Plémont Holiday Village Transport Assessment

30 Houses

Report Number HTC91380A/1

May 2009

Prepared by
Parsons Brinckerhoff Ltd
29 Cathedral Road
Cardiff
CF11 9HA
UK

Prepared for
BDK Architects
White Lodge,
Wellington Road,
St. Saviour,
JERSEY, C.I.
JE2 7TE

Report Title	**:**	**Plémont Holiday Village Transport Assessment**
Report Status	**:**	**Final**
Job No	**:**	**HTC91380A/1**
Date	**:**	**May 2009**
Prepared by	**:**	**Michael Lloyd – Graduate Transport Planner**
Checked by	**:**	**Jason Collins – Principal Transportation Planner**
Approved by	**:**	**Jason Collins – Principal Transportation Planner**

AUTHORISATION SHEET

Client:	BDK Architects
Project:	Plémont Holiday Village Transport Assessment
Address:	BDK Architects, White Lodge, Wellington Road, St. Saviour, JERSEY, C.I. JE2 7TE
	PREPARED BY
Name:	Michael Lloyd
Position:	Graduate Transport Planner
Date:	May 2009
	AGREED BY
Name:	Jason Collins
Position:	Principal Transportation Planner
Date:	May 2009
	AUTHORISED FOR ISSUE
Name:	Jason Collins
Position:	Principal Transportation Planner
Date:	May 2009
	DISTRIBUTION
	ACCEPTED BY
Name:	Paul Harding
Position:	BDK Architects Director
Date:	May 2009
	ACCEPTED BY
Name:	
Position:	
Date:	

CONTENTS

FIGURES

NON-TECHNICAL SUMMARY

Plémont Holiday Village is located approximately half a kilometre north of the village of Portinfer on the north coast of the parish of St. Ouen. It no longer meets the expectations of the modern tourist industry, in terms of either the buildings themselves or the nature of the development, and there is therefore a need to redevelop the area. This proposal consists of the redevelopment for housing, which is inline with the need to ensure better use of the existing development area.

There is also a need to ensure that any new development does not cause material detriment to the overall transport conditions in the area in terms of safety and capacity. The purpose of this Transport Assessment is to identify the likely traffic generation of the proposed development and to identify its impact on the local road network.

At the time of the surveys in 1999 the holiday village and the beach generated 25 two-way vehicle movements between 0800 and 0900 and 97 two-way vehicle movements between 1700 and 1800 during August.

The proposed development is for 30 houses. Trip generation from residential developments generally follow a pattern with the greatest traffic flows during the AM and PM peak hours, and it is anticipated that this development would generate 30 two-way movements during the morning peak and 24 two-way movements during the evening peak. These traffic volumes are low and the proposed development should not have any significant adverse impact on the network.

There would also be a reduction in commercial vehicle movements due to less refuse collections, the absence of any food or drink deliveries and coach movements.

The existing development may also be refurbished back to its existing authorised use as a tourism holiday village at any time without the need for additional planning permission. The site may consist of up to 200 units if redeveloped. It is calculated that this development would result in 11 two-way movements during the AM peak and 37 two-way movements during the PM peak.

The new residential development is not expected to have a severe effect on the use of La Route de Plémont. The greatest amount of traffic is predicted to be 86 two-way movements (development and beach) between 1700 and 1800 during August. It is therefore predicted that the traffic flows with the new development will not vary significantly from the traffic flows previously recorded during peak periods.

The State of Jersey Technical Guide specifies that a 5 metre wide road with a 1.3 metre footpath is required. However this would have a serious adverse effect on the stone walls and hedgerows and it is therefore recommended that a scheme with minimal environmental implications be implemented, in order to compliment the local environment.

In the worst case situation a 99 vehicle two-way flow would mean that on average each vehicle travelling along the single-track lane could expect to meet three cars or less coming in the opposite direction. This is catered for with three passing places; there is therefore no requirement to widen the road to 5 metres. The dry stone walls, hedges and banks will remain intact.

Analysis shows that Portinfer Crossroads has sufficient capacity at present and that the proposed development has very little effect on the existing capacity. The accident information shows that over a five-year period from 2003 – 2008 there have been two minor accidents near the junction.

It is recognised that many of the trips from the proposed development will be going to St. Helier for shopping, recreational and other purpose. There are numerous routes that can accommodate this journey, and the majority of them will avoid the congestion problems of Beaumont Junction. The

traffic will disperse as it enters St. Helier and is therefore unlikely to add to congestion problems in the town.

Average trip lengths from the proposed development will be comparable with other residential developments within St Ouen. The existing bus service offers an alternative mode to the car for some day trips from the development to St. Helier.

The proposed development will not cause a major increase in peak hour trips through the local network. Generated traffic volumes are low both during peak hours and throughout the day, meaning that the proposed development should not have any adverse impact on the network. There would also be a reduction in commercial vehicle movements.

It has been shown that the proposed development would not have an undesirable effect on any junctions within the local highway network. In addition, the passing places would enable vehicles to travel safely along La Route de Plémont.

Due to the various routes available between the proposed development and St. Helier, the impact of development traffic on such routes will be dissipated.

It is considered that the development is acceptable in terms of transport impact.

1 INTRODUCTION

1.1 Parsons Brinckerhoff

1.1.1 Parsons Brinckerhoff has been involved in developing a transportation strategy for Jersey for more than a decade. We therefore have a detailed understanding of the problems that Jersey faces in developing a sustainable transport policy.

1.1.2 Previous experience in Jersey has been gained from:

- Undertaking detailed traffic surveys, leading to the development of a local traffic model (1990)
- Carrying out a parking study (1997)
- Developing a parking policy (1999)
- Carrying out a review of parking procedures (1999)
- Carrying out a transport assessment for a proposed housing development at Plémont Holiday Village (2006)

1.1.3 Parsons Brinckerhoff has been appointed to undertake a Transport Assessment for a proposed development for 30 houses on the site previously used as the Plémont Holiday Village, Jersey. The objective of the study is to assess options for both site access and for reducing the impact of such a development on the surrounding highway network.

1.2 Background

1.2.1 The holiday village has been effectively disused as a public facility since its closure, although a bungalow remains occupied by a site manager and the grounds and buildings have been used for training Jersey police dogs. Thus there is a need to redevelop the area to fit with the needs of the surrounding community. In this case, the proposal consists of the redevelopment of the site for 30 houses which would suffice the need to ensure better use of the existing development area.

1.2.2 There is a need to ensure that any new development does not cause material detriment to the overall transport conditions in the area in terms of safety and capacity. The purpose of this Transport Assessment is to identify the likely traffic generation of the proposed development and to identify its impact on the local road network.

1.2.3 Sustainable transport objectives and provision for travel modes other than the private car is a key issue. This document identifies potential sustainable measures for the site in principle, although it is accepted that further discussion will take place with officers from the States of Jersey and the developer as the Transport Assessment develops.

1.3 Content of Report

1.3.1 The information in this report includes:

- An assessment of existing conditions
- A description of the proposed development
- A forecast of the traffic generation and distribution
- Options for reducing the impact of the proposed development on the adjacent road network.

2 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located approximately half a kilometre north of the village of Portinfer on the north cost of the parish of St. Ouen as shown in Figure 1. Figure 2 shows the location of the site in more detail and Figure 3 shows the existing site layout.

2.2 Site History

2.2.1 The site was originally occupied by the Plémont Hotel, which was demolished in the mid-1930s. Since that time, the site has been developed into the Plémont Holiday Village, which comprises a holiday camp with 200 guestrooms, 60 staff rooms, and 2 staff bungalows, resulting in a total accommodation figure of 488 persons. There are additional facilities for the residents of the holiday camp within the complex.

2.2.2 The site covers 4.82 hectares, including the buildings, other constructions, tennis courts, swimming pool, football pitch and a substantially surfaced camp within the complex.

2.2.3 The core building dates back many years and has been amended and adapted over time as well as being subject to continued refurbishment. This has resulted in a series of buildings in the development that fail to meet the reasonable expectations of the tourists.

2.2.4 In addition, the village provides a form of holiday accommodation that is out of date, no longer in popular demand and lacks consumer appeal. This reinforces the conclusion that complete refurbishment of the village in its present form is not considered to be economically viable.

2.3 Plémont Beach

2.3.1 Adjacent to the holiday village is Plémont beach. The beach is particularly attractive tourist resort and consequently there is a substantial car park at the top of the cliff adjacent to the beach. The nature of the beach is such that it is submerged at high tide, meaning that trips made to the site are influenced by the tidal characteristics throughout the year.

2.3.2 The car park can accommodate approximately 39 cars. During the summer, the car park occasionally reaches capacity. Therefore the Parish arranged that a field opposite may be used as an overspill car park to meet demand. The public car park is currently un-surfaced and there is no charge or time limit restricting use. There are also limited spaces available at the top of the steps leading down to the beach.

2.3.3 There is also a footpath leading directly from the proposed development site to the beach, approximately 200m walking distance.

2.4 Portinfer Crossroads

2.4.1 The study area is served by Portinfer Crossroads, which is the junction between the B55 La rue du Val Bachelier, the B56 La Rue de la Porte and the C105 La Route de Plémont. There are no verges and three of the corners of this junction have stone walls, while a building forms the fourth. As a result of this, visibility out of this junction is limited.

2.5 Traffic Surveys

2.5.1 Manual Classified Counts (MCCs) were initially considered in order to establish local traffic flow conditions. However, this method was discounted due to the variation in traffic flows on the access road depending on the season, tide times and weather. If the traffic was counted on a sunny day with a high tide during mid afternoon, for example, then flows would be high and conversely a high tide at midday, which prevents access to the beach, together with less favourable weather conditions, would result in a low flow.

2.5.2 It was therefore decided that an Automatic Traffic Counter (ATC) would provide more reliable results, regardless of tide times or weather conditions, meaning that realistic average traffic flows could be calculated.

2.5.3 ATCs were installed at three locations for two weeks during August and October 1999, at locations shown in Figure 4, as described below:

- Access road to the Holiday Village
- Access road to the beach
- Portinfer Crossroads, 30 metres east of “Candlecraft”

2.5.4 The information from these ATCs is shown in Figures 5a to 5d.

2.5.5 Since Jersey has a relatively stable population, and current car ownership levels are already very high, it has been assumed that there will be no growth in peak hour traffic. Therefore this ATC data was deemed acceptable for the purpose of this assessment.

2.5.6 The surveys demonstrated on average the holiday village and the beach generated 25 two-way movements between 0800 and 0900 and 97 two-way movements between 1700 and 1800 during August. Figure 6 shows the existing average weekday traffic during the AM and PM peak hours in August and October.

2.6 Accident Information

2.6.1 Personal injury accident information for the five year period January 2004 to December 2008 was obtained from the Transportation and Technical Services Department in Jersey. This information has been summarised in Figure 7.

2.6.2 There have been two personal injury accidents in the vicinity of the proposed site.

- An accident occurred in 2005 and involved a pedestrian and a vehicle near the junction of La Rue de Val Bachelier and La Rue des Pallieres. There where no serious casualties.
- A slight accident in 2005 near the junction of La Rue de Vinchelez and La Rue de la Croute involving one vehicle.

2.6.3 The existing accident data does not show any accident problems that might require remedial treatment. It is therefore considered that no further analysis of accidents is required.

2.7 Bus Routes

2.7.1 Bus service 8 starts from St. Helier travelling to Grosnez/Plémont passing close to the site on its return from St. Helier. From Monday to Saturday seven service stops at Plémont between 09:41 and 18:18.

2.7.2 Bus service 7B starts and finishes its journey in St. Helier, calling at the Plémont Holiday Village site itself at 19:29 from Monday to Saturday. A Sunday service is also provided by this bus, with six stopping services between 09:37 and 18:02.

2.7.3 Figure 8 shows the existing bus routes serving Plémont.

3 PROPOSED DEVELOPMENT

3.1 Site Location

3.1.1 The location of the site is shown in Figures 1 and 2.

3.2 Site Description and Layout

3.2.1 The proposed development requires the demolition of all existing buildings on the site prior to commencing construction. In total, 30 houses will be built, together with provision for private and visitor parking spaces.

3.2.2 The development will group new houses into three clusters, with the south west cluster comprising of eleven houses, sixteen in the south east cluster and a smaller group of three houses in the north east corner of the site plan. The arrangement of the buildings is designed to resemble traditional 'hamlets' as seen across the Parish of St Ouen.

3.2.3 The existing development could be refurbished back to its existing authorised use as a tourism holiday village at any time without the need for additional planning permission. The registered tourism capacity of the village before closure in 2000 was for 488 guests. These guests would occupy up to 200 units at the holiday village during operation. Therefore a scenario in which the site is redeveloped to its existing authorised use the trip generation for a new 200 unit holiday village has also been considered for comparison purposes.

3.2.4 The proposed site layout is shown in Figure 9.

3.3 Period of assessment

3.3.1 The traffic assessment of the proposed development has been carried out for two time periods.

- The AM peak hour 08:00 – 09:00
- The PM peak hour 17:00 – 18:00

3.3.2 Trip generation from residential development generally follows a pattern with the greatest traffic flows during the morning and evening peak hours.

3.4 Trip Generation

3.4.1 The trip generation of the proposed residential development has been calculated using AM peak trip rates specified by the States of Jersey Public Services Department (19 March 2002). This rate is 64% higher than the mean trip rate for the AM peak period given by TRICS version 6.2.2[1].

3.4.2 PM peak trip rates have been calculated by factoring up the TRICS rates used in previous TA reports by a level equivalent to the increase in the AM peak rates above. These rates are high and represent a worst-case scenario.

3.4.3 The calculation of trip generation for the proposed residential development and for a 200 unit holiday village as calculated by TRICS is shown in Table 1:

[1] Trips per household for all development sites between 15 and 45 units.

	Time Period	No. Units	Rate in	Rate out	Trips in	Trips out
30 Houses						
Weekday	08:00 - 09:00	30	0.20	0.80	6	24
Weekday	17:00 - 18:00	30	0.54	0.27	16	8
Holiday Village (200 Units)						
Weekday	08:00 - 09:00	200	0.027	0.031	5	6
Weekday	17:00 - 18:00	200	0.106	0.081	21	16

Table 1: Trip generation for proposed developments

3.4.4 Figures 10 and 11 show the resulting peak hour flows that would be generated by the proposed housing development and holiday village for weekdays during August.

3.4.5 Traffic count data indicates that flows are highest in August; consequently the development traffic has been incorporated into August flows in order to test a worst-case scenario. The traffic volumes are low and the proposed development should not have any significant adverse impact on the network.

3.4.6 Table 1 shows that the total two-way traffic flow for a 200 unit holiday village would not significantly differ from the total traffic flow produced by a 30 house redevelopment. The combined two-way traffic flows for the AM and PM peaks for a 30 house development is predicted at 54 movements. In comparison, when considering a refurbished 200 unit holiday village, the combined two-way traffic flow during peak hours was determined to be 48 movements.

3.5 Commercial Traffic

3.5.1 There will be a reduction in commercial vehicles. With respect to refuse collection, use of the site for the purpose of tourism previously required the Parish to provide refuse collections on a daily basis. In contrast, demand will be reduced to a weekly collection with a housing development. Other deliveries that are no longer required include laundry collections, brewery deliveries and general servicing visits. This would be subject to change if the site was restored as a tourist holiday village.

3.5.2 Changing the site to residential use will also lead to a reduction in the number of coaches using the access road. In addition to the coach movements previously seen on changeover day, the twice-daily coach tours will also cease. For the purpose of comparison, a sample day, 24th August 1998 showed a total of 96 coach movements throughout the day.

3.5.3 This reduction in the number of large vehicles will ease the use of La Route de Plémont.

3.6 Future Year Assessment

3.6.1 The new housing development is not expected to have a detrimental effect on the operation of the existing road network in the study area. Peak period traffic flows for weekdays are predicted at 86 vehicles per hour (two-way, residential and beach), which is likely to occur between 17:00 and 18:00 during August. The measured traffic flows for the road when the holiday camp was operating were determined to be 97 vehicles per hour. It is therefore likely that traffic flows with the new development will be lower than previously observed.

3.6.2 The peak period traffic flows for a refurbished 200 unit holiday village redevelopment is predicted at 99 vehicles per hour (two-way, residential and beach). This would be

likely to occur between 17:00 and 18:00 during August. In comparison, the measured traffic flows for the route when the holiday camp was operating were determined to be 97. Although there is a slight increase in traffic flows, the impact would be minimal.

3.6.3 A further point to note is that the previous combination of holiday village and beach traffic meant that the busiest periods for both coincided in August. In contrast, the residential nature of the new development is likely to lead to lower trip rates during August, since some residents would be expected to be away on holiday. This would mean that traffic flows from the residential area would be lower during the peak month, whilst traffic flows from the beach would be at their highest. Conversely, during off-peak months, traffic flows from the beach would be lower when the peak housing trips occur.

3.6.4 The summary of the traffic flow totals are shown in Figures 12 and 13.

4 TRANSPORTATION IMPACT

4.1 Construction Impact

4.1.1 During the construction of the development, construction vehicles will need to gain access to the development site. The construction of 30 houses would generate insignificant volumes of traffic over a prolonged period. Any large or unusual vehicles required would be used on appropriate highway routes, at a suitable time of day or night and given police escort if necessary.

4.2 La Route de Plémont

4.2.1 La Route de Plémont varies in width between 4 and 6 metres with no verges. Starting from the junction with La Route de Vichelez the first 130 metres is wide enough for two vehicles, the road then narrows to approximately 3 metres.

4.2.2 The State of Jersey Technical Guide specifies that a 5 metre wide road with a 1.3 metre wide footpath is required. However this would have a serious adverse effect on the stone walls and hedgerows throughout. The recommended scheme is therefore intended to minimise environmental impact in order to compliment the local environment.

4.2.3 In the worst case situation of 99 vehicles in each direction (August weekend peak), it can be estimated that on average, each vehicle travelling along the single-track lane would expected to meet three cars or less travelling in the opposite direction.

Passing Places

4.2.4 Traffic Advisory Leaflet 2/04, published by the Department for Transport states the following with regard to planning a 'single track with passing places scheme':

- Maximum 2-way flow should not exceed 300 vehicles per hour
- A certain equality of flow is required to achieve speed reduction and help prevent vehicles travelling in one direction forcing all others to give way
- Passing places have a minimum length of 3 cars
- Ideally, each passing place should be clearly visible from the last, with spacing no greater than 60 metres (research shows this is sufficient for flows up to 300 vehicles per hour)
- In reality, visibility requirements may influence the location of passing places.

4.2.5 There are currently three dedicated passing places between the entrance to the development and Portinfer Crossroads as shown in Figure 14. In addition, vehicles are able to pass each other safely on a small section of carriageway near the crossroads.

4.2.6 The final stretch of road leading up to the 30 house development from the crossroads is currently between 2.4 and 2.5 metres wide. To enable vehicles accessing the development to pass each other a new passing place will be incorporated on the east side of this road 60 metres to the north of the junction with La Route de Plemont (half way along it's total length) as shown in Figure 9.

4.3 Portinfer Crossroads – PICADY Junction Analysis

4.3.1 La Route de Plémont joins the main road at a crossroads. The capacity of this junction, with existing traffic and with the proposed development traffic, has been tested using the Transport Research Laboratory (TRL) software PICADY 5 for the capacity assessment of priority junctions. No changes to the junction design are proposed to accompany the development.

4.3.2 The PICADY analysis shown below demonstrates that the existing junction layout has a large amount of available capacity and that the proposed residential development has a marginal effect on the operation of the junction.

4.3.3 The maximum ratio of flow to capacity (RFC) and queue length for the proposed development in the AM and PM peaks are displayed in Tables 2-3:

Weekend Peak	**Existing**		**Proposed Development**	
	Max RFC	Max queues (vehicles)	Max RFC	Max queues (vehicles)
La Rue de la Porte	0.072	0.1	0.059	0.1
La Rue de Vinchelez	0.032	0.0	0.018	0.0
La Rue de Plémont	0.020	0.0	0.070	0.1
La Rue du Val Bachelier	0.018	0.0	0.020	0.0

Table 2: Maximum ratio of flow to capacity (RFC) and queue length for AM peak

Weekday PM Peak	**Existing**		**Proposed Development**	
	Max RFC	Max queues (vehicles)	Max RFC	Max queues (vehicles)
La Rue de la Porte	0.080	0.1	0.088	0.1
La Rue de Vinchelez	0.064	0.1	0.054	0.1
La Rue de Plémont	0.131	0.1	0.120	0.1
La Rue du Val Bachelier	0.020	0.0	0.020	0.0

Table 3: Maximum ratio of flow to capacity (RFC) and queue length for PM peak

4.3.4 The above results show a maximum RFC at the junction of 0.120 with the proposed development in place at La Rue de Vinchelez junction during the PM peak. The Department of Transport's Design Standards TD 42/95 states that an RFC of 0.85 is an acceptable operational threshold for priority junctions. Therefore, in this case it is clear that the above junction has ample space capacity to cope with the flows generated by the proposed development.

4.4 Routes to St. Helier

4.4.1 It is recognised that many of the trips from the proposed development will be accessing St. Helier for work, shopping and other purposes. There are numerous routes that can accommodate this journey, as shown in Figure 15. The traffic will disperse as it enters St. Helier and is therefore unlikely to add to congestion problems in the town.

4.4.2 It is therefore considered that it is not necessary to undertake any more detailed assessment of the impact that this development will have on the network elsewhere in Jersey.

4.5 Pedestrian and Cycling Facilities

4.5.1 Jersey has introduced a network of 'Green Lanes' which aim to attract both residents and tourists to explore the island by cycle, horse or on foot. The network consists of roads that are rarely used by motor vehicles thus speed limits have been restricted to 15 miles per hour. Due to the topography and clement weather conditions of the island, this scheme seems to have been successfully implemented.

4.5.2 Jersey has a large network of costal footpaths that circle the island. The path along the north coast ranges from Grosnez and Rozel and passes directly behind the proposed development site.

4.5.3 The Jersey States Transport & Technical Department have raised a number of points relating to the environmental impacts of the proposed development. These points are addressed within this section of the report.

4.5.4 It is accepted that the location of the development is such that a large proportion of trips will necessitate the use of a car; this is reflected in the use of high trip generation values in the assessment.

4.5.5 It is the view of the States of Jersey that the average trip length from the development will be much higher than for any other housing location on Jersey. However, there are existing clusters of residential units throughout the Parish of St Ouen (e.g. La Ville le Bas) which are require similar length trips to access services on the island.

4.5.6 Furthermore another development site in St Ouen, the Westview Category A site was approved for a total of 43 residential units and will face the same issues regarding trip length as the Plémont site.

4.5.7 Opportunities for mode shift away from car use at Plémont do exist, in particular there is a seven day bus service to St Helier.

4.5.8 The States of Jersey draft Sustainable Travel and Transport Plan proposes that all significant new housing developments should be located to encourage sustainable modes of transport. This document is still at a consultation stage and is therefore not yet policy. It is unreasonable to expect the Plémont site to comply with policies which are not yet in force and prejudicial to conclude whether the site is consistent with any such policy before consideration of a formal application.

4.5.9 Transport and Technical Services Highway Engineers confirmed to Planning in their letter of 19 March 2002 that an acceptable level of traffic on La Route de Plémont, without any improvements, would be 40 – 45 dwellings. The current proposal of 30 dwellings puts traffic flows below this threshold and therefore represents a reduction in traffic flows compared to the period when the holiday camp was in operation.

5 CONCLUSIONS

5.1.1 The proposed development will not cause an increase in peak hour trips through the local network. Generated traffic volumes are low both during peak hours and throughout the day, meaning that the proposed development should not have any adverse impact on the network. There would also be a reduction in commercial vehicle movements.

5.1.2 It has been shown that the proposed development would not have an undesirable effect on any junctions within the local highway network. In addition, the proposed passing places would enable vehicles to travel safely along La Route de Plémont.

5.1.3 Due to the various routes available between the proposed development and St. Helier, the impact of development traffic on such routes will be dispersed.

5.1.4 The use of construction vehicles for the construction of the proposed development will not have an adverse impact on the surrounding highway network.

5.1.5 Wider use could be made of the existing Green Lanes in the vicinity of the proposed development. There may also be the potential to introduce further Green Lane links to connect the north and west coasts of the island through St. Ouen.

5.1.6 This report has demonstrated that the proposed development is acceptable in terms of its transport impact upon existing infrastructure. In particular, the predicted level of traffic on La Route de Plémont is within the desired rates of the States of Jersey.

PARSONS BRINCKERHOFF

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

• CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

• TITLE

Location of Proposed Development at Plémont Holiday Village

• DATE 19/05/09
• SCALE N/A
• CAD REF Figure 1.dwg

DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

• DRAWING NUMBER

HTC91380A/Figure 1 | –

18/12/08

PARSONS BRINCKERHOFF
100 YEARS

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

- CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

- TITLE

Plémont Holiday Village
Jersey, Slite Location

- DATE 20/05/09
- SCALE N/A
- CAD REF Figure 2.dwg

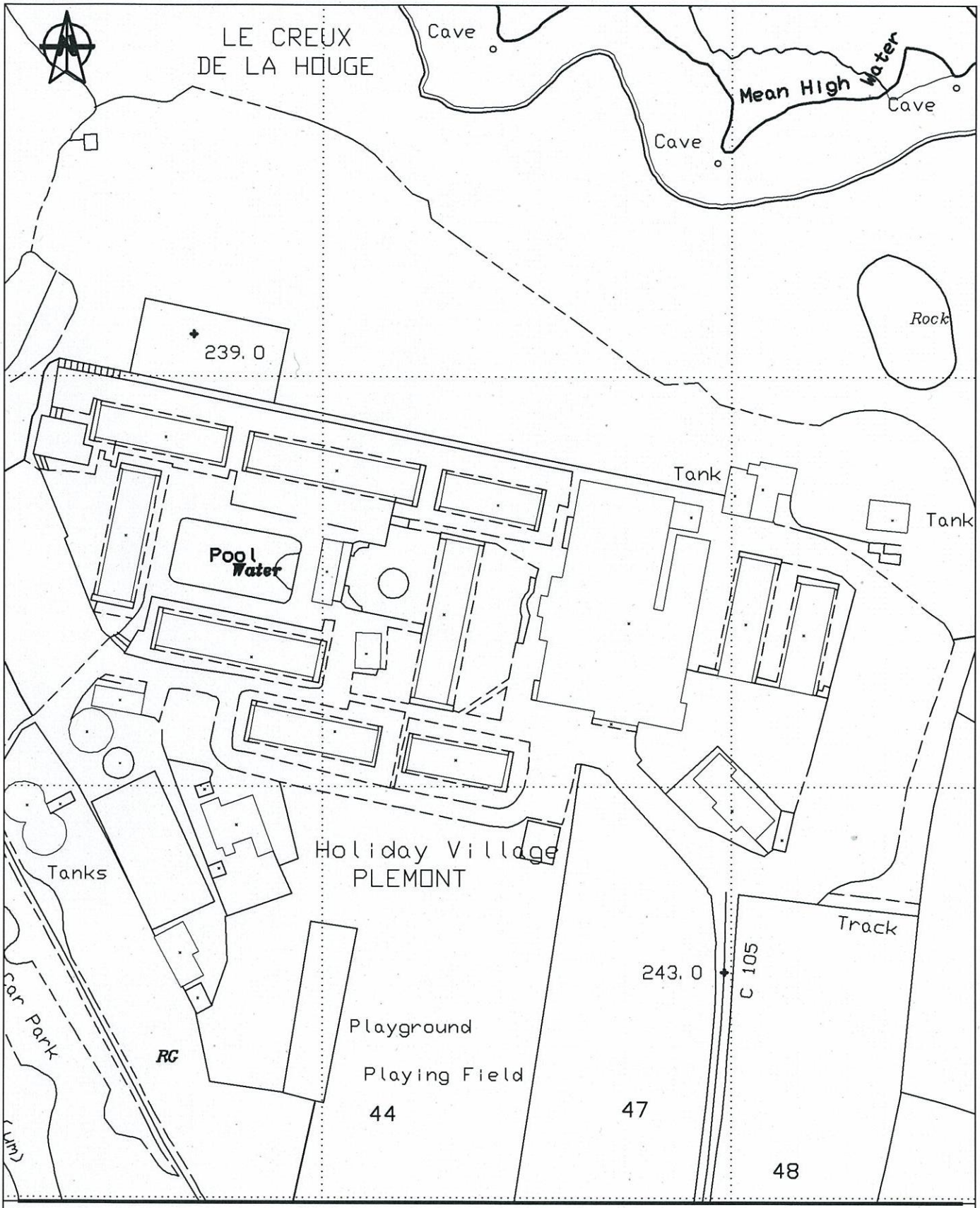
DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

- DRAWING NUMBER

HTC91380A/Figure 2 | –

19/12/08

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND



PB PARSONS BRINCKERHOFF
100 YEARS

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

• CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

• TITLE
Plémont Holiday Village
Jersey
Existing Site Layout

• DATE 20/05/09
• SCALE N/A
• CAD REF Figure 3.dwg

DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

• DRAWING NUMBER
HTC91380A/Figure 3 | —

19/12/08

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND

PARSONS BRINCKERHOFF
100 YEARS

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

- CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

- TITLE

Plémont Holiday Village
Jersey
Traffic Count Sites

- DATE 20/05/09
- SCALE N/A
- CAD REF Figure 4.dwg

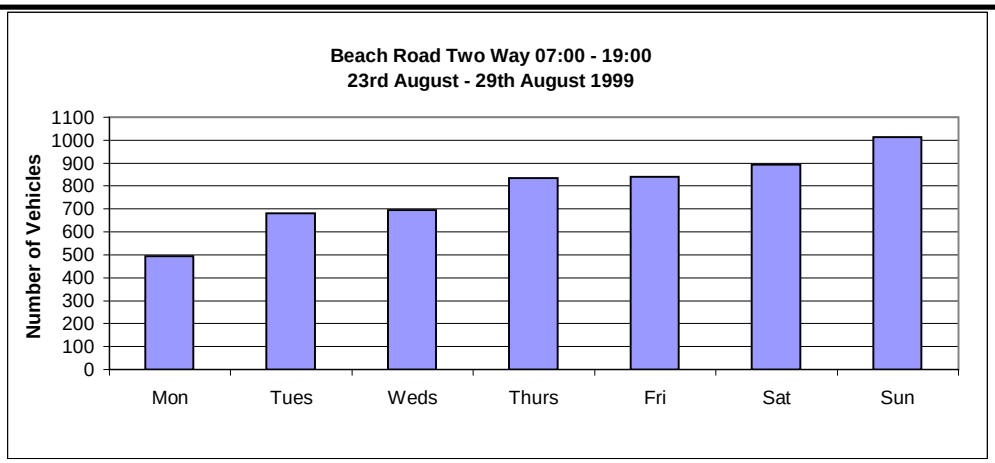
DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

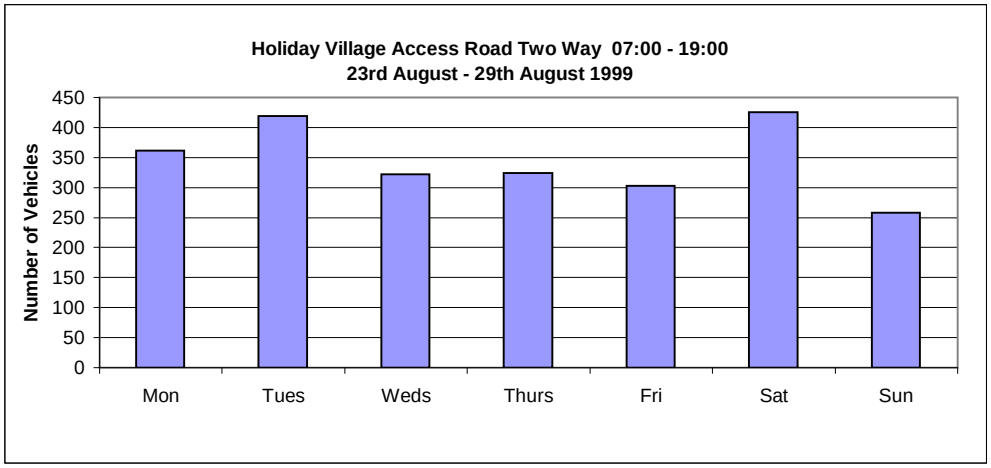
- DRAWING NUMBER

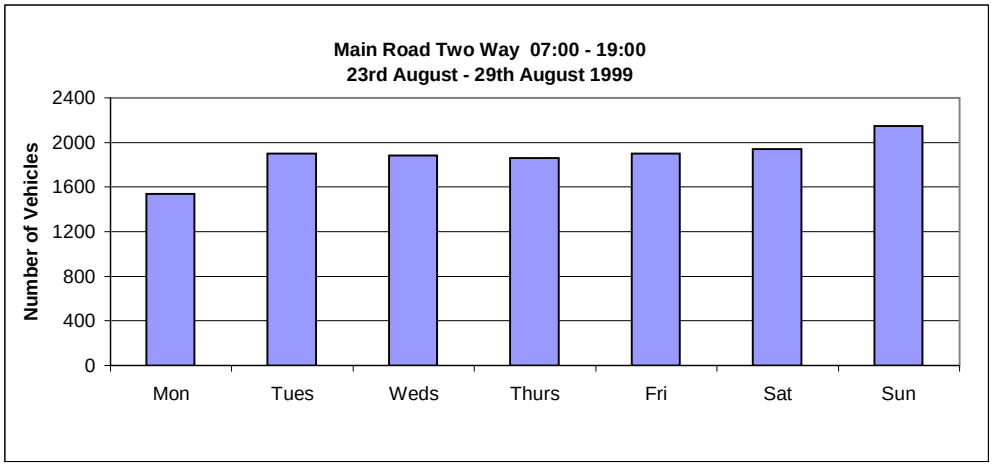
HTC91380A/Figure 4 | –

19/12/08

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND







PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Automated Traffic Count
August Two-Way Profiles

DATE
***20*/05/09**

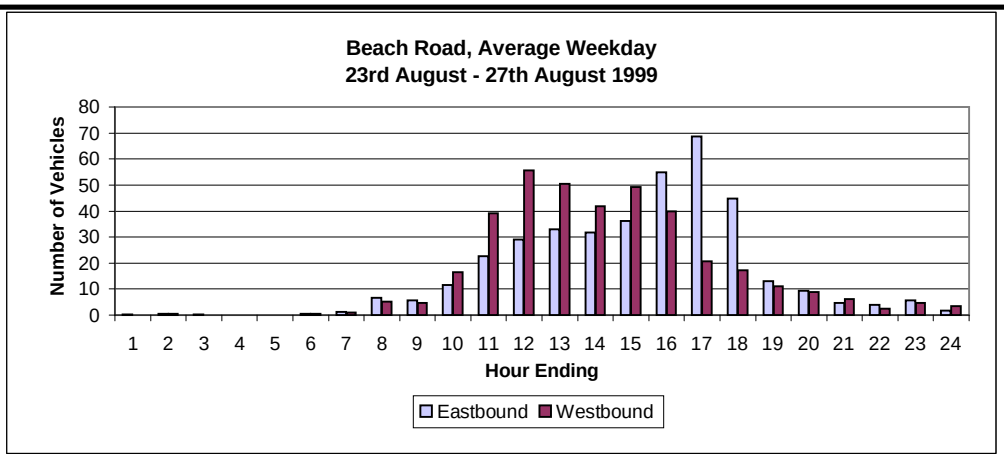
PRODUCED
ML

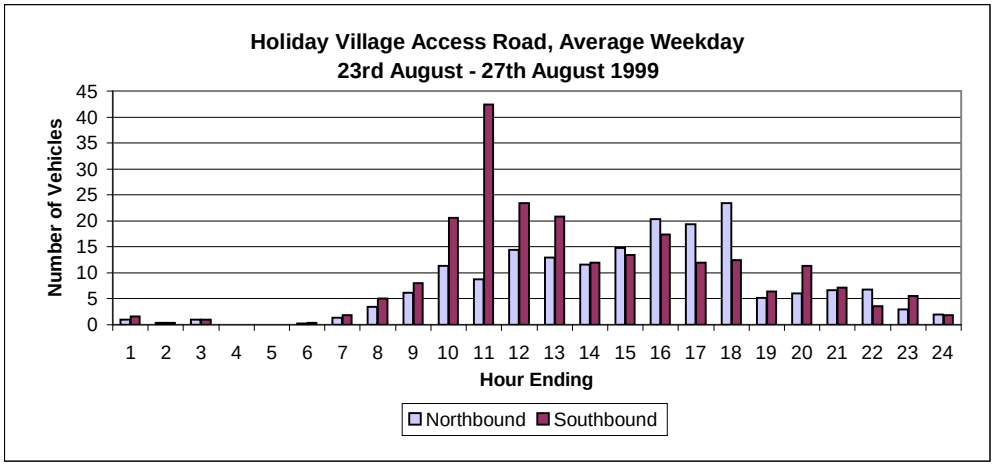
CHECKED
JC

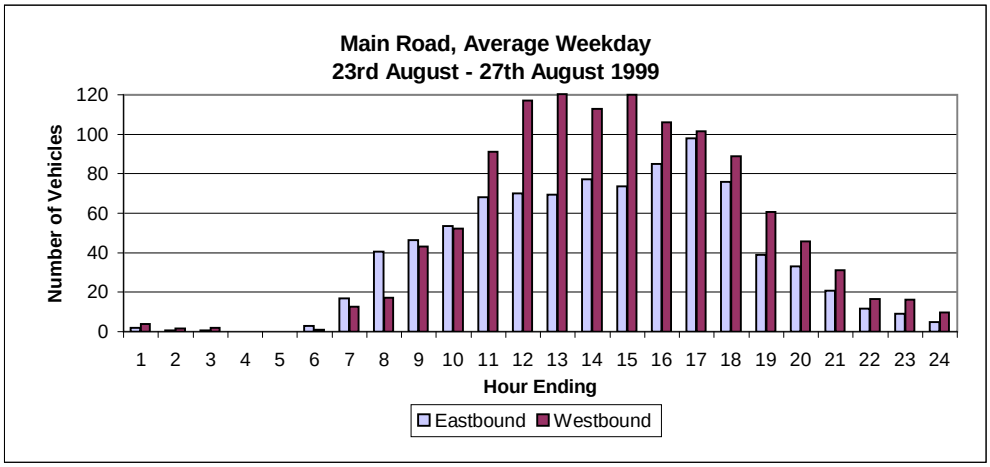
SCALE
Not to scale

APPROVED
JC

Figure 5a







PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Automated Traffic Count
August Weekday Profiles

DATE
***20*/05/09**

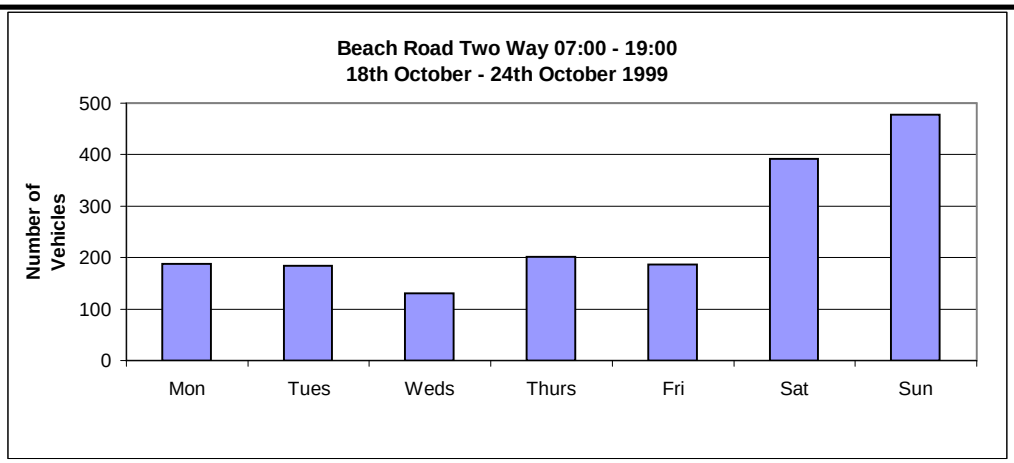
PRODUCED
ML

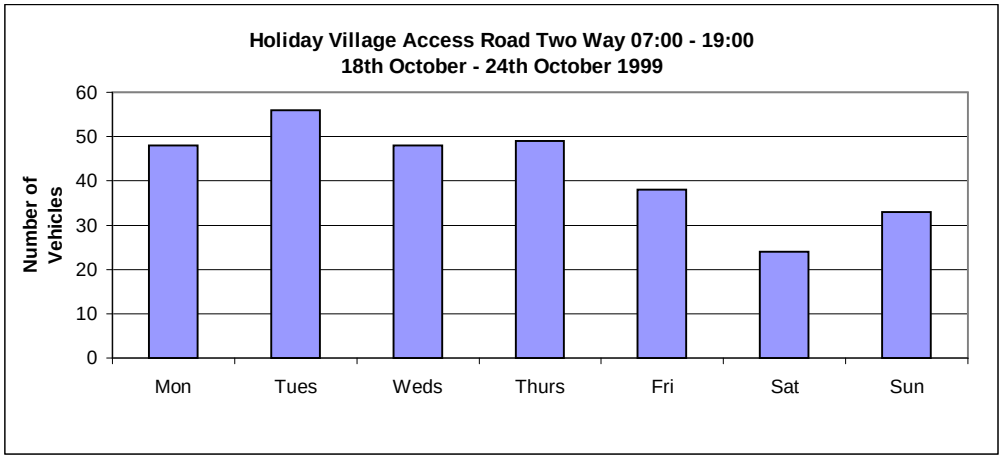
CHECKED
JC

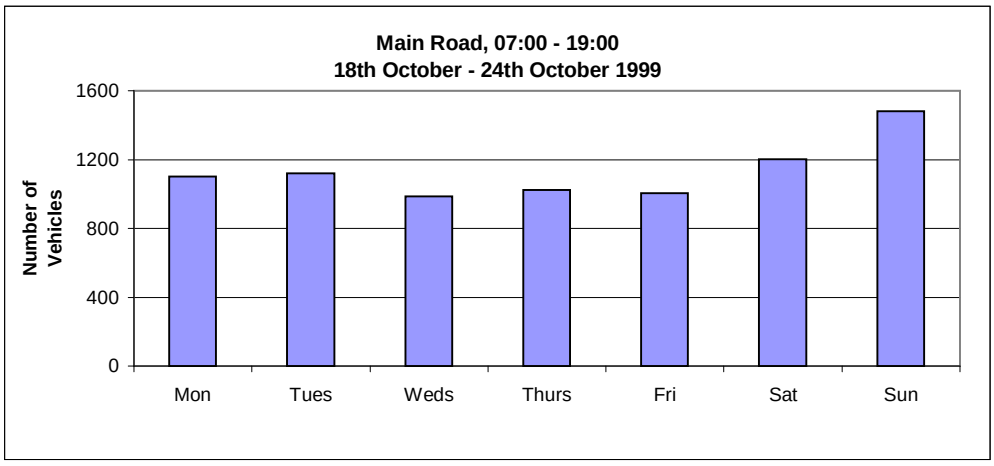
SCALE
Not to scale

APPROVED
JC

Figure 5b







PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Automated Traffic Count
October Two-Way Profiles

DATE
20/05/09

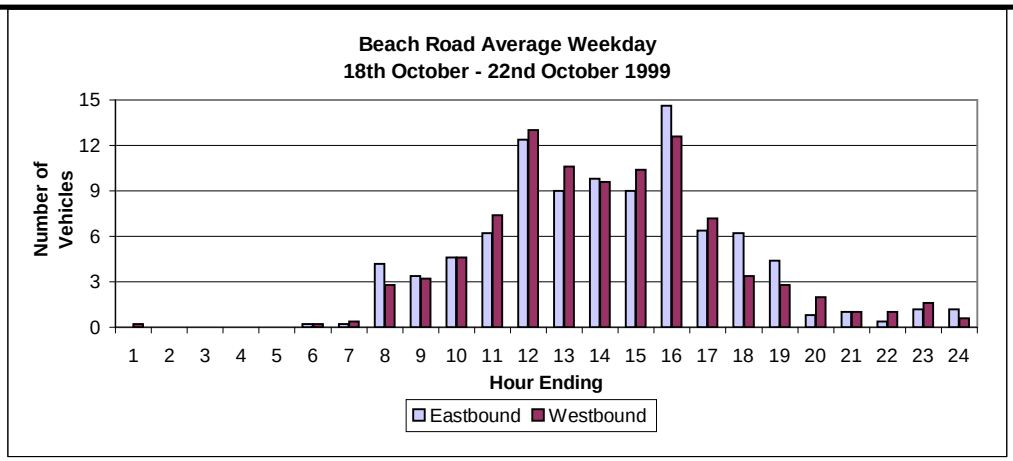
PRODUCED
ML

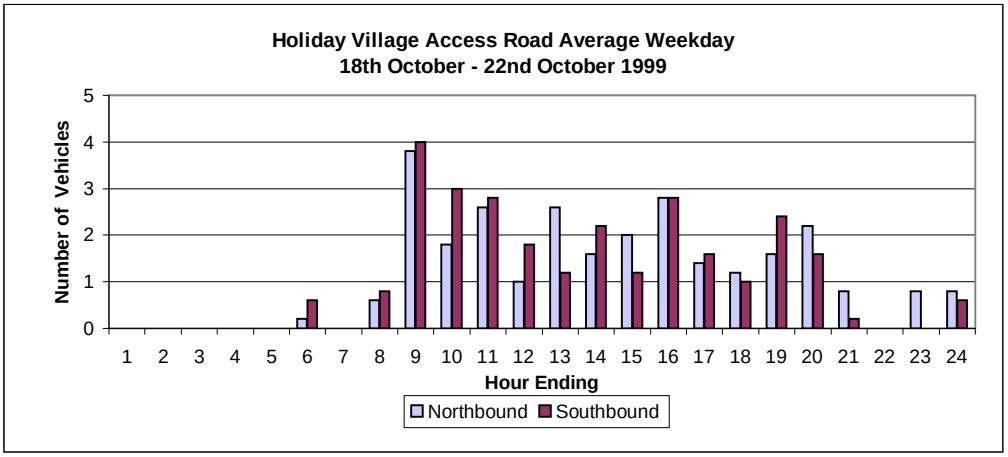
CHECKED
JC

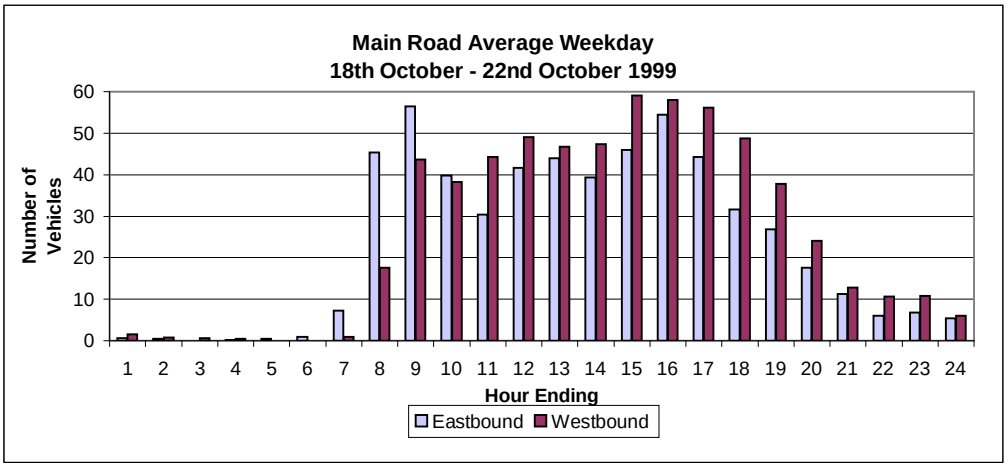
SCALE
Not to scale

APPROVED
JC

Figure 5c







PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Automated Traffic Count
October Weekday Profiles

DATE
20/05/09

PRODUCED
ML

CHECKED
JC

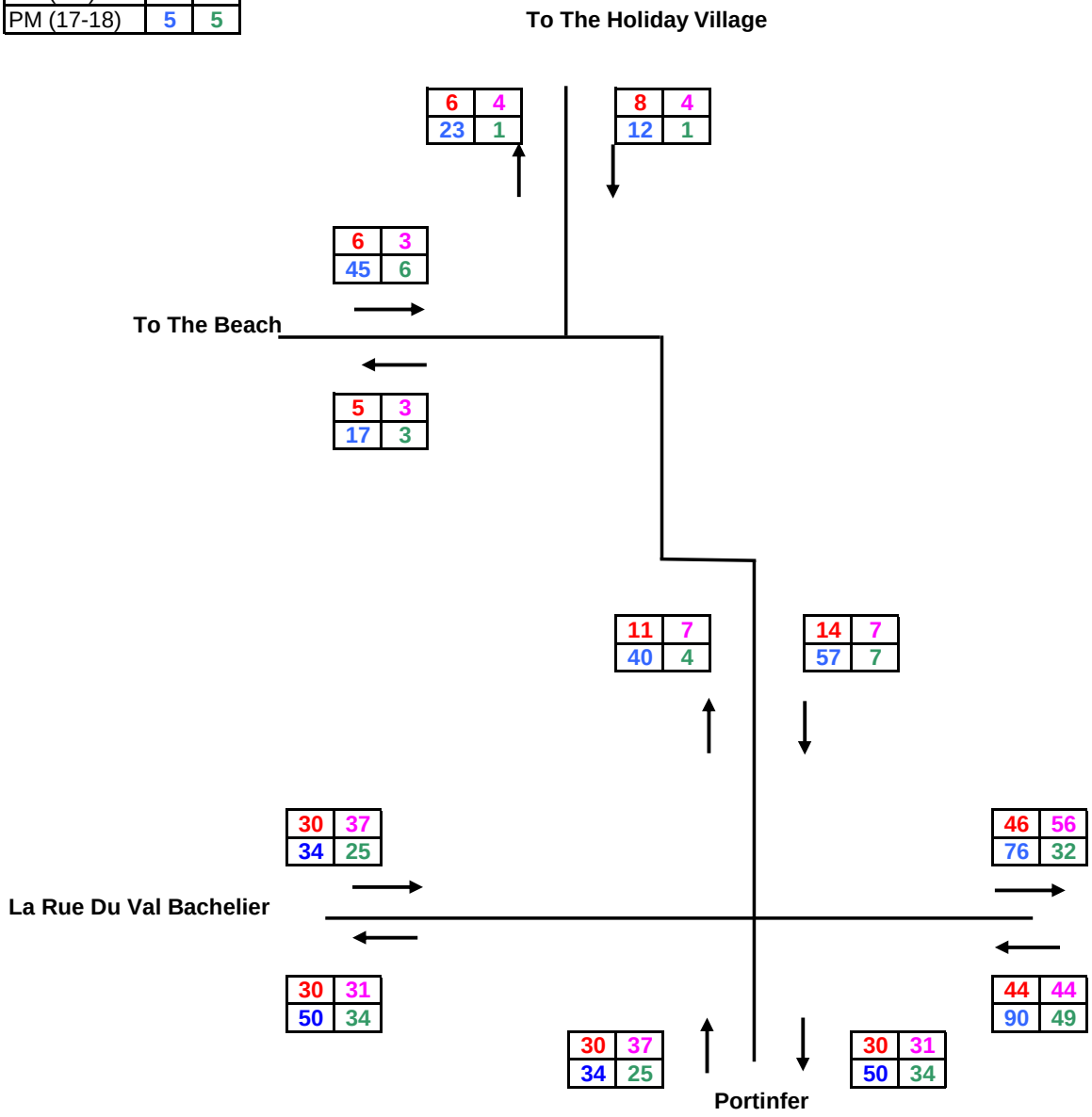
SCALE
Not to scale

APPROVED
JC

Figure 5d

Key

	Aug	Oct
AM (8-9)	5	5
PM (17-18)	5	5



PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Average Weekday (August and October 1999)
Existing Peak Hours

DATE
19/05/09

SCALE
Not to scale

PRODUCED
ML

CHECKED
JC

APPROVED
JC

Figure 6

PARSONS BRINCKERHOFF
100 YEARS

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

- CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

- TITLE

Plémont Holiday Village
Jersey, Accident Location
Plan 2003 - 2008

- DATE 20/05/09
- SCALE N/A
- CAD REF Figure 8.dwg

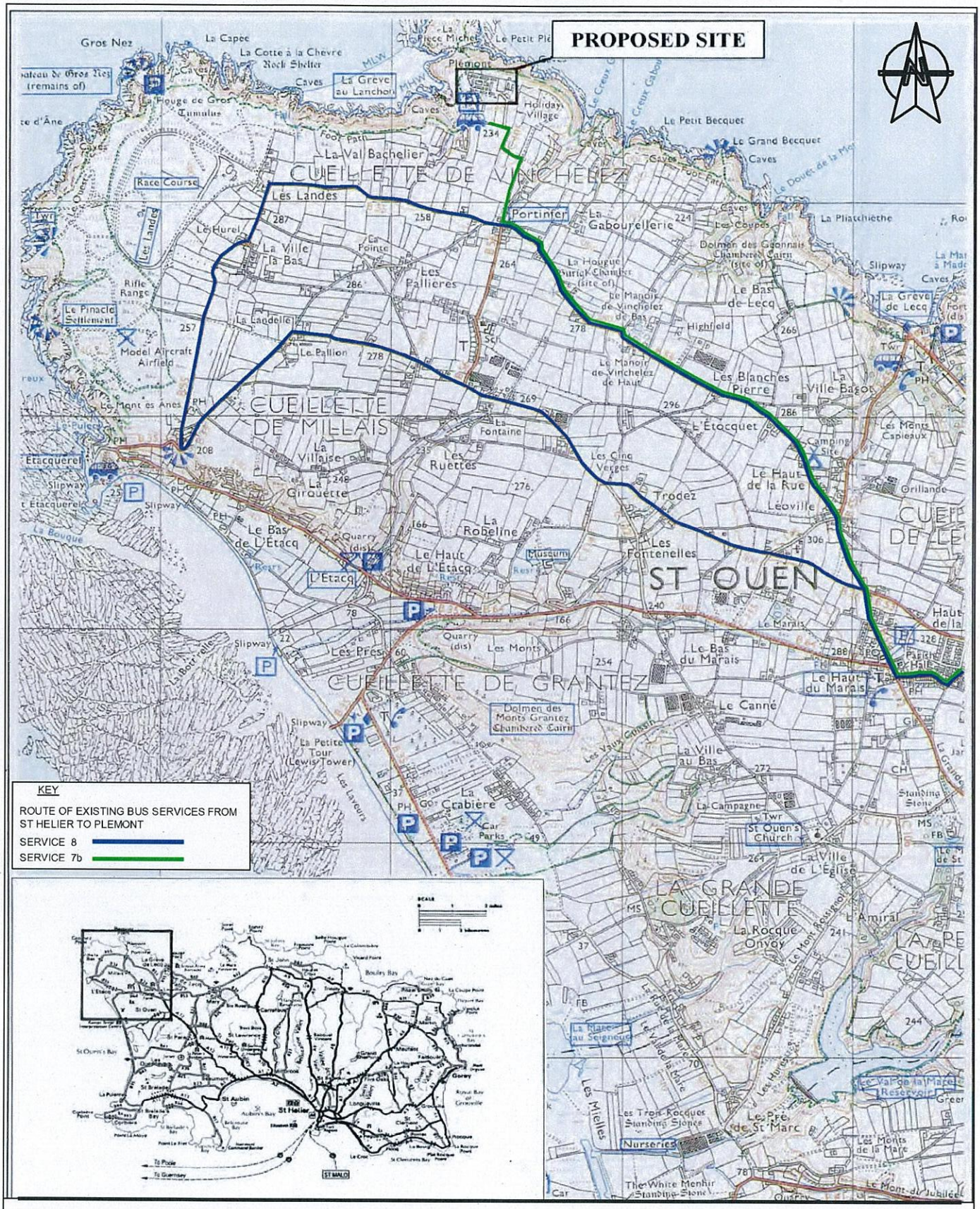
DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

- DRAWING NUMBER

HTC91380A/Figure 7 | —

00/00/00

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND



PARSONS BRINCKERHOFF

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

• CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

• TITLE

Route of Existing Bus Services from St Helier to Plémont

• DATE 20/05/09
• SCALE N/A
• CAD REF Figure 9.dwg

DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

• DRAWING NUMBER

HTC91380A/Figure 8 | —

19/12/08

REVISIONS

A	February 09	Existing Car Park Replaced	SB
B	March 09	Bank Replaced	SB
C	April 09	Public Footpath (South) Added	SB

Figure 9
Proposed Site Layout

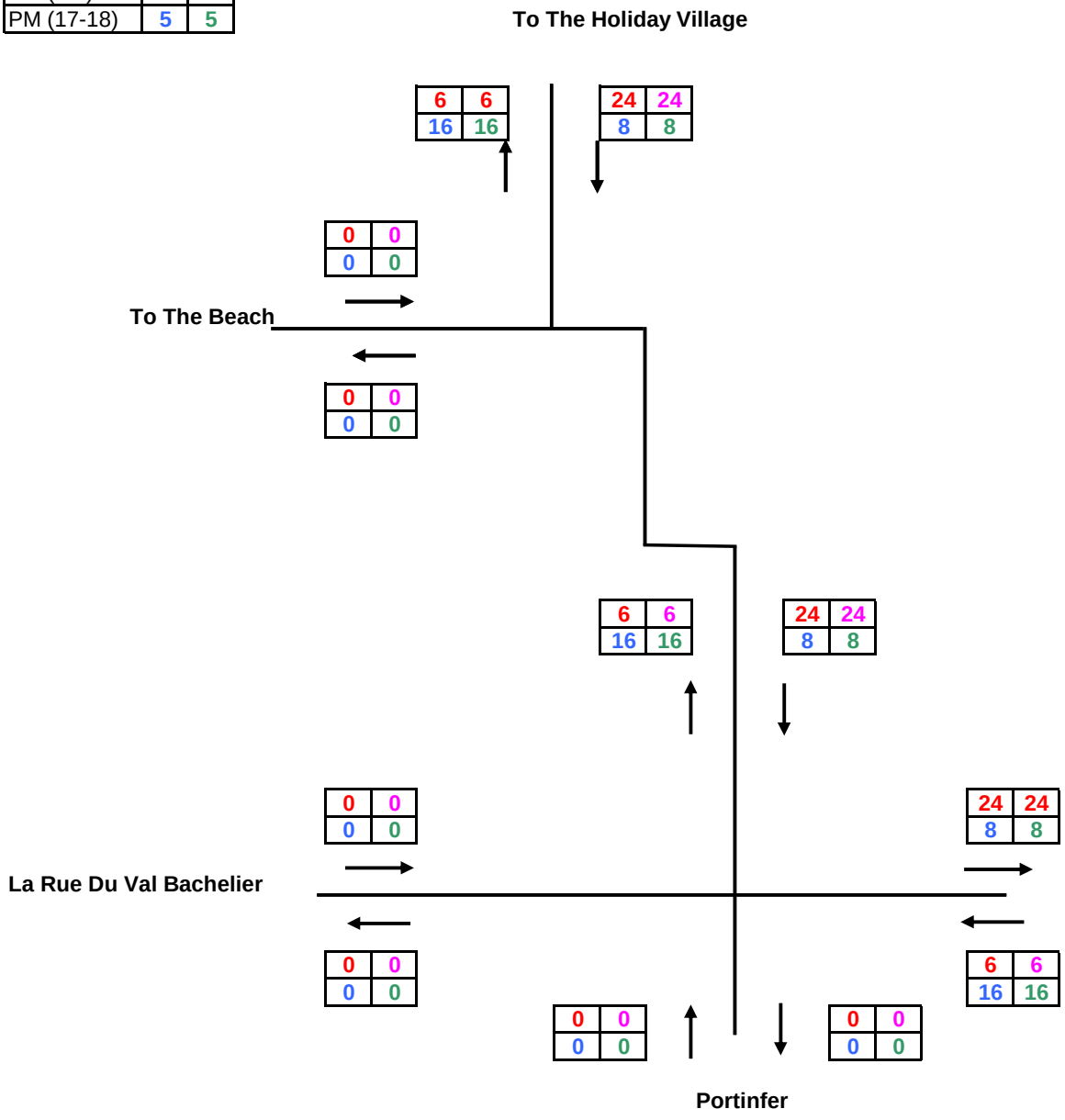
B D K Architects
White Lodge,
Wellington Road,
St. Saviour,
JERSEY
Channel Islands
JE2 7TE
Tel: +44 1534 768740
Fax: +44 1534 739115
E: Enquiry@BDKArchitects.com

PROJECT / LOCATION	DRAWING	
Housing Development Plemont Holiday Village Plemont	Proposed & Existing Site Plan	
CLIENT	**DRAWN**	**CHECKED**
Plemont Estates Ltd	SB	

DATE	SCALE	DRAWING NUMBER	REVISION
April 2009	1:500	1871/8/02	C

Key

	Aug	Oct
AM (8-9)	5	5
PM (17-18)	5	5



PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Average Weekday (August and October 1999)
Development Traffic (30 Houses)

DATE
19/05/09

SCALE
Not to scale

PRODUCED
ML

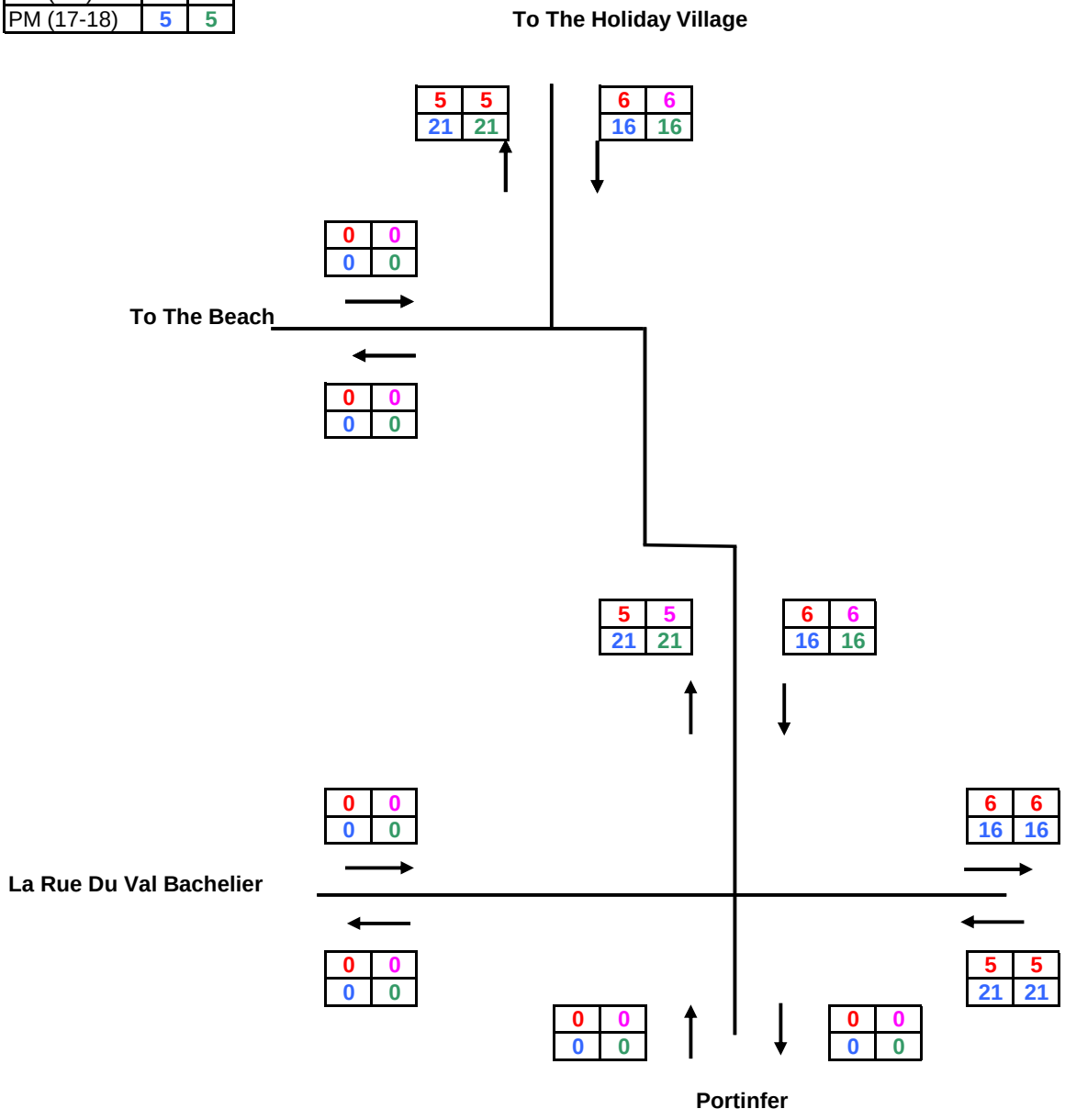
CHECKED
JC

APPROVED
JC

Figure 10

Key

	Aug	Oct
AM (8-9)	5	5
PM (17-18)	5	5



PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Average Weekday (August and October 1999)
Development Traffic (200 Unit Holiday Village)

DATE
19/05/09

SCALE
Not to scale

PRODUCED
ML

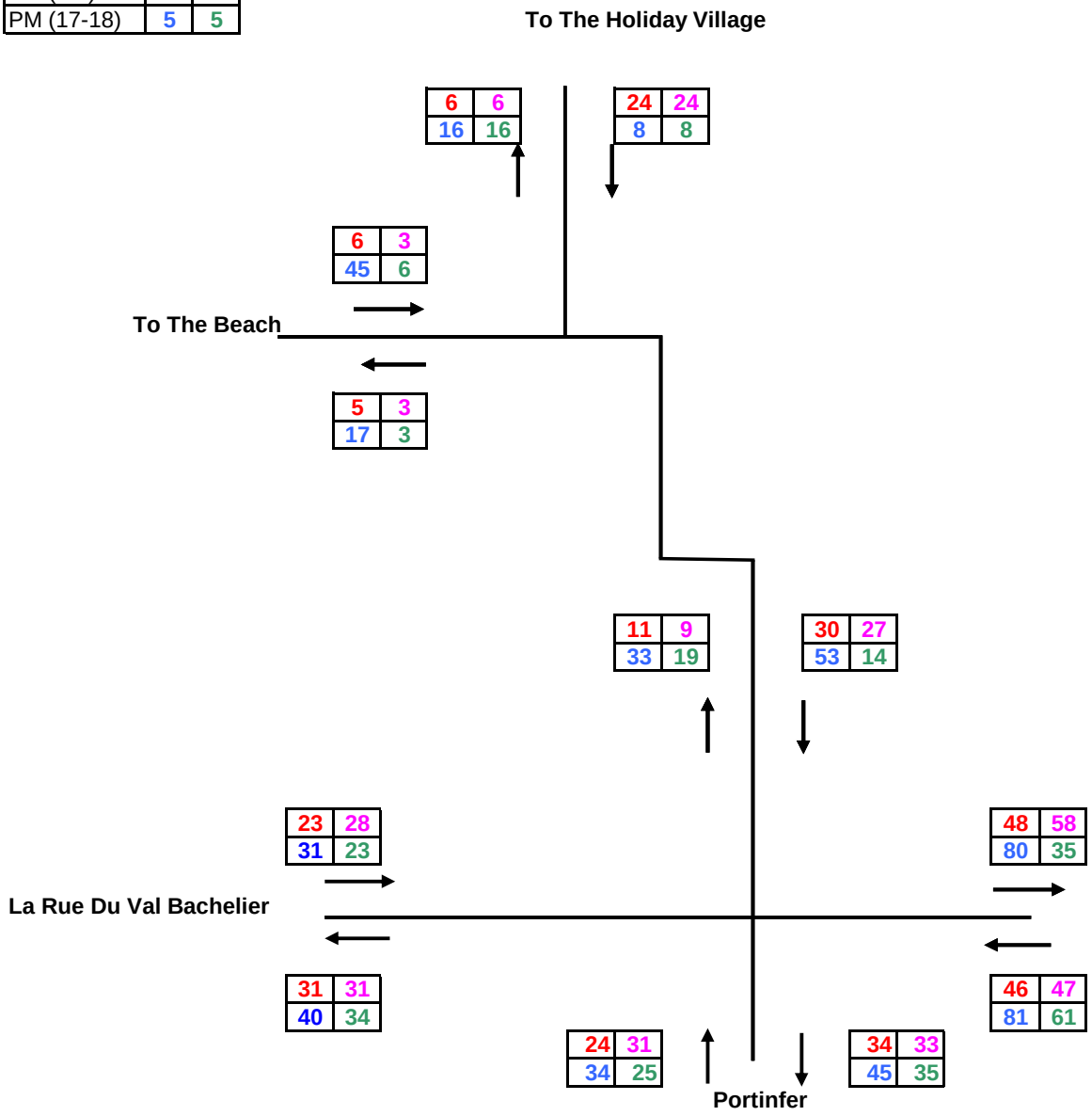
CHECKED
JC

APPROVED
JC

Figure 11

Key

	Aug	Oct
AM (8-9)	5	5
PM (17-18)	5	5



PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Average Weekday (August and October 1999)
Total Traffic (30 Houses)

DATE
***19*/05/09**

SCALE
Not to scale

PRODUCED
ML

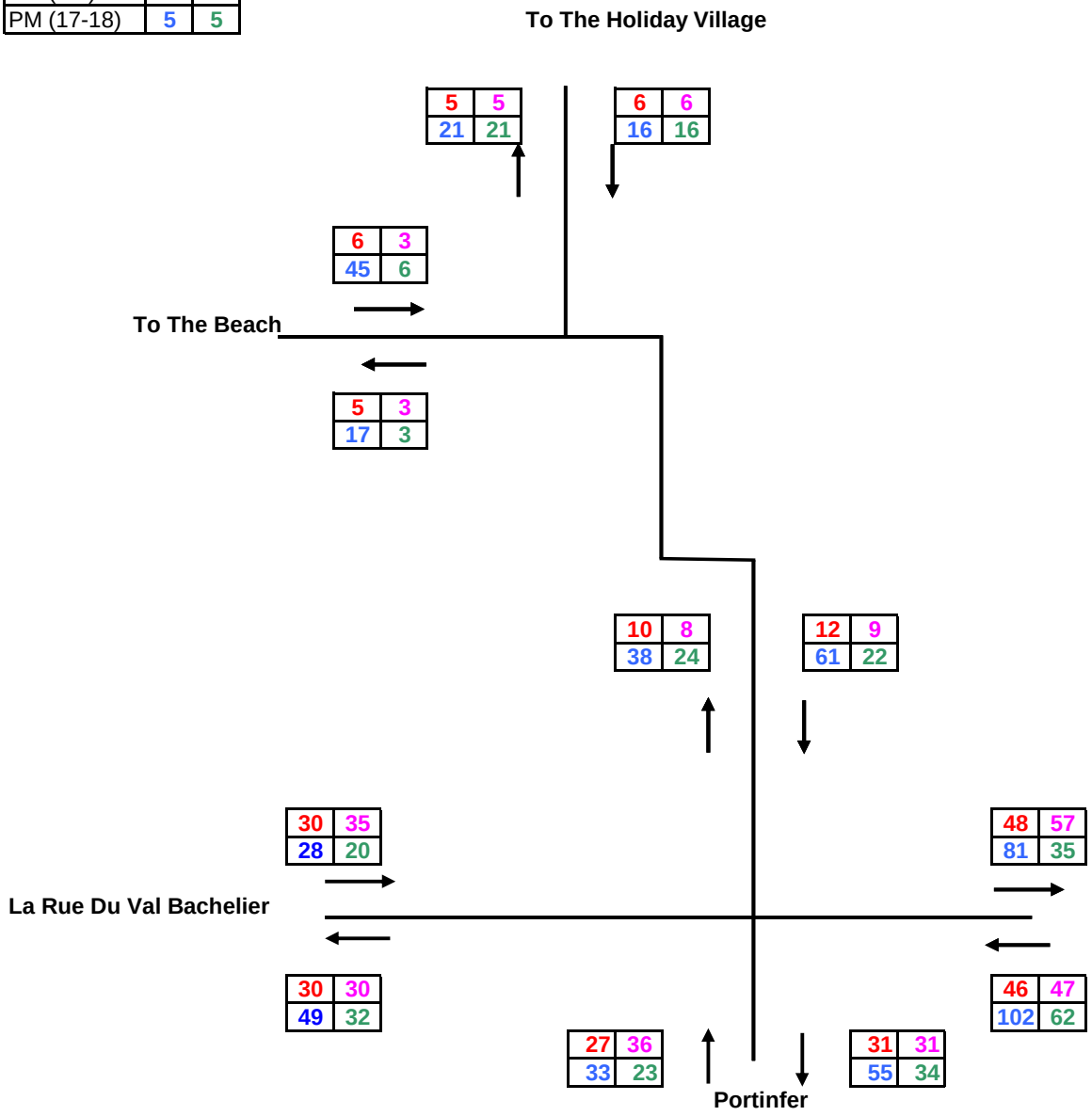
CHECKED
JC

APPROVED
JC

Figure 12

Key

	Aug	Oct
AM (8-9)	5	5
PM (17-18)	5	5



PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road,
Cardiff, CF11 9HA
Tel: (02920) 827062
Fax: (02920) 827000

CLIENT/PROJECT
BDK Architects
Plémont Holiday Village
Transport Assessment

TITLE
Plémont Holiday Village
Average Weekday (August and October 1999)
Total Traffic (200 Unit Holiday Village)

DATE
***19*/05/09**

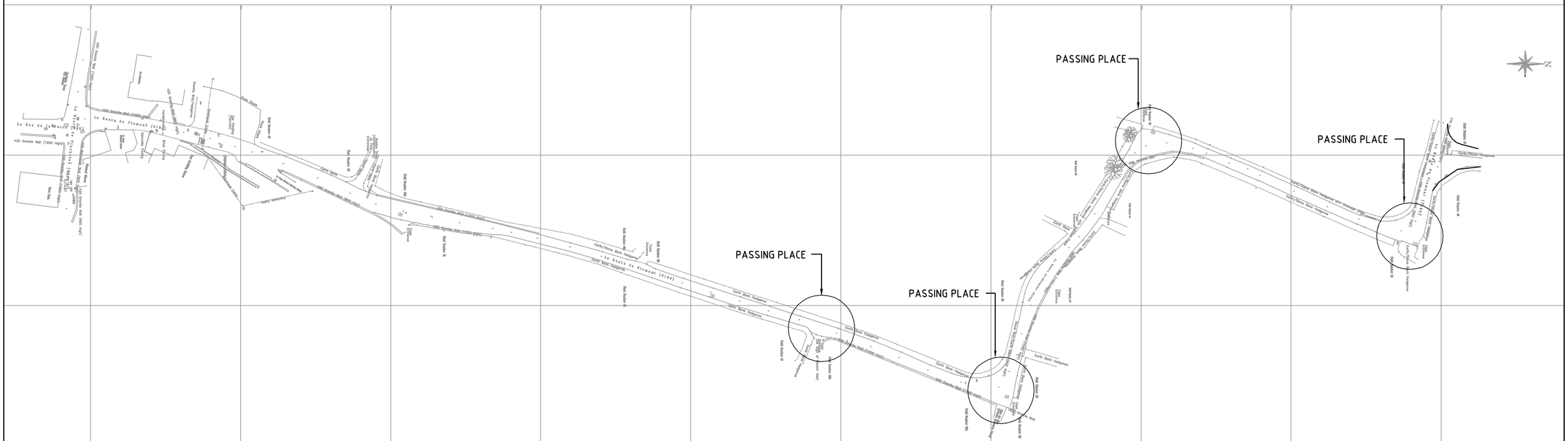
SCALE
Not to scale

PRODUCED
ML

CHECKED
JC

APPROVED
JC

Figure 13



REV	DATE	DESCRIPTION	BY	CHKD	APPD

23/12/08

• NOTES

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND

PB PARSONS BRINCKERHOFF

Parsons Brinckerhoff

29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

• CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

• TITLE

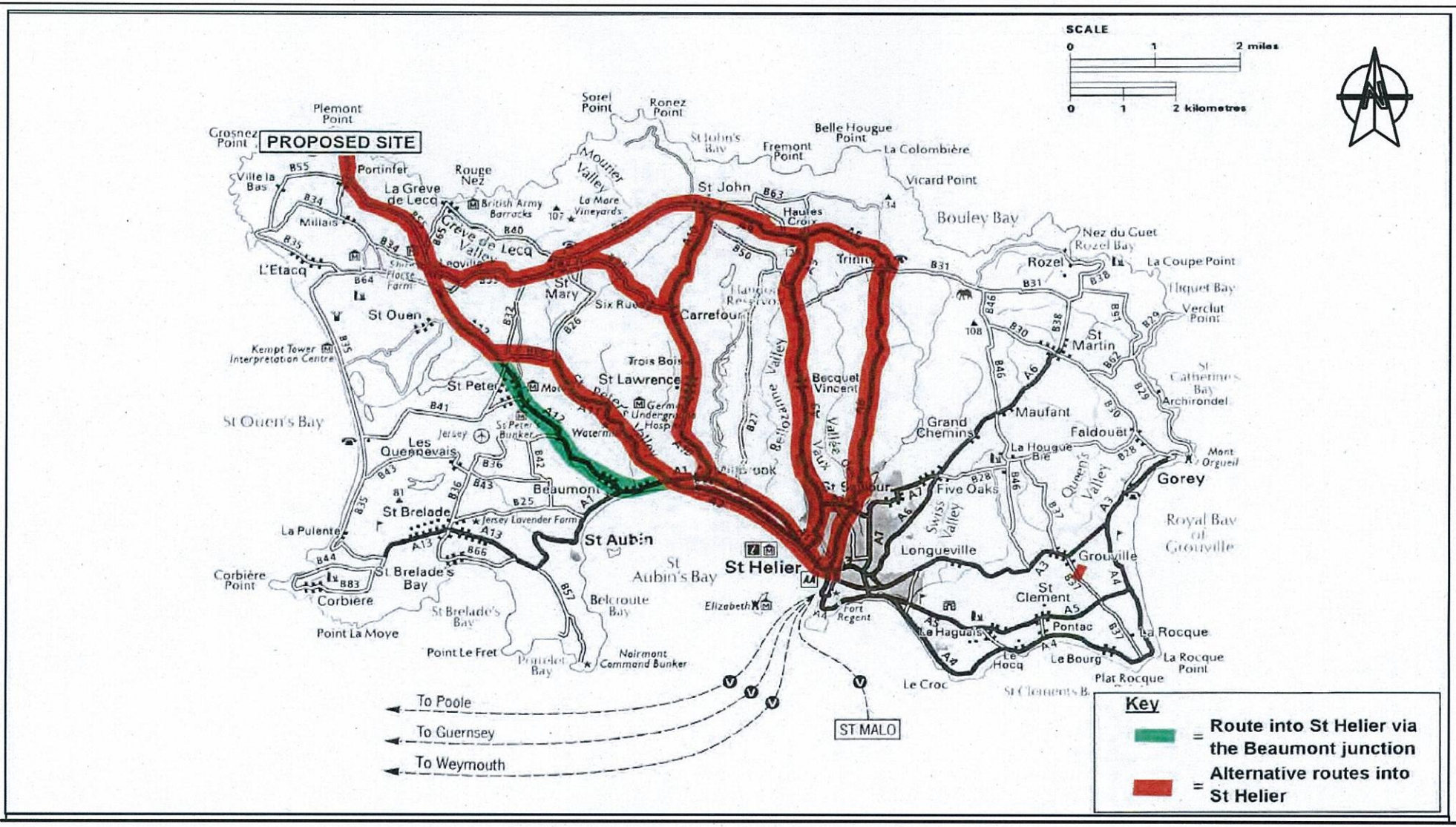
Proposed Improvements
To La Route De Plémont

• DATE 20/05/09
• SCALE N/A
• CAD REF Figure 15.dwg

DRAWN BY	RL
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

• DRAWING NUMBER

HTC91380A/Figure 14 | —



• NOTES

19/12/08

THIS DRAWING WAS PRODUCED USING AUTOCAD AND SHOULD ON NO ACCOUNT BE AMENDED BY HAND

PB PARSONS BRINCKERHOFF 100 YEARS

Parsons Brinckerhoff
29 Cathedral Road, Cardiff CF11 9HA
Tel: 44-(0)29 2082 7000 Fax: 44-(0)29 2082 7001

• CLIENT/PROJECT

BDK Architects
Plémont Holiday Village
Transport Assessment

• TITLE

Alternative Routes into St Helier from Proposed Site

• DATE 20/05/09
• SCALE N/A
• CAD REF Figure 16.dwg

DRAWN BY	IM
PRODUCED BY	IM
CHECKED	ML
APPROVED	JC

• DRAWING NUMBER

HTC91380A/Figure 15 | –