



TY CAMBRIA,

Newport Road, Cardiff, CF24 0AD

FRAMEWORK TRAVEL PLAN

Project No 26-281-20

Revision No 01

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Control Sheet

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1 introduction

1.1 Background

- 1.1.1 Calibro has been appointed by Elite Cask Ltd (herein referred to as “the Applicant”) to provide an appraisal of the traffic and transport implications associated with a proposed demolition of the existing building and erection of new build Purpose Built Student Accommodation, ground floor commercial space (Use Classes A1, A2, A3, D1 and D2) and associated works on land at Ty Cambria, Newport Road, Cardiff.
- 1.1.2 Given the highly sustainable town centre location in combination with the nature of the proposed development, the proposals incorporate a zero-car approach to maximise the sustainability of the site. However, a student drop-off strategy will be in place to safely and efficiently facilitate the arrival and departure of students at the start and end of academic periods.
- 1.1.3 This report has been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that demonstrates that the transport related development effects would not be severe or unacceptable, and that the site is highly accessible by sustainable modes. Therefore, consistent with the provisions of Planning Policy Wales (PPW) – Traffic Advisory Note (TAN) 18.

1.2 Summary of Relevant Information

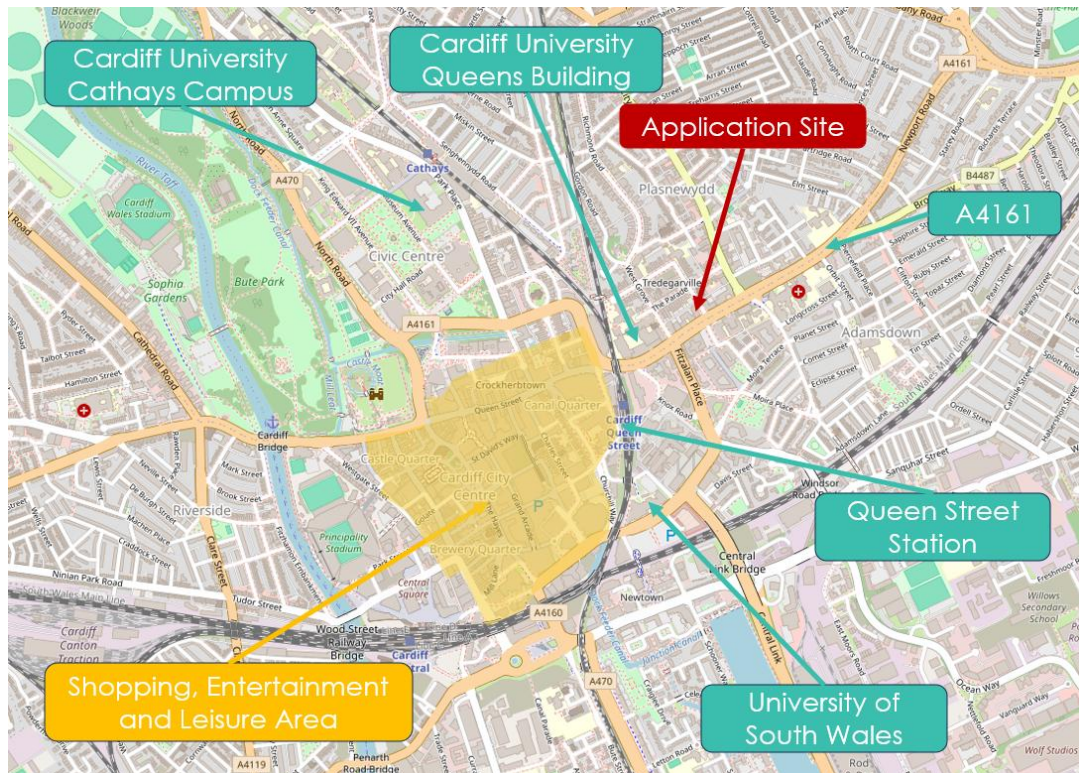
- 1.2.1 By way of summary, this plan has been prepared subject to the following principle parameters: -

Development Name:	Ty Cambria
Status of Travel Plan:	Framework
Development Address:	29 Newport Road, Cardiff, CF24, 0AD
Author of Travel Plan:	Calibro Consultants Limited
Future Travel Plan Coordinator:	TBC
Delivery Mechanism:	TBC
Funding Mechanism	TBC
Formal Commitment Period:	TBC
Mode Share Target Review:	TBC

1.3 Site Context

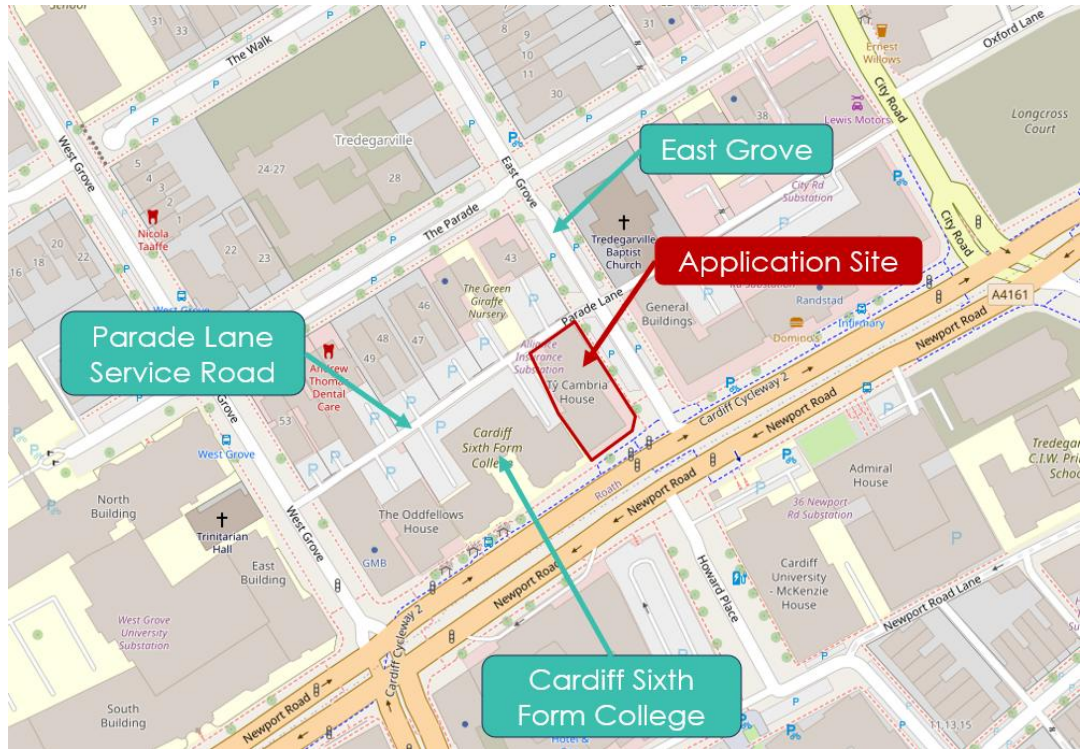
- 1.3.1 The site is located in the centre of Cardiff, some 500-metres east of Cardiff Queen Street railway station and on the A4161 – Newport Road. The University of Cardiff – Queens Building is located circa 150-metres to the west, the main Cathays Campus is circa 1,100 metres to the west, with the University of South Wales circa 750-metres to the south-west. Allied to this, the primary shopping area of St David's is accessible some 400-metres to the west, whereby a plethora of shopping, eating and entertainment amenities are accessible.
- 1.3.2 The application site is shown in its strategic context below.

Figure 1-1 Application Site in Strategic Context



- 1.3.3 In a local context, the site is bound by Newport Road (A4161) to the south, East Grove to the west and Parade Lane Service Road to the north, whilst the western boundary is defined by the Cardiff Sixth Form College. The site is situated within an area that is largely residential and Educational in nature, with access to amenities, such as shops, doctors and leisure facilities. The footway network in the surrounding area is extensive and of good standard, with a segregated cycleway on the Newport Road frontage of the site. The facilities ensure that the site has good connectivity via non-vehicular modes.
- 1.3.4 The application site is shown in its local context below.

Figure 1-2 Application Site in Local Context



2.2 Vehicular Access

- 2.2.1 To reflect the highly sustainable city centre location, the proposed development will operate as a car-free development.
- 2.2.2 Temporary arrangements are proposed to manage the arrival and departure of students safely and efficiently at the start and end of academic years. The proposed arrangements are discussed at [Section 5](#) of this report.

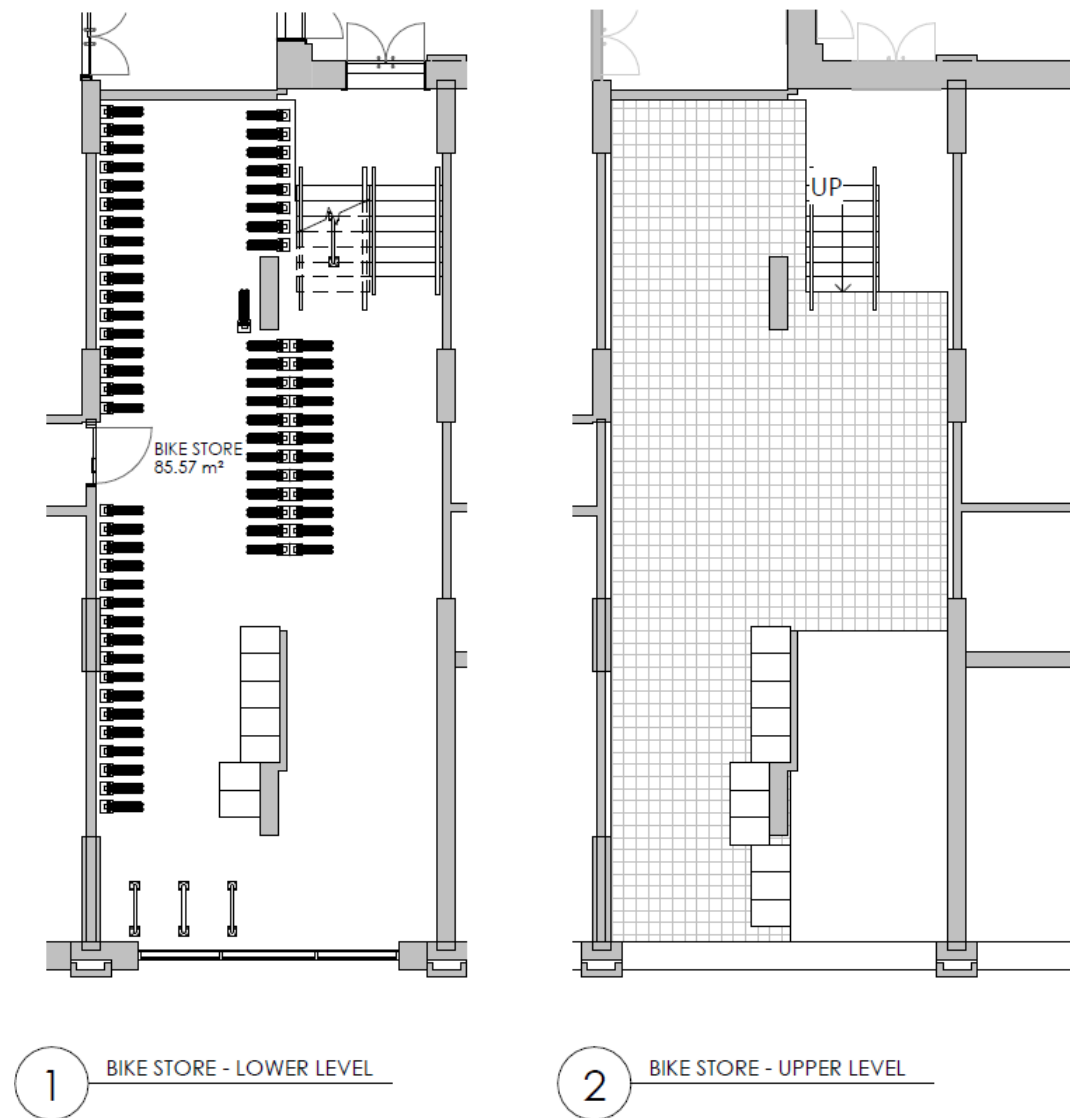
2.3 Non-Car Access

- 2.3.1 Pedestrian access to the development will be provided on Newport Road, City Road and East Grove – with separate accesses provided for the student accommodation and commercial unit. Newport Road affords circa 3.8-metre-wide pavements, East Grove circa 3.3-metre-wide pavements. All roads provide easy access to an array of day-to-day facilities such as local food stores, leisure and retail uses, as discussed within [Section 0](#) of this report.
- 2.3.2 The non-car design of the scheme will actively discourage the use of personal vehicles and will encourage means of sustainable travel. However, to further encourage sustainable travel, a Travel Plan will operate on-site to maximise walking and cycling as first tier modes of travel to key amenities and connect to further modes of travel such as bus and rail.

2.4 Cycle Parking Provision

- 2.4.1 The development has been designed to encourage sustainable travel by providing a cycle parking strategy that supports residents, staff and visitors.
- 2.4.2 A total of 210 secure cycle parking spaces will be provided across two dedicated cycle storage levels, representing provision for approximately 60% of the total student accommodation. The cycle stores are accessed via a secure controlled entrance and are conveniently located to encourage cycling as the primary mode of transport for residents.
- 2.4.3 The layout has been designed to accommodate a range of cycle types, recognising the increasing diversity of personal mobility. Provision includes spaces suitable for standard bicycles, larger or adapted cycles and cargo bikes, ensuring the facilities remain flexible and inclusive. A plan showing the draft cycle parking layout is shown below and to scale at [Appendix B](#).

Figure 2-2 Internal Cycle Parking Draft Layout



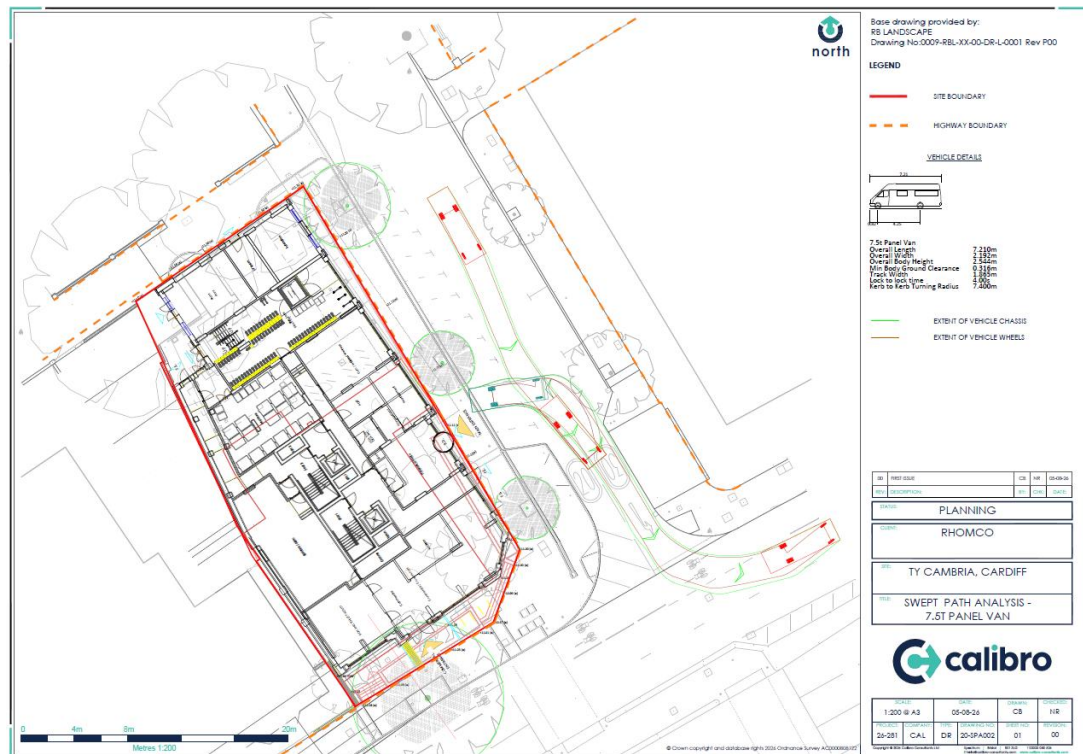
- 2.4.4 In addition to secure resident storage, external Sheffield stands are provided adjacent to the principal entrances to accommodate visitors, staff and short-stay parking. Locating these spaces within the public realm allows convenient access without compromising the security of the resident cycle stores and supports the active use of the commercial unit and surrounding streets.
- 2.4.5 The current provision has been developed as the maximum achievable provision within the constraints of the site. The cycle parking strategy complements the site's excellent connectivity to Cardiff's wider cycle network and the planned improvements to the Newport Road Corridor, reinforcing active travel as the preferred mode of transport for residents and visitors alike.

- 2.5.4 The vehicle will then exit via East Grove. As above, this route reflects the current operation of the site, with the additional occupiers in the locale also being serviced from Parade Lane Service Road.

Deliveries

- 2.5.5 Due to the nature of the Student Accommodation it is considered that the majority of deliveries will be undertaken by motorcycles, car and small vans, to reflect take-away, food and Amazon deliveries. During discussion with Cardiff City Council Highway has been agreed that a 3.5t box van/transit type vehicle should be considered as the design vehicle for deliveries.
- 2.5.6 It is expected that deliveries to the site would continue to utilise the current on-street car parking facilities on East Grove. Swept path analysis of a 3.5t box van delivery vehicle is also shown in the below Figure 2-4 and to scale at [Appendix C](#).

Figure 2-4 Delivery Vehicle Swept Path Analysis



3 POLICY & BEST PRACTICE

3.1 Introduction

- 3.1.1 This section of the Plan sets out the relevant travel planning policies and best practice guidance that have been referenced in the design of the Plan and its initiatives.

3.2 Best Practice Guidance

- 3.2.1 The Travel Plan will be prepared with reference to existing best practice guidance as set out within the Department for Transport (DfT) documents entitled 'The Essential Guide to Travel Planning (2008)', 'Making Residential Travel Plans Work (2007)', 'Good Practice Guidelines: Delivering Travel Plans through the planning process' (2009) and also Cardiff City Council (CCC) guidance 'Managing Transport Impacts' (July 2018) which includes information upon Travel Plans.

- 3.2.2 The guidance documents provide an array of detailed advice, but the key messages can be summarised as follows: -

- Gain buy-in by management;
- Gain buy-in from the residents;
- Allocate, and plan for, sufficient time and money;
- Search for and create local alliances to learn from common experience / problems;
- Understand the local environs via a detailed site audit;
- Understand the ways in which people travel and their reasons, via travel surveys;
- Monitor travel behaviour on a regular basis; and
- Market the travel plan and use branding tools to attract interest / participation.

- 3.2.3 The plan will set out the administrative, physical, and management initiatives that will form the framework under which a full travel plan will be prepared and implemented prior to occupation of the commercial and residential accommodation. At this stage, it is expected that the Travel Plan shall comprise the following suite of documents: -

Travel Plan Report (for use of the Travel Plan Coordinator and Local Authority) – intended to set out matters relating to the administration of the Plan, including future

review and monitoring regimes. Essentially, this would comprise an updated version of the Framework Travel Plan.

Travel Plan Welcome Pack (for distribution to residents) – comprising a publication designed to engage with the residents and to promote the use of non-car travel options through a range of key initiatives.

Travel Plan Leaflet (for distribution to residents) – a pocket-sized document providing a convenient aide-memoir of key travel opportunities. This will be provided within welcome packs and in communal areas of the site.

- 3.2.4 The above documents will be prepared to raise awareness amongst future residents of the physical features, infrastructure, and opportunities to travel by non-car modes.

4 NON-CAR TRAVEL CREDENTIALS

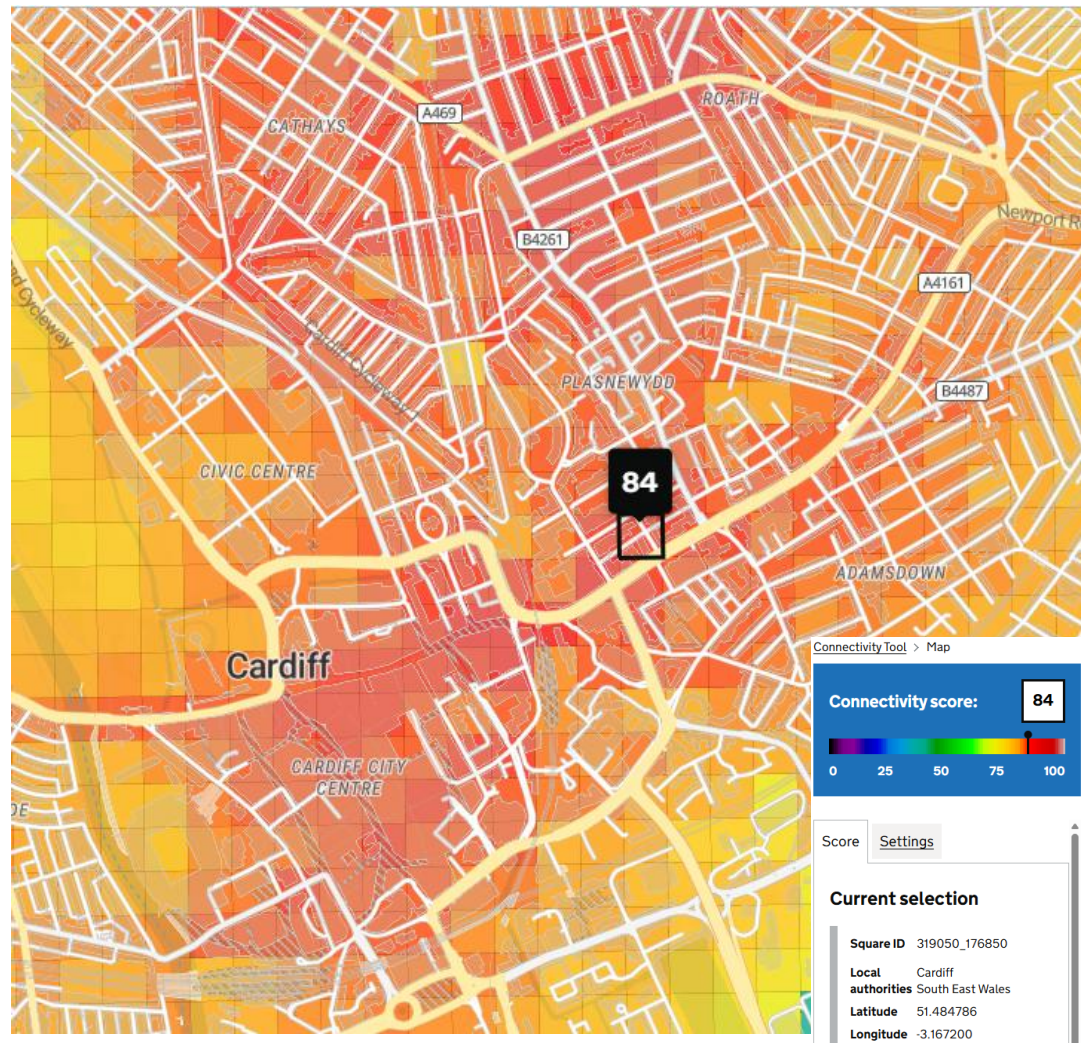
4.1 Introduction

- 4.1.1 This section of the report describes and critiques the availability and quality of the various travel networks accessible to the application site.
- 4.1.2 The non-car accessibility credentials of the application site have been considered in this section of the report by way of GIS-based modelling, using centralised travel networks and public transport data to identify the geographical catchment of each mode and the amenities located therein.
- 4.1.3 This report has been prepared with consideration to Planning Policy Wales (PPW), Traffic Advisory Note (TAN) 18 (2007) and Cardiff Council's Supplementary Planning Guidance (SPG) on Student Accommodation (2019).

4.2 Accessibility by Foot

- 4.2.1 The application site is highly connected to the surrounding area via a well-formed and extensive network of footways to the nearby bus stops, retail, and university areas which future residents will likely need to access on a daily basis.
- 4.2.2 Indeed, the site is directly connected onto East Grove, this is well maintained pedestrian footway that leads onto Newport Road to the South.
- 4.2.3 In addition to the site's city centre location and proximity to existing pedestrian infrastructure, the Department for Transport (DfT) Connectivity Tool interactive map shows how well a location is connected to everyday destinations (such as schools, shopping workplaces) through a heatmap. A score of 0 means poor connectivity, while a score of 100 means that the location is extremely well located to destinations.
- 4.2.4 The below figure shows a snippet of the overall walking mode to everyday destinations. Overall, the site has a score of 84, which illustrates that that the site has high level of accessibility to everyday destinations and well-connected, which supports the sustainable, car free nature of the development.

Figure 4-1 DfT Connectivity Tool Score for Site



4.2.1 Further to the above, the available infrastructure has been incorporated into an accessibility model to identify the geographical catchment area that would be accessible by foot. In this respect, it is noted that the NPPF does not define a catchment within which travel by foot is considered feasible. Therefore, the suggested maximum desirable walking distance of 2-kilometres, advocated within the document entitled 'Guidelines for Providing for Journeys on Foot' has been adopted.

4.2.2 Given its location within Cardiff City Centre, the application site is situated within a 2-kilometre walking distance of a wide range of facilities and amenities which may be required on a daily basis by future residents, some of which are listed in the below:

- Cardiff City Centre, including retail and leisure facilities.
- Tesco Express
- St David's Shopping Centre

- Sainsbury's Supermarket
- Cardiff Queen Street Railway Station

4.2.3 It is noted that Cardiff University Queens building is located 280-metres to the west, this equates to a 4-minute walk. Cardiff University Cathays Campus is located approximately 1,300 -metres to the north-west, this equates to an 18-minute walk. The University of South Wales main campus is located 8580-metres to the south-west, this equates to a 13-minute walk. Given the site's location in relation to these university facilities and the condition of the footways, journeys by foot would be the natural and preferred choice for most residents.

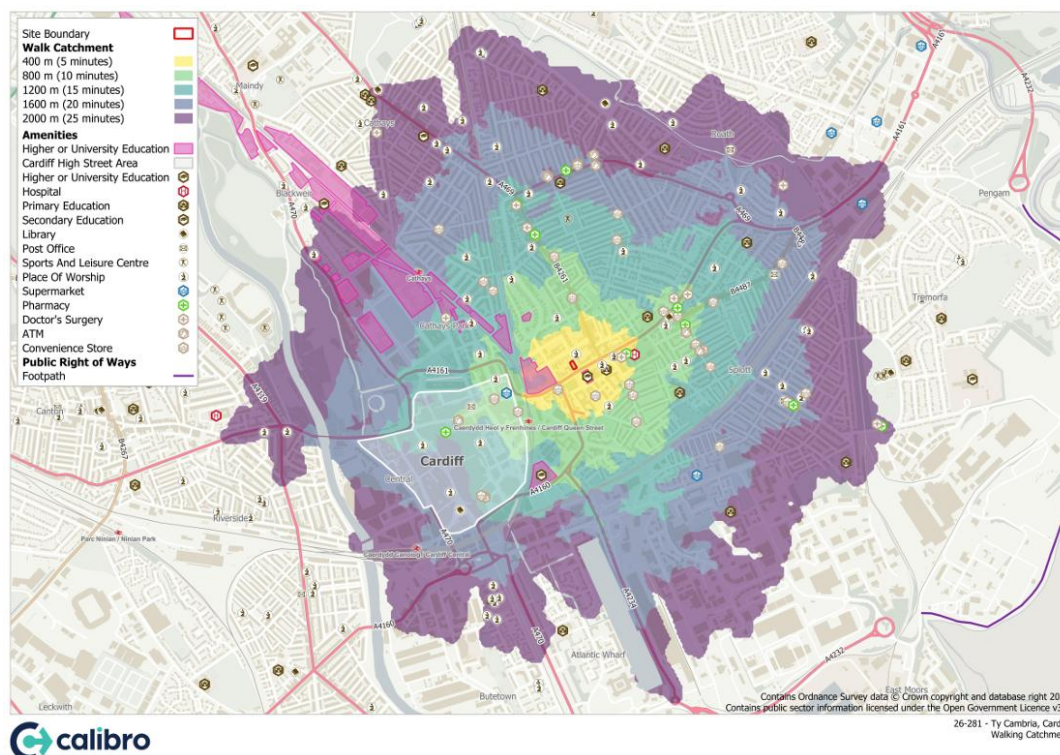
4.2.4 On the basis that the above amenities are all within the maximum desirable distances, as advocated the Institute of Highways & Transportation (IHT) guidance entitled *Guidelines for Providing for Journeys on Foot* (refer below), it is evident that the application site is located where it would afford future residents with the opportunity to walk to key local facilities.

- Maximum desirable distance to nearby bus stop = 400-metres.
- Maximum desirable distance to Town Centre = 800-metres.
- Maximum desirable distance to food shopping = 1-kilometre.
- Maximum desirable distance to all other uses = 2-kilometres.

4.2.5 The accessible areas within these thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.

4.2.6 The resultant geographical catchment and the amenities located therein is shown below, whilst a large scale plan is provided at [Appendix D](#).

Figure 4-2 Walking Catchment



- 4.2.7 The above catchment demonstrates that future residents of the site would be able to access a significant area of Cardiff including all extents of the city centre itself on foot, which offers a plethora of facilities and amenities.
- 4.2.8 Indeed, in accordance with BREEAM TRA02, Table 4-1 has been included below to outline the walking distance to the closest of each amenity type specified.

Table 4-1 Distance to Amenities

Amenity Type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Convenience Store	Tesco Express (Howard Gardens)	3	200
ATM	Tesco Express (Howard Gardens)	3	200
Outdoor Open Space	Cemetery Gardens	5	350
Recreation/Leisure Facility	The Gym Group (Cardiff City Centre)	8	500
Post Office	Cardiff Post Office (Queen Street)	9	600
Community Facility	Plasnewydd Community Hall (City Road)	8	550

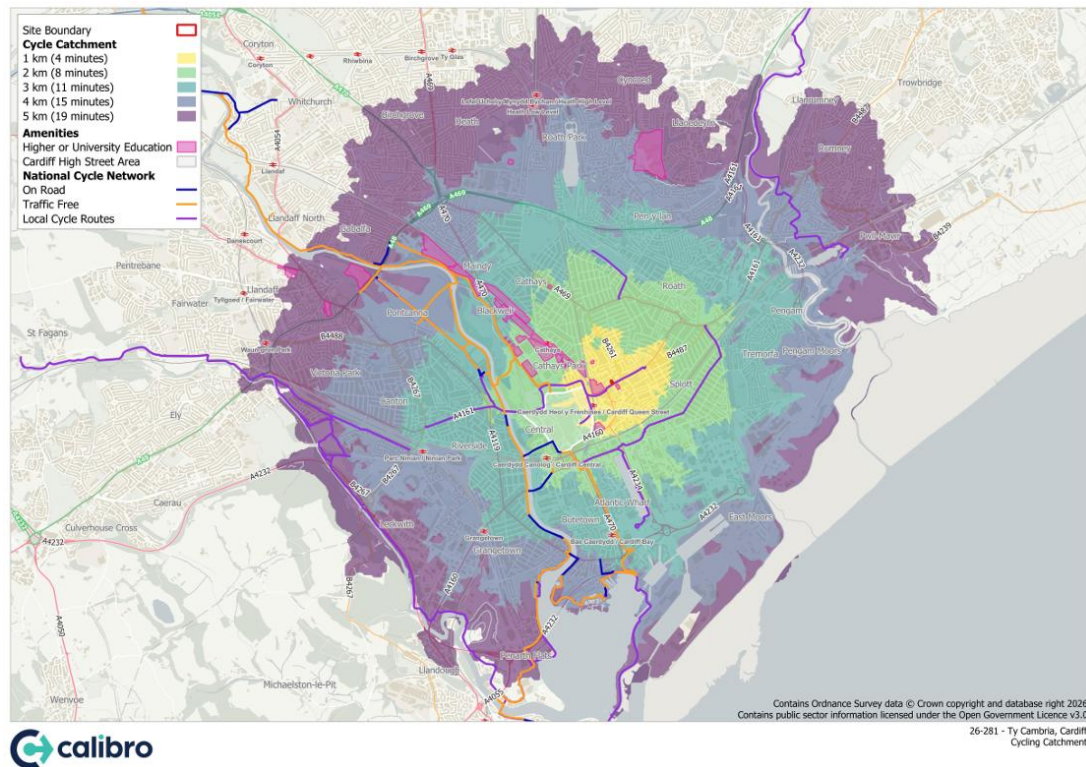
Pharmacy	City Pharmacy (Cardiff Royal Infirmary)	5	300
Doctors Surgery	Four Elms Medical Centre (Cardiff Royal Infirmary)	5	300
Child Care/School	Green Giraffe Organic Day Nursery	1	100

- 4.2.1 The above table shows that several amenities are easily accessible within a close proximity to the site, the presence of well-maintained pedestrian infrastructure ensures that walking trips can be undertaken to access surrounding amenities quickly and safely.
- 4.2.2 The application site therefore Highly conducive to travel by foot in accordance with the requirements of local and national sustainable transport policies.

4.3 Accessibility by Bike

- 4.3.1 With regards to cycle infrastructure, the application site abuts a clearly defined and well-maintained two-way on-road cycle way running for approximately 1.8-kilometres between Beresford Road in the east of the city to HMP Cardiff to the south. The site is also located 700-metres south of another on-road cycle way running for approximately 2.9-kilometres between Cardiff City Centre and Pen-y-land and Roath Park to the north.
- 4.3.2 Further to this, National Cycle Route 8 is accessible within some 950-metres of the site and connects Nantgarw to the north to Cardiff Bay and Cosmeston to the south and southwest respectively with a mix of traffic free and on-road links.
- 4.3.3 The presence of a Toucan crossing on the A4161 immediately outside the site, as well as the nature of the residential street in the area, will encourage trips to and from the application site to be made by bike.
- 4.3.4 In consideration of the typical cycling journey, the industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.
- 4.3.5 Application of a 5-kilometre cycling threshold to the application site would indicate the potential for future residents to travel to the entirety of the City centre – and all the amenities contained therein – alongside Cardiff and Cardiff Metropolitan University campuses by bike. The GIS calculated catchment area for cycling is shown in the figure below, whilst a larger scale plan is provided at [Appendix E](#).

Figure 4-3 Cycling Catchment



4.3.6 In consideration of the above, the application site is located where access by bicycle is a realistic and attractive mode of transport for journeys across Cardiff. The high-quality cycle storage provision and zero-car development will further encourage cycling as a preferred method of travel. As such, the proposed development maximises its credentials to encourage journeys by bike.

4.4 Accessibility by Bus

4.4.1 It is accepted that public transport comprises two principal aspects:

- Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
- Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.4.2 The site is very well served by local bus services, reflecting its location on the edge of the town centre.

4.4.3 In the case of the first criterion listed above, the application site is located approximately 40-metres from the nearest bus stops, which are situated on City Road, immediately to the north, with additional bus stops located on Newport Road, some 55-metres to the south-west of the site.

- 4.4.4 Further to the local bus services provided at the above stops, it is noted that multiple National Express and Megabus services operate from the Cardiff North Road stop approximately 1,300-metres to the west of the site. The Megabus services afford connectivity to destinations such as: London, Hull, Newcastle and Swansea.
- 4.4.5 With regard to the second criterion, given the sites central location the stops are served by a wide range of services to various destinations within and outside of the city. Bus services operating from Newport Road and City Road to Cardiff University are shown below:

Table 4-2 Cardiff University Bus Services

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Newport Road– Cardiff University						
9	Heath Hospital – Sports Village	06:00	12 to 20	22:50	20 to 60	20 to 60
	Sports Village – Heath Hospital	04:55	12 to 20	22:50	20 to 60	20 to 60
11	Pengam Green – Cardiff City	05:25	20 to 65	23:00	20 to 62	30 to 65
	Cardiff City – Pengam Green	04:59	20 to 63	22:25	20 to 63	30 to 65
45	St.Mellons – Cardiff City	05:46	10 to 30	23:10	10 to 30	15 to 50
	Cardiff City – St.Mellons	05:00	10 to 30	22:25	10 to 30	15 to 48

- 4.4.1 The bus route to Cardiff Metropolitan University requires a bus journey with one change, the routes used are the 9 between Newport Road and Cross Inn and the 1 & 2 between Cross Inn and UWIC. The frequency of the route 2 portion of the journey is shown below:

Table 4-3 Cardiff Metropolitan University Bus Services

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Cardiff City Centre– Cardiff Metropolitan University						
1	Cardiff Met Llandaff – Cross Inn (clockwise)	05:46	20 to 60	18:35	60	No Service
2	Cross Inn – UWIC (anticlockwise)	05:30	20 to 60	19:35	60	No Service

- 4.4.2 In line with the above, the latest local bus stop and service route data has been incorporated into a GIS-based accessibility model. This has been created to indicate

the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e., walk/bus/walk.

Figure 4-4 AM Peak Stop Frequency



Figure 4-5 PM Peak Stop Frequency



- 4.4.3 As illustrated by the figures above, during the weekday morning and evening periods, there are an abundance of bus stops and bus services within a very close proximity to the site allowing for easy permeability around Cardiff and to wider areas in both the AM and PM for future residents of the site.

Figure 4-6 Morning Peak Bus Catchment

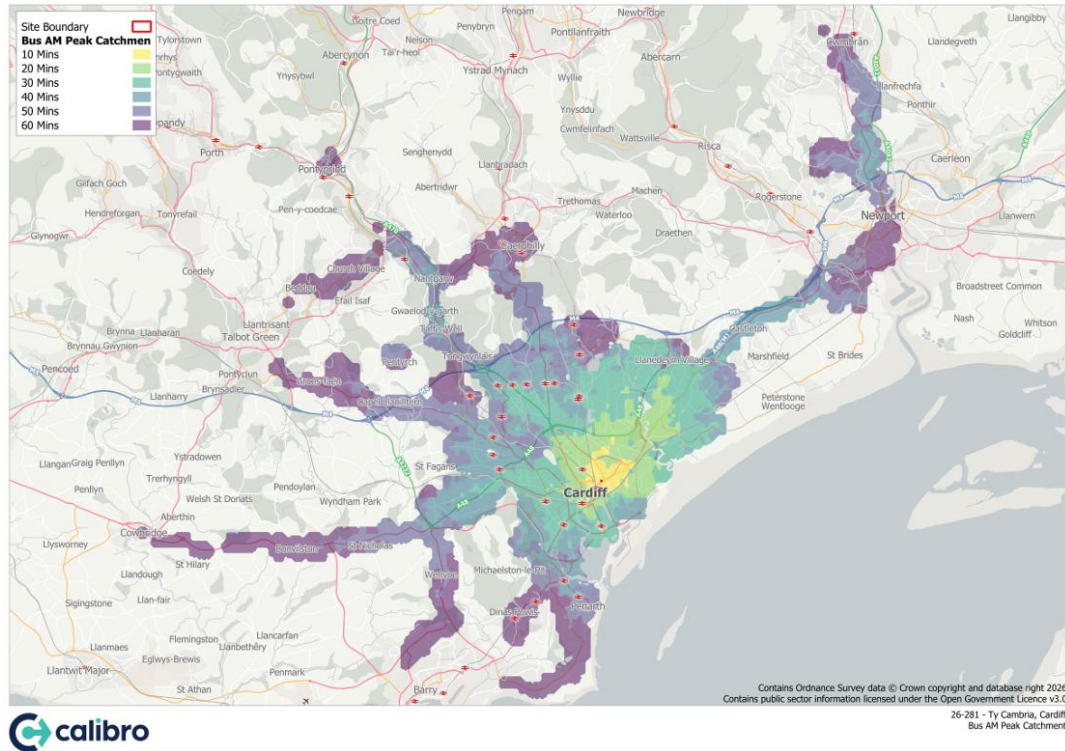
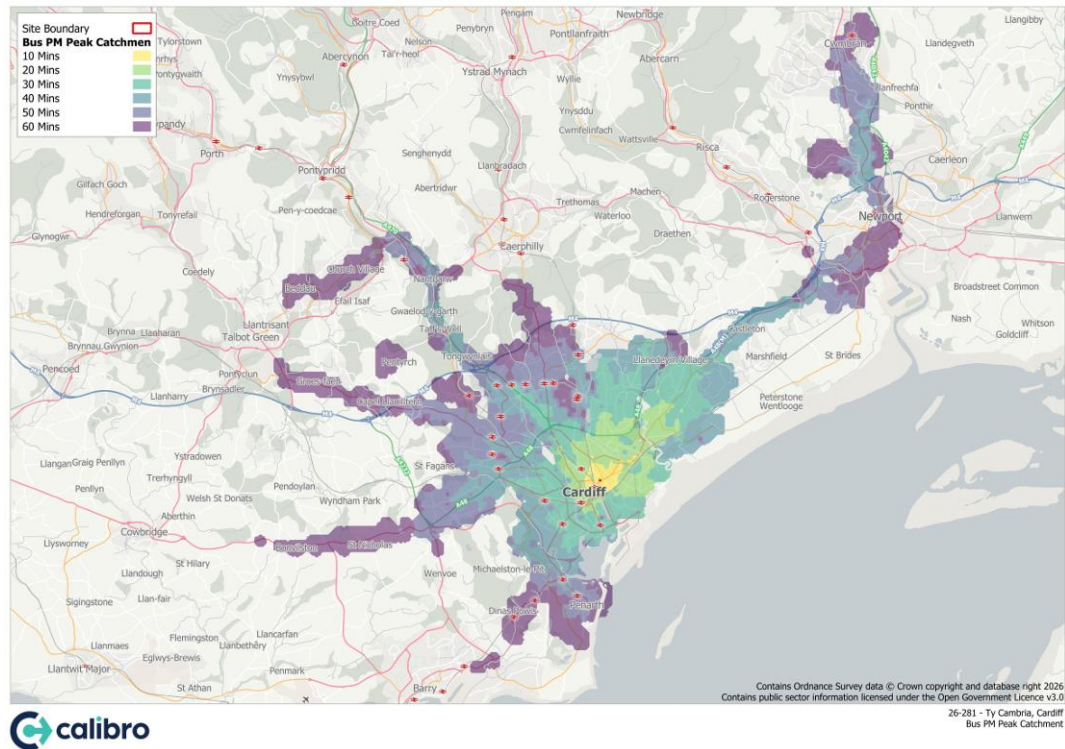


Figure 4-7 Evening Peak Bus Catchment



- 4.4.4 As illustrated by the figures above and also at a larger scale at [Appendix F](#), during the weekday morning and evening periods, a significant geographical area is accessible within an acceptable bus journey from the application site. Indeed, it would be possible for future residents to travel to the university as well as Newport, Cowbridge and Porth via bus.
- 4.4.5 On this basis, journeys by bus represents a genuine choice and viable mode of travel for future student residents of the site.
- 4.4.6 It should be noted that there are proposals to improve the bus facilities on the Newport Road corridor to provide dedicated bus lanes and improve travel time for passengers. The junction of Newport Road/East Grove will be part of the scheme and will include alteration to the existing junction to provide bus facilities. In addition, improved, modern signalised pedestrian/cycle crossing facilities will be provided, as well as the prevention of vehicles exiting East Grove onto Newport Road.

4.5 Accessibility by Rail

- 4.5.1 The application site is located approximately 750-metres walking distance from Cardiff Queen Street Railway station and circa 1,800-metres from Cardiff Central. The former is well served by a range of services connecting to destinations across the region, including Cardiff Bay, Radyr, and Barry Island; with multiple services providing connectivity to Cardiff Central in approximately 5-minutes.

4.5.2 Cardiff Central Railway Station provides frequent connectivity to destinations such as, Bristol, Manchester, and London Paddington.

4.5.3 For students travelling to or from university at weekends or term start / end, this provides a genuine alternative to car, thereby helping to enhance the sustainability of the site.

4.6 BREEAM 2018 Tra01/02 Accessibility Index Calculator

4.6.1 In accordance with BREEAM TRA02 the Accessibility Index for the existing conditions is contained at [Appendix G](#) of this report, for context the summary table has been provided below.

Table 4-4 Tra01/02 Accessibility Index – Bus & Rail AI Score

Number of Nodes	Accessibility Index Score
9	37.41

5 STUDENT PARKING CONTROLS & MANAGEMENT

5.1 Introduction

- 5.1.1 This section of the report outlines the various local parking constraints which prevent future residents of the site from owning or keeping a car nearby during their tenancy. It also sets out the proposed temporary suspension of a number of pay and display car parking spaces on East Grove and explains the unloading/loading strategy for the start and end of the academic year.

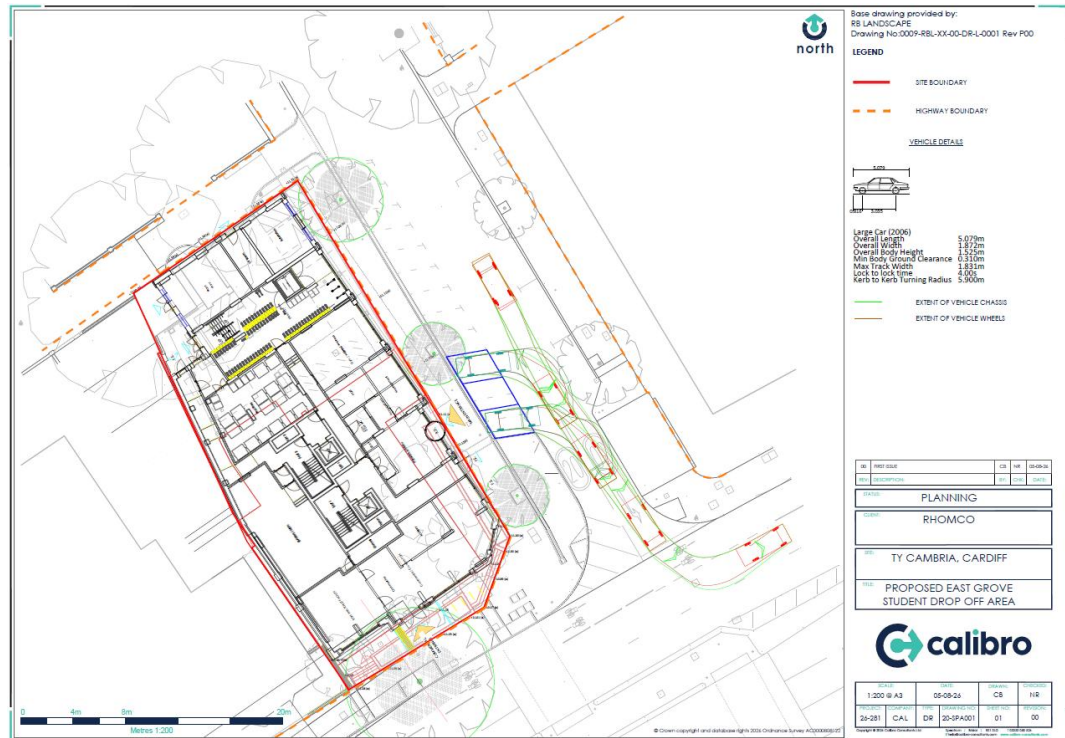
5.2 Student Parking Restrictions

- 5.2.1 Given the sites highly sustainable location within the city centre, close to a plethora of amenities, further education and university campuses and public transport services there is an opportunity to provide a car-free development to reduce reliance on private-car travel and its associated effects on congestion and air quality, whilst also being entirely supportive of various active travel policies.
- 5.2.2 Crucially, the opportunities to access local amenities and travel by non-car travel modes is reinforced by the existing parking constraints in the locality which removes the opportunity for residents parking on surrounding roads.

5.3 East Grove Drop Off Area

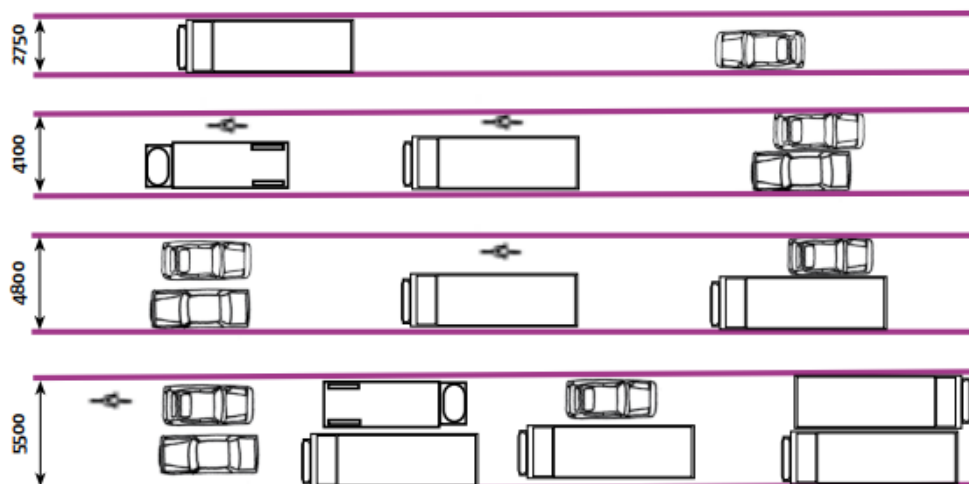
- 5.3.1 East Grove currently has short stay pay and display parking bays, ten of which are perpendicular to the highway immediately adjacent to the proposed student accommodation. Due to the short-stay nature of the existing car parking bays it is not considered that the student drop-off will differ from the current usage of these public bays. It is proposed to utilise four of the existing 10 bays for the purposes of student drop-off, thus ensuring that the spaces are available in close proximity to the accommodation entrance. It is intended to allow 3 vehicles to park within the 4 parking bays, thus giving each vehicle additional spaces to allow for efficient unloading of student luggage. The site operator will work with the Council regarding the temporary suspension of a number of pay and display bays for a limited period at the beginning of the university year. It is not anticipated that any special highway arrangements will be required to accommodate student drop-off vehicle flow.
- 5.3.2 The car parking spaces designated for student drop-off are shown within the figure below and to scale at [Appendix H](#). The plan also shows how the road width is wide enough to accommodate parked cars and a lorry passing, as this is the existing situation.

Figure 5-1 Proposed East Grove Student Drop Off Area



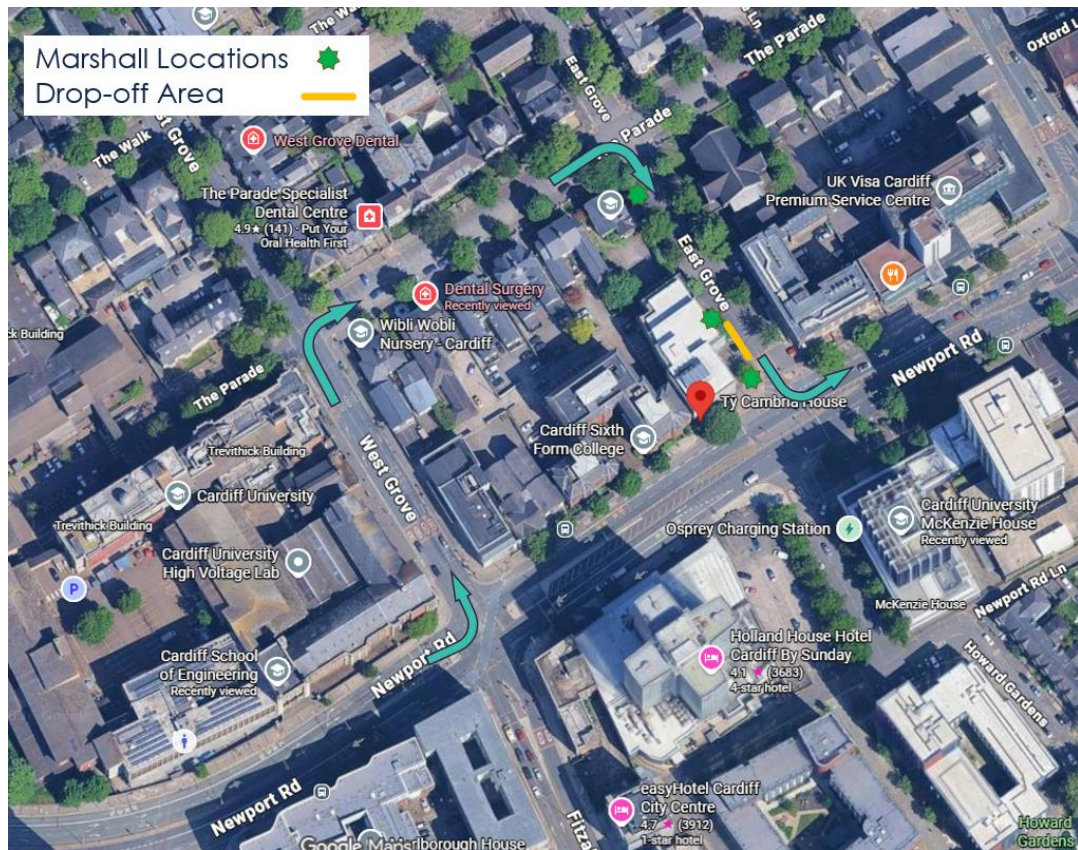
- 5.3.3 This loading area, and its approaches, will be fully marshalled during the drop-off process to ensure that only those students with the correct drop-off time slots are allowed within East Grove.
- 5.3.4 East Grove is subject to a 20mph speed limit. The carriageway width, immediately adjacent to the site, measures circa 5.6-metres in width, between the designated parking bays, which allows for two HGV's to pass side by side, as per Manual for Streets Figure 7.1, as shown in the figure below.

Figure 5-2 Accommodation of vehicles by street width (extracted from MfS)



- 5.3.5 The students utilising the East Grove loading area will be directed to arrive via West Grove and The Parade. Once their 15-minute delivery slot is completed they would then be directed to continue along East Grove, then left into Newport Road where they can continue to find public car parking if necessary. This drop-off route is shown in the below figure.

Figure 5-3 Drop-Off Routing



5.4 Student Drop-off Strategy

- 5.4.1 It is common for students arriving and departing at the start/end of the academic year to be assisted by parents/relatives given the quantity of personal belongings and household items they may bring on occupation of the development. Consideration therefore needs to be given with regard to the drop off and collection strategy to ensure it is managed effectively.
- 5.4.2 Indeed, the moving in process will need to be more carefully managed than the moving out process as students will move in over a more concentrated period of time. The moving out proves is less intensive as this generally occurs over a number of weeks due to students on different courses finishing and moving out at different times. By restricting moving in trips to a shorter timeframe, the impact upon neighbouring uses will be mitigated.

- 5.4.3 The evidence provided within the Transport Statement and Travel Plan represents a robust assessment, evidencing that the moving in procedure could be accommodated over a two-weekend period.
- 5.4.4 For the purposes of the strategy set out below, it has been robustly assumed that each resident will generate a single car trip during their arrival and another for their departure at the start/end of the academic year. In this way, the student drop-off and collection strategy plan is for the management of 700 car trips (350 Arrivals and 350 departures) over a period of four days, over two weekends.
- 5.4.5 On this basis, students will be strongly encouraged to move in at a set date at the beginning of the tenancy, ensuring that the bulk of arrivals occur on two set weekends. For the purposes of providing a robust assessment, it is assumed that all students will arrive over the course of two weekends and the following management strategy, to minimise impact on surrounding area, is envisaged to comprise the following elements:

Prior Notification

- 5.4.6 Prior to arrival, each resident must complete a mandatory pre-induction process via a residents' online portal. This process will confirm the mode of transportation each resident will use to travel to the building. Based on the Applicant's experience of managing 10 student accommodation buildings over the previous 10 years they would expect between 40% - 55% of the residents to arrive by car. Information will be sent to all students that includes a map advising them on pedestrian access routes to the accommodation, arrival time, unloading strategy, and nearby public car parks. This will also take account of the distance travelled to ensure students with longer journeys do not have early arrival slots. Each resident must book a 15-minute time slot (as requested by the LHA) for arrival.

Step 1: Student Arrivals

- 5.4.7 Prior to arrival, students will be made aware of nearby public car parks to allow for safe parking off the public highway, whilst students check in and collect their keys. The three nearby public car parks are all located within a 10-minute walk from the development. The location of the local car parks are shown in [Figure 5-4](#) below.

Figure 5-4 Local Public Car Parks



5.4.8 The walking times between each of the three closest public car parks shown above are as follows:

- NCP Cardiff Knox Road – 6 minute walk
- NCP Cardiff Dumfries Place – 6 minute walk
- APCOA Capitol Shopping Centre – 7 minute walk

5.4.9 Once checked in, the students will be advised to return to their vehicle to await their pre-agreed timeslot before driving to the allocated parking spaces on Oxford Lane to unload.

5.4.10 There will be marshals in place along East Grove who will help to manage the process, ensuring students do not travel to the development prematurely ahead of their booked slot and also manage any delays that occur.

- 5.4.11 Temporary directional signage will be provided at key locations, including at the Newport Road/West Grove junction, West Grove/The Parade and the East Grove/The Parade junction.

Step 2: Student Drop-off / Collection

- 5.4.12 Time slots of 15-minutes will be allocated to accessible students over the course of two weekends (four days) between 08:30 AM and 17:30 PM. This equates to a total of 9.0 hours of operation which would generate the opportunity for 36 vehicle drop-offs/collections per day, per space. With 5 allocated arrivals per time slot, this equates to 108 slots per day, or 432 slots over the four drop-off/collection days.
- 5.4.13 The developer is well versed in managing the arrival and pick-up strategy at the beginning and end of each academic year and can confirm that as porters are being provided during the drop-off process, with trollies for luggage, the 15 minutes time slot for moving individual students into their rooms is more than adequate. A similar strategy is used at Fusion's Zenith building on Herbert Street, a 23-storey facility accommodating 674 students. The drop-off strategy used at Zenith also includes staff managing access to the drop-off area and porters to assist with unloading of vehicles. This process has shown that the 15-minute time slot can be utilised by students at the highest levels of the development during the arrival process. Therefore, it is considered that the proposed 15-minute slots are also suitable for the proposed building with fewer storeys. Therefore, a 15-minute time slot should provide the council with comfort that this is a working strategy. Students will be assisted by onsite personnel to ensure that the move in process is without undue delay.
- 5.4.14 Disabled access drop-offs will be provided with 30-minute allocations slots being used, these residents will drive directly into a bay and collect their keys and drop off their belongings at the same time.
- 5.4.15 The table below shows that the time slot of 15-minutes combined with the four days of drop-off result in spare capacity of parking spaces. It should also be pointed out that this is considered a worst-case scenario, as it assumes that all students will be arriving by car. Once agreed, this strategy will be included within the final Travel Plan.
- 5.4.16 The calculations for the unloading time times set out above are shown in the table below.

Table 5-1 Unloading Times Calculations

Proposed Max Time Slot (minutes)	15
Maximum Vehicles Unloading at Once	3
Number of Vehicles per Hour	12
Drop off slots per day (9.0 hours of operation)	108
Number of days	4
Max Number of Vehicles over the four days	432
Spare Capacity	82

5.4.17 Student will be able to unload their belongings from their cars in the designated 15-minute slot. Porters with trolleys will be ready to transport students' belongings to their flat/rooms and minimise the amount of time that cars are parked.

Step 3: Post Drop-off

5.4.18 The marshals, outlined previously, will be in place to ensure pedestrian movement happens safely and efficiently. They will also ensure that drop-off vehicles exit the area safely and do not overstay their allotted drop-off times.

5.4.19 As referenced earlier in this report, the proposed approach described above will be agreed with the Highway Authority ahead of occupation to ensure the smooth transition of residents into the development can be achieved with minimal impact on the local highway authority.

6 BASELINE TRAVEL BEHAVIOUR

6.1 Introduction

- 6.1.1 In order to determine a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car. However, in order to identify relevant initiatives, detailed and regular surveys of travel behaviour will be required.
- 6.1.2 In this context, this Section of the Plan will be updated with the results of the baseline travel survey that will be undertaken following initial occupation of the development, and the sub-headings are set out in readiness to receive the data. In advance of undertaking this survey, however, the parameters for conducting and evaluating the study are set out.

6.2 Conducting the Travel Survey

- 6.2.1 In order to inform the measures and initiatives of the Plan, a questionnaire survey shall be conducted to elicit key travel information from the residents.
- 6.2.2 Residents will be made aware of the availability of hardcopy surveys on a flyer which shall be included within the Welcome Pack and thereafter, posted to each property.
- 6.2.3 The survey will be allowed to run for a total of three weeks, with reminder notices issued at the end of the first and second weeks, as well as two days prior to the end of the survey period.
- 6.2.4 The overall strategy of questioning, delivery and incentives shall be reviewed in consultation with the Local Planning Authority and their travel plan representative annually, prior to undertaking the study.
- 6.2.5 The success of each study will also be discussed with the Local Authority's Travel Plan officer.

7 TRAVEL PLAN OBJECTIVES

7.1 Introduction

- 7.1.1 A Travel Plan is a long-term management tool that articulates a coordinate strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

7.2 Objectives of the Plan

- 7.2.1 The Travel Plan will be prepared to illustrate the approach that would be adopted during after the implementation of a planning permission granted for the proposed redevelopment of Ty Cambria, Cardiff.
- 7.2.2 The purpose of the plan will be to set out a long-term strategy for reducing the resident's dependence on single occupancy car travel and the Plan Objective will be to reduce private car use in favour of more sustainable modes of travel, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

I. Awareness of Travel Choice

- a. Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual students and staff;
- b. Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and
- c. Raise awareness of alternative travel options for all residents, staff and visitors.

II. Effective use of Resources

- a. Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;
- b. Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents, staff and visitors;
- c. Contribute to improvements in air quality through the reduction of

carbon emissions;

- d. Reduce the number of vehicles requiring a parking space within the site;
and
- e. Reduce any on-street car parking demand by visitors.

8 TRAVEL PLAN TARGETS

8.1 Introduction

- 8.1.1 This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.
- 8.1.2 They relate to the objectives of the Plan and interim targets will be identified following the completion of the first travel survey to ensure that the success of the Plan can be tracked throughout the Plan Period. This will also allow for appropriate interventions to be taken in a timely manner, if necessary.

8.2 Realistic Opportunities for a Modal Switch

- 8.2.1 This section will identify modal split targets for the available travel options in accordance with the Authority's Travel Planning Guidance. Values will be measured against the final trip generation figures identified within the Transport Statement.
- 8.2.2 Following the results of the first post-occupation travel survey, the Travel Plan Coordinator shall undertake an assessment of the opportunities and constraints associated with resident's and journeys to identify the potential maximum modal shift away from the car. This shall form the mode shift target and travel initiatives shall be updated to help deliver this objective.

9 TRAVEL PLAN MANAGEMENT

9.1 Travel Coordinator

9.1.1 A Travel Plan Coordinator (TPC) shall be appointed to implement and administer the Plan. The appointed TPC will seek to coordinate all efforts with the appointed TPC(s) for any nearby Travel Plans and in doing so commence a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken, which would increase the opportunity to secure the targeted mode shares of the respective developments.

9.1.2 The appointed TPC shall be responsible for: -

1. Administration of the scheme, including associated budgets;
2. Consultation and promotion of the scheme;
3. Implementation of the scheme measures;
4. Ongoing monitoring of the scheme; and
5. Undertaking review of the scheme.

9.2 Consultation & Engagement

9.2.1 The success of the Plan will rely upon the support of the residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.

9.2.2 The TPC will have the responsibility of undertaking all liaisons with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport. The TPC shall also liaise closely with public transport operators, particularly at the outset of the proposed development.

9.3 Promotion

9.3.1 All residents and staff will be made aware of the Plan within marketing material, to be published during the sale of dwellings and during the induction process for employees. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained therein.

9.3.2 Promotional material (Travel Plan Welcome Pack & Travel Plan Leaflet) will be issued to each resident upon their first occupation of their dwelling and to staff on their first day being employed at the development.

- 9.3.3 The contact details of the TPC shall be incorporated within the Travel Plan Marketing Material and the Travel Plan document itself.
- 9.3.4 Promotional material and contact details will also be made available within communal areas of the development.

9.4 Updating

- 9.4.1 The Plan will be a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan Period, which is from first occupation to the three years post completion. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges.
- 9.4.2 The on-going monitoring programme and, in particular, the review (to be undertaken every second year), will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan.

10 TRAVEL PLAN MEASURES

10.1 Introduction

- 10.1.1 This section of the Plan outlines the specific physical and management measures that will be undertaken to manage travel behaviour in line with the aspirations of the Plan, as identified earlier.
- 10.1.2 Implementation of the listed measures, which include initiatives designed to increase awareness of the various travel opportunities, as well as the provision of specified infrastructure, will be at the core of the Plan. Measures are grouped under various headings, relevant to each mode of travel.

10.2 Collaborative Working

- 10.2.1 Partnership working will be extremely beneficial when implementation and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.
- 10.2.2 In particular, the TPC shall maintain close contact with public transport operators, and other TPC's working in respect of any nearby developments.

10.3 Travel Plan Brochure & Leaflet

- 10.3.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is considered a particularly dispassionate document, unlikely to garner interest and a much needed 'buy-in' amongst residents and employees. In view of this, sister documents will be prepared with the purpose of presenting the salient elements of the plan to present them in such a way that will draw the interest and encourage participation. These documents will be as follows: -
 - 1. **Travel Plan Welcome Pack** (*for distribution amongst residents and staff*) – a publication designed to engage with residents and staff and to promote the use of non-car travel options through a range of key initiatives.
 - 2. **Travel Plan Leaflet** (*for distribution amongst residents and staff*) – a pocket sized document, providing a convenient 'aide memoir' of key travel opportunities.
- 10.3.2 These documents will be updated bi-annually to ensure that they contain the most up-to-date information and reflect any change in strategy that may be identified following analysis of the annual travel survey, see [Section 10](#).
- 10.3.3 Additional copies will be available upon request to the TPC.

10.4 Walking Initiatives

- 10.4.1 Invariably, walking will comprise an important mode of travel for the majority of trips, whether as the main mode of travel or as a secondary walk trip that may be required as part of a longer journey by public transport.
- 10.4.2 To encourage journeys to be undertaken by foot, the key aspiration will be to ensure that residents and staff have a knowledge of the opportunities, that will be available to travel to key local facilities that are within a suitable walk distance of the site.
- 10.4.3 In order to facilitate walk trips, the following shall be undertaken: -
- a) Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest bus stops, shops, schools, and health facilities shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
 - b) The TPC shall liaise with the Council's representatives to ensure that pedestrian routes are properly maintained;
 - c) The TPC shall also consult with relevant retailers to seek bespoke discounts on all-weather clothing, including water-proof jackets and umbrellas; and
 - d) A notice board containing details of the TPC and latest travel information shall be located in communal areas of the development.

10.5 Cycling Initiatives

- 10.5.1 Under the terms of the Plan, the Travel Plan Coordinator shall also ensure the following:
- a) Plans illustrating the local cycle infrastructure and its connectivity to nearby destinations shall be provided within the Travel Plan Welcome Pack and Travel Plan Leaflets. These shall be provided to residents upon their occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
 - b) The TPC shall liaise with the Council's representatives to ensure that cycle routes and cycle parking facilities are properly maintained;
 - c) The TPC shall consult with relevant retailers to seek bespoke discounts on all-weather clothing, including shoes and rucksacks. Similar discounts shall be sought in respect of cycle safety (lights and high visibility items) and security (D-lock, security tagging etc);
 - d) The TPC shall work with the Local Authority / Police force to provide residents and staff with cycle training; and
 - e) The TPC shall monitor the use of cycle parking facilities provided within the site and assess opportunities to install additional facilities where demand warrants.

10.6 Public Transport Initiatives

10.6.1 Journeys by bus / rail will form important parts of travel opportunities to the site. In order to promote the use of bus / rail to residents, staff and visitors, the following shall be undertaken:

- a) The Travel Plan Coordinator shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus and rail interchanges are properly maintained;
- b) Plans showing safe walk routes between the site and relevant bus and rail interchanges, as well as up-to-date timetable information, shall be provided within the Travel Plan Brochure and Travel Plan Leaflet, which shall be provided to residents upon occupation and to staff on their first day of employment; and
- c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.

10.7 Community Website

10.7.1 To ensure residents have continual access to up-to-date travel information, a community website shall be created prior to first occupation of the site. The primary objective of the website shall be to instil a sense of living and being part of a sustainable and active community.

10.7.2 The website shall show the site in the context of wider amenities and shall cater for the needs of residents and staff. The website shall include the following type of information: -

- a) The sustainable travel opportunities and non-car travel credentials of the site, such as location of bicycle parking etc;
- b) Maps identifying the nearest local amenities, including shops, schools, healthcare;
- c) Cycle maps;
- d) Details of bus timetables & bus maps;
- e) Links to transport operators;
- f) Links to company and regional car share databases;
- g) Upcoming travel events;
- h) Information on upcoming competitions and previous competition winners /

prizes;

- i) Local bicycle retailers and maintenance services; and
- j) Feedback and contact page.

11 MONITORING & REVIEW

11.1 Introduction

- 11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated. Monitoring and review will be the responsibility of the appointed TPC. The initial programme for monitoring and review will be as follows.
- 11.1.2 The major objective of the Plan, as stated previously, is to affect a reduction in the use of single occupancy car trips by residents and staff: an objective that is naturally aided by the sustainability credentials of the site.

11.2 Programme & Monitoring

- 11.2.1 Monitoring will be undertaken informally outside of the stated formal Plan Review process. Its purpose is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting. On this basis, the measures outlined below have been designed within the intention that they can be undertaken quickly and effectively.
- 11.2.2 Information acquired through the informal monitoring process would be recorded for input into the review process to be undertaken every second year. It will be made available to the Council's travel plan representative upon request.
- 11.2.3 During the formal review process, the TPC will formally monitor the travel behaviour of residents and staff using an on-line travel questionnaire designed in line with local and national best practice. A hard copy shall also be posted to each dwelling and given to staff, with further copies being made available upon request to the TPC.

11.3 Programme of Review

- 11.3.1 The objective of the review will be to measure the success of the Plan against the specified targets and to identify if further refinement of the initiatives is required.
- 11.3.2 A primary element of the review process will be to re-issue a travel questionnaire. This will afford an opportunity to evaluate current travel patterns and consider overall awareness amongst residents, staff and visitors.
- 11.3.3 The results of the formal review will be collated by the TPC and a Travel Plan Review report shall be prepared and issued to the Council's travel plan representative after each review (identified above).
- 11.3.4 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan.

12 ACTION PLAN

12.1 Introduction

- 12.1.1 This section sets out short, medium and long-term actions associated with the Plan. The individual actions shall be expanded following completion of the baseline travel study.

12.2 Short-Term Actions

1. Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.
2. Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel plan representative for approval. This process to be completed by Month 2 following first occupation.
3. Roll out travel survey and manage the process in line with that identified under [Section 7](#) of this Plan.

12.3 Medium-Term Actions

1. Analyse the results of the baseline travel survey and identify suitable mode share targets at two-year intervals.
2. Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.
3. Update the travel plan documents to reflect the results of the baseline travel survey.
4. Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

12.4 Long-Term Actions

1. Update Travel Plan Welcome Packs and Leaflets annually during the course of construction, in response to travel survey results.
2. Issue updated Plan documents to resident and the Local Authority within 3 months of completing each travel survey.

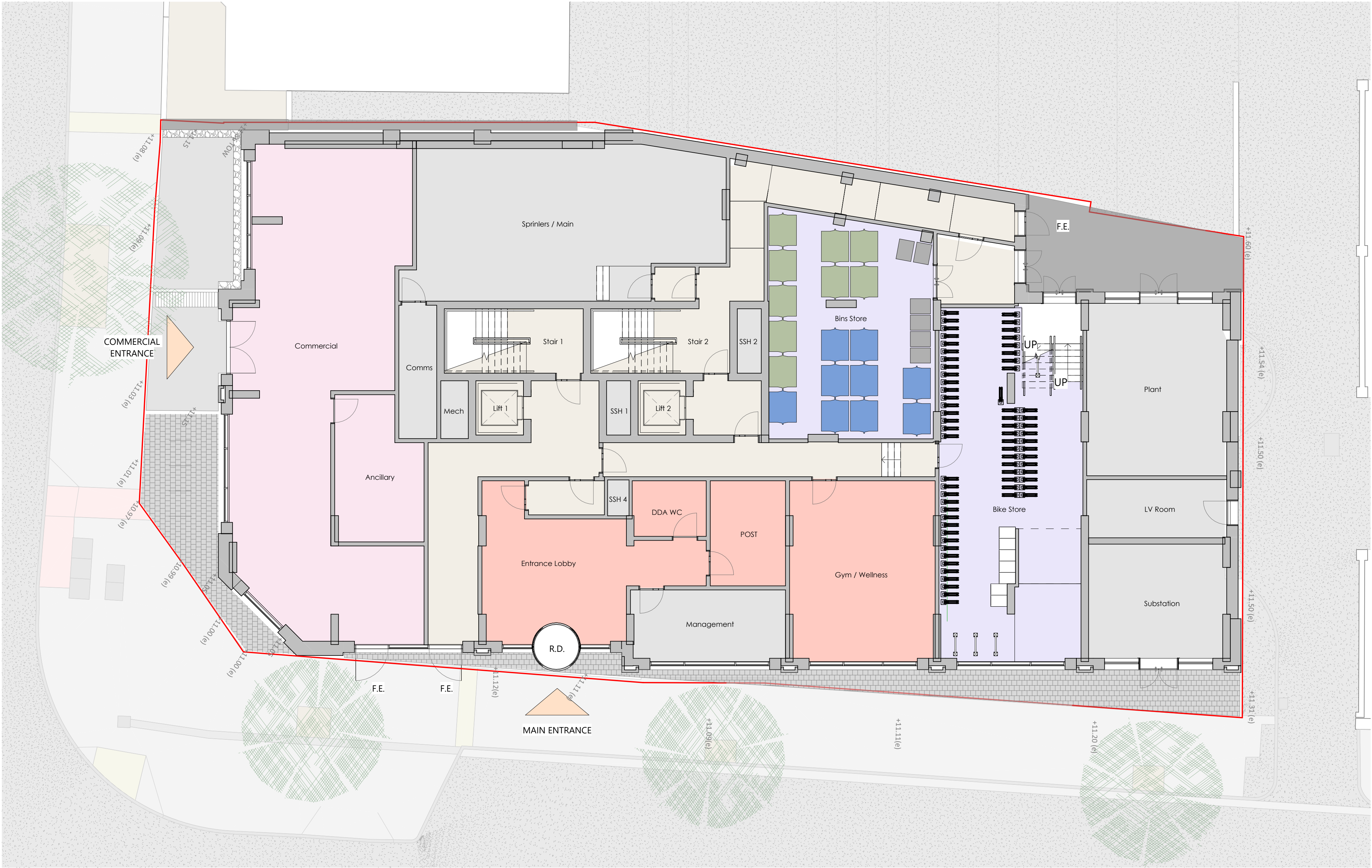
13 TRAVEL PLAN FUNDING

- 13.1.1 Funding the Travel Plan initiatives will form part of the normal development budget of the proposal.
- 13.1.2 The costs of the Travel Plan would be identified and agreed at the time of preparing the Final Travel Plan. It is envisaged that the Travel Plan would be secured by way of a planning condition or Section 106 Agreement where appropriate.

APPENDICES

APPENDIX A

Ground Floor Plan



Red Line Boundary

Room Type Legend

- AMENITY
- BIKE STORE
- BINS
- BOH
- CIRCULATION
- COMMERCIAL
- FOH
- PLANT
- RISER
- SSH

P01	DDMMYY	---	FIRST ISSUE
Rev	Date	Dr	Notes

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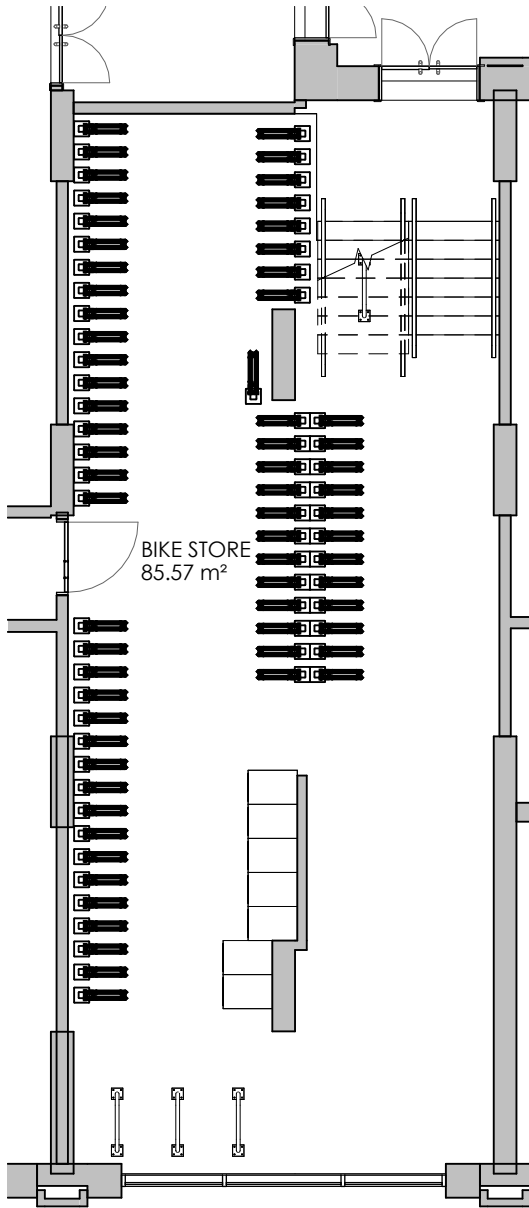
PROJECT
TY CAMBRIA
29 NEWPORT ROAD
CARDIFF

TITLE
GFL
GENERAL ARRANGEMENT

DATE 08/22/25	SCALE @ A1 1:100	LAST REVISION DD.MM.YY
DRAWN BY JC	CHECKED BY SD	REVISED BY --
DRAWING NUMBER 25835-FJA-00-00-DR-A-PL00	REVISION P01	

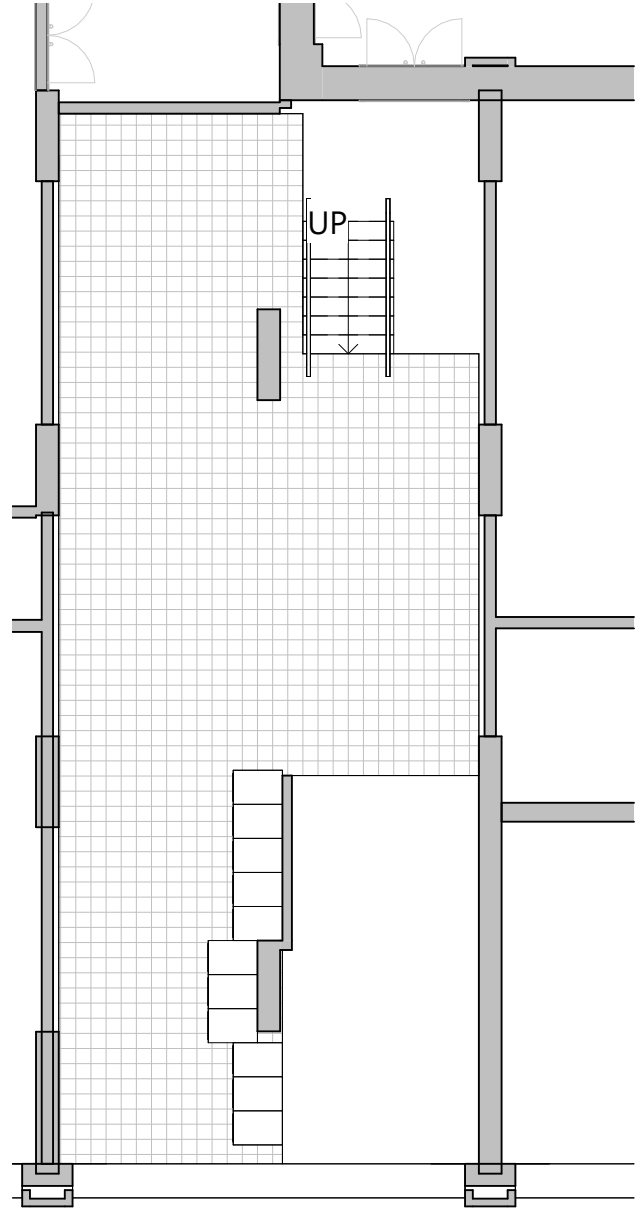
APPENDIX B

Cycle Parking Layout



BIKE STORE - LOWER LEVEL

1



BIKE STORE - UPPER LEVEL

2

APPENDIX C

Bin Store Locations with Refuse and Delivery Vehicle Swept-Path Analysis

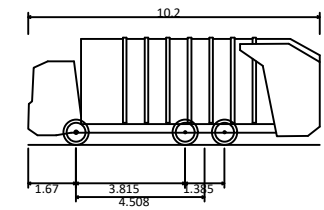


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LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLE DETAILS



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
Overall Length 10.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.800m

- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS

00	FIRST ISSUE	CB	NR	05-08-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: REFUSE COLLECTION VEHICLE

CLIENT: RHOMCO

SITE: TY CAMBRIA, CARDIFF

TITLE: SWEPT PATH ANALYSIS -
REFUSE COLLECTION VEHICLE



SCALE: 1:200 @ A3		DATE: 05-08-26		DRAWN: CB	CHECKED: NR
PROJECT: 26-281	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-SPA003	SHEET NO: 01	REVISION: 00

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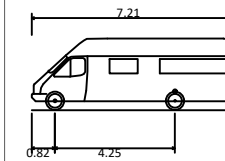


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LEGEND

- SITE BOUNDARY
- - - HIGHWAY BOUNDARY

VEHICLE DETAILS



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS

00	FIRST ISSUE	CB	NR	05-08-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	RHOMCO
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SITE:	TY CAMBRIA, CARDIFF
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TITLE:	SWEPT PATH ANALYSIS - 7.5T PANEL VAN
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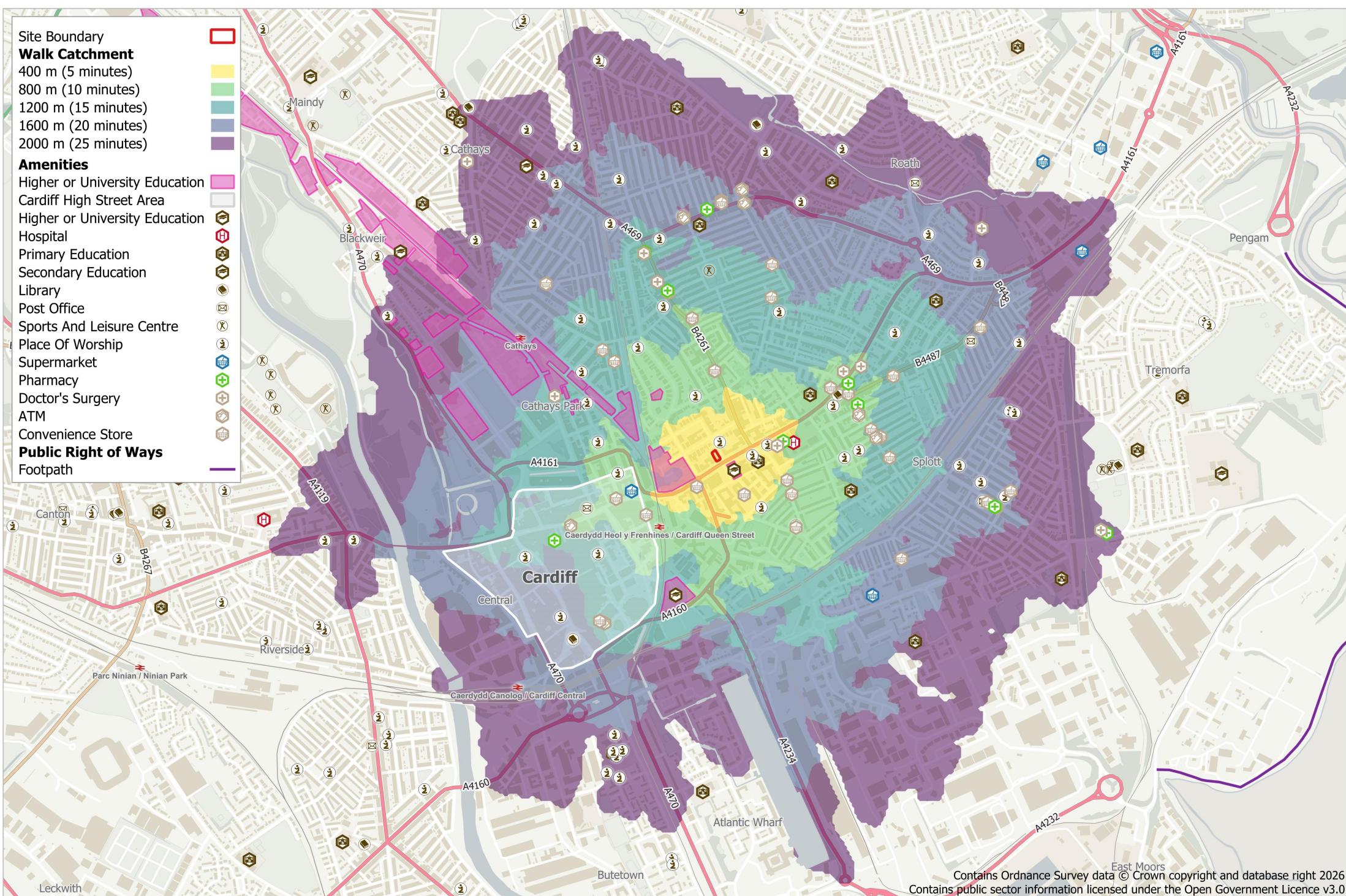
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PROJECT: 26-281	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-SPA002	SHEET NO: 01	REVISION: 00

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APPENDIX D

Walking Catchment



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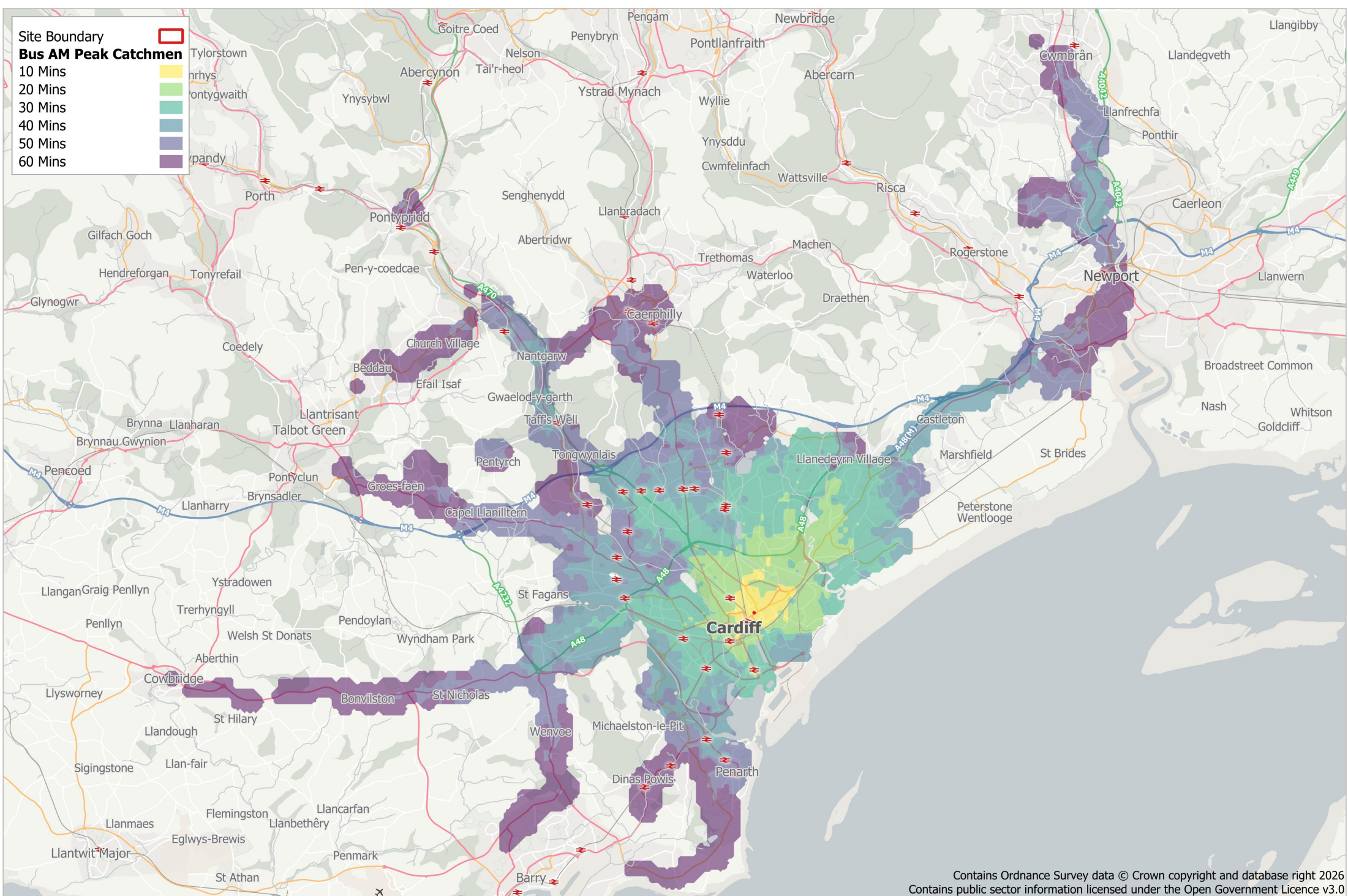
26-281 - Ty Cambria, Cardiff
Walking Catchment

APPENDIX E

Cycling Catchment

APPENDIX F

Bus Catchments



APPENDIX G

BREEAM Accessibility Index

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type Multi-residential ▼

No. nodes required

9 ▼

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	139.45									
Average frequency per hour	0.92									

NODE 2

Public transport type	Bus									
Distance to node (m)	132.14									
Average frequency per hour	7.33	7.17	1.33	0.83						

NODE 3

Public transport type	Bus									
Distance to node (m)	122.72									
Average frequency per hour	5.67	0.83								

NODE 4

Public transport type	Bus									
Distance to node (m)	119.72									
Average frequency per hour	9.83	0.08								

NODE 5

Public transport type	Bus									
Distance to node (m)	124.09									
Average frequency per hour	9.33	6	0.92	0.08						

NODE 6

Public transport type	Bus									
Distance to node (m)	106.1									
Average frequency per hour	7.33	7.17	2.83	2.67	1.5	1.5				

NODE 7

Public transport type	Bus									
Distance to node (m)	177.29									
Average frequency per hour	7.33	3.5	3.42	2.42						

NODE 8

Public transport type	Bus									
Distance to node (m)	173.84									
Average frequency per hour	7.33	3.92	3.83	2.33	1.42	0.42				

NODE 9

Public transport type	Bus									
Distance to node (m)	616.98									
Average frequency per hour	1.33	0.83	0.83	0.83	0.83	0.75	0.5	0.42	0.33	

Accessibility Index

37.41

APPENDIX H

Student Drop-off Vehicle Swept Path Analysis

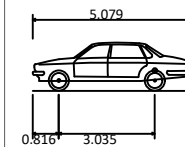


Base drawing provided by:
RB LANDSCAPE
Drawing No:0009-RBL-XX-00-DR-L-0001 Rev P00

LEGEND

- SITE BOUNDARY
- - - HIGHWAY BOUNDARY

VEHICLE DETAILS



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS

00	FIRST ISSUE	CB	NR	05-08-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	RHOMCO
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SITE:	TY CAMBRIA, CARDIFF
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TITLE:	PROPOSED EAST GROVE STUDENT DROP OFF AREA
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SCALE: 1:200 @ A3		DATE: 05-08-26		DRAWN: CB	CHECKED: NR
PROJECT: 26-281	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-SPA001	SHEET NO: 01	REVISION: 00

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