine minutes on average, which is imperceptible and hence unlikely to have any material impact on the local road network.

5.0 Summary & Conclusions

- 5.1 This Transport Note has been prepared to support a planning application for a proposed residential development at Lynmouth Crescent, Rumney, Cardiff. The proposed development

includes the addition of 15 new residential apartments across five existing blocks through roof conversions and improvements to the forecourt areas.

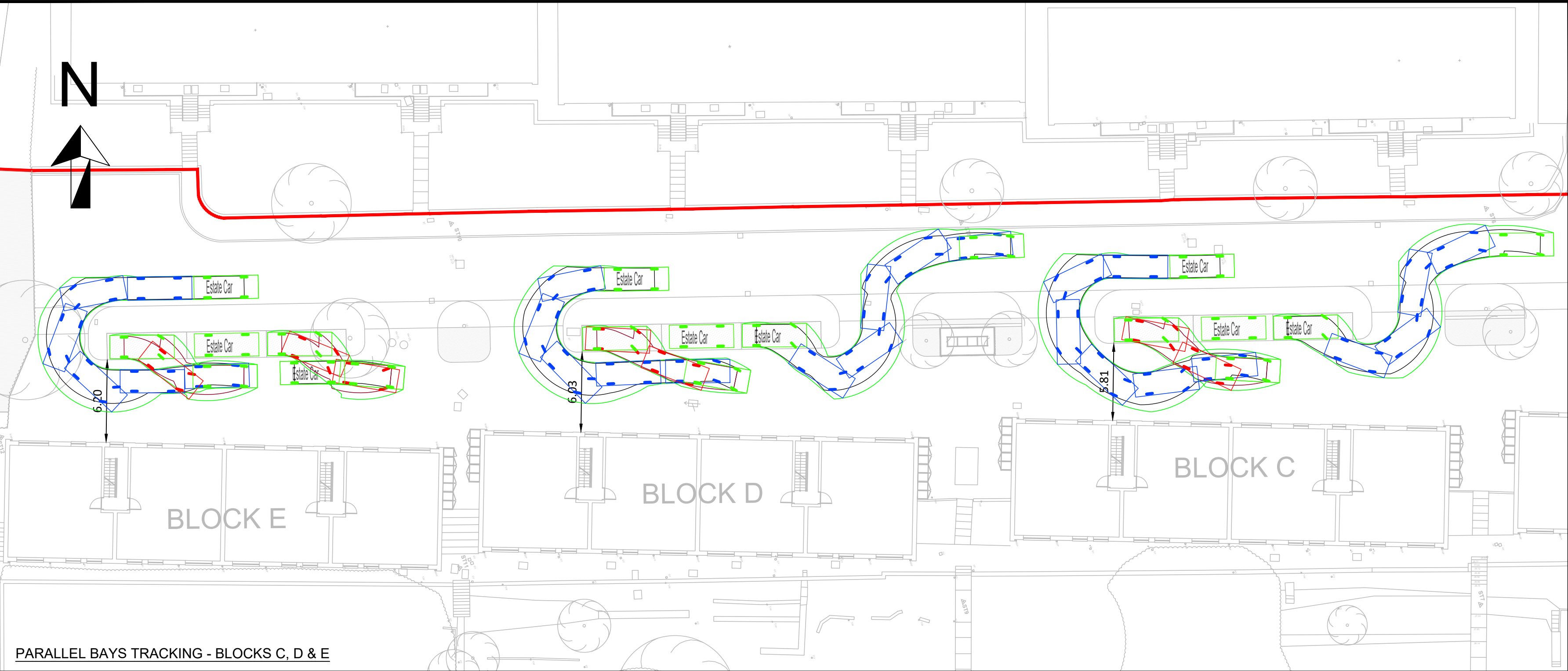
Summary

- 5.2 **Location and Accessibility:** The development is located in a sustainable location with good access to public transport and local amenities. The site lies within a six-minute walk to the Rumney local centre and benefits from bus services with frequent connections to Cardiff City Centre and nearby areas.
- 5.3 **Site and Parking Provisions:** The development retains the existing garages for current leaseholders and introduces 15 new parking spaces for the proposed apartments, aligning with council standards. Adequate cycle storage facilities are provided to meet the standards for sustainable transport options.
- 5.4 **Trip Generation:** The anticipated vehicle trips generated by the proposed 15 apartments are minimal. Trip generation analysis using TRICS data estimates that the development will contribute approximately 3 two-way vehicular trips during the AM peak and 7 during the PM peak, equating to an average of one trip every nine minutes. This low volume of additional traffic is expected to have no perceptible impact on the local highway network.

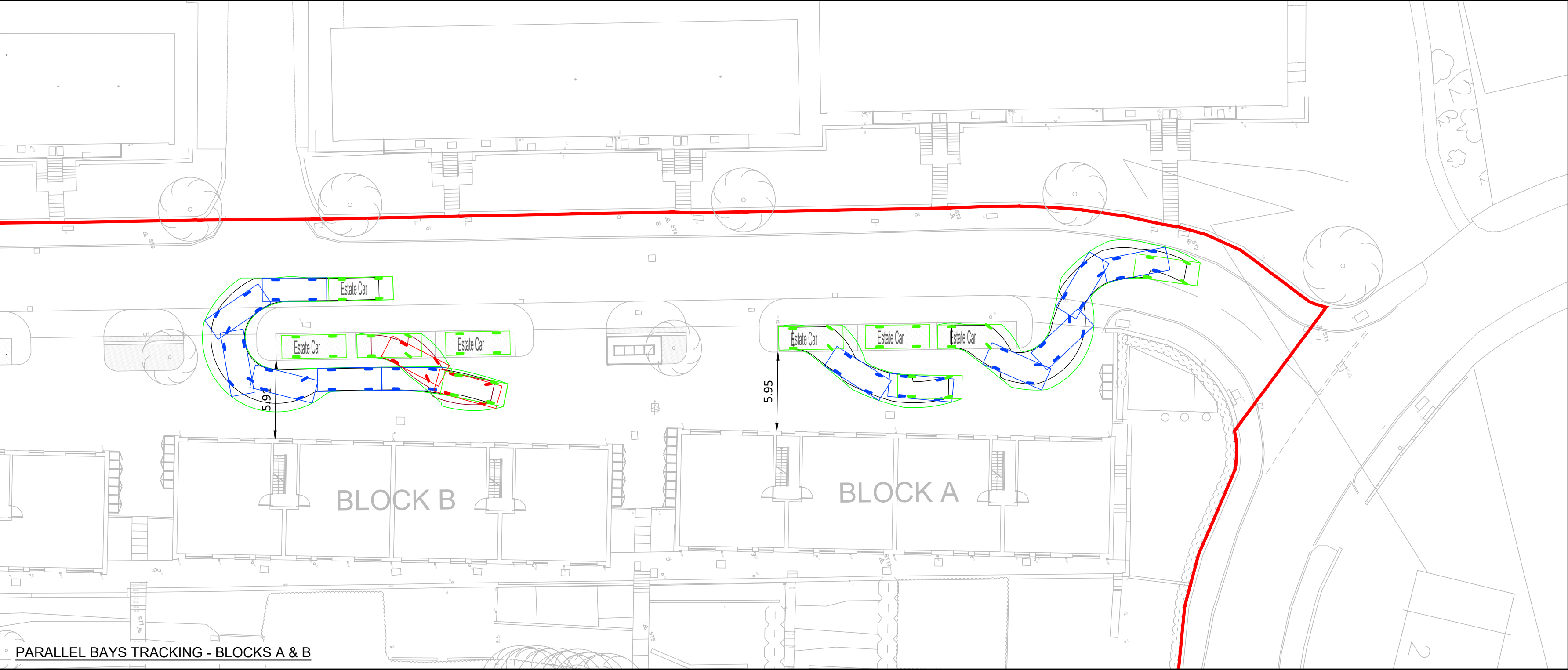
Conclusions

- 5.5 The proposed residential development at Lynmouth Crescent is unlikely to have a detrimental impact on the local road network. The site's sustainable location, coupled with the provisions for minimal parking, cycle storage, and convenient public transport access, supports a shift towards sustainable travel modes. The analysis concludes that there are no valid highways or transportation reasons to refuse this application, as the development aligns with relevant planning and transport policies and maintains highway safety.
- 5.6 The proposed development accords with Planning Policy Wales TAN 18 and Cardiff Local Development Plan. Hence there are no highways reasons to refuse this planning application.

Appendix 1. SWEPT PATH ASSESSMENT

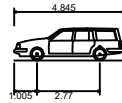


PARALLEL BAYS TRACKING - BLOCKS C, D & E



PARALLEL BAYS TRACKING - BLOCKS A & B

VEHICLE PROFILE:



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

-	01.11.24	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



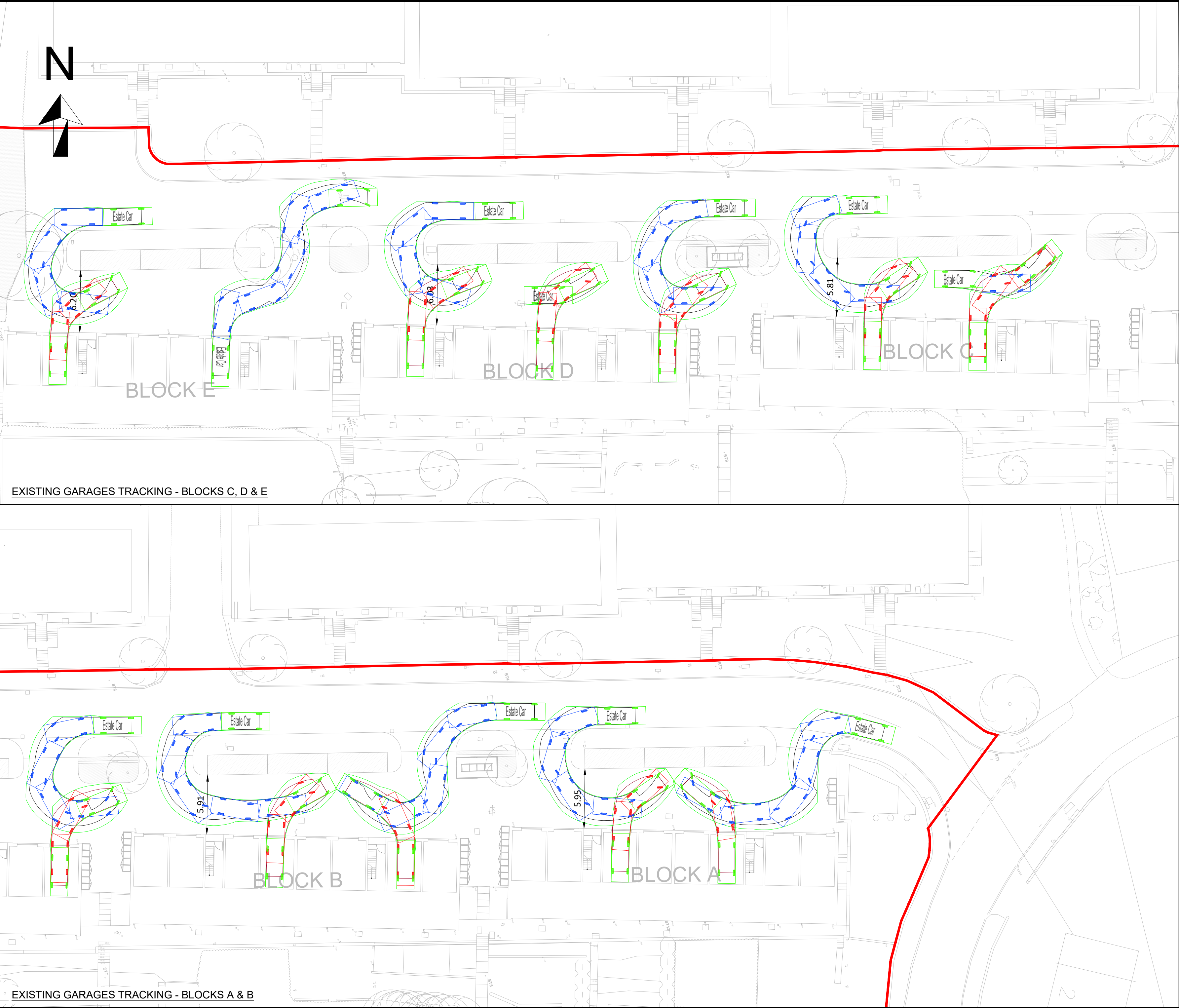
Client

Project
LYNMOUTH CRESCENT,
CARDIFF

Drawing Title
SWEPT PATH ANALYSIS
PROPOSED PARALLEL PARKING

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date NOV 2024	Scale 1:250	Size A2
Drawing No. 24-499-TR01				Rev -

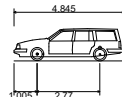


EXISTING GARAGES TRACKING - BLOCKS C, D & E

EXISTING GARAGES TRACKING - BLOCKS A & B

VEHICLE PROFILE:

4.845m



Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.845m

1.750m

1.424m

0.189m

1.655m

4.00s

4.950m

-	01.11.24	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App

MAGNA

MAGNA TRANSPORT PLANNING LTD

Client

-

Project

LYNMOUTH CRESCENT,
CARDIFF

Drawing Title

SWEPT PATH ANALYSIS
EXISTING GARAGES

Drawing Status

FOR INFORMATION

Drawn

KI

Designed

Date

NOV 2024

Scale

1:250

Size

A2

Drawing No.

24-499-TR02

Rev

-

PLOT DATE: 01 November 2024 15:08:10

Appendix 2. TRICS: FLATS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Primary Filtering selection:

Parameter: No of Dwellings

Actual Range: 9 to 30 (units:)

Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/06/23

Selected survey days:

Tuesday2 days

Wednesday1 days

Thursday1 days

Friday1 days

Selected survey types:

Manual count5 days

Directional ATC Count0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)3

Edge of Town2

Selected Location Sub Categories:

Development Zone1

Residential Zone4

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included7 days - Selected

Servicing vehicles ExcludedX days - Selected

Secondary Filtering selection:

Use Class:

C35 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,0005 days

Population within 5 miles:

75,001 to 100,0001 days

125,001 to 250,0002 days

250,001 to 500,0001 days

500,001 or More1 days

Car ownership within 5 miles:

0.6 to 1.04 days

1.1 to 1.51 days

Travel Plan:

Yes2 days

No3 days

PTAL Rating:

No PTAL Present5 days

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	26	HERTFORDSHIRE
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
3	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	22	HERTFORDSHIRE
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	MERSEYSIDE
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
5	SH-03-C-02 ABBAY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	20	0.061	5	20	0.212	5	20	0.273
08:00 - 09:00	5	20	0.061	5	20	0.121	5	20	0.182
09:00 - 10:00	5	20	0.131	5	20	0.141	5	20	0.272
10:00 - 11:00	5	20	0.111	5	20	0.121	5	20	0.232
11:00 - 12:00	5	20	0.071	5	20	0.131	5	20	0.202
12:00 - 13:00	5	20	0.182	5	20	0.152	5	20	0.334
13:00 - 14:00	5	20	0.192	5	20	0.162	5	20	0.354
14:00 - 15:00	5	20	0.111	5	20	0.101	5	20	0.212
15:00 - 16:00	5	20	0.202	5	20	0.101	5	20	0.303
16:00 - 17:00	5	20	0.152	5	20	0.192	5	20	0.344
17:00 - 18:00	5	20	0.273	5	20	0.182	5	20	0.455
18:00 - 19:00	5	20	0.081	5	20	0.071	5	20	0.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.628			1.687			3.315

Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

9 - 30 (units:)
01/01/16 - 16/06/23
5
0
0
2
0