



**Proposed Energy From Waste and Recycling Facility
Trident Park, Cardiff**

Transport Implementation Strategy



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1.0 INTRODUCTION

This Transport Implementation Strategy (TIS) has been produced in conjunction with the Transport Assessment for an Energy from Waste and Recycling Facility (EfW & RF) at Trident Park, off Ocean Way, Cardiff. This TIS is required in accordance with Annex D of Technical Advice Note 18: Transport (TAN18).

Paragraph D.13 of TAN18 sets out the objectives for a TIS:

- identify what policy objectives and requirements are set by the development plan in terms of access to the development and movements in and around the site;
- identify what access arrangements are required for a successful development (meeting the needs of the developer, end user, addressing impacts on neighbours and existing movements surrounding the site); and
- specify the package of physical, management and promotional measures needed to accommodate the requirements identified above, such as physical infrastructure, *the* design and location of buildings, parking management, financial incentives and dedicated travel plan co-ordinators.

The following represents the TIS for the proposed EfW & RF site, and is intended, in accordance with the requirements of the TAN to be used as a document that forms the basis for on-going implementation and monitoring of the transport situation for the duration of the development. In the case of the application submitted at Trident Park, this will relate to the construction and operational phases.

The content of the TIS is based on information included in the planning application which it supports, and specifically that in the Travel Plan (Appendix 8 of the Environmental Statement) and the Transport Assessment (Appendix 16 of the Environmental Statement) and is supplemented by further information required in accordance with TAN 18 Appendix D.

MV8 - Cardiff Bay Transport Development

An integrated transport system will be developed for Cardiff Bay which takes full account of the proximity of the Bay 'Core Area' to the City Centre, and which includes:

- i) ensuring adequate provision of local highway and junction improvements;*
- ii) maintaining and extending a public transport system segregated from the road network and fully integrated with the main rail line network and the Valleys rail network; and*
- iii) a high priority for the provision of public transport and facilities for those wishing to travel other than by car.*

The Key Diagram associated with the RSP identifies the general route of the Peripheral Distributor Road (PDR), and the safeguarded route has consistently run to the immediate north of Roath Dock (i.e. south of the Trident Park application site).

It is understood that the current position of Cardiff Council in respect of the PDR is that alternative options to the safeguarded route are being considered, but that no decision has been taken on whether it will be implemented, in what 'format' or timescales. The Traffic Impact Assessment (TIA) that accompanied the planning application has been prepared based on there being no PDR for the duration of the operational life of the EfW & RF.

With regards to Policy MV8, the TA demonstrated that the proposed development will not have a materially adverse effect on the existing highways network, and therefore does not require the implementation of any local improvements. The policies associated with MV8 (i) and (ii) were adopted before the requirement for Travels Plans. The Outline Travel Plan submitted with the application, and the undertaking to review its preparation, implementation and monitoring demonstrate the willingness of the operator to comply with the need for an integrated and sustainable transport network.

The overall conclusion is therefore reached that, in respect of the Structure Plan, the overall transport strategy for the proposed development site is in accordance with the prevailing policies.

2.2 City of Cardiff Local Plan including Waste Policies, adopted January 1996

The City of Cardiff Local Plan continues to form part of the statutory development plan for the City, and is applied in the determination of planning applications. The age of the Local Plan is such that at the time of preparation, Cardiff City Council (as was) was not the Highways Authority.

The Proposals Map accompanying the Local Plan shows the application site as being suitable for B2/B8 uses. In terms of highways proposals, the Eastern Bay Link (Policy 15) is illustrated as running along the southern boundary of the site. The current status of that proposal is discussed above in respect of the Structure Plan.

In terms of specific transport policies, the following are relevant:

Policy 14 - Facilities for public transport services

The design and layout of development proposals will be required to accommodate necessary facilities for public transport services.

sought the agreement of the WAG to cease preparation of the Cardiff UDP and start work on the new Local Development Plan (LDP). In May 2005, the Council formally resolved to cease work on the Cardiff UDP and begin work on the LDP. The transportation policies are briefly reviewed below.

Policy 1.K: Movement and Transport Priorities

Priority will be given to improving accessibility in Cardiff in ways that:

- a). minimise travel demand and dependence on the car;*
- b). facilitate walking, cycling and use of public transport;*
- c). provide safe and convenient access for all;*
- d). support the movement of freight by rail or water; and*
- e). benefit or minimise harm to the environment.*

Policy 1.L: Public Transport Infrastructure and Services

Priority will be given to improving public transport infrastructure and services in Cardiff, including the provision of:

- a). the Core Bus Network (Express and Feeder Networks) and other bus priority measures;*
- b). development of the rail network;*
- c). new rail stations on existing and new lines;*
- d). new park and ride facilities;*
- e). a Personal Rapid Transit system, initially serving the City Centre and Bay Waterfront;*
- f). nodes/interchange facilities in public transport and connecting networks.*

Policies 1K and 1L are strategic policies seeking more sustainable forms of transport in the Cardiff area. Whilst these policies are not directly relevant to the proposed development, the Outline Travel Plan will be implemented during the course of the construction and operational phases to ensure compliance with the overall objectives of the draft UDP.

Policy 1.M: Improvements to the Primary Road Network

Priority will be given to the following additions to the primary road network that will support public transport, road safety and environmental improvements:

- a). the Eastern Bay Link;*
- b). the St Mellons-Wentloog Link Phase 2;*
- c). the Ely Spur;*
- d). the Thornhill M4 Interchange.*

The potential to implement the Bay Link is reflected in the draft UDP. As stated above, it is understood that this scheme is not being progressed at the moment. The proposal does not have a material adverse impact on the highways network and therefore there is no relationship between the development and the requirement to implement the EBL.

In respect of the "Magic" Roundabout, a similar conclusion has been reached. The overall conclusion has therefore been reached that the site access is suitable for the developer and end user, and that no improvements to the physical layout will be necessary.

3.3 Impact on Neighbours

The TAN18 criterion is not specific on what this refers to. In the context of highways, it has been assumed that it refers to neighbouring users and traffic flows. The Transport Impact Assessment has considered the potential traffic flows from the development in tandem with those from existing and committed developments.

The overall figures for the proposed and potential neighbouring uses have been incorporated within the Assessment.

4.0 ACCESS ARRANGEMENTS

The specification for a TIS includes a requirement to specify the:

package of physical, management and promotional measures needed to accommodate the requirements identified above, such as physical infrastructure, the design and location of buildings, parking management, financial incentives and dedicated travel plan co-ordinators.

4.1 Internal Layout

In considering the submitted scheme, an iterative process of design and re-design was undertaken. Some of the issues associated with layout included:

- access road arrangement in the context of the larger Trident Park site;
- the location of the offices and visitor's centre;
- potential flexibility in the context of future waste management aspirations and obligations;
- location of the air cooled condensers;
- the need to avoid traffic conflict within the site;
- maximising the safety of those visiting or working at the site;
- incorporation of surface water attenuation measures;
- the relationship between the chimney group and the building;
- concern from the adjoining oxygen plant operators regarding proximity to their plant; and
- the significance of landscaping proposals at this location.

The resulting layout has been heavily influenced, at a local level, by the current restriction on public access to the Trident Park site. The nature of the proposed development is such that, notwithstanding the Visitor Centre, the site is not intended to be welcoming to, or to

the limitations of the railway network in the sub-region are such that this must be discounted at this stage.

The focus is therefore placed on the potential to minimise travel to the site by staff during the construction and operation of the facility, and it is essential that senior management is seen to support the TP.

The ability to prepare a detailed TP at this stage in the project is limited by the uncertainty of there not being contractors and sub-contractors in place for the construction period, and the absence of a current workforce at the completed facility. This TP therefore establishes the principle of sustainable techniques, and will be refined at various stages in the progress of the development. This commitment to prepare a TP will be supplemented by its implementation and monitoring during the construction and operation periods.

A TP is a structure for the delivery of sustainable transport objectives which seek to:-

- reduce the need to travel to and from the site;
- reduce the number of vehicles, with emphasis on single occupancy vehicles travelling to the site;
- reduce costs associated with on-site parking provision and congestion;
- provide minimum possible parking provision;
- improve safety and security for people who use the site;
- promote active transport and public transport usage and encourage a change of attitudes to these modes;
- promote coordination and cooperation between and within developments
- improve overall accessibility;
- promote the existing public transport system that works to enhance the environment; and
- support a sustainable economy for Cardiff and the region.

The overall aim of the TP is to provide measures which will influence behaviour and achieve a shift towards increased use of sustainable travel modes such as walking, cycling, public transport and car sharing. In order for the TP to be successful it will need to reflect Viridor's specific needs and the characteristics of the development.

This outline TP gives consideration to the various types of travel that will be associated with Viridor's activities. These activities include:-

- commuter journeys;
- business travel;
- construction traffic;
- visitors; and
- fleet vehicles.

The TP contains three specific objectives:

- to demonstrate Viridor's commitment to planning the way in which people travel to and from the site, and to promote the use of sustainable transport to all that require access to Trident Park;

6.0 CONDITIONS & OBLIGATIONS

6.1 Conditions

In accordance with the stated requirements of Cardiff Council, the following conditions are considered to be acceptable:

(i) C3F – Details of Access Road Junction;

(ii) C3D – Loading, Unloading and Parking Within Site;

(iii) C3S – Cycle Parking, 15No. cycle stands to be sheltered and secure;

(iv) D3L - Details of Roads (Development) - No development shall take place until detailed plans showing the position and form of construction of all roads and footpaths within the site and the method of disposal of all surface water drainage there from have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the roads, paths and all surface water drainage works have been constructed and completed (except for the final surfacing) in accordance with the approved plans and details. Reason: To ensure an orderly form of development and to make provision for the satisfactory access to the development by future occupants;

(v) Prior to commencement of each phase of development a scheme of construction management shall be submitted to and approved by the Local Planning Authority to include details of construction traffic routes, site hoardings, site access, and wheel washing facilities. The development construction of the relevant phase shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity;

(vi) Travel Plan (condition or S106 commitment) –“No part of the development permitted by this consent shall be brought into beneficial use until a revised Travel Plan has been submitted to and approved by the Local Planning Authority. The Travel Plan shall set out proposals and targets, together with a timetable, to limit or reduce the number of single occupancy journeys to the site, and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the timetable unless otherwise agreed in writing by the local planning authority. Reports demonstrating progress in promoting sustainable transport measures shall be submitted annually on each anniversary of the date of the first occupation of the development hereby permitted. Reason: To accord with paragraph 3.5.1 of the Council's Access, Circulation and Parking Requirements SPG;

6.2 Obligations

As proposed by Cardiff Council, the following contributions are considered to be acceptable:

i) Bus Public Transport S106 contribution – A public transport contribution of £39,183 (inclusive of the 3% statutory fee) to be paid before commencement of works on site, to be made towards the provision of a bus shelter, including bus boarder, CCTV and RTI at a bus stop within the vicinity of the site;

(ii) Traffic Management S106 contribution – A traffic management contribution of £58,710 (inclusive of the 3% statutory fee) to be paid before commencement of works on site, to be made towards the provision a signalised crossing facility for pedestrians and cyclists in the vicinity of the site, together with associated cycling improvements; 2No vehicle activated

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