

THE VALE OF
GLAMORGAN COUNCIL
(PLANNING DIVISION)

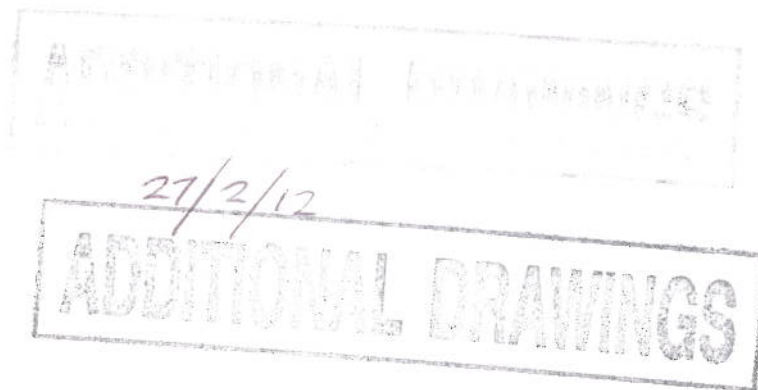
RE-REGISTERED

HEAD OF PLANNING AND TRANSPORTATION

PROPOSED HOTEL AND CAFÉ BAR
MARINE BUILDINGS, PENARTH.

TRANSPORT STATEMENT.

Planning Application 2011/01177/FUL



Client : SKYASSET LTD

February 2012.

Introduction

This Transport Statement (TS) has been prepared in support of the above planning application ref 2011/01177/FUL. The planning application seeks permission for the conversion and extension of the redundant Marine Buildings at Penarth Marina into hotel and café bar with associated parking.

Proposal

The scheme proposes the conversion and extension of the redundant Marine Buildings to provide a 55 bedroom hotel, café bar and 104 parking spaces. The parking spaces are intended for shared use by the existing adjoining restaurant.

Scope of the Transport Statement

The scope of the TS includes:

- The impact of the scheme on the immediate highway network
- Parking provision
- Public Transport
- Pedestrian/cycle provision

Assessment Methodology

The overarching policy framework for the assessment methodology is derived from the Chartered Institution of Highways And Transportation (CIHT), Planning Policy Wales, Technical Advice Note 18: TRANSPORT, the Vale Of Glamorgan Councils Unitary Development Plan and the emerging Local Development Plan.

In particular the TS considers the likely movements associated with the proposals using appropriate TRICS data base information. An assessment of the likely impact on the immediate highway network is made by reviewing baseline traffic flow data and junction performance in relation to the likely movement of traffic generated from the development proposals.

Access to public transport is examined together with opportunities for walking and cycling.

Parking provision is determined in accordance with the 'Standing Conference on Regional Policy in South Wales, Parking Guidelines'.

Baseline Traffic Data

Recent traffic surveys along Penarth Portway and Terra Nova Way indicate peak morning flows (2-way) to be circa 365 vehicles and peak evening flows (2-way) to be circa 307 vehicles. This level of traffic movement is well within the safe operating capacity of the highways. Off peak traffic flows were observed to be considerably smaller, typically less than 95 vehicles per hour.

Despite traffic calming measures on Paget Road and Penarth Portway, it was apparent that the majority of peak hour traffic was local through traffic that used this route as a rat-run to avoid congestion and queuing on Cogan Hill (A4160).

Traffic counts at Cogan Hill (A4160) suggested morning peak movements of 1045 vehicles (2-way) and similar levels of traffic flow in the evening peak. Significant queuing was observed at peak periods along Cogan Hill/Windsor Road/Terra Nova Way roundabout and between the roundabout and the signal controlled junction (Barons Court).

Traffic speeds, in the main, appeared to be within the posted speed limits and there was no evidence of any road safety issues in the immediate vicinity of the proposed hotel and café bar development.

Public Transport

Local bus services 89A and 89B stop almost immediately adjacent to the site on Penarth Portway and operate on a regular hourly basis throughout the day. These services provide good linkages to Cardiff, Penarth, Dinas Powys and other local environs. Cogan railway station is located just off Cogan Hill from where frequent Valley Line train services can be accessed including connections to Cardiff Wales Airport and Cardiff city centre.

A regular water bus service operates in front of the site and provides a convenient link to the heart of Cardiff Bay at Mermaid Quay.

The site is also within close proximity to the Barrage Road Train which provides an enjoyable journey between the Barrage and Cardiff Bay.

Pedestrian and Cycle Provision

The site is ideally located to take advantage of excellent walking and cycling infrastructure. Well maintained, attractive, safe and relatively level footway and cycle ways link the site to numerous local attractions and amenities including the Barrage, Cardiff Bay, International Sports Village, and a variety of leisure and retail facilities. Cycling opportunities are further enhanced by the availability of cycle hire from several outlets in Cardiff Bay.

The accessibility and attractiveness of the local network of pedestrian and cycle routes is evidenced by high usage throughout the year.

Impact On The Highway Network

The overall floor area of the proposed hotel is approximately 2800 square metres. Analysis of TRICS Multi-modal Vehicle Trip Rates to identify robust and representative trip peak hour rates confirms the following:

HOTEL per 100 sqm GFA AM Peak Arrivals 0.178 Departures 0.394

PM Peak Arrivals 0.322 Departures 0.194

Applying the above to the proposed hotel development it can be seen that:

In the AM Peak, the development is likely to generate 5 arrivals and 11 departures, i.e. 16 movements in total.

The figures for the PM Peak are 9 arrivals and 5.4 departures, i.e. less than 15 movements in total.

Parking Provision

The amount of parking required for the development has been calculated using the 'Standing Conference On Regional Policy In South Wales Parking Guidelines'

Hotel

The above document recommends 1 space per guest bedroom plus 1 space per 3 non-resident staff as the non-operational requirement.

The parking requirement is therefore 57spaces.

Café

1 space per 7square metres of dining area plus 1 space per 3 staff.

The parking requirement for this element of the development is 7 spaces.

Wine Bar

1 space per 3-5 square metres of bar floor plus 1 space per 3 staff.

The parking requirement for the wine bar is 12 spaces.

Total parking requirement = 76 spaces.

It is proposed to provide a total of 104 car parking spaces as part of the scheme to accommodate the requirements of the existing restaurant and the new hotel and café bar.

Conclusion

- The proposals are likely to generate a total of 16 vehicle movements in the morning peak and less than 15 in the evening peak. **This very small level of movement will have no discernable impact on the adjoining highway network.**
- It was reported that the roundabout on Cogan Hill will be signalised as part of a highway improvement package related to a major residential development in Penarth. This will provide improved traffic management at a very busy junction and may also reduce rat running through the marina.

- **Parking provision is wholly in accordance with the ‘Parking Guidelines’ and will adequately address the needs of the proposed hotel development and existing restaurant business.** In addition, there is an existing 128-space pay and display Barrage car park immediately in front of the site.

- **The site is ideally located to take full advantage of the existing range of easily accessible public transport provision.**

- **There is a network of high quality footways and cycle ways that are well used and link the site to numerous local amenities and facilities.**