CADARN
CONSULTING ENGINEERS

TRANSPORT STATEMENT

PLOT C5
PARC BRYN CEGIN,
LLANDYGÁI,
BANGOR.

July2022
Suitability S1
Revision P02

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1.0 Introduction

1.1.1 This Transport Statement has been prepared to address potential Highway and transportation issues associated with the proposal by Huws Gray Ltd. to construct a new builder's merchant's on the vacant plot C5, Parc Bryn Cegin, Llandygái, Bangor. This Statement will accompany the planning application for the proposed development.

1.1.2 The site of the proposed development is located at Plot C5, Parc Bryn Cegin, Llandygái, Bangor. LL57 4SS (National Grid Reference SH59187044). Refer to **Appendix A** for a site location plan.

1.1.3 The Welsh Government's Technical Advice Note (TAN) 18: Transport (2007) at Annex D4 sets out suggested thresholds, above which a Transport Assessment is required. Under the Town & Country Planning (Use Classes) Order 1987, the development is considered to be "Sui Generis", and the levels of daily and hourly traffic generated by the development are unlikely to have any material impact upon the operation of the Highway network in the vicinity of the site. As such, there can be no absolute requirement for a Transport Statement to accompany the planning application for the proposed development. Nevertheless, this Statement has been prepared to provide information on the accessibility available to the residents of the proposed development, through different transport modes, to nearby facilities and amenities, and how the proposed development will complement these existing arrangements and interface with the local Highway network.

1.1.4 Cadarn Consulting Engineers Ltd reserve the right to re-assess the transport implications associated with this proposed development, if works on site have not commenced within twelve months of the approval of the development's planning application.

2.0 Application Site & Local Transport Network

2.1 Existing Site

2.1.1 The proposed development will be located on a vacant development site, bounded by further existing vacant development plots to the East & West, an existing spine road forms the northern boundary, and provides access to the development, and the southern boundary abuts agricultural grazing land.

2.2 Proposed Development

2.2.1 The proposed development involves the construction of builder's merchants with associated staff parking, and pedestrian and vehicular access from the existing spine road via the existing site access point.

2.2.2 Refer to **Appendix B** for a site layout plan.

2.3 Local Transport Network

2.3.1 For context and information, a description of the local highway network follows, summarising the existing local highway network and its characteristics.

2.3.2 Unnamed Access Road (within Parc Bryn Cegin)

2.3.3 The site is accessed via the western exit of the A5 / Parc Bryn Cegin roundabout junction, which leads to a further southerly link with the unnamed access road. At the A5 / Parc Bryn Cegin junction, the western exit is currently gated, however, when the forthcoming park and ride site is operational, this gate would be removed. The remaining vacant plots within Parc Bryn Cegin are all accessed via the junction above and the unnamed access road.

2.3.4 Footways are provided on either side of the unnamed access road within Parc Bryn Cegin, together with crossing points, at appropriate locations, which incorporating tactile paving and dropped kerbs. The footpaths connect to the footway located on the western side of the A5, which connects to the wider footpath network.

2.3.5 A section of the A5 passes to the east of Parc Bryn Cegin, and comprises single carriageways, providing a link to Bangor, circa 5km to the north. It is subject to the national speed limit of 60 miles per hour (mph) to the north of the A55. The speed limit reduces to 40mph approx. 200m south of the A5/Parc Bryn Cegin junction, immediately prior to the shared access to Rhos Isaf & Orme View.

2.3.6 The A5 / A55 Junction 11, a grade separated, priority roundabout junction, 1km to the south of the site, provides links East-West in a dual carriageway format towards Holyhead and Chester, and the continuation of the A5 to the south provides links to London.

2.3.7 As part of the 'Sustrans' National Cycle Network, the North Wales Coastal Route (also known as National Cycle Network Route 5 / 82) passes within 500m to the proposed development site, The route follows the unclassified road from the A5 Penrhyn Castle roundabout, in an east - west direction.

2.3.8 The nearest bus stops are located on the eastern side of the A5 heading south, Llandygai Vicarage stop at OS Grid Ref. SH59770 70773, and Llandygai Ffordd Fawr stop, OS Grid Ref. SH59722 70997, which are within 800m and 1000m respectively, of the proposed development. The following services stop at Llandygai Vicarage: 6B, 67, 67C, 67L, 76A & T10, and the following services stop at Llandygai Ffordd Fawr: 5, 6B, 67, 67C, 67L, 76A, A55 & T10.

3.0 Integration of Proposed Development with Local Transport Network

3.1.1 To deliver the objectives of the Welsh Government's TAN 18, all developments should, amongst other things, be in locations which are highly accessible by public transport, walking and cycling.

3.1.2 This section will consider how the above objectives have been met as part of the proposed development, along with how the safety of users from any transport risks will be considered as part of the layout of the proposed development.

3.1 Walking

3.1.1 The existing business parc incorporates 2m wide footways which provide access to all parts of the business parc, which links to the existing footpath on the A5 west side, providing access on foot to the wider footway network from Bangor.

3.2 Public Transport

As described in 2.3.8 above two bus stops are located within 800m & 1000m of the proposed development, on the eastern side of the A5, and both are within reasonable proximity to the proposed development and are readily accessible by foot. Currently, as the bus stops are located on the eastern side of the A5, and the footway is located on the western side, pedestrians utilising public transport must disembark at Llandygai Ffordd Fawr, 1000m from the development. However, an existing bus stop is present within Parc Bryn Cegin, at OS Grid Ref. SH 5949 7053, circa. 270m east of the proposed development. Once the park is fully operational, it is anticipated that the existing bus service routes will be adjusted to incorporate Park Bryn Cegin.

3.2.1 Therefore, it is considered that occupants and visitors to the proposed development will be encouraged to utilise the local public transport services as a means of accessing nearby built-up areas and communities.

3.3 Cycling

3.3.1 As discussed in 2.3.7 above, the site is within 500m of National Cycle Network Route 5 and is therefore considered to be within reasonable proximity to the National Cycle Network. Based on this, there is no intention or requirement to provide a formal cycle route to join this National Cycle Route from the proposed development, and it is expected users will be encouraged to utilise the network for both leisure and other purposes.

3.4 Personnel Safety (Highway Design / Improvements)

3.4.1 The existing site access, created as part of the development of Parc Bryn Cegin, and which complies with the requirements of Design Manual for Roads & Bridges, will be utilised. A swept path analysis has been undertaken which demonstrates the suitability of the existing site access for anticipated vehicle movements. (**Appendix C**)

4.0 Conclusion

4.1.1 This Statement has been prepared to address potential Highway and transportation issues associated with the builder's merchant's development on vacant plot (C5) at Parc Bryn Cegin, Llandygai.

4.1.2 The proposed development involves the construction of a builder's merchants with associated staff parking, together with pedestrian and vehicular access. Access to the site will be from the existing plot access on the unnamed road within Parc Bryn Cegin.

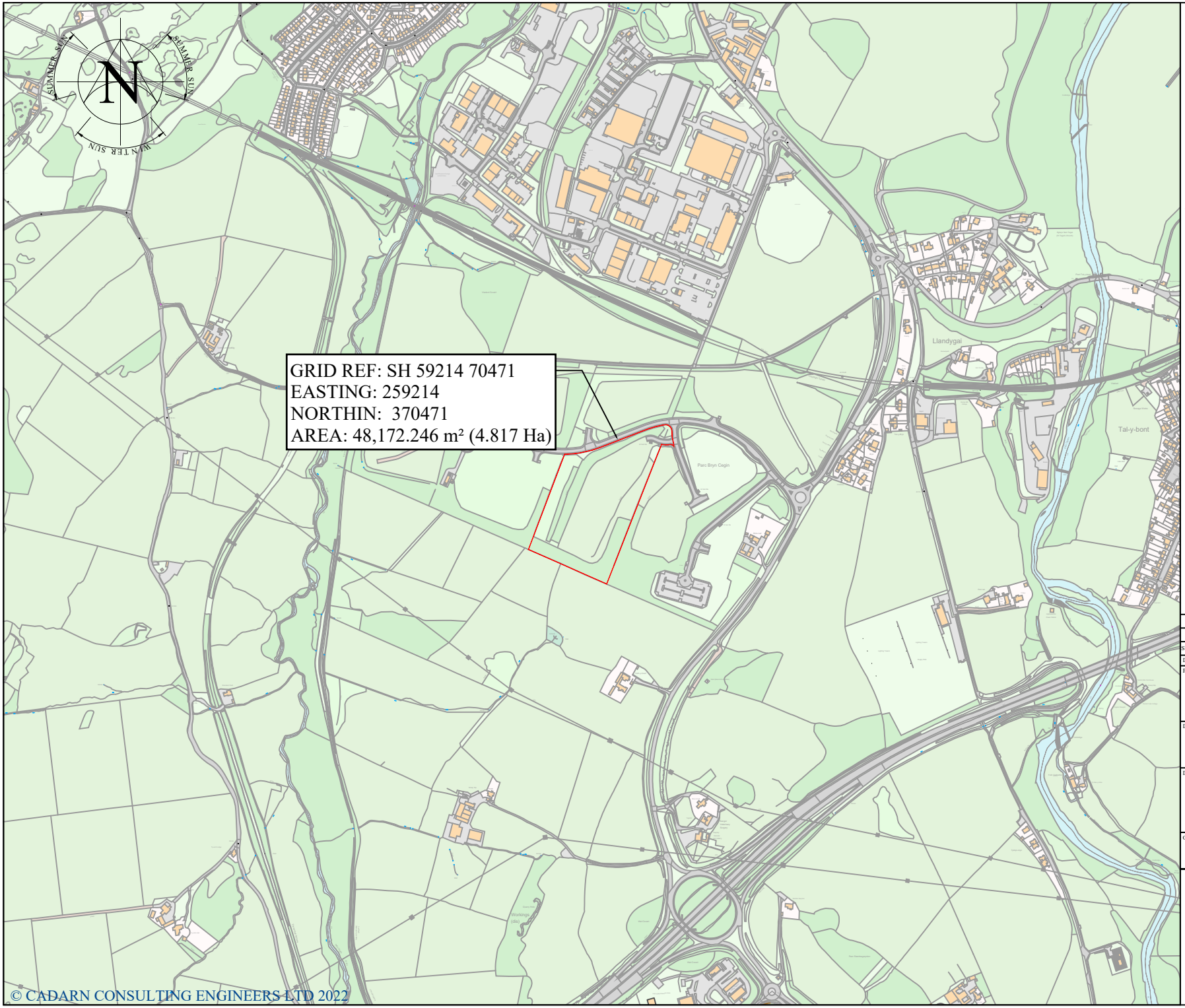
4.1.3 The location of the site makes it accessible by a range of travel modes and promotes sustainable modes of travelling. It is within walking distance to public transport services, thus providing access to nearby and wider facilities and amenities, whilst National Cycle Network Route 5 is within 500m.

4.1.4 The Highway design for the site has also considered the health and safety implications associated with the proposed development. The existing site access provides suitable vehicular visibility for the development, and sufficient parking spaces are also provided on site to eliminate the need for any off-site parking.

4.1.5 It is therefore concluded that, subject to providing the Highway and transport features detailed in this Statement, there are no reasons relating to the Highway design why the proposed development should not be granted planning consent.

APPENDICES

APPENDIX A
Site Location Plan



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NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE ON DRAWING.
3. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE PRIOR TO UNDERTAKING ANY WORKS, ORDERING MATERIALS OR FABRICATING ANY COMPONENTS
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEER'S AND ARCHITECT'S DRAWINGS AND RELEVANT SPECIFICATION CLAUSES.

KEY

DENOTES PROPOSED SITE BOUNDARY.

NOT FOR CONSTRUCTION

SUITABILITY	REV	DATE	DESCRIPTION	Org.	Chk'd	App'd	Auth'd
S1	P02	27.07.22	AMENDED SCALE				
S1	P01	11.07.22	FIRST ISSUE				

DRAWING STATUS:

PROJECT TITLE:

HUWS GRAY, BRYN CEGIN INDUSTRIAL ESTATE, LLANDYGAI

DRAWING TITLE:

SITE LOCATION PLAN

DRAWING No.:

PROJECT	ORIGINATOR	VOL.	LOC.	TYPE	ROLE
017321	CCE	V1	XX	40:40:01	C

CLASSIFICATION	No.	SUITABILITY	REVISION
50:30	0001	S1	P02

ORIGINATOR:	DATE:	SCALE:	ORIGINAL SIZE:
M.Jones	11.07.2022	1:10,560	A4

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APPENDIX B

Proposed Development Layout

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KEY

- DENOTES AREA OF EXISTING EMBANKMENT TO BE REGRADED, TO INCREASE THE SIZE OF THE YARD.
- DENOTES EMBANKMENTS, PROPOSED EMBANKMENT AT 1:2 EXISTING GENERALLY 1:3.
- DENOTES AREA OF EXISTING EMBANKMENT TO BE REMOVED
- DENOTES AREA OF PROPOSED CONCRETE HARDSTANDING FINISH. REFER TO KERBING AND SURFACING LAYOUT FOR SPECIFICATION
- DENOTES AREA OF PROPOSED TARMACADAM FOOTWAY AT SITE ENTRANCE.
- DENOTES PROPOSED STORAGE RACKING
- DENOTES PROPOSED GRASSED AREAS
- DENOTES PROPOSED SITE BOUNDARY
- DENOTES PROPOSED SWEPT PATH ENVELOPE FOR FTA 1998 ARTICULATED VEHICLE.
- DENOTES PROPOSED PLANTING OF NATIVE SPECIES, AS PER ECOLOGICAL CONSULTANTS DESIGN.
- NEW 2.0m HIGH BOUNDARY FENCE TO BE POWDERCOATED WELDED MESH SECURITY FENCE.

DENOTES INDICATIVE LOCATION OF FLOODLIGHTING COLUMN.
Drg.Ref.017321.CCE.ZZ.ZZ.404001.C.15.0005.S1.P01

4m HIGH STOCK ALONG BOUNDARY

4m HIGH STOCK

FLC

INDICATIVE LAYOUT

PROPOSED EMBANKMENTS GENERALLY GRADED TO 1:2

MAIN ENTRANCE

PARKING AREA

LOADING BAY

FFL 51.650

Ex.ELECTRICAL SUB-STATION.

PROPOSED ACCESS GATE.
Drg. Ref. 017321.CCE.ZZ.ZZ.404001.C.15.0004

EXISTING EMBANKMENT TO BE CUT BACK TO INCREASE YARD AREA.

PROPOSED EMBANKMENT INTERCEPTION LAND DRAINAGE DITCH

PROPOSED EMBANKMENT GENERALLY GRADED TO 1:2

NOT FOR CONSTRUCTION

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S1	P02	26.07.22	AMENDED LAYOUT				
S1	P01	11.07.22	FIRST ISSUE				

DRAWING STATUS:

PROJECT TITLE:
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INDUSTRIAL ESTATE, LLANDYGAI

DRAWING TITLE:
PROPOSED SITE LAYOUT

DRAWING No:

PROJECT	ORIGINATOR	VOL.	LOC.	TYPE	ROLE
017321	CCE	V1	XX	40:40:01	C

CLASSIFICATION	No.	SUITABILITY	REVISION
50:30	0002	S1	P02

ORIGINATOR:	DATE:	SCALE:	ORIGINAL SIZE:
B.Thorne	11.07.2022	1:500	A1

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APPENDIX C
Swept Path Analysis

NOTES

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4m HIGH STOCK ALONG BOUNDARY

4m HIGH STOCK

FLC

INDICATIVE LAYOUT

PROPOSED EMBANKMENTS GENERALLY GRADED TO 1:2

MAIN ENTRANCE

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