

Project: **LAND AT PENTYWYN ROAD, LLANRHOS**

Title: - **PROPOSED RESIDENTIAL DEVELOPMENT  
PRELIMINARY REVIEW OF HIGHWAYS & TRANSPORT MATTERS**

Date: - **FEBRUARY 2025**

## **1.0 INTRODUCTION, SITE LOCATION AND EXISTING HIGHWAY NETWORK CONDITIONS**

1.1 This Highways Technical Note has been prepared on behalf of Anwyl Homes Ltd to provide a preliminary review of relevant highways & transport matters with respect to emerging proposals for new residential development at land off Pentywyn Road, Llanrhos, Conwy. The strategic location of the proposal site is illustrated in **Figure HTN1** to this report, with the local context in regards to its immediate surroundings included as **Figure HTN2**. Review of these plans demonstrates that the site is located to the immediate south of the Llanrhos village boundary, west of Pentywyn Road. The proposal land is currently utilised for agricultural purposes.

### *Existing Access Arrangements & Local Highway Connections*

1.2 There is currently no formal vehicle access to the proposal site land.

1.3 As noted above the site is bounded to the east by Pentywyn Road. Pentywyn Road represents a single carriageway route operating under 30mph speed limit by virtue of street lighting in the vicinity of the site. The immediate section of Pentywyn Road to the proposal site frontage represents a wide (circa 9.5m) single carriageway, with central hatchings extending from a ghost-island right turn pocket available to Crogfryn Lane from Pentywyn Road, at the northeastern corner of the proposal site. The site's Pentywyn Road boundary features a hedgerow, beyond which a circa 1.5m footway is provided. A further hedgerow lies between the footway and Pentywyn Road carriageway. The footway provides access to a bus stop located south of a private access road to the Ty'n-y-Coed Manor House and buildings, where it terminates, and continues northwards to Llandudno. A 2m footway is also available on the eastern side of Pentywyn Road in the vicinity of

the proposal site, connecting to Deganwy to the south, and terminating at Crogfryn Lane to the north.

- 1.4 The southern boundary of the proposal site represents the Ty'n-y-Coed Manor House & associated buildings and private access road. The Ty'n-y-Coed buildings have most recently been occupied as the headquarters for the geoscience company CGG Robertson, with the company now utilising only one of the buildings, with the Manor House being vacant and up for sale.
- 1.5 To the west of the proposal site lies Maes Dolau Caravan Park (static and touring). The site provides 100 static caravans & lodges (all used solely by their owners with no caravans for hire) and 12 touring pitches. Access to the Caravan Park is via a private access which connects to Bryn Lopus Road which runs east to west through Llanrhos.
- 1.6 To the north of the proposal site lies the rear of residential properties associated with St Anne's Gardens and Park Lon Pedr cul-de-sacs, with these routes accessed via Pentywyn Road and Bryn Lopus Road respectively.
- 1.7 Pentywyn Road runs in a generally north-south alignment, providing access to the A470 The Royal Welsh Way via the aforementioned Crogfryn Lane. Crogfryn Lane and St Anne's Gardens form a staggered crossroads arrangement with Conway Road (circa 12m separation between Crogfryn Lane and St Anne's Gardens centreline to centreline), with a priority-controlled ghost-island right turn pocket available to both. Pentywyn Road becomes Conway Road to the north of this staggered junction arrangement. Circa 80m north of this staggered arrangement, Conway Road forms a mini-roundabout junction with Bryn Lopus Road. Conway Road continues northwards towards Llandudno, whilst Bryn Lopus Road runs west towards Deganwy. South of the proposal site Pentywyn Road runs to Llandudno Junction.

#### *Review of Historical Accident Records*

- 1.8 A preliminary appraisal of the operational safety of the immediate local highway network to the proposal site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database - for the most recently available five-year search period, 2018 to 2022 (inclusive).

The crashmap.co.uk database includes for all accident incidents as recorded by the police & emergency services and therefore represents ‘industry standard’ data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period is in line with recommended good practice guidance, with the identified search area including for immediate sections of Pentywyn Road, including its junctions with Bryn Lopus Road and Crogfryn Lane to the north and the Ty’n y Coed access to the south.

- 1.9 Review of this information (see **Figure HTN3** to this note) identifies that no injury accident events have been recorded for the full length of the proposal site frontage to Pentywyn Road, nor at any of the immediate local junctions.
- 1.10 Based on this preliminary road safety review, it is not considered that there are any clear & substantive prevailing road safety issues that would call the principle of the formation of a new side road access connection to / from Pentywyn Road to serve new residential development into question.

## 2.0 PLANNING POLICY CONTEXT

2.1 Relevant highways and transport related policy associated with the siting and consideration of new development is set out across a number of national and local documents, with key guidance highlighted below.

### *National Planning Policy: Future Wales - The National Plan 2040*

2.2 Future Wales represents the national development plan for Wales to 2040, and was adopted in February 2021. With reference to transport matters, this document seeks to ensure “a Wales where people live in places where travel is sustainable”, identifying that sustainable transport must be “embedded within development to enable easy and convenient access from one place to another”.

2.3 This document references the Active Travel (Wales) Act 2013 as the influence to integrating active travel with new development. The Active Travel Wales guidance will ultimately need to be referenced in the design of the site access which will need to incorporate suitable footways and dropped kerbs / tactile paving. The final nature of site access design will be progressed and agreed with the local highway authority as part of planning application scoping discussions.

### *National Planning Policy: Planning Policy Wales (PPW)*

2.4 PPW12 (updated February 2024) sets out the land use planning policies of the Welsh Government, and is supported by a series of Technical Advice Notes.

2.5 Transport is considered in detail in Chapter 4.1 of PPW. The document sets out the aim of the planning system to “enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”, noting that influencing location, scale, mix and design of new development can “improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution”. PPW12 also highlights the need for new transport infrastructure to be targeted to reflect the sustainable transport hierarchy, through meeting the priority to meet

the demand for travel by walking, cycling and public transport, ahead of motor vehicles.

2.6 The document states that the planning system can assist with improving transport choice and achieve the above aims in the following ways:

- *Sustainable Travel Choices* - Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications
- *Active and Social Streets* - New development should improve quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play. The design and layout of streets must give a high priority to their role as public spaces and meeting the needs of pedestrians, cyclists and public transport users, reflecting the principles of the sustainable transport hierarchy.
- *Active Travel* - The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes.
- *Public Transport* - Planning authorities must direct development to locations most accessible by public transport. They should ensure that development sites which are well served by public transport are used for travel intensive uses, such as housing, jobs, shopping, leisure and services, reallocating their use if necessary.
- *Traffic Management* - Planning authorities must seek to reduce the level and speed of traffic in new development, including ensuring streets are designed to have a speed limit of 20 mph or less. This includes creating connected and permeable road networks, with filtered permeability to prioritise walking and cycling, and careful consideration of issues such as street layout and dimensions,
- *Demand Management & Car Parking* - Car parking provision is a major influence on how people choose to travel and the pattern of development. A design-led

approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility

2.7 PPW12 also notes that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts that a proposed development, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.

***Technical Advice Note 18: Transport (TAN18)***

2.8 PPW12 is supplemented by Technical Advice Note (TAN) 18 which provides detailed guidance on implementing the transport objectives contained in PPW.

2.9 TAN18 sets out thresholds of development at which formal transport assessment is considered as being necessary, identifying a threshold of greater than 100 dwellings for residential development schemes. TAN18 also provides further guidance with respect to the nature and extent of technical analysis to be undertaken to support development and design standards for the new vehicle access points.

2.10 It can therefore be expected that any planning application for new residential development at the proposal site would be supported by a detailed TA submission and supplemented by a Travel Plan and Transport Implementation Statement.

***Conwy Local Development Plan (2009-2022)***

2.11 The prevailing Conwy LDP also includes for a number of transport related policies that are relevant to the consideration of new residential development. These policies are set out below:

➤ *Policy STR1 - Sustainable Transport, Development and Accessibility:*  
Development to be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and

improving the accessibility of services to those with poor availability of transport.

- **Policy STR/2 - *Parking Standards*:** Car parking provision should be provided in accordance with the Council's maximum standards, to reduce dependency on the car and to promote sustainable forms of transport. In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards. Secure cycle storage should be provided in accordance with the Council's standards.

The Council's parking standards go on to identify that in locations where reduced parking supply is proposed, development should be supported by formal Travel Plan arrangements.

- **Policy STR/3 - *Mitigating Travel Impacts*:** New developments will be required to mitigate the undesirable effects of travel such as noise, pollution, impact on amenity & health and other environmental impacts. Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment and Travel Plan with the planning application. Where the proposed development is demonstrated to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking.
- **Policy STR/4 - *Non-Motorised Travel*:** The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate and encourage short distance trips between home, work, school and colleges and other suitable destinations.

2.12 It is therefore clear that contemporary Council policy seeks to encourage new residential development to be located at sites that allow for access to a range of local every-day facilities by alternative travel modes to the private car and should be designed to maximise journeys by walking, cycling and public transport.

### 3.0 REVIEW OF SITE ACCESSIBILITY AUDIT

3.1 As set out above, national and local planning policy clearly identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.2 The nature of local sustainable transport connections available within the immediate catchment of the proposal site is summarised in the paragraphs below.

#### *Access to Public Transport: Bus Links*

3.3 Nearest bus stops are located at Pentywyn Road immediately south of the Ty'n-y-Coed access, within 100m of the centre of the site frontage of the route, therefore lying well within CIHT 'preferred maximum' walk distance to a local public transport stop from new residential development. The northbound stop features a bus shelter with timetable information plate, with the southbound stop being of a simple flagpost design (also incorporating timetable information plate). These stops are served by the 5, 14 and 25 services.

3.4 A plan of the available bus route connections serving these local bus stops is illustrated in **Figure HTN4** to this report, with details of service frequency summarised in **Table HTN3.1** below.

**Table HTN3.1: Available Bus Connections from Local Bus Stops**

Service	Route	Frequency
5	Llandudno to Caernarfon via Conway, Penmaenmawr, Llanfairfechan and Llandygai	Mon - Sar: 2 buses per hour daytime & 1 bus per hour Sun & eve
14	Llysfaen to Conwy	Mon - Sat 1 bus per 2hours daytime
25	Eglwysbach to Llandudno	Mon - Sat 1 bus per 2hours daytime

*Single direction frequency quoted, available at same frequency in opposite direction*

3.5 Review of the above service information demonstrates that the proposal site would be served by regular public transport (2-3 buses per hour during Mon-Sat day-time

periods), providing links to key local destinations such as Llandudno town centre, Conwy and Caernarfon.

#### *Access to Public Transport: Rail Connections*

3.6 Local rail connections are available at Deganwy railway station (circa 2km walk to the south-west of the proposal site). This station is served by six trains per day on the Conwy Valley Line calling at stations including Llanrwst, Betwys-y-Coed and Blaenau Ffestiniog. Additionally, a shuttle service is available between Llandudno, Deganwy and Llandudno Junction. Llandudno Junctions is an interchange, providing connections to Bangor and Holyhead, as well as Birmingham New Street, London and South Wales.

#### *Accessibility to Local Facilities (Walking and Cycling)*

3.7 In addition to the above identified local public transport connections, the proposal site also provides the opportunity for practical walk / cycle access to a good range of local shops / services / everyday destinations. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an ‘acceptable’ walking distance to community facilities and shops, with 1.2km representing a ‘preferred maximum’. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

3.8 **Figure HTN5(a&b)** to this report illustrate practical local walking catchments from the site and demonstrates that a range of ‘everyday’ type destinations lie within a convenient walking distance of 2km, including:

- Primary Schools,
- Local shop on the outskirts of Deganwy, and
- Food supermarket and retail park shopping

3.9 The majority of the identified key local facilities can be accessed via walking routes using either Pentywyn Road, which provides a footway to at least one-side between the proposal site and Llandudno and Llandudno junction. Dropped kerb

crossings are available at the majority of side road connections along the Pentywyn Road corridor, with tactile kerbing absent at most locations. No dropped kerb / tactile paving crossing of Pentywyn Road is available in the immediate vicinity of the site to cross pedestrians to the footway which continues towards Llandudno Junction to the south (also accessing southbound bus stop).

3.10 In order to enhance pedestrian connections at the proposal site, it is recommended that the footway to the site's Pentywyn Road frontage is increased to a minimum 2m width with dropped kerbs and tactile crossing provided to the eastern side of the route, and tactile paving at the Ty'n-y Coed access road junction to improve access to the northbound bus stop (see also section 4 to this note). **Figure HTN7** to this note also demonstrates local footpath links, highlighting that the Maes Dolau Caravan Park access represents a PROW, with this continuing towards Llandudno Junction to the south. Additional pedestrian access between the proposal site and this PROW should therefore be considered as part of the development of the site masterplan.

3.11 National Planning Guidance notes that cycling has the potential to substitute for short car trips - particularly those journeys of less than 5km, or those which could form part of a longer journey using public transport. The location of the proposal site allows for good cycling access to a range of local areas including all of the built-up area of Llanrhos, Llandudno, Deganwy and Llandudno Junction, as well as Penrhyn Bay and Conwy (see **Figure HTN8** to this report).

#### *Accessibility Summary*

3.12 Overall, it is concluded that the proposal land at Pentywyn Road represents a suitable location for new residential development when considered in transport sustainability terms, being located to the edge of an existing mature residential area and within a practical walking distance of regular public transport services and some local shops / services & facilities.

3.13 **Such locational characteristics should allow the site to meet the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing overall traffic impact associated with new development.**

## 4.0 EMERGING DEVELOPMENT PRINCIPLE AND OPTIONS TO DELIVER APPROPRIATE SITE ACCESS ARRANGEMENTS

4.1 Anwyl Homes are seeking to promote the proposal site land for new residential development. Depending on the extent of land ultimately considered suitable for future allocation and density, the site could accommodate circa 168 new homes (@35 Dw/Ha).

4.2 Given that Pentywyn Road provides the only highway frontage to the proposal site it is proposed that primary vehicle access to the site would be taken directly from Pentywyn Road.

4.3 As Pentywyn Road in the immediate vicinity of the proposal site frontage represents a wide single carriageway, with hatchings from the Crogfryn Lane, it seems logical to provide any new access to serve the development parcel with a ghost-island right-turn arrangement. Initial review of Google Aerial imagery and OS mapping suggests that there is ample carriageway width to provide such arrangement via white lining, with no amendments to the existing kerblines, save those associated with the delivery of the new bellmouth itself. The review has, however, suggested that there is some inaccuracies with the OS mapping, and it is therefore recommended that a topographical survey is undertaken to include the entire site frontage, up to and including the Pentywyn Road / St Anne's Garden junction to the north, and the bus stop to the south of the Pentywyn Road / Ty'n-y Coed access road junction, including both sides of the carriageway/ footways and road markings, to allow for an accurate arrangement to be drawn up.

4.4 In the meantime, **Drawing J000571-SK101** to this report illustrates a preliminary access option to serve future residential access at the site. This includes for the following key design features:

- 5.5m estate road carriageway;
- 6.0m left turn entry / exit radii;
- New section of segregated footway along the site frontage to Pentywyn Road, requiring the removal/setting back of the frontage hedges, noting that Pentywyn Road has been identified as a future potential walking/cycling route the design can accommodate a 3m footway/cycleway if required;

- 2m segregated footway to other side of estate road;
- Dropped kerb/tactile paving at the site access junction, the Ty'n-y Coed access road junction with Pentywyn Road, to facilitate access to the northbound bus stop, and at Pentywyn Road to facilitate access to the southbound bus stop and footway which continue to Llandudno Junction. It is recommended that highway adoption records are obtained for the site frontage and the Ty'n-y Coed junction with Pentywyn Road in order to establish the extent of improvement that can be delivered here, noting existing restricted width of footway at this location.

4.5 Subject to the removal of the frontage double hedge, appropriate visibility splays for access to a 30mph road such as Pentywyn Road can be achieved (i.e. 2.4m x 43m), as illustrated in **Drawing J000571-SK101**.

4.6 The proposed location of the access provides an appropriate level of separation from the Ty'n-y Coed access road junction (such that the splays from this junction do not interfere with the proposed new junction), also facilitating the appropriate turning lengths and tapers for proposed new ghost-island right turn pocket to serve the proposed development and existing Crogfryn Lane junction.

4.7 It is considered that a single ghost-island priority-controlled access point has the potential to deliver the required level of operational performance to cater for a future development of up to 200 dwellings at the proposal site. Ultimately this position would need to be confirmed by detailed capacity testing using industry standard software and appropriate traffic forecasting but given that the Pentywyn Road corridor is currently characterised by ghost-island layout side road access connections and operates with no known capacity or highway safety concerns, there is no reason to expect that the illustrated access arrangements could not operate efficiently.

4.8 A pedestrian connection to the existing PROW which follows the alignment of the Maes Dolau Caravan Park access road should also be considered, to enhance pedestrian connectivity towards Deganwy and Llandudno Junction.

## 5.0 PREDICTED DEVELOPMENT TRAFFIC DEMAND

5.1 Estimated future traffic demand levels associated with the proposed residential scheme has been calculated based on robust trip rates (per dwelling) extracted from the TRICS database, a nationally regarded source of historical trip demand data containing observed traffic data for a large number of development-type sites. Data has been calculated based on sites selected with locational factors similar to the Pentywyn Road site, viz:

- Suburban area / edge of town private dwellings;
- Small development sites; and
- Not including sites in SE England, Greater London or the Republic of Ireland.

5.2 Robust 85<sup>th</sup> percentile trip rates (per dwelling) for traditional weekday AM & PM 'rush hour' time periods and core 12hour (07:00-19:00) daytime period, as agreed with Conwy CBC highways and used recently for the assessment of the nearby Nant-Y-Gamar Road development, are illustrated in **Table HTN5.1** below.

**Table HTN5.1: Calculated Residential 85th Percentile Trip Rates from TRICS**

Time Period	TRICS 85 <sup>th</sup> Percentile (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.171	0.399	0.570
PM Peak (17:00-18:00)	0.388	0.232	0.619
12h hour (07:00-19:00)	2.560	2.598	5.158

Trip Rate (per dwelling)

5.3 These trip rates have been utilised to generate trip estimates for future potential development size options of 150 & 170 dwellings at the proposal site (see **Table HTN5.2** below).

**Table HTN5.2 - Predicted Residential Development Traffic Demand (85<sup>th</sup> Percentile Trip Rates)**

	Trip Demand (150 Dwellings)			Trip Demand (170 Dwellings)		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	26	60	86	29	68	97
PM Peak (17:00-18:00)	58	35	93	66	39	105
12h (07:00-19:00)	384	390	774	435	442	877

5.4 The above exercise demonstrates that travel demand at peak times would remain a 100 two-way movements during the peak hours, noting that the trip estimates are highly robust. Such estimates are the equivalent of 1.7 vehicle movements per minute over the wider highway network.

5.5 It is not expected that such levels of traffic would result in a material change in existing baseline highway network operational conditions and that the demand could be accommodated by the illustrated site access arrangements. It is also not anticipated that the above traffic levels would require any substantive operational related improvements over the wider off-site highway network.

## 6.0 SUMMARY AND CONCLUSIONS

6.1 This Technical Note has been prepared to provide a preliminary review of relevant highways & transport matters with respect to emerging proposals for new residential development at land off Pentywyn Road, Llanrhos, Conwy.

6.2 The site is located to the west of Pentywyn Road, Llanrhos. It is considered that this represents a suitable location for new residential development when considered in transport sustainability terms, being adjacent to an existing mature residential area and within a practical walking distance of regular public transport services and some local services & facilities. Such locational characteristics should allow the site to meet the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing overall traffic impact associated with new development.

6.3 It is proposed that primary vehicle access to the site would be taken directly from Pentywyn Road, via a ghost-island right turn arrangement, utilising the existing wide Pentywyn Road carriageway. Pentywyn Road provides access between Llandudno in the north and Llandudno Junction to the south. Review of the recent accident history for the immediate sections of Pentywyn Road to the proposal site demonstrates an excellent road safety record, with no accident incidents recorded within the past five years, including at other nearby side road access points.

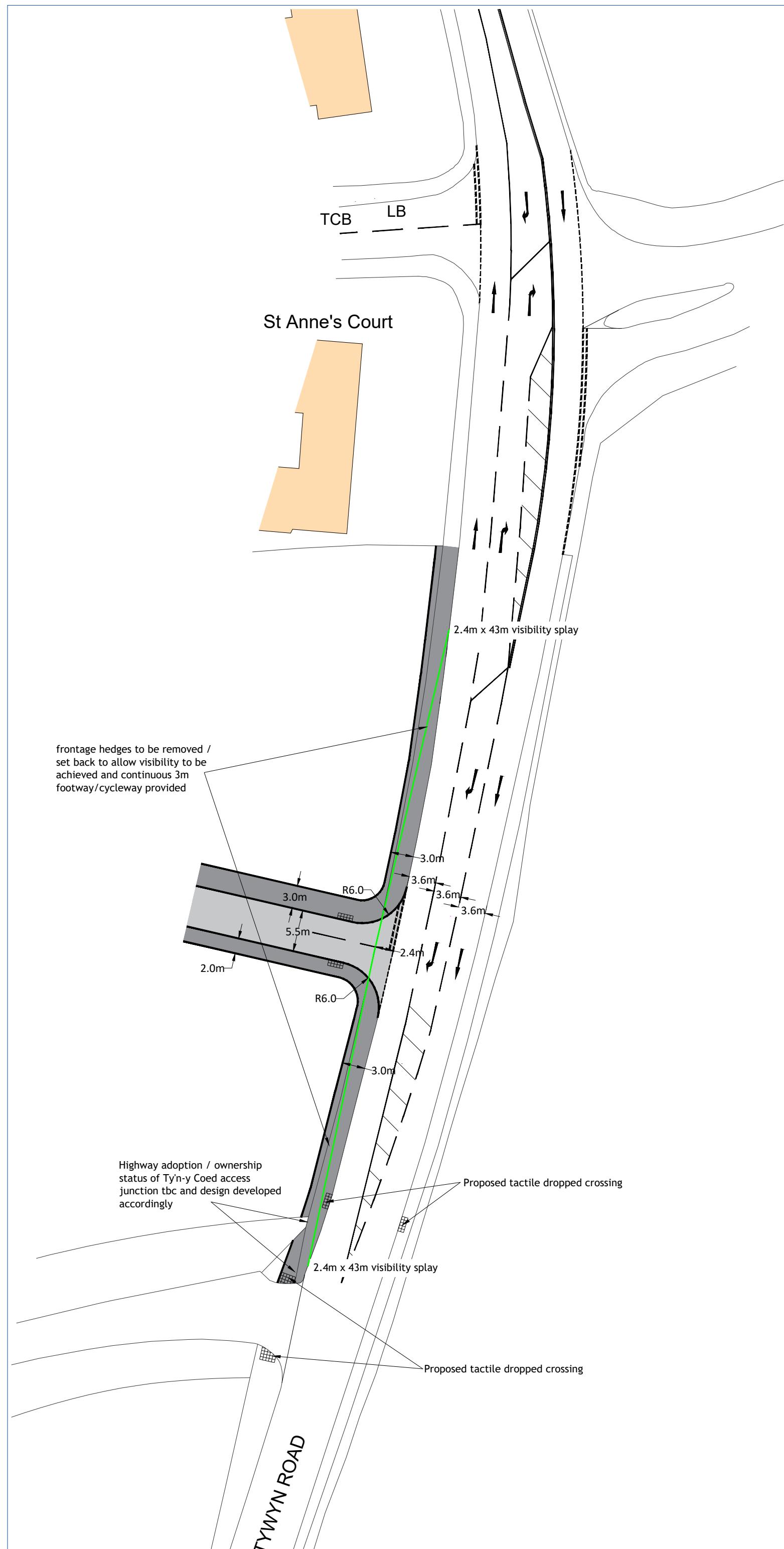
6.4 Vehicle access to new residential development at the proposal site could be achieved via a priority-controlled ghost-island layout, designed to meet modern residential access criteria. It is considered that a single access strategy for the site has the potential to deliver the required level of operational performance to cater for a development of circa 168 dwellings. Ultimately this position would need to be confirmed by detailed capacity testing, using industry standard software and appropriate traffic forecasting, but given that the Pentywyn Road corridor is currently characterised by ghost-island side road connections with no known capacity or highway safety concerns, it is considered that there is no reason to expect that the illustrated access arrangements would not offer sufficient operational capacity.

6.5 Indeed, estimates of likely future development traffic levels suggest that the proposal scheme would not generate a substantive level of additional travel demand at peak times, with predicted maximum rush hour two-way (in + out) vehicle demand anticipated to be around 100 vehicles per hour, or under 2 additional vehicle trips every minute. It is not expected that such levels of traffic would result in a material change in existing baseline highway network operational conditions and could easily be accommodated by the proposed site access arrangements. It is also not expected that the above traffic levels would require any substantive operational related improvements over the wider off-site highway network.

6.6 In order to deliver the appropriate level of visibility from any new site access at Pentywyn Road the existing double hedge would need to be removed / set back. Additionally, the frontage footway would also likely need to be increased to a continuous width of at least 2m. Dropped crossings and tactile paving should be provided at the site access, and it is recommended that the scheme also provides these at the Ty'n-y Coed access road junction and Pentywyn Road itself to provide appropriate pedestrian access to local bus stops and onward footway connections towards Llandudno Junction. Pedestrian access to the PROW which follows the alignment of the Maes Dolau Caravan Park is also recommended.

6.7 Ultimately it is concluded that the proposal site at Pentywyn Road represents a suitable site for potential future residential development, being sustainably located to help minimise private car trip demand and capable of being accessed by highway arrangements that would meet modern design standards appropriate for anticipated future traffic levels and to deliver enhanced pedestrian access.





## Revision:

A

**Client:** Anwyl Homes Limited

**Project:** Land at Pentywyn Road, Llanrhos

Drawing Title: Site Access Option

Drawing Number: 1000571/SK101 Revision:

Date: 12.12.2024 Scale: 1:500@A3

Drawn By: KG Checked By: KG

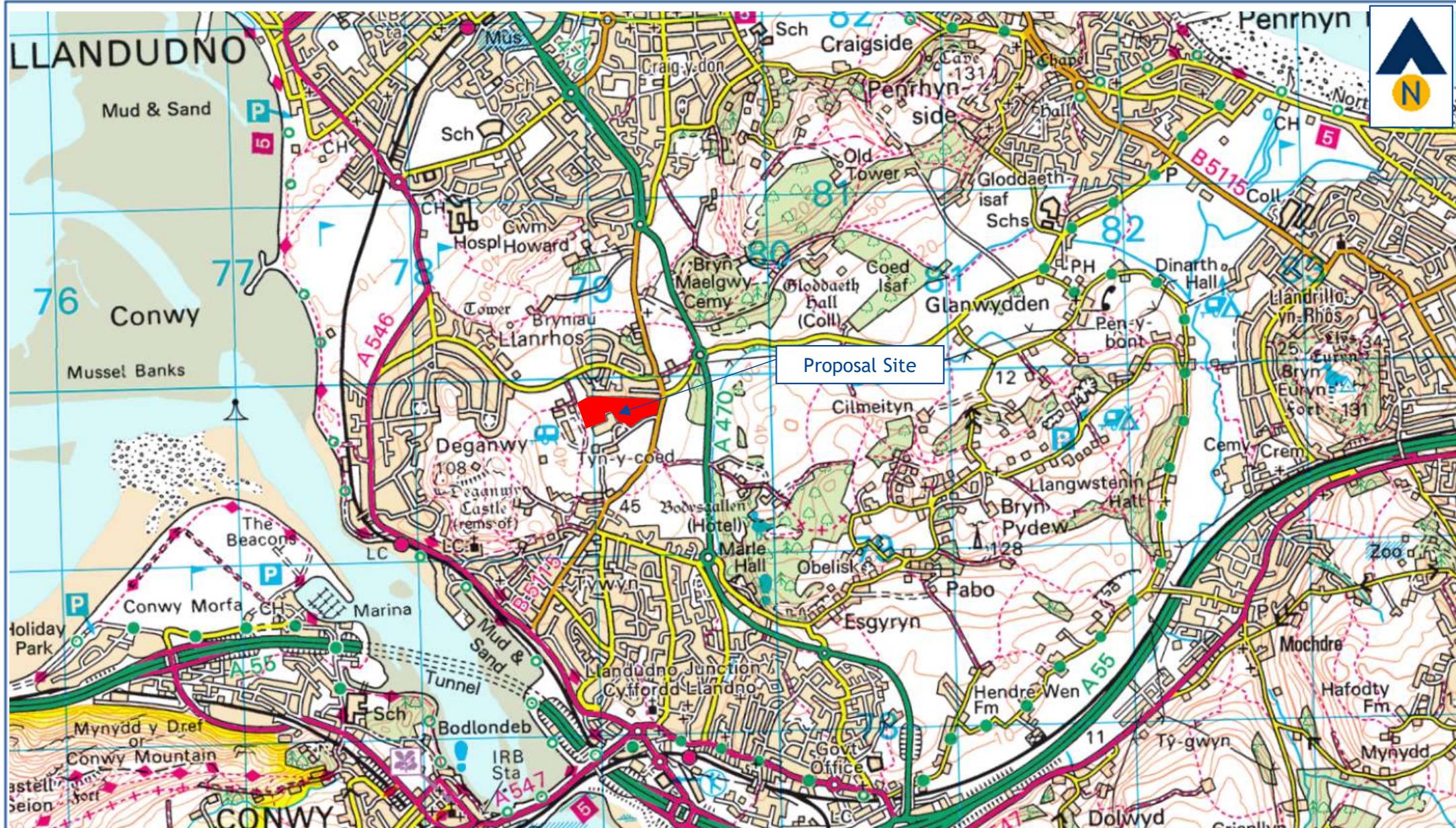
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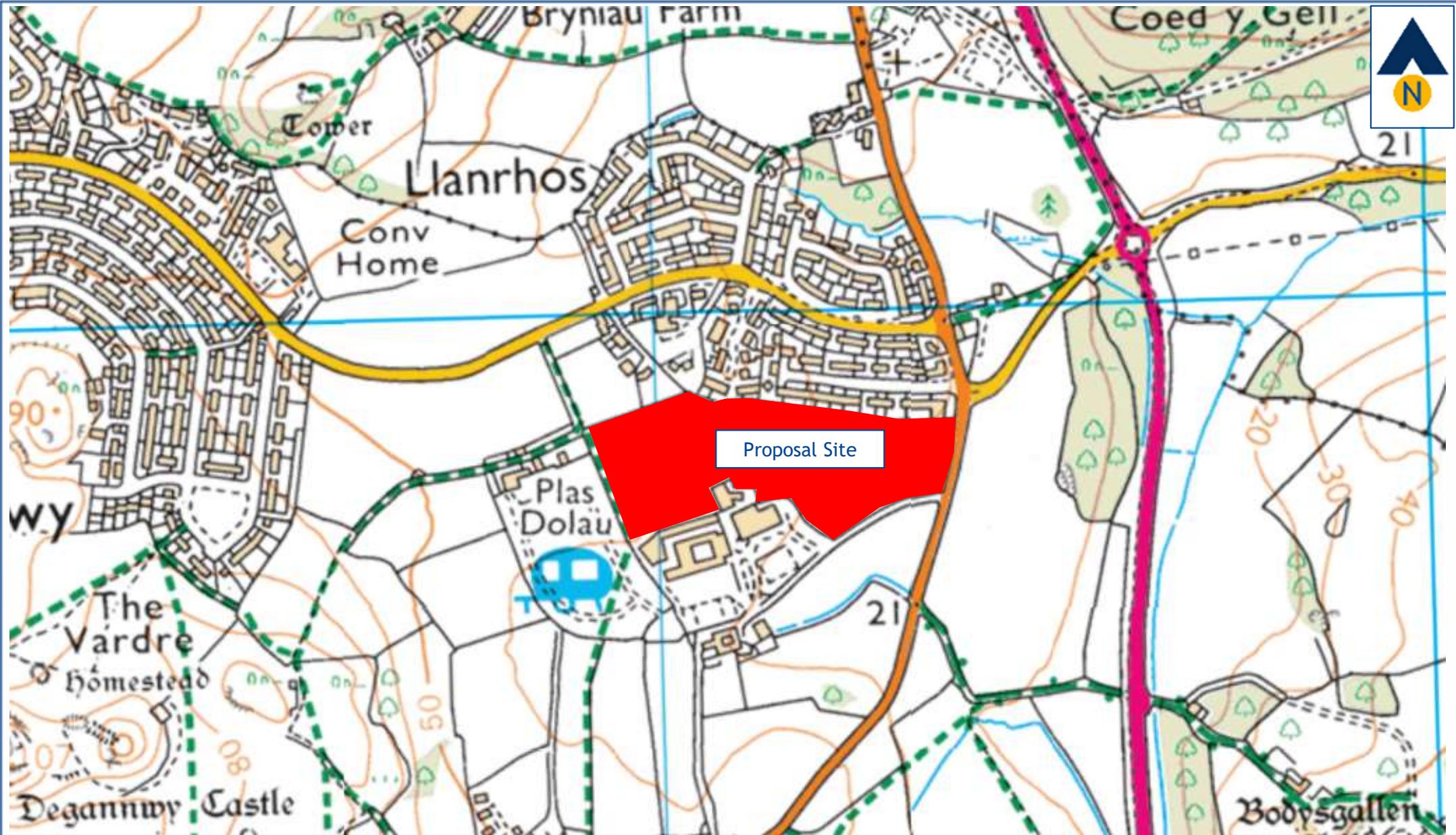
This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

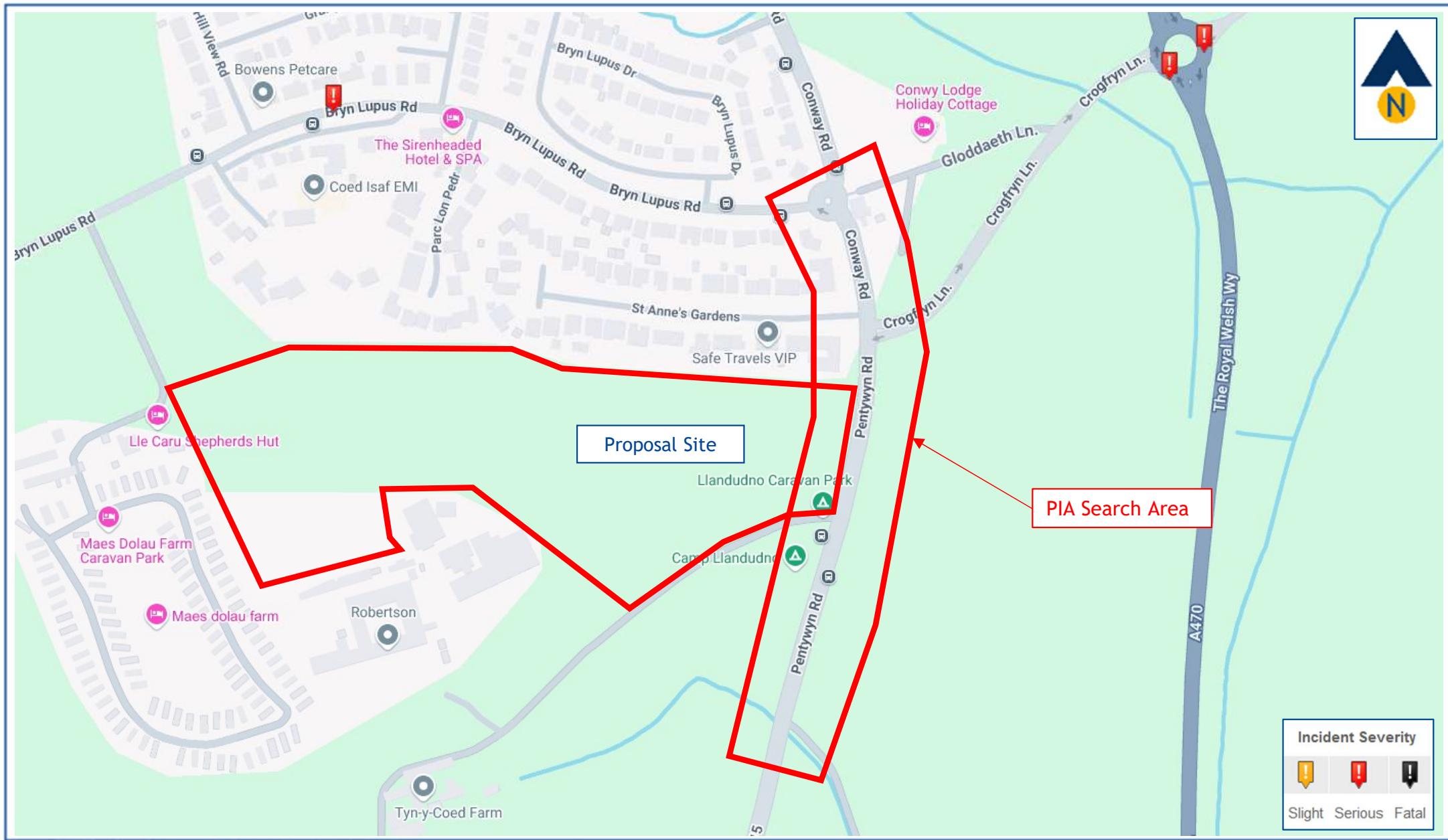
DO NOT SCALE - Follow any figured dimensions

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.









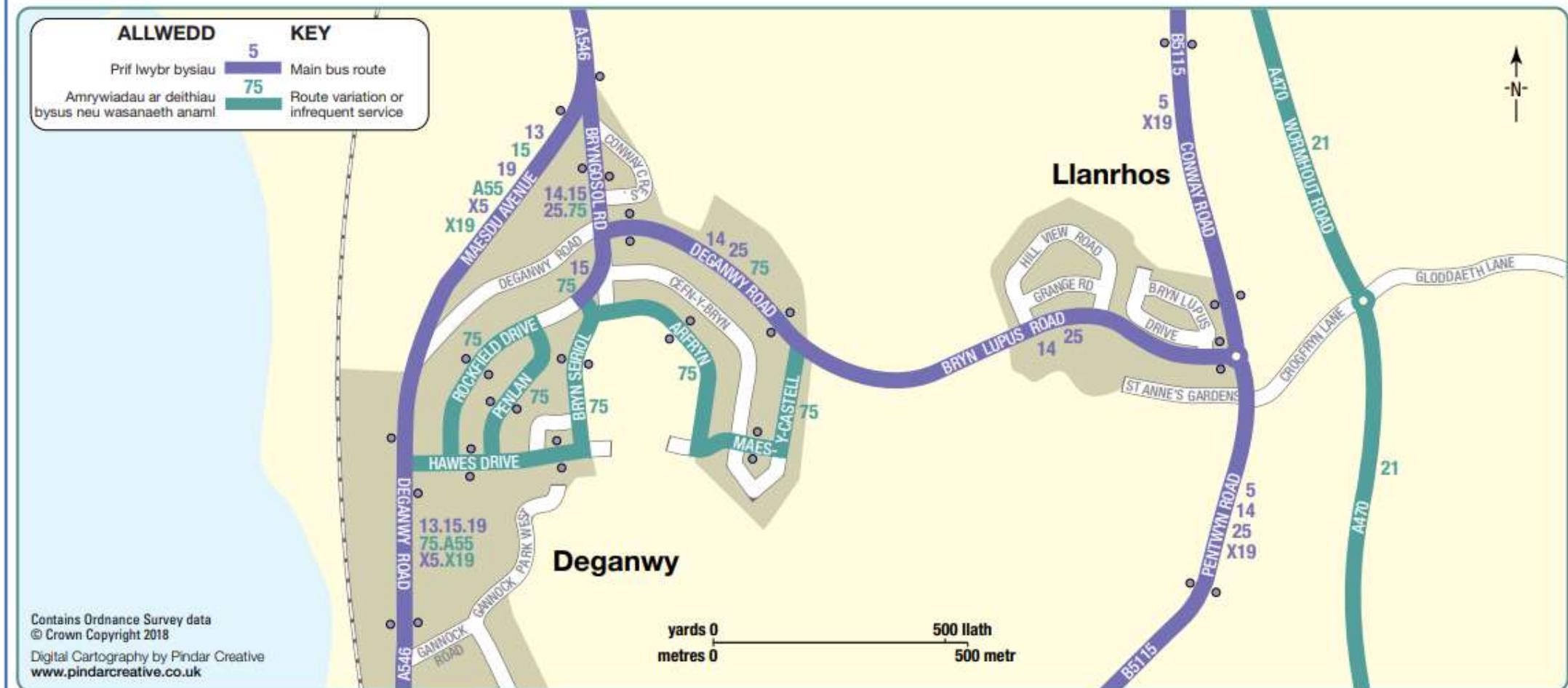


Figure HTN4

J000571

## Available Local Public Transport Connections to the Application Site

## Land at Pentywyn Road, Llanrhos

December 2024

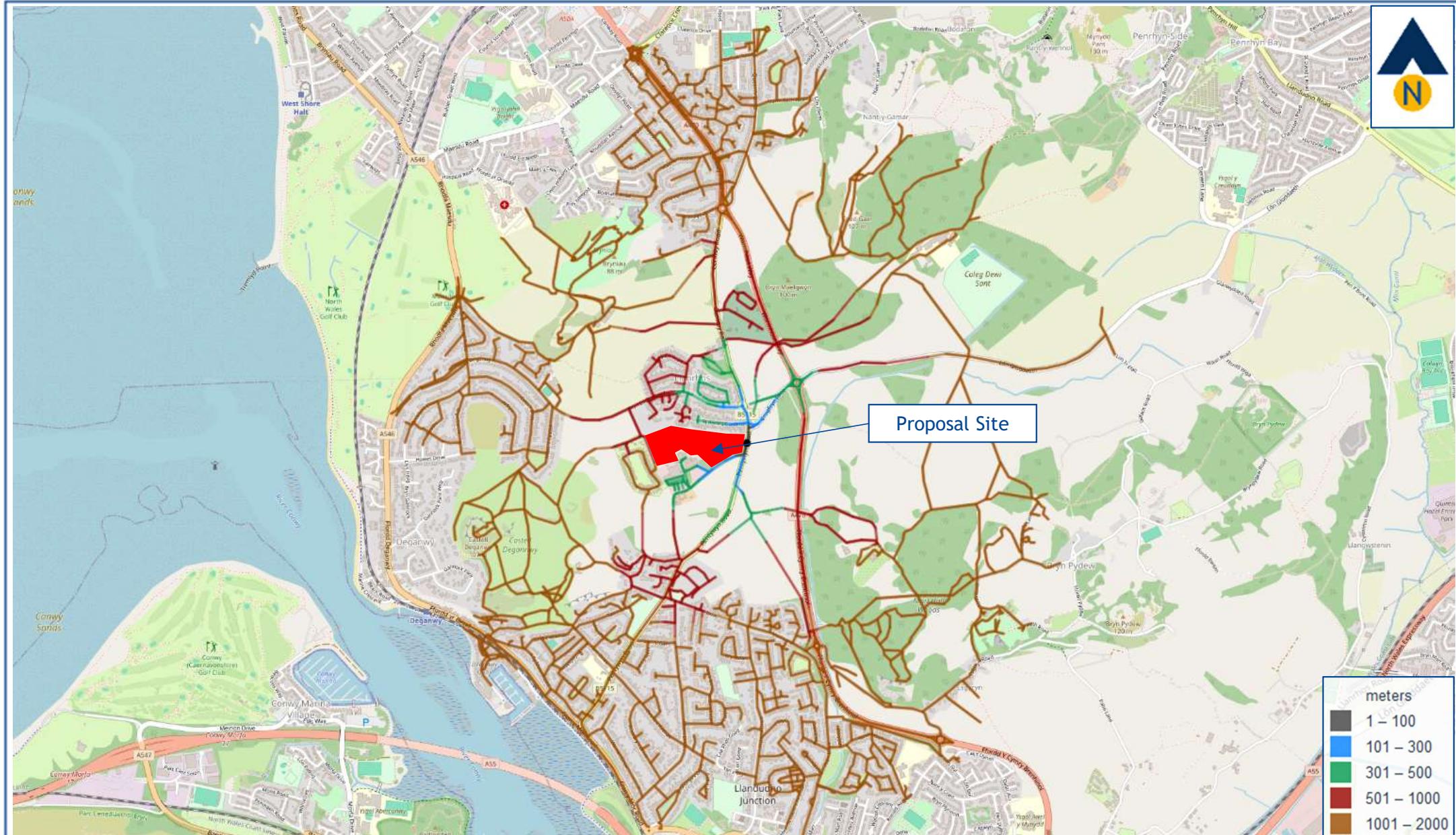
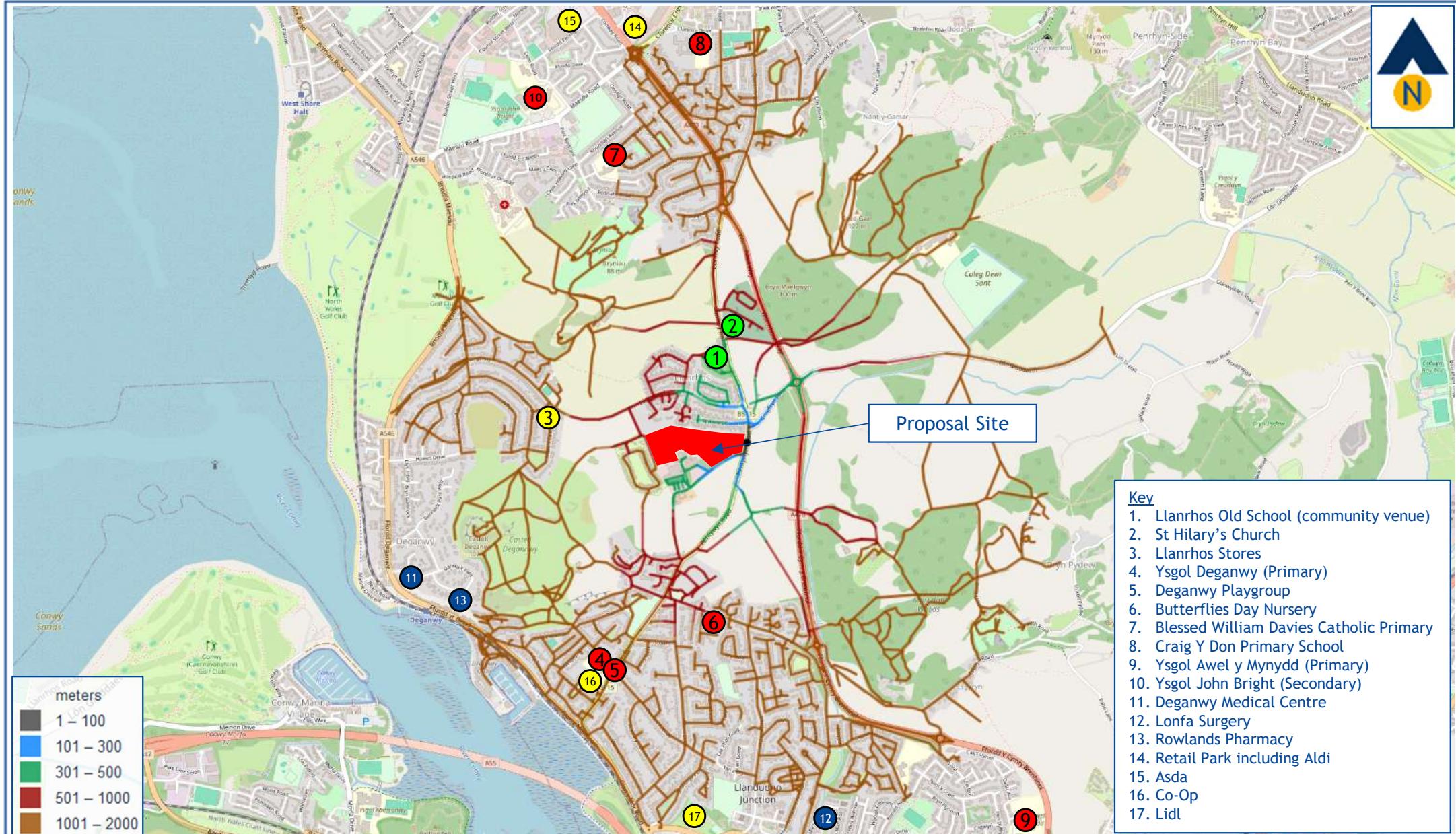
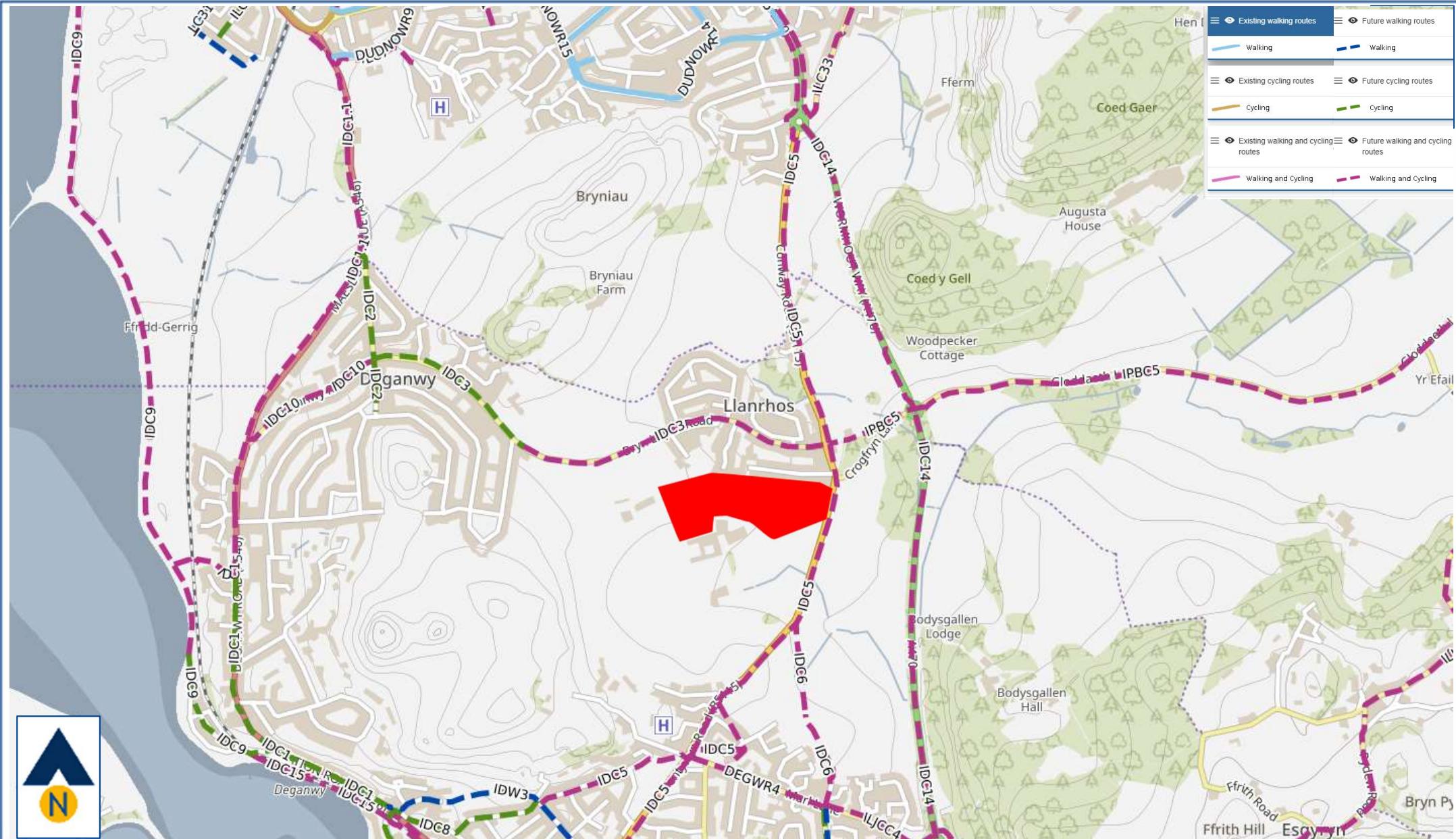
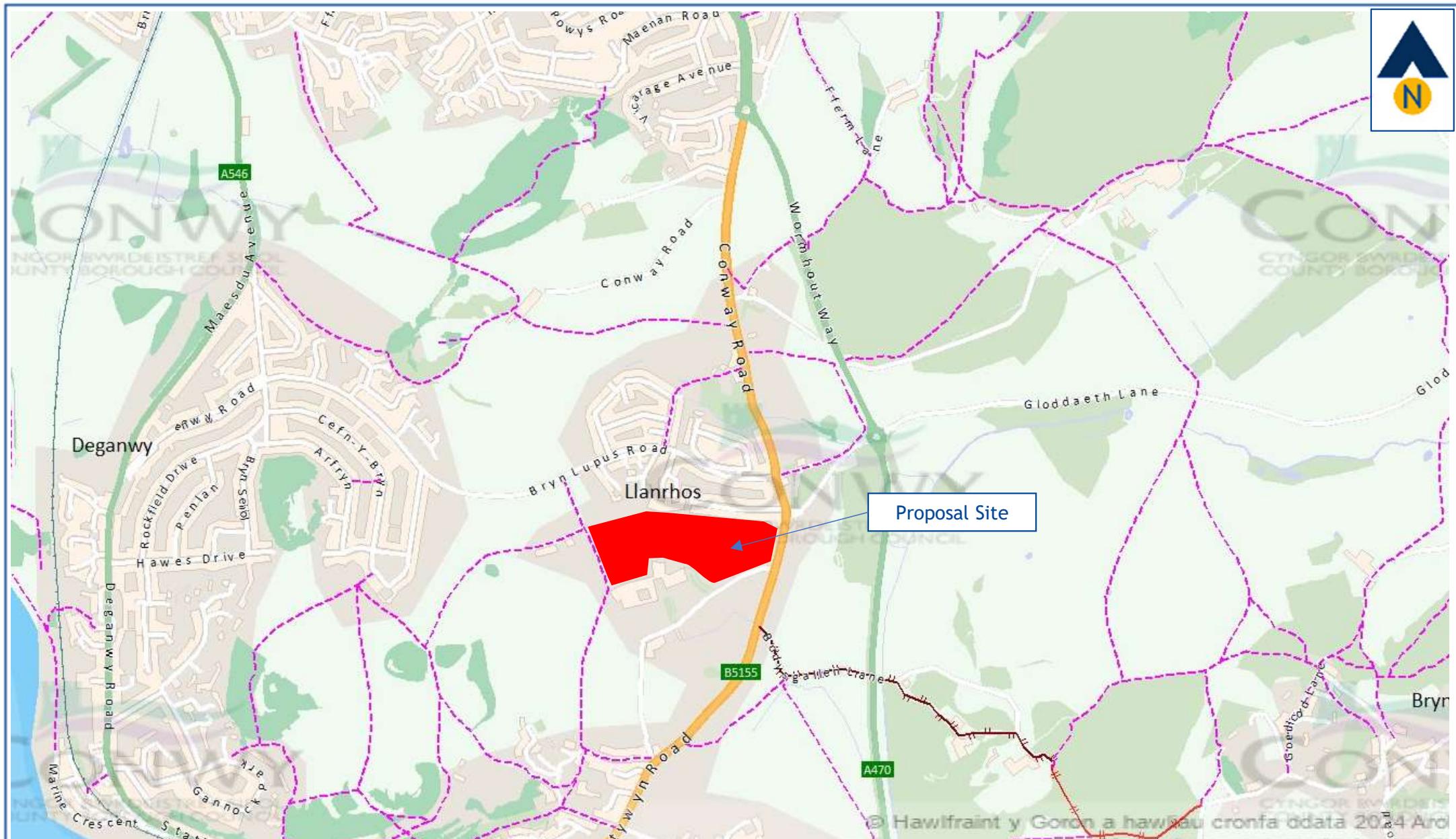


Figure HTN5a 2km Walking Catchment from the Application Site



**Figure HTN5b Location of Everyday Facilities Within a 2km Walking Catchment of the Application Site**





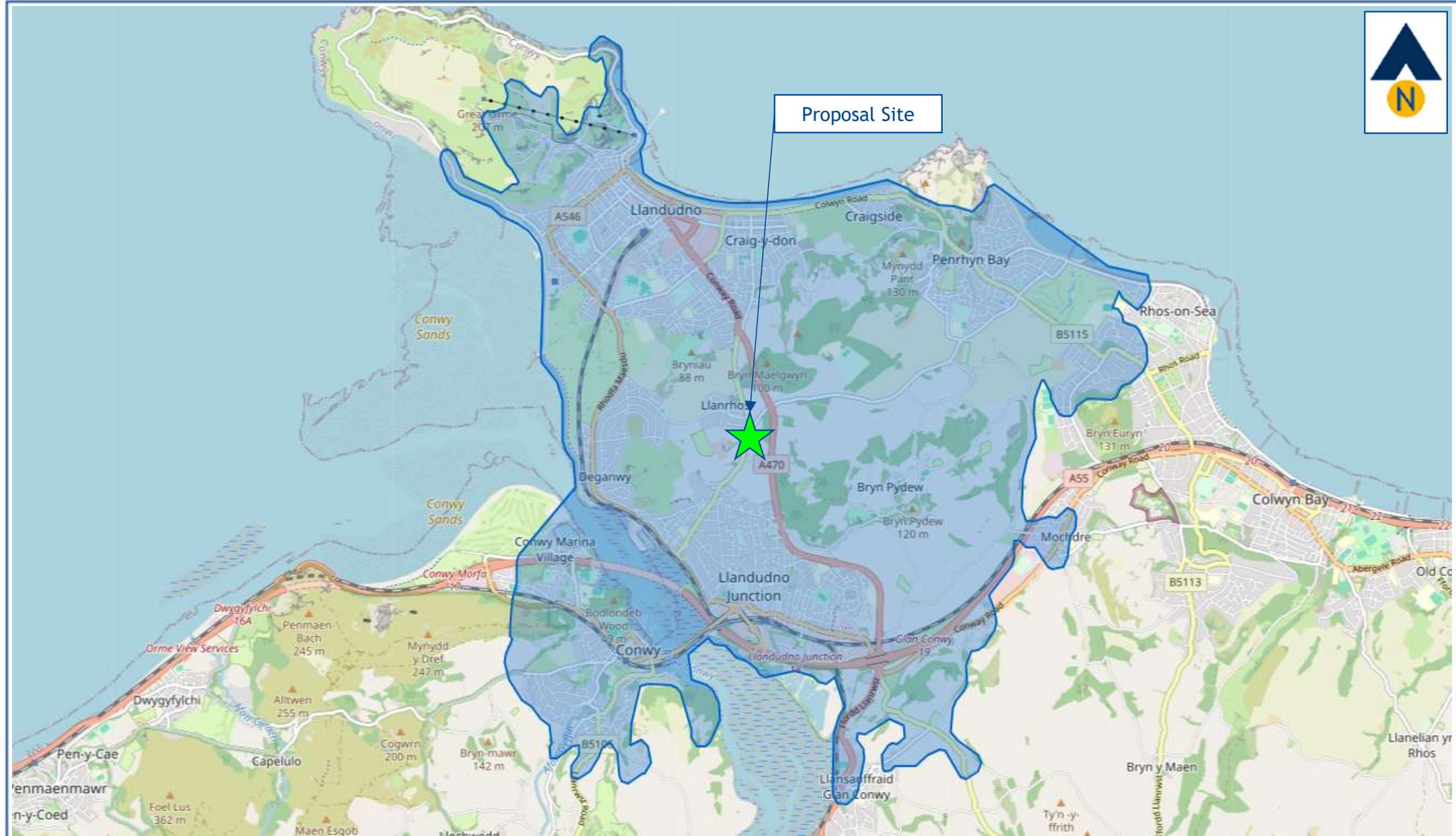


Figure HTN8      5km Cycle Catchment from the Application Site