



# TRANSPORT STATEMENT

**FFORDD GLANFFYNNON,  
LLANRUG**

**June 2025**  
**Suitability S2**  
**Revision P01**

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<b>CONTENTS</b>	<b>PAGES</b>
<b>1.0 PREFACE.....</b>	<b>3</b>
1.1 Introduction.....	3
1.2 Objective .....	3
<b>2.0 WELSH GOVERNMENT TECHNICAL ADVICE NOTE (TAN) 18 .....</b>	<b>4</b>
2.1 TAN 18 Requirements.....	4
2.2 Existing site.....	5
2.3 Proposed development .....	5
2.4 Local transport network .....	5
<b>3.0 INTEGRATION OF PROPOSED DEVELOPMENT WITH LOCAL TRANSPORT NETWORK.....</b>	<b>7</b>
3.1 Delivery of objectives .....	7
3.2 Walking .....	7
3.3 Cycling.....	7
3.4 Public Transport .....	8
3.5 Personnel Safety (Highway Design/Improvements).....	8
3.6 Traffic Regulation Orders (TRO).....	8
<b>4.0 Discussion .....</b>	<b>9</b>
4.1 Conclusion .....	9

## **APPENDICIES**

**APPENDIX A - Location Plan**

**APPENDIX B - General Arrangement**

**APPENDIX C - Swept Path Analysis**

## **1.0 PREFACE**

### **1.1 Introduction**

- 1.1.1 This Transport Statement has been prepared to address potential highway and transportation issues associated with the proposal by Adra to construct 1 No. 6P4B bungalow, 1 No. 8P5B house 6 No. 5P3B houses, 5 No. 4P2B houses and 4 No. 3P2B bungalows on Ffordd Glanffynnon, Llanrug. This Statement will accompany the planning application for the proposed development.

### **1.2 Objective**

- 1.2.1 The primary objective of this Transport Statement is to assess and provide recommendations for mitigating the potential impacts of the proposed development on the local transportation network, road safety, and overall traffic flow in the vicinity of Ffordd Glanffynnon. This statement will serve as a critical document accompanying the planning application, offering a comprehensive analysis of the transportation implications of the project, and outlining the measures that will be taken to ensure that the development is integrated harmoniously into the existing transportation infrastructure. The ultimate aim is to facilitate a sustainable and well-connected development that benefits both the future residents and the wider community.
- 1.1.2 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 WELSH GOVERNMENT TECHNICAL ADVICE NOTE (TAN) 18**

### **2.1 TAN 18 Requirements**

- 2.1.1 In accordance with the Welsh Government's Technical Advice Note (TAN) 18: Transport (2007), specific thresholds are established in Annex D4 to determine when a Transport Assessment is deemed necessary for a development. In this context, the development in question does not meet the threshold of more than 100 dwellings. It's important to emphasise that the anticipated daily and hourly traffic levels from this development are not expected to significantly impact the nearby highway network. As a result, there may be no strict requirement for a Transport Statement to be included with the planning application, as is typically required for traditional Transport Assessments.
- 2.1.2 However, the preparation of this Transport Statement is motivated by a commitment to provide valuable insights into the accessibility options available to the future residents of the proposed development. This statement will focus on how various transport modes can be utilised to connect residents to nearby facilities and amenities. It will also elaborate on how the development will complement the existing transport arrangements and harmonise with the local highway network, enhancing the overall quality of life for residents and minimising any potential transportation-related concerns.
- 2.1.3 In essence, while not compelled by statutory thresholds, this Transport Statement is an important proactive step towards ensuring the seamless integration of the development within the existing transportation fabric and enhancing the overall quality of life for future residents.

## 3.0 APPLICATION SITE & LOCAL TRANSPORT NETWORK

### 2.2 Existing site

3.1.1 The proposed development will be located on a greenfield site located on Ffordd Glanffynnon, Llanrug (National Grid Reference **SH 53637 63039**) Location of the site is shown within **APPENDIX A**.

3.1.2 To the north and south boundaries of the site, the development is adjoined by existing residential properties. To the east of the development land an agricultural field is situated, and Ffordd Glanffynnon highway is situated to the west.

### 2.3 Proposed development

2.3.1 The proposed development involves the construction of 1 No. 6P4B bungalow, 1 No. 8P5B house 6 No. 5P3B houses, 5 No. 4P2B houses and 4 No. 3P2B bungalows on a greenfield site. In order to accommodate the needs of the future residents and visitors, the development will provide a total of 40 parking spaces. Detailed plans can be found in **APPENDIX B**.

2.3.2 Vehicular access to the site will be facilitated via Ffordd Glanffynnon. Additionally, to enhance pedestrian accessibility and safety, there will be two pedestrian access points from Ffordd Glanffynnon at the northern and western boundary. These access points are strategically located to ensure efficient movement within and around the site and to promote alternative modes of transportation, such as walking, in alignment with sustainable urban development principles.

### 2.4 Local transport network

2.4.1 To provide context and pertinent information, we offer a description of the local highway network, outlining its current configuration and key features.

2.4.2 **Site Access:** The primary access point to the site is situated on the western side of the development, directly from Ffordd Glanffynnon.

- 2.4.3 **Shared-use paths:** There is no cycle route within the village of Llanrug. The nearest shared-use path is located approximately 880m northeast of the development, along the A4086 road heading east toward Llanberis.
- 2.4.4 **Public Transportation:** Within proximity to the development, approximately 640m north, a bus stop serves Route S1 and S2. Furthermore, approximately 100m north westerly from the bust stop, along Ffordd Crawia, another bus stop is located which serves S2, S3 and C7 contributing to the comprehensive public transportation network available in the area.
- 2.4.5 **Rail Access:** The nearest railway station is located in Bangor, 16km away from the development site.

## **3.0 INTEGRATION OF PROPOSED DEVELOPMENT WITH LOCAL TRANSPORT NETWORK**

### **3.1 Delivery of objectives**

3.1.3 To align with the objectives of the Welsh Government's TAN 18, all developments must prioritise accessibility via public transport, walking, and cycling, among other factors.

3.1.4 This section will assess the extent to which the development aligns with the objectives. It will also outline how the layout of the proposed development will address safety concerns for users regarding potential transport risks.

### **3.2 Walking**

3.2.1 The nearest existing footpath to the development site currently terminates at the northern boundary of the site. Given the nature of the development, it is anticipated that pedestrian traffic will primarily consist of residents moving within the site.

3.2.2 To enhance safety and convenience for pedestrians, the development will strategically place pedestrian access points at the northern boundary, where they can directly connect to the existing footpath network. This design ensures that residents can seamlessly transition between the development and the existing pedestrian provisions without needing to walk on the highway, thereby minimising safety risks and promoting a safer pedestrian environment.

### **3.3 Cycling**

3.1.5 Upon reviewing the local transport network within the village, it is noted that there is currently no dedicated cycle network or cycling infrastructure in place. While this may present a limitation for promoting cycling as a mode of transport for future residents, it also represents an opportunity for improvement.

3.1.6 The proposed development will incorporate provisions to encourage cycling, including secure cycle storage facilities. These initiatives align with broader objectives to reduce reliance on cars and promote healthier, more sustainable lifestyles among residents.



### **3.4 Public Transport**

- 3.4.1 As described in **2.4.4**, the proposed development has excellent access to public transportation. Two bus stops, located within 700m from the site, are easily reachable on foot with footpath and crossing provisions along these routes.
- 3.4.2 Notably, the bus stops on the A4086 and Ffordd Crawia are strategically positioned on both sides of the highway, ensuring accessibility from both directions.
- 3.4.3 As a result, it is highly anticipated that the residents of the proposed development will be encouraged to make effective use of the local public transport services when traveling to nearby built-up areas and communities, promoting sustainability and accessibility.

### **3.5 Personnel Safety (Highway Design/Improvements)**

- 3.1.7 Regarding personnel safety in the context of highway design and improvements, it's noted that the site access, adheres to the Design Manual for Roads & Bridges standards and has been validated through a swept path analysis (detailed in **APPENDIX C**) to accommodate anticipated vehicle movements. To ensure safe access and exit from the development, the installation of double yellow lines is deemed crucial.

### **3.6 Traffic Regulation Orders (TRO)**

- 3.6.1 As part of the development process, the developers will engage with the local authority at an early stage to discuss the potential relocation of the existing 20mph speed limit. The goal is to ensure that the speed limit effectively covers the site's access points, enhancing safety for both residents and road users.

## **4.0 DISCUSSION**

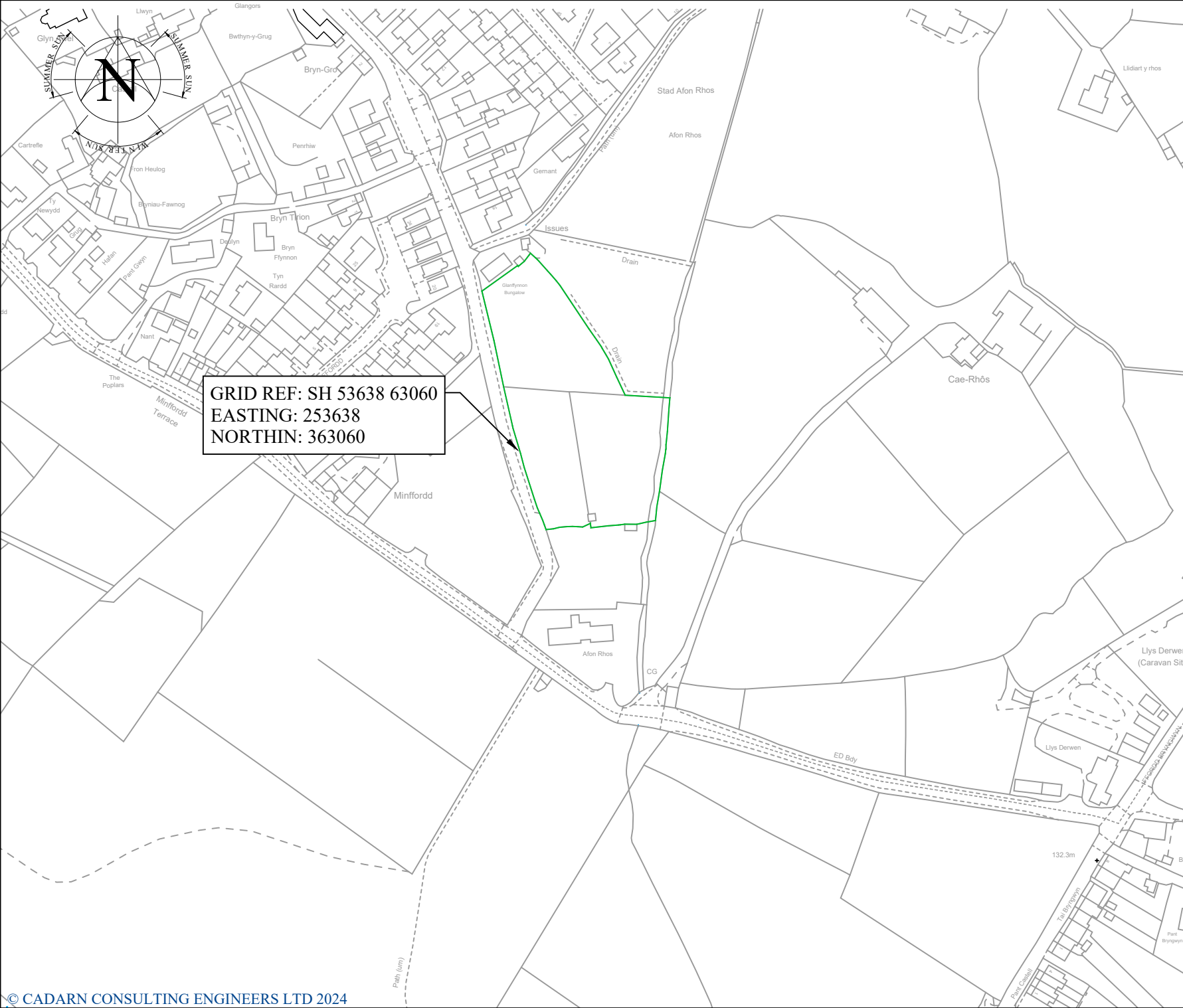
### **4.1 Conclusion**

- 4.1.1 This Statement has been prepared to address potential Highway and transportation issues associated with development on the greenfield site of Ffordd Glanffynnon.
- 4.1.2 The proposed development involves the construction of 1 No. 6P4B bungalow, 1 No. 8P5B house 6 No. 5P3B houses, 5 No. 4P2B houses and 4 No. 3P2B bungalows with associated residential parking, together with pedestrian and vehicular access.
- 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
- 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.

# APPENDICIES

# **APPENDIX A -**

## **Location Plan**



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

DENOTES PROPOSED SITE BOUNDARY.

**NOT FOR  
CONSTRUCTION**

S2	P01	24.06.24	FIRST ISSUE						
SUITABILITY	REV	DATE	DESCRIPTION			Des	CHK'd	App'd	Auth
PROJECT TITLE:									
FFORDD GLANFFYNNON, LLANRUG									
DRAWING TITLE:									
SITE LOCATION PLAN									
DRAWING No:									
15824L-CCE-XX-XX-DR-C-0001									
ORIGINATOR:	DATE:	SCALE @ A4:	SUITABILITY:	REVISION:					
M.Jones	24.06.2024	1:2250	S2	P01					

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## **APPENDIX B -** **General Arrangement**





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**KEY**

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CONSTRUCTION**

S2	P07	06.06.25	UPDATED LAYOUT				
S2	P06	19.05.25	UPDATED LAYOUT				
S2	P05	03.02.25	UPDATED TO MATCH CLIENT COMMENTS				
S2	P04	17.01.25	UPDATED LEVELS				
S2	P03	13.01.25	UPDATED LAYOUT				
S2	P02	16.12.24	UPDATED ROAD LEVELS TO SUIT NEW LAYOUT				
S2	P01	04.12.24	FIRST ISSUE				
SUITABILITY	REV	DATE	DESCRIPTION	Org	CMR	App'd	Auth.

PROJECT TITLE: Ffordd Glanffynnon, Llanrug

DRAWING TITLE: PROPOSED SITE LAYOUT

DRAWING REF: 15824L-CCE-XX-XX-DR-C-0002

ORIGINATOR:	DATE:	SCALE @ A1:	SUITABILITY:	REVISION:
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## **APPENDIX C -**

### **Swept Path Analysis**





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S2	P02	16.10.24	UPDATED TO MATCH NEW ARCH LAYOUT								
S2	P01	16.10.24	FIRST ISSUE								
SUITABILITY	REV	DATE	DESCRIPTION			Org	CHKD	App'd			
PROJECT TITLE:											
FFRDD GLANFFYNNON, LLANRUG											
DRAWING TITLE:											
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DRAWING No:											
15824L-CCE-XX-XX-DR-C-0011											
ORIGINATOR:	DATE:	SCALE @ A1:		SUITABILITY:	REVISION:						
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