J000245-TS01a
April 2021

Seiont Manor Hotel
Llanrug, Caernarfon, Gwynedd

Proposed Site Redevelopment

Transport Statement

Prepared on behalf of:

Property Alliance Group

FOCUS TRANSPORT PLANNING

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CONTENTS

1.0 INTRODUCTION

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK CONDITIONS
2.1 Site Location
2.2 Existing Site Layout and Land Use
2.3 Description of Immediate Highway Network
2.4 Road Safety: Review of Personal Injury Accident Records
2.5 Site Sustainability & Accessibility

3.0 REVIEW OF THE DEVELOPMENT PROPOSALS
3.1 Development Proposals
3.2 Highway Access Arrangements
3.3 Car Parking
3.4 Site Servicing Arrangements

4.0 PREDICTED TRAVEL DEMAND TO THE APPLICATION SITE AND IMPACT ASSESSMENT
4.1 Introduction
4.2 Predicted Trip Demand Levels Associated with the Application Scheme
4.3 Network Impact Assessment

5.0 SUMMARY AND CONCLUSIONS

TABLES (IN TEXT)

Table TS2.1 Available Bus Connections from Local Bus Stops

Table TS4.1 Predicted Seiont Manor Development Traffic Demand

FIGURES
Figure TS1 Site location – Strategic context
Figure TS2 Site Location – Immediate Context
Figure TS3 Available Visibility from Site Access Junction with A4086 Llanberis Road
Figure TS4 Location of Recorded Personal Injury Accident Incidents
Figure TS5 Public Rights of Way Available in the Vicinity of the Application Site
Figure TS6 5km Cycle Catchment and Available Cycle Routes

APPENDICES
Appendix TS1 Personal Injury Accident Records
Appendix TS2 Proposed Site Masterplan & Proposed Site Access Track Improvements
Appendix TS3 TRICS Output for Hotel & Holiday Accommodation Development Sites

1.0 INTRODUCTION

1.1 This Transport Statement has been prepared by Focus Transport Planning on behalf of Property Alliance Group to consider highways and transport matters related to proposals for the redevelopment of the existing Seiont Manor Hotel Llanrug, Caernarfon, Gwynedd, to provide 33 additional guest bedrooms (increased to 61 in total), 39 holiday lodges, staff accommodation annexe and ancillary facilities.

1.2 The report has been prepared to inform the Local Planning and Highway Authority (Gwynedd Council), of the proposed approach to access, car parking and servicing matters associated with the scheme, and the likely level of traffic demand that could be expected to be generated by the proposed development. The appraisal also includes a review of the accessibility of the site by sustainable alternative travel modes of travel to the private car.

1.3 The core structure of the remainder of this document is therefore as follows:

- A description of the location the application site and a review of existing highway network conditions.
- A description of the main development elements proposed – including a review of site access arrangements, car parking and servicing.
- An assessment of the anticipated travel demand of the proposed development scheme and a consideration of the likely operational effects of these predicted traffic levels.
- Summary and conclusions.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK CONDITIONS

2.1 Site Location

2.1.1 The application site is located on the north western outskirts of the village of Llanrug, Gwynedd, North Wales. A plan illustrating the strategic location of the site, 5km east of Caernarfon, is provided as **Figure TS1** to this report.

2.1.2 Details of the layout of the immediate local highway network to the application site, including the location of existing site access point off the A4086, are illustrated in **Figure TS2** to this report.

2.2 Existing Site Layout and Land Use

2.2.1 The site is currently occupied by buildings associated with the Seiont Manor Hotel, comprising 28 bedrooms, restaurant, conference facilities, swimming pool and vehicle parking / manoeuvring area.

2.2.2 Access to the application site is afforded via a narrow access track of circa 2.4-3.4m width off the A4086 Llanberis Road. The access track runs northwards from the A4086 for approximately 215m, where it turns through a 90-degrree bend and continues eastwards for approximately 250m towards the existing hotel complex.

2.2.3 The access forms priority-controlled give-way junction with the A4086, with the access track being of suitable width to enable a vehicle to wait to turn onto the A4086 whilst another turns into the site. Lateral visibility from the site access is excellent, i.e. in excess of 2.4m x 215m – the required visibility for access to a national speed limit route such as the A4086 (see **Figure TS3**).

2.3 Description of Immediate Highway Network

2.3.1 The A4086 Llanberis Road is a single carriageway route which runs between Caernarfon in the west and the A5 near Capel Curig in the east via Llanberis. In

the vicinity of the application site, the A4086 Llanberis Road is a national speed limit route of circa 7.5-8.0m operating width, with verges to both sides.

2.4 Road Safety: Review of Personal Injury Accident Records

2.4.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the period January 2016 to December 2020 (inclusive). The crashmap.co.uk reference tool includes for all injury accident incidents formally recorded by the police. The five-year search period adopted in this analysis accords with search period criteria recommended in good practice guidance.

2.4.2 The results of this accident search exercise, which includes the hotel access junction with the A4086 Llanberis Road and circa 300m either side of this junction, are illustrated in **Figure TS4** to this report. Review of the recorded data demonstrates that one injury accident was recorded at the existing hotel site access point to the A4086 Llanberis Road. This accident occurred on Sunday 25th September 2016 at 15:30 and was of serious classification. This accident appears to have been a rear shunt incident, involving a car proceeding ahead colliding with a car waiting to turn right into the site. Owing to the good level forward visibility available at this location, it is considered likely that this incident was a result of driver error rather than issues with the highway.

2.4.3 A further incident was recorded circa 300m east of the hotel access junction. This Accident occurred on Monday 18th June 2018 at 14:45 and involved a single car colliding with a lighting column, resulting in slight injury to the driver. Again, it is considered likely that this incident was a result of driver error.

2.4.4 Full accident records for the two incidents recorded in the search area are attached as **Appendix TS1** to this report.

2.4.5 Based on this review of local accident history it is concluded that there are no existing road safety issues associated with the operation of the Seiont Manor Hotel site that would call the proposed redevelopment of the hotel site into question.

2.5 Site Sustainability & Accessibility

2.5.1 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Access to Public Transport

2.5.2 The closest bus stop to the application site is located on the A4086 Llanberis Road immediately adjacent to the Seiont Manor site access. The stop is of a simple flag post design located on the eastbound carriageway, although it is understood that buses operating in both directions stop at this location.

2.5.3 **Table TS2.1** below sets out details of the public bus routes served by this stop.

Table TS2.1 – Available Bus Connections from Local Bus Stops on A6 Garstang Road

No.	Route	Frequency (mins)				
		Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	All Day
83	Dinorwig - Deiniolen - Llanrug - Bethel - Caernarfon	7/day	-	7/day	-	-
88	Llanberis - Llanrug - Caernarfon	9/day	-	9/day	-	4/day

2.5.4 Review of this bus service information demonstrates that the local bus stops provide at least 1 bus per hour to Llanberis and Caernarfon.

Accessibility to Local Facilities (Walking and Cycling)

2.5.5 Owing to the lack of footway provision at the A4086 Llanberis Road access to the site on foot is restricted. Nevertheless, several public rights of way are available in the vicinity of the application site, including Public Right of Way Llanrug No 31,

which runs through the site. These PROW connections provide leisure walking opportunities including connection to Llanrug.

2.5.6 In addition to walking opportunities, it is recognised that cycling has the potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport. **Figure TS6** illustrates a 5km cycle iso-distance catchment plan, and demonstrates that the location of the application site allows for the potential for cycle access to Caernarfon to the west, Bethel to the north and Llyn Padarn to the east.

Accessibility Summary

2.5.7 Overall, it is concluded that the application site represents a suitable location for redevelopment to provide additional bedrooms and lodges, being located within a short walking distance of existing frequent public transport services and short walk / cycle distance of residential areas for staff access / leisure routes available for visitors. Such locational characteristics would assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

3.0 REVIEW OF THE DEVELOPMENT PROPOSALS

3.1 Development Proposals

3.1.1 The application scheme comprises the following:

- 33 additional guest bedrooms (increased to 61 in total),
- 39 holiday lodges
- staff accommodation annexe comprising 11 staff bedrooms, canteen and laundry facilities
- ancillary facilities including extended spa and gym facilities, general grocery store and activity centre.

3.1.2 A masterplan of the application scheme is included in **Appendix TS2** to this report.

3.2 Highway Access Arrangements

3.2.1 It is proposed that the hotel would continue to be served via the existing access to the A4086 Llanberis Road. In recognition of the increased traffic generating potential of the site, it is proposed that two passing places are delivered along the section of access road between the A4086 and 90-degree bend in the access road. **FTP Drawings J000245-SK101 & SK102,** attached to **Appendix TS2** to this report identifies that proposed location of the passing places, available intervisibility between the passing places and swept path assessment. **FTP Drawings J000245-SK101 & SK103** also identifies a proposed new section of access track to run from the 90-degree bend in the existing access track. It is proposed that this would act as an entry only access, forming a one-way loop through the site, with the existing section of access track located between the 90-degree bend and the hotel becoming exit only.

3.3 Car Parking

3.3.1 It is proposed that each new lodge would be provided with 2 parking spaces (located adjacent to each lodge). Additionally, it is proposed to provide 13 parking spaces alongside the outdoor activity zone, 43 close to the hotel extension area and 9 adjacent to the new staff accommodation block.

3.3.2 The proposed level of car parking provides 1 space per hotel bedroom, 2 per lodge plus additional provision to accommodate potential additional parking demand on changeover days. The proposed level of on-site car parking provision is therefore considered to be entirely appropriate.

3.4 Site Servicing Arrangements

3.4.1 Servicing requirements associated with hotel/lodge businesses are typically modest in scale, being characterised by generally limited frequency, short stay service events including food/drink/laundry deliveries and refuse collection. Based on current operational experience, hotel related service requirements would typically be as follows:

- *Linen* - small rigid lorry (1 – 2 deliveries per week) – typically evening time for both delivery and collection.
- *Food delivery* - transit / box van (2 – 3 deliveries per week) – delivery times can vary.
- *Drinks* – transit / box van (1 delivery per week) – delivery times can vary.
- *Refuse* – Large refuse service vehicle (1 -2 collections per week).

3.4.2 Such low frequency, generally small vehicle servicing of the site (typically no more than 1 – 2 movements per day), would continue to utilise the site access track, noting its improvement to incorporate passing places / one-way section. The applicant is also considering utilising the lodge building located adjacent to the site access with the A4086 as a drop off point for post/small deliveries in order to reduce the number of vehicles requiring access to the site complex.

4.0 PREDICTED TRAVEL DEMAND TO THE APPLICATION SITE AND IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section of the Transport Statement seeks to identify the levels of traffic demand anticipated to be generated by the proposed development scheme. Development traffic estimates have been derived via reference to suitable example sites held within the industry standard TRICS development trip rate database. TRICS is a nationally regarded source of historical trip demand data and contains observed traffic data for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

4.2 Predicted Trip Demand Levels Associated with the Application Scheme

4.2.1 **Appendix TS3** to this report illustrates the trip demand profile for suitable hotel and holiday accommodation sites held within the TRICS database. It should be noted that the holiday accommodation TRICS sites predominantly represent caravan accommodation, rather than lodges as proposed at the Seiont Manor site. The holiday accommodation TRICS classification is nevertheless considered to represent the most comparable to the proposed lodges, noting that similarly they provide self-catering accommodation.

4.2.2 Average hotel and holiday accommodation development trip rates (per bedroom/unit) for the traditional AM & PM 'rush hour' time periods are illustrated below, along with trip rates for the core weekday day 12-hour day-time period 07:00-19:00. These trip rates have been applied to the total site extension size proposed (33 guest bedrooms and 39 lodges), with the results set out in **Table TS4.1** below. In order to ensure a robust assessment, the proposed 11 staff bedrooms have been included in the tally of hotel bedrooms.

Table TS4.1 – Predicted Seiont Manor Development Traffic Demand

	Trip Rates			Trip Demand		
	Arrival	**Departure**	**Total**	**Arrival**	**Departure**	**Total**
Hotel Extension	(per bedroom)			33-bedroom extension + 11 staff bedrooms (44)		
AM Peak (08:00-09:00)	0.124	0.224	0.348	5	10	15
PM Peak (17:00-18:00)	0.219	0.137	0.356	10	6	16
12hr (07:00 – 19:00)	1.973	1.951	3.924	57	57	114
Holiday Accommodation	(per unit)			39 lodges		
AM Peak (08:00-09:00)	0.046	0.046	0.092	2	2	4
PM Peak (17:00-18:00)	0.168	0.078	0.246	7	3	10
12hr (07:00 – 19:00)	1.069	1.003	2.072	42	39	81
Total (hotel extension + lodges)						
AM Peak (08:00-09:00)	-	-	-	7	12	19
PM Peak (17:00-18:00)	-	-	-	17	9	26
12hr (07:00 – 19:00)	-	-	-	99	96	195

4.2.3 Review of the above analysis demonstrates that the proposed new hotel bedrooms, staff bedrooms and lodges at the Seiont Manor Hotel is not anticipated to generate a significant level of peak hour or daily travel demand. Additional average 'rush hour' two-way (in + out) vehicle demand is expected to comprise 19-26 additional vehicle movements per hour during the AM & PM peak periods, with 12hr (07:00-19:00) core weekday new trip demand expected to be circa 195 vehicles.

4.2.4 Such peak hour demand levels are the equivalent of less than one additional vehicle trip movement every circa 2-3 minutes and is therefore considered to be marginal in nature and certainly not at a level that could be considered to represent a demonstrable reason for refusal of the proposal scheme.

4.3 Network Impact Assessment

4.3.1 Traditionally the review of highway link impact suggests that more detailed assessment is typically only required, should traffic flow changes exceed the following guideline thresholds:

- Traffic to / from the development exceeds 10% of existing two-way traffic on the adjoining highway; or,

- Where traffic to / from the development exceeds 5% of the existing two-way traffic flow on the adjoining highways at locations where traffic congestion exists within the assessment period or in other sensitive locations.

4.3.2 March 2007 Welsh Government Guidance TAN18 Annex E (para E4) further reinforces the 5% threshold as a reasonable starting point for the identification of likely material increases in traffic demand.

4.3.3 In practice it is considered unlikely that the predicted additional development related traffic levels highlighted above (26 vehicles per hour on the A4086) would give rise to any material detrimental change in local highway network conditions. Indeed, it is likely that the operational effects of the small volume of additional development traffic movements associated with the scheme would be virtually indistinguishable from day-to-day variations in general baseline traffic levels (typically + or – 10%).

5.0 SUMMARY AND CONCLUSIONS

5.1 This Transport Statement has been prepared by Focus TP to consider highways and transport matters related to proposals for the provision of 33 additional guest bedrooms (increased to 61 in total), 39 holiday lodges and staff accommodation annexe and ancillary facilities at the existing Seiont Manor Hotel Llanrug, Caernarfon, Gwynedd.

5.2 This report has demonstrated that the application scheme would represent appropriate development when considered in highways and transport terms. The existing access track junction with the A4086 Llanberis Road is considered suitable to accommodate the additional vehicle demand associated with the proposed development, and the access track itself is proposed to improved. A suitable level of car parking is proposed, and development traffic increases would be of a strictly limited scale and would not require the provision of specific off-site highway improvements.

5.3 Focus Transport Planning would therefore commend the proposals to the Council.

FIGURES

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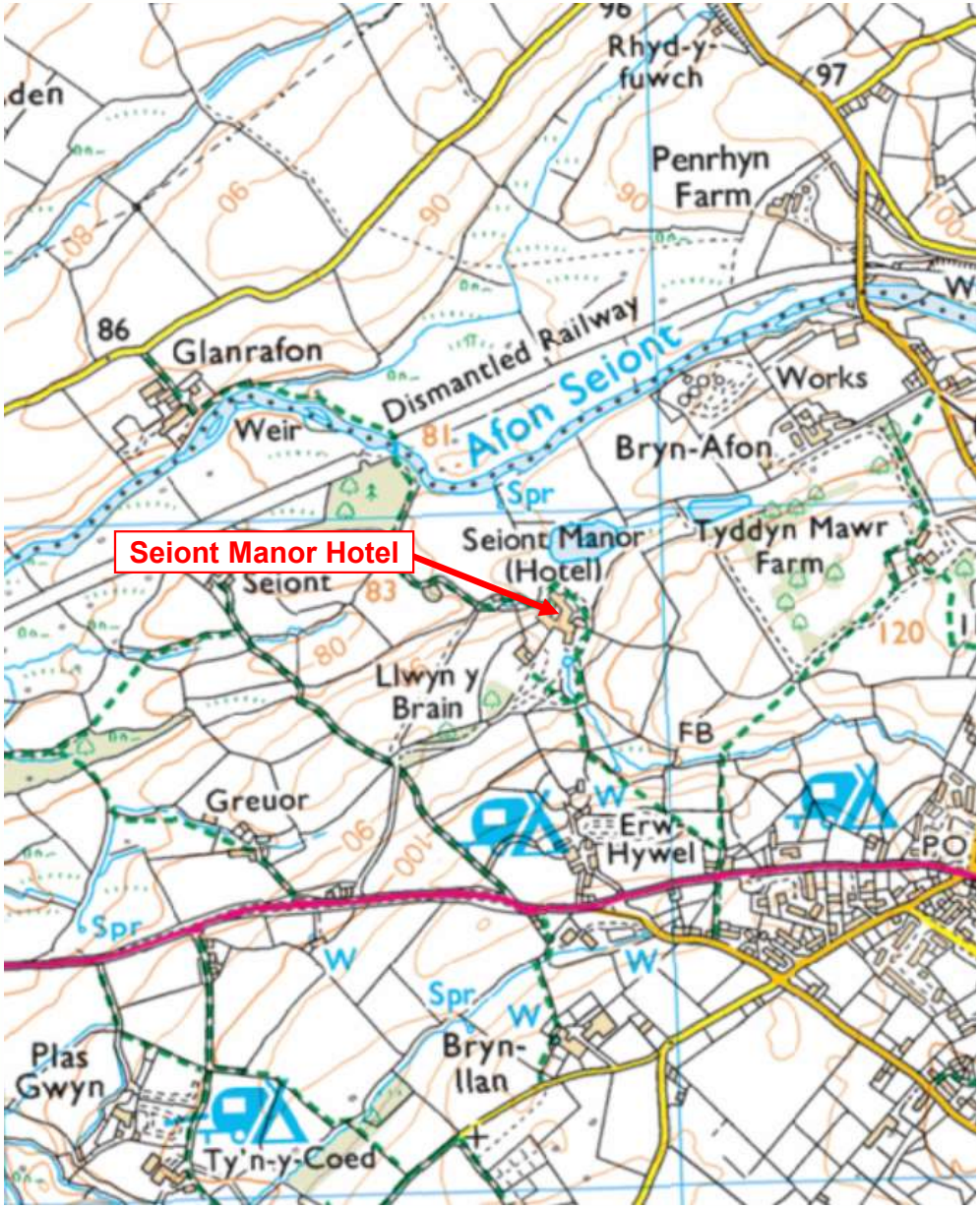
Figure TS1 **SITE LOCATION: STRATEGIC CONTEXT**

J000245 Seiont Manor Hotel April 2021



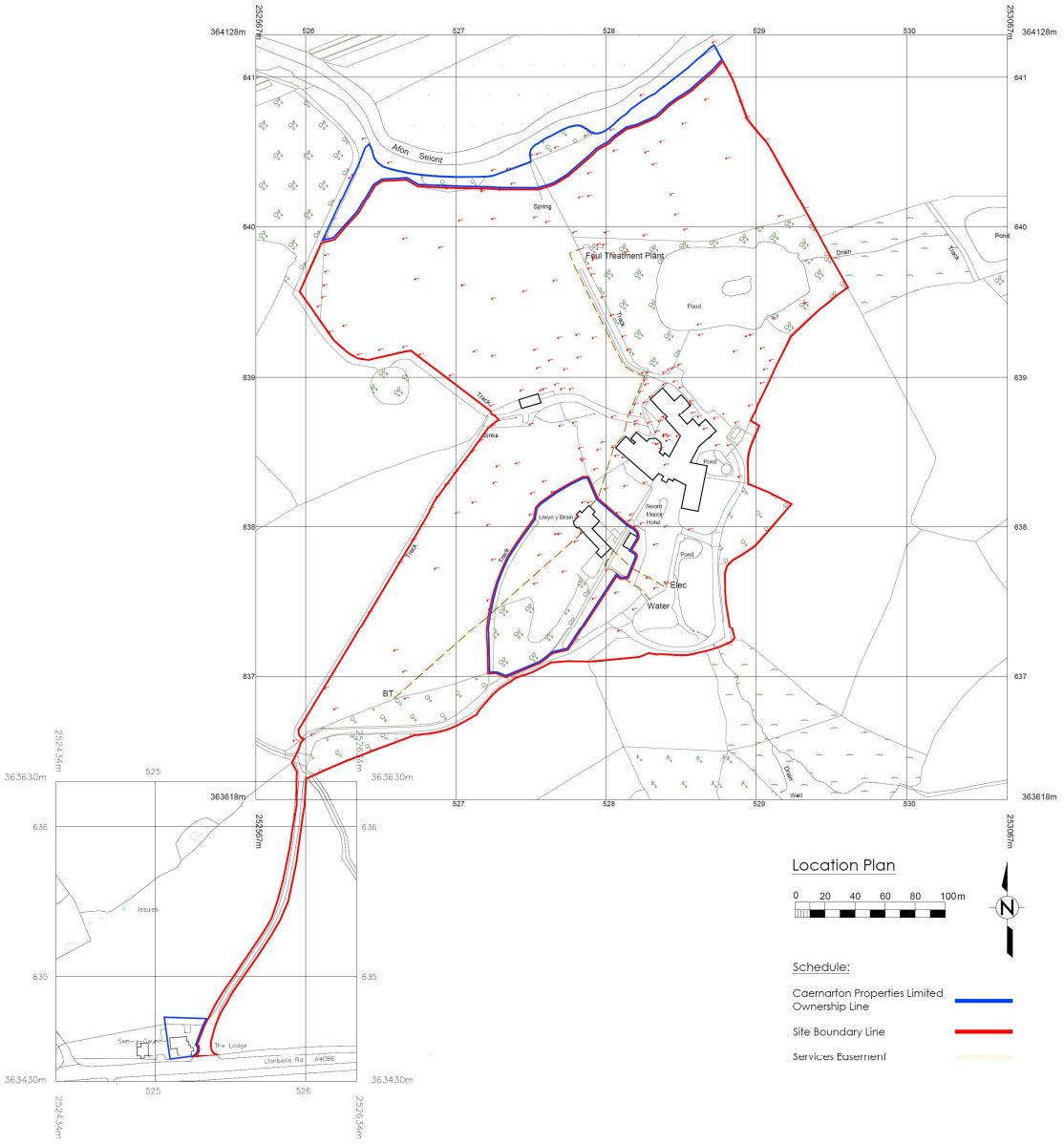
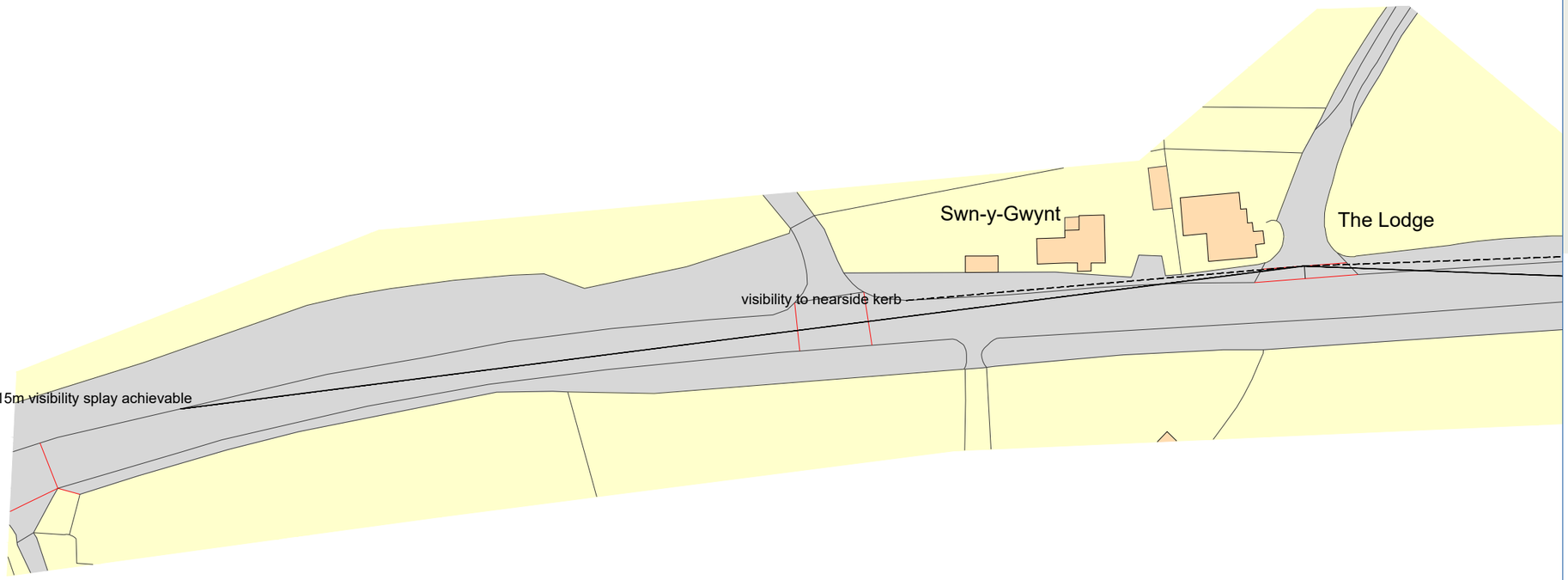


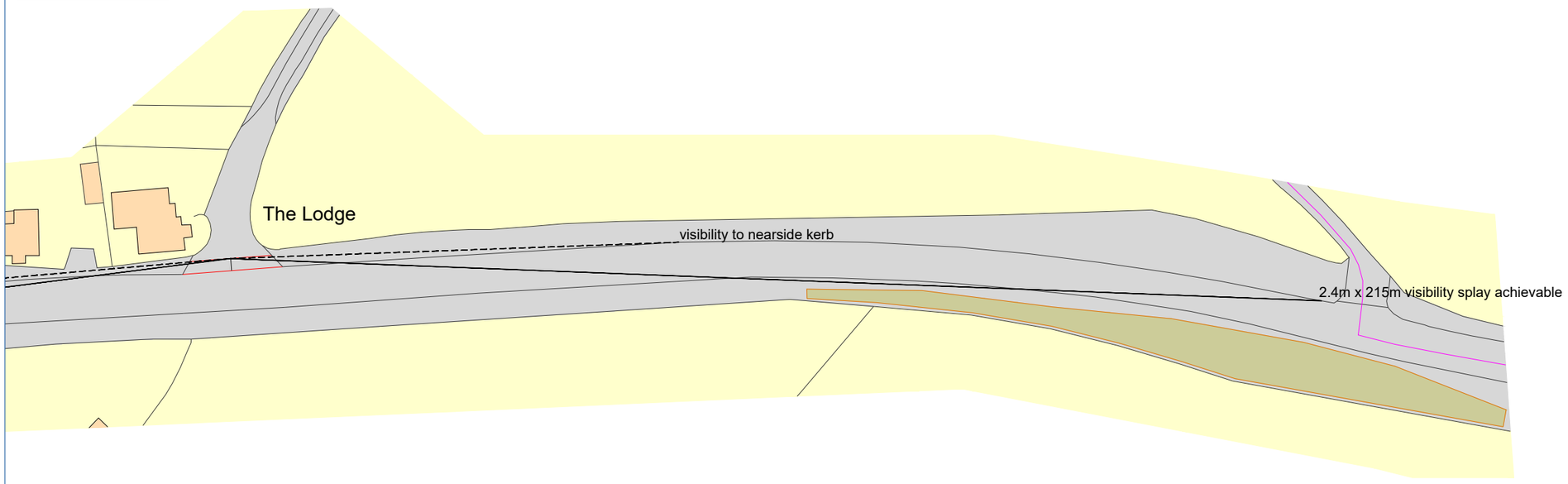
Figure TS2 **SITE LOCATION: IMMEDIATE CONTEXT**

J000245 Seiont Manor Hotel April 2021

Visibility to west



Visibility to east



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Revision:
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Client:
Property Alliance Group

Project:
Seiont Manor, Llanrug, Caernarfon, Gwynedd, LL552AQ

Drawing Title:
Available Visibility at Site Access Junction with A4086 Llanberis Road
FIGURE TS3

Drawing Number: J000245_SK104

Revision:

Date: 15.04.2021

Scale: 1:500@A3

Drawn By: KG

Checked By: KG

Status:
Information

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This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

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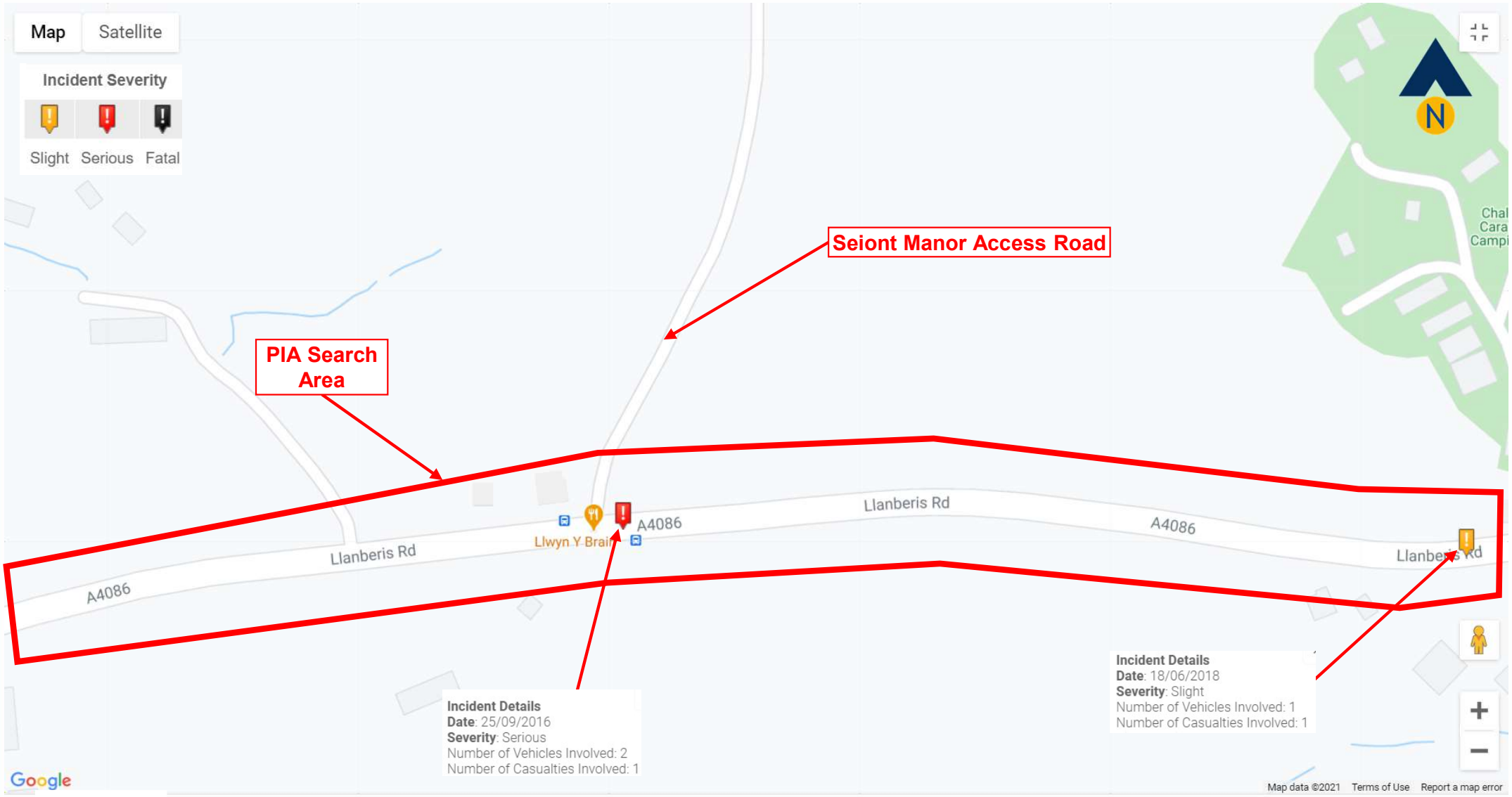

Source: crashmap.co.uk / Data: DfT / Mapping: Google

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Figure TS4 **LOCATION OF RECORDED PERSONAL INJURY ACCIDENT INCIDENTS (01/01/16 - 31/12/20)**

J000245 Seiont Manor Hotel April 2021

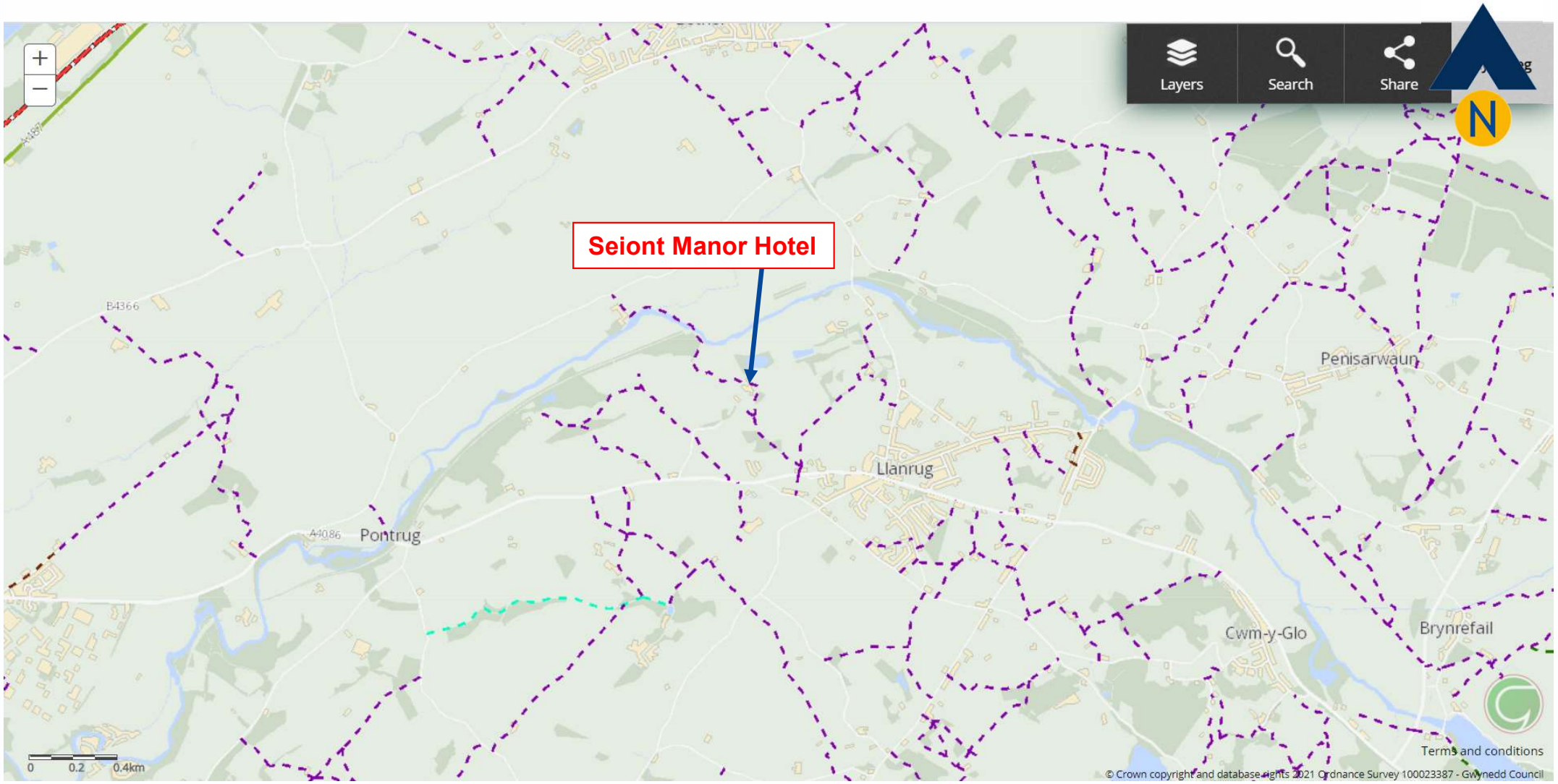

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Figure TS5 **PUBLIC RIGHTS OF WAY AVAILABLE IN THE APPLICATION SITE**

J000245 Seiont Manor Hotel April 2021

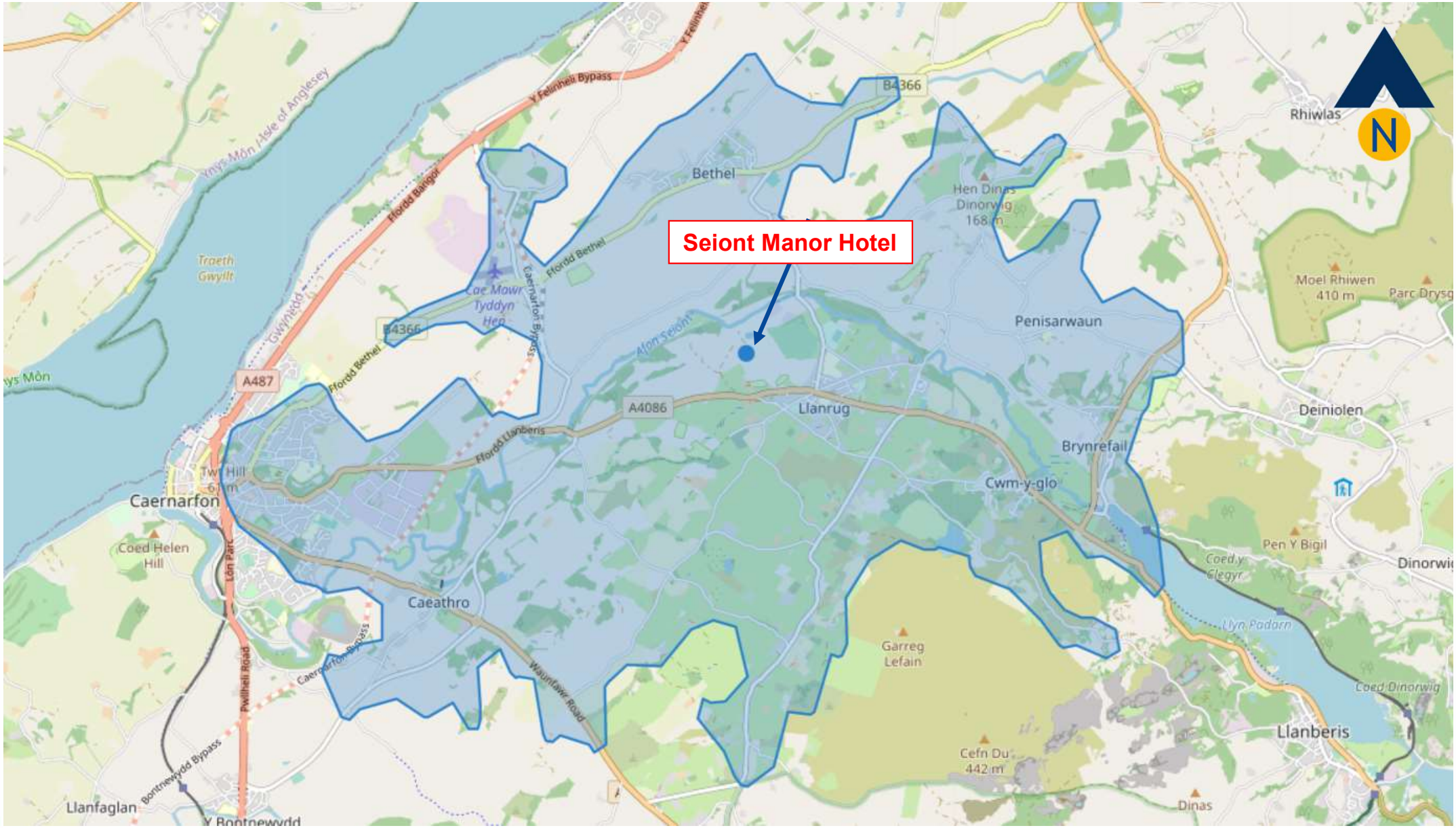

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Figure TS6 **5KM CYCLE CATCHMENT FROM THE APPLICATION SITE**

J000245 Seiont Manor Hotel April 2021

APPENDICES

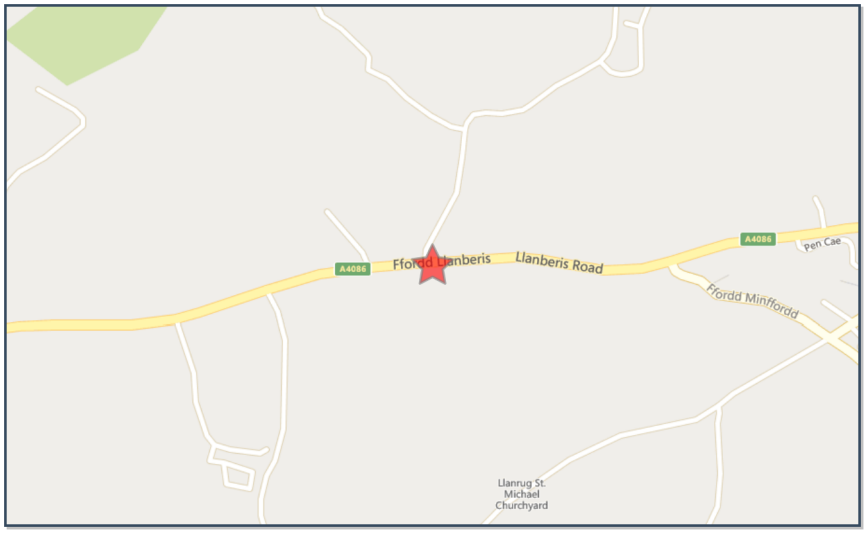
APPENDIX TS1

crashmap.co.uk

Validated Data

Crash Date:	Sunday, September 25, 2016	**Time of Crash:**	3:30:00 PM	**Crash Reference:**	**201660U146403**

Highest Injury Severity:	Serious	**Road Number:**	A4086	**Number of Casualties:**	1
Highway Authority:	Gwynedd			**Number of Vehicles:**	2
Local Authority:	Gwynedd			**OS Grid Reference:**	252542 363440
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

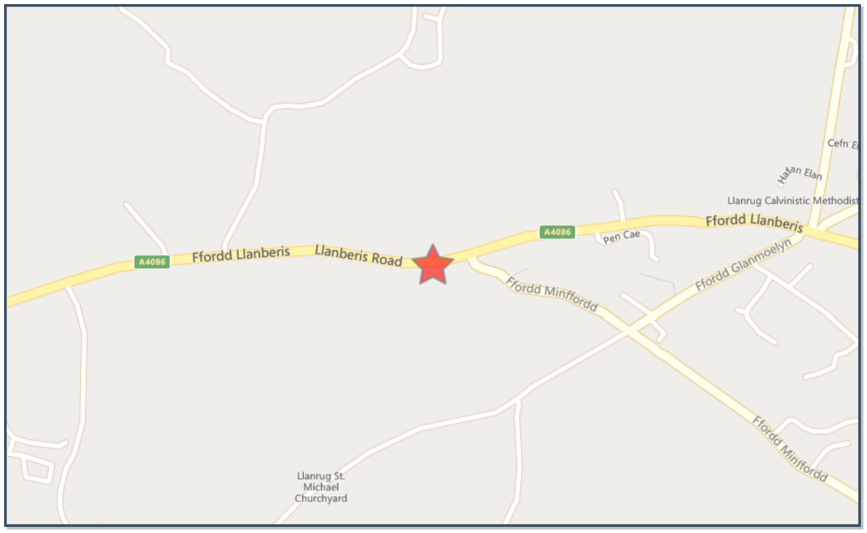
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, June 18, 2018	**Time of Crash:**	2:45:00 PM	**Crash Reference:**	**201860W081837**

Highest Injury Severity:	Slight	**Road Number:**	A4086	**Number of Casualties:**	1
Highway Authority:	Gwynedd			**Number of Vehicles:**	1
Local Authority:	Gwynedd			**OS Grid Reference:**	252851 363419
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

APPENDIX TS2

Proposed Site Plan

General Schedule:

Seiont Manor Hotel Extension & Remodelling:
1. Leisure (Including Spa)
2. Lounge Bar & Restaurant with Terraces
3. 28 No. Existing Bedrooms (32 sq.m)
   29 No. Additional Bedrooms (28-35 sq.m)
   - 2 Floors, 'SPA' Bedrooms Wing
   04 No. Additional Bedrooms (28-35 sq.m)
   - Roof Void, 'Pond' Bedrooms Wing
   61 No. Bedrooms Total (inc. Family & DDA rooms)

Zones 1-3: Lodges
39 No. 3 Bedroom Lodges
with 2 parking spaces per unit

Zone 4: Tennis Courts
2 No. Tennis Courts
Landscaped Path and Amenities Area
43 No. Car parking spaces (inc. 6 No. Dis. Bays)

Group/Staff Accommodation Block
11 No. New Bedrooms (185 sq.m)
09 No. Staff Car parking spaces

Outdoor Activity Zone (2,560 sq.m)
Activities buildings including lodge reception, activity centre and small grocery shop
13 No. Car parking spaces (inc. 2 Dis. Bays)

Llwyn Y Brain
Existing House Remodeled and Refurbished
(Subject to a Separate Planning Application)

Helicopter Landing

Access Links

Biomass Plant Room

Proposal Boundary Line

Caernarfon Properties Limited Ownership Line

Services Easement

Rev.B: Boundary line refinements. 16.04.2021 FI
Rev.A: Road layout refinements. 15.04.2021 FI

client:	project:	drawing:
CAERNARFON PROPERTIES LIMITED	SEIONT MANOR LLANRUG, CAERNARFON GWYNEDD LL552AQ	PROPOSED SITE PLAN

project no:	drawing no:	revision:	drawn:	checked:	date:	scale @ A1
7381	P.04	B			07.04.21	1:1000

street design partnership
architecture - urban design - interiors
16 Brewery Yard, Deva City Office Park, Salford, M3 7BB t. **0161 834 7262** e. **info@street-design.net** w. **www.street-design.net**

Construction (Design and Management) Regulations 2015

Designer Considerations

Street Design Partnership's duty on this project is that of "Designer" as defined by Regulation 9, and have avoided foreseeable risks to those involved in the construction and future use of the structure and in so doing eliminated hazards (so far as is reasonably practical, taking account of other design considerations) and reduced risks associated with those hazards.
The Designer has provided adequate information about any significant risks associated with the design and co-ordinated the work with others in order to improve the way in which risks are managed and controlled.
The associated risks are restricted to site or project specific risks and as such are not considered as a complete and final list of all hazards that may exist

Revision:

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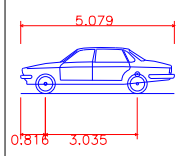

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Client:
Property Alliance Group

Project:
Seiont Manor, Llanrug, Caernarfon, Gwynedd, LL552AQ

Drawing Title:
Proposed Access Road Improvements
Sheet 1 of 3

Drawing Number:
J000245_SK101

Revision:

Date:
13.04.2021

Scale:
1:1000@A3

Drawn By:
MH

Checked By:
KG

Status:
Information

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Village Way, Wilmslow
SK9 2GH

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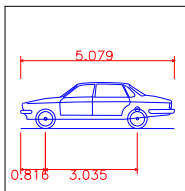
Revision:
A - -



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

Client:
Property Alliance Group

Project:
Seiont Manor, Llanrug, Caernarfon, Gwynedd, LL552AQ

Drawing Title:
Proposed Access Road Improvements
Sheet 2 of 3

Drawing Number: J000245_SK102

Revision:

Date: 13.04.2021

Scale: 1:500@A3

Drawn By: MH

Checked By: KG

Status:
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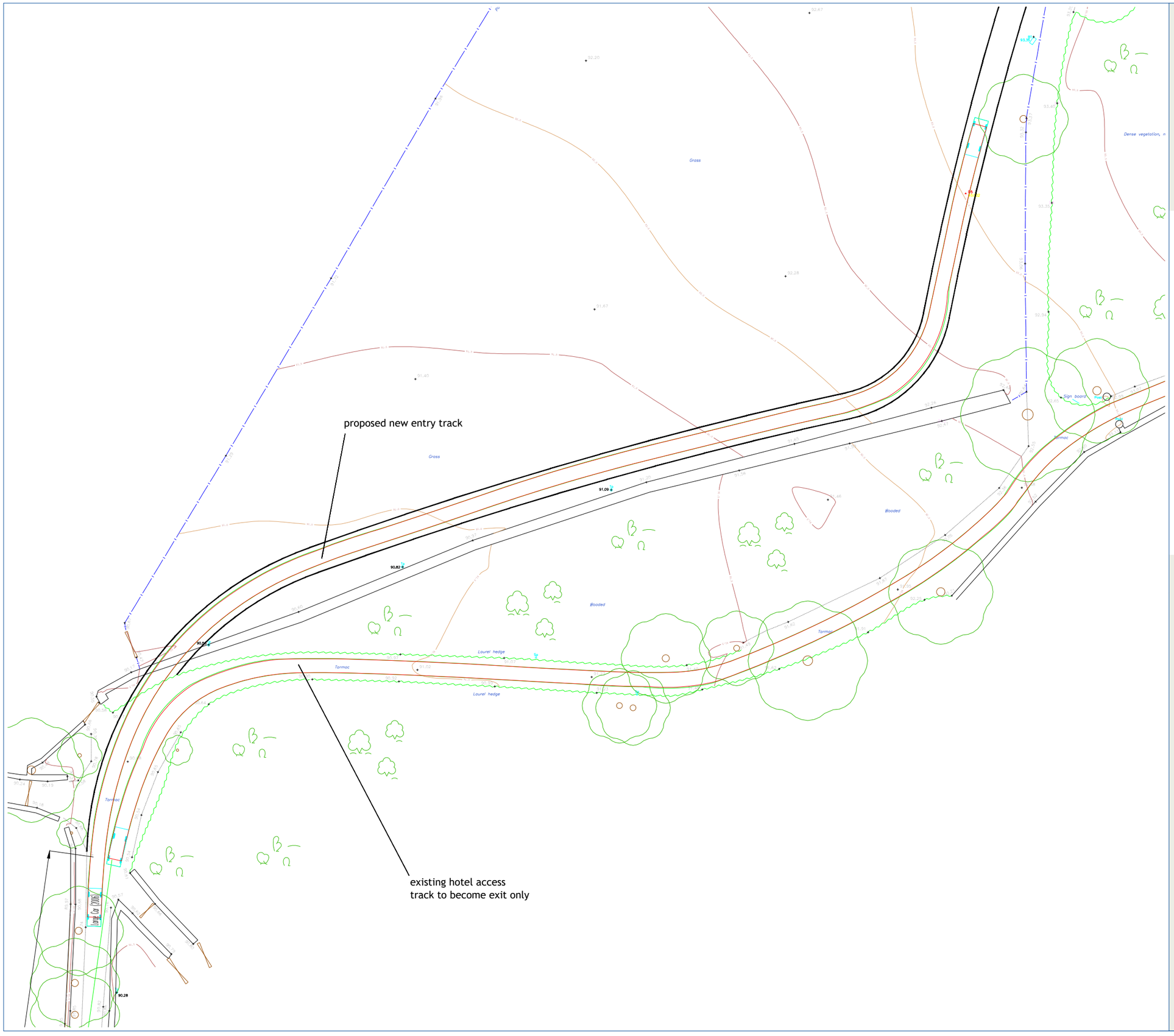
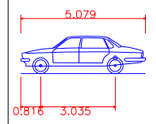


Revision:
A -



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

Client:
Property Alliance Group

Project:
Seiont Manor, Llanrug, Caernarfon, Gwynedd, LL552AQ

Drawing Title:
Proposed Access Road Improvements
Sheet 3 of 3

Drawing Number: J000245_SK103

Revision:

Date: 13.04.2021

Scale: 1:500@A3

Drawn By: MH

Checked By: KG

Status:
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APPENDIX TS3

Calculation Reference: AUDIT-506501-210415-0437

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
17	ULSTER (NORTHERN IRELAND)		
	DO	DOWN	1 days

Primary Filtering selection:

Parameter: Number of units
Actual Range: 50 to 163 (units:)
Range Selected by User: 31 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/95 to 28/07/18

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	5 days

Selected survey types:

Manual count	8 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	5

Selected Location Sub Categories:

Village	3
Out of Town	4
No Sub Category	2

Secondary Filtering selection:

Use Class:

n/a	9 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	4 days

Travel Plan:

Not Known	2 days
No	7 days

PTAL Rating:

No PTAL Present	9 days

LIST OF SITES relevant to selection parameters

1 DC-03-J-05 CAMPING/CARAVAN DORSET
STATION ROAD
MORETON

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 122
Survey date: FRIDAY *11/07/08* *Survey Type: MANUAL*

2 DO-03-J-01 TARA CARAVAN PARK DOWN
BALLYQUINTIN ROAD
PORTAFERRY

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 50
Survey date: FRIDAY *30/07/10* *Survey Type: MANUAL*

3 DS-03-J-01 CARAVAN PARK DERBYSHIRE
MAIN ROAD
THULSTON
ELVASTON
Free Standing (PPS6 Out of Town)
Village
Total Number of units: 152
Survey date: FRIDAY *29/07/11* *Survey Type: MANUAL*

4 HF-03-J-01 CARAVAN HERTFORDSHIRE
BREAKSPEAR WAY
HEMEL HEMPSTEAD

Edge of Town
No Sub Category
Total Number of units: 55
Survey date: WEDNESDAY *30/07/08* *Survey Type: MANUAL*

5 HI-03-J-02 SCANDINAVIAN VIL. HIGHLAND
GRAMPIAN ROAD
AVIEMORE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 65
Survey date: THURSDAY *24/07/97* *Survey Type: DIRECTIONAL ATC COUNT*

6 NY-03-J-01 CAMPING & CARAVANNING NORTH YORKSHIRE
BAR LANE
NEAR BOROUGHBRIDGE
ROECLIFFE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 163
Survey date: TUESDAY *16/09/08* *Survey Type: MANUAL*

7 PS-03-J-01 CAMPING/CARAVAN POWYS
HAY ROAD
NEAR BRECON

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 115
Survey date: FRIDAY *19/07/02* *Survey Type: MANUAL*

8 SH-03-J-01 CARAVAN PARK SHROPSHIRE
WELSHPOOL ROAD
SHREWSBURY
BICTON HEATH
Edge of Town
No Sub Category
Total Number of units: 115
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

9 WM-03-J-01 CARAVAN PARK WEST MIDLANDS
MILL LANE
NEAR COVENTRY
ASTON CANTLOW
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 86
Survey date: MONDAY *08/06/09* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00	1	65	0.077	1	65	0.031	1	65	0.108
01:00 - 02:00	1	65	0.000	1	65	0.000	1	65	0.000
02:00 - 03:00	1	65	0.000	1	65	0.000	1	65	0.000
03:00 - 04:00	1	65	0.000	1	65	0.000	1	65	0.000
04:00 - 05:00	1	65	0.000	1	65	0.000	1	65	0.000
05:00 - 06:00	1	65	0.000	1	65	0.000	1	65	0.000
06:00 - 07:00	1	65	0.077	1	65	0.000	1	65	0.077
07:00 - 08:00	9	103	0.012	9	103	0.026	9	103	0.038
08:00 - 09:00	9	103	0.046	9	103	0.046	9	103	0.092
09:00 - 10:00	9	103	0.051	9	103	0.094	9	103	0.145
10:00 - 11:00	9	103	0.081	9	103	0.152	9	103	0.233
11:00 - 12:00	9	103	0.070	9	103	0.102	9	103	0.172
12:00 - 13:00	9	103	0.087	9	103	0.079	9	103	0.166
13:00 - 14:00	9	103	0.082	9	103	0.073	9	103	0.155
14:00 - 15:00	9	103	0.105	9	103	0.068	9	103	0.173
15:00 - 16:00	9	103	0.108	9	103	0.094	9	103	0.202
16:00 - 17:00	9	103	0.142	9	103	0.095	9	103	0.237
17:00 - 18:00	9	103	0.168	9	103	0.078	9	103	0.246
18:00 - 19:00	9	103	0.117	9	103	0.096	9	103	0.213
19:00 - 20:00	8	101	0.098	8	101	0.074	8	101	0.172
20:00 - 21:00	8	101	0.080	8	101	0.035	8	101	0.115
21:00 - 22:00	7	103	0.050	7	103	0.032	7	103	0.082
22:00 - 23:00	1	65	0.169	1	65	0.062	1	65	0.231
23:00 - 24:00	1	65	0.062	1	65	0.031	1	65	0.093
Total Rates:			1.682			1.268			2.950

Parameter summary

Trip rate parameter range selected:	50 - 163 (units:)
Survey date date range:	01/01/95 - 28/07/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-506501-210415-0418

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
	SW	SWANSEA	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

Primary Filtering selection:

Parameter: Number of bedrooms
Actual Range: 56 to 139 (units:)
Range Selected by User: 4 to 380 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 26/11/20

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Development Zone	2
Residential Zone	3
Village	1
Out of Town	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

C1	9 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days

Travel Plan:

No	9 days

PTAL Rating:

No PTAL Present	9 days

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AN-06-A-02 HOTEL ANTRIM
UPPER NEWTOWNARDS RD
BELFAST
KNOCK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 105
Survey date: THURSDAY *26/11/20* *Survey Type: MANUAL*

2 BU-06-A-02 HOLIDAY INN BUCKINGHAMSHIRE
NEW ROAD
AYLESBURY
WESTON TURVILLE
Edge of Town
Out of Town
Total Number of bedrooms: 139
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

3 CF-06-A-05 PARK INN BY RADISSON CARDIFF
CIRCLE WAY EAST
CARDIFF
LLANEDEYRN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 132
Survey date: WEDNESDAY *21/03/18* *Survey Type: MANUAL*

4 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
CHELTENHAM SPA
SAINT MARKS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

5 SW-06-A-01 IBIS SWANSEA
FABIAN WAY
SWANSEA
PORT TENNANT
Edge of Town
Development Zone
Total Number of bedrooms: 99
Survey date: MONDAY *07/10/19* *Survey Type: MANUAL*

6 TW-06-A-02 TRAVELODGE TYNE & WEAR
CASPER WAY
GATESHEAD
SWALWELL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 60
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

7 WK-06-A-01 HOLIDAY INN EXPRESS WARWICKSHIRE
STRATFORD ROAD
WARWICK
LONGBRIDGE
Edge of Town
Out of Town
Total Number of bedrooms: 138
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

8 WL-06-A-03 TRAVELODGE WILTSHIRE
LAWRENCE HILL
WINCANTON

Edge of Town
No Sub Category
Total Number of bedrooms: 57
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

9 WM-06-A-05 HOTEL WEST MIDLANDS
BIRMINGHAM ROAD
BIRMINGHAM
HOPWOOD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bedrooms: 56
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	95	0.052	9	95	0.189	9	95	0.241
08:00 - 09:00	9	95	0.124	9	95	0.224	9	95	0.348
09:00 - 10:00	9	95	0.168	9	95	0.172	9	95	0.340
10:00 - 11:00	9	95	0.102	9	95	0.107	9	95	0.209
11:00 - 12:00	9	95	0.089	9	95	0.129	9	95	0.218
12:00 - 13:00	9	95	0.086	9	95	0.102	9	95	0.188
13:00 - 14:00	9	95	0.124	9	95	0.118	9	95	0.242
14:00 - 15:00	9	95	0.140	9	95	0.125	9	95	0.265
15:00 - 16:00	9	95	0.130	9	95	0.121	9	95	0.251
16:00 - 17:00	9	95	0.149	9	95	0.101	9	95	0.250
17:00 - 18:00	9	95	0.219	9	95	0.137	9	95	0.356
18:00 - 19:00	9	95	0.205	9	95	0.123	9	95	0.328
19:00 - 20:00	9	95	0.142	9	95	0.109	9	95	0.251
20:00 - 21:00	9	95	0.127	9	95	0.090	9	95	0.217
21:00 - 22:00	9	95	0.087	9	95	0.075	9	95	0.162
22:00 - 23:00	1	105	0.029	1	105	0.029	1	105	0.058
23:00 - 24:00									
Total Rates:			1.973			1.951			3.924

Parameter summary

Trip rate parameter range selected:	56 - 139 (units:)
Survey date date range:	01/01/13 - 26/11/20
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0