



TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT
AT GWEL Y LLAN, LLANDEGFAN

MÔN CIVILS
LIMITED

October 2023
Revision P02

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1.0 Introduction

Mon Civils Limited have been appointed by Clwyd Alyn Housing to provide transport statement for the proposed residential development located adjacent to Gwel y Llan, Llandegfan, LL59 5YH. The location and site boundary of the site is illustrated on the attached plan contained within **Appendix A**, coordinates for the development are provided within **Table 1**.

Table 1. Existing Site Details

OS Grid Reference:	SH 56841 74257
Easting (X)	256841
Northing: (Y)	374257
What3Words:	mistress.trudges.shopper
Site Area:	9,863.971m ² - (0.99 Ha)

Pre-planning advise has been provided by the local Highway Authority, which requested that a transport statement is provided with the full planning application discussing the following items:

- Active Travel requirements; *refer to Section 3.*
- Relocation of the public footpath; *refer to Section 4.*
- Trip generation from development; *refer to Section 5.*
- On street parking at Mill Lodge; *refer to Section 6.*
- Compliance with parking standards for each unit; *refer to Section 7.*

1.1 Proposed Development

The proposed development contains 30 new affordable dwellings constructed for the registered social landlord (RSL); Clwyd Alyn Housing. The properties consist of four 2-person, 1-bed (2P1B) apartments, thirteen 4-person, 2-bed (4P2B) properties, eight 5-person 3-bed (5P3B) properties, a single 7-person 4 bed (7P4B) property and four 3-person 2-bed (3P2B) bungalow.

The proposed development will provide a minimum 5.5m wide carriageway for two-way traffic and a 2m wide footway on both sides of the proposed carriageway.

The proposed carriageway is to act as a link between Mill Bank Estate and Gwel Y Llan by providing two access in either end of the site with a connecting highway between.

Formal dropped tactile crossings are proposed at all junctions within the site to ensure the safety of the pedestrians using the site and allow for connectivity with the existing highway network and offsite foot traffic routes.

As the proposed highway are continuations of the existing highway at both entrances and does not involve forming a junction off an existing road there is no need to confirm visibility requirements.

Traffic calming features in the form of speed humps are proposed within the proposed carriageway to ensure safety of the pedestrians within the site and prevent vehicles exceeding the speed limit, a flat top road hump is proposed at the crossing point of the public footpath.

Street lighting is proposed as part of the adoptable highway network in order to reduce risk to pedestrians.

The site will also provide electric vehicle charging points on the external wall to all the properties. This will futureproof the site for continued uptake in electric vehicles as well as encouraging greener ways of travelling.

A copy of the proposed architectural drawings for the site are contained within **Appendix B**.

2.0 Application Site and Local Transport Network

2.1 Existing Highway Arrangement

The existing site is currently utilised for agricultural purposes therefore to only vehicle movements in and out of the site consisted of occasional agricultural vehicle, which utilise the gated access from the private track which forms the north-eastern boundary.

As noted within **Section 1.1** the proposed site will be accessed from two locations: Gwel Y Llan and Mill Bank Estate. The main distributor road within the area is Bro Llewelyn. In order to access the site from the Gwel Y Llan entrance, traffic would flow through both Mill Lodge and Gwel Y Llan. In order to access the site from the Mill Bank Estate entrance, traffic would flow through both Glan Y Felin and Mill Bank Estate. These highways are indicated within **Figure 1** below, with a full-sized drawing contained within **Appendix C**.

There is a public footpath located within the site which continues through the adjoining housing development to Bro Llewelyn, this is coloured yellow within **Figure 1**.

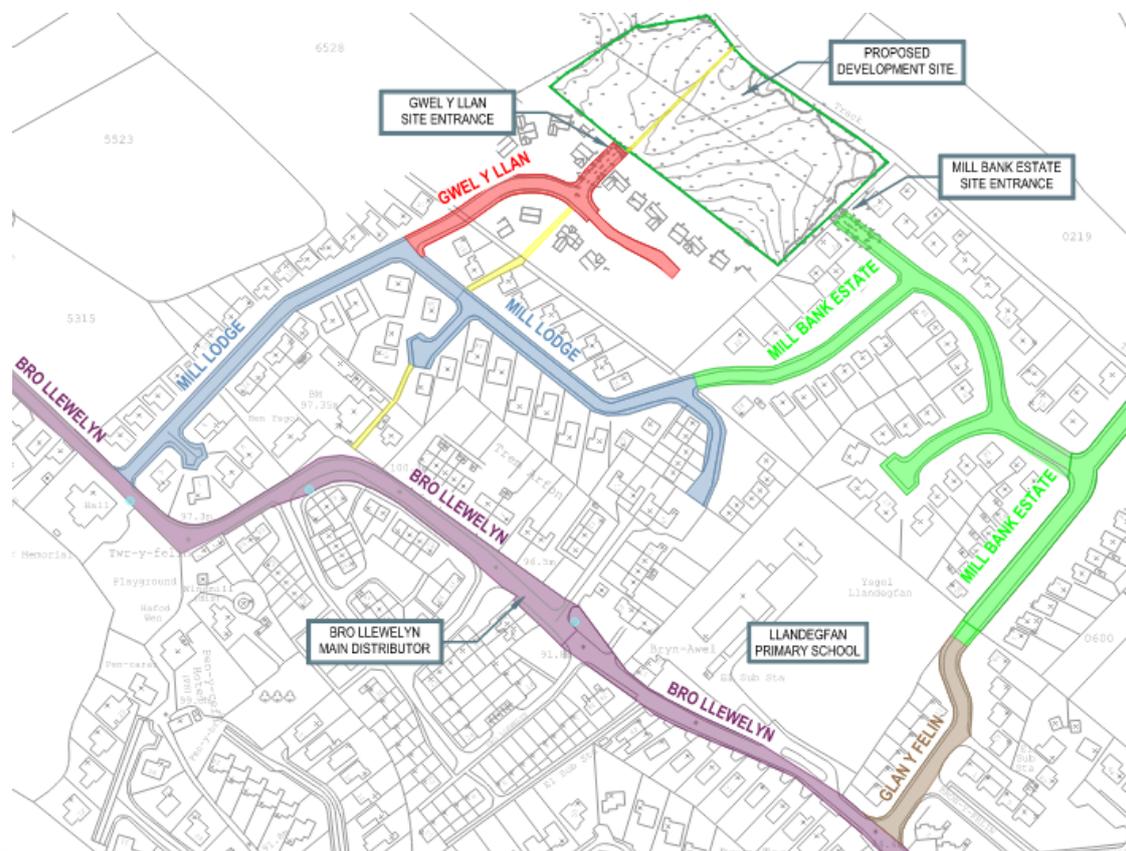


Figure 1. Local Highway Network

On September 17th 2023, all highways within the vicinity of the site were reduced from 30mph to 20mph as a result of SL(6)228 - The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022, this includes the Bro Llewelyn Distributer road.

Traffic calming features, in the form of speed humps located at regular intervals, are present within Mill Lodge, Gwel Y Llan, Mill Bank Estate and Glan Y Felin. All existing residential highways within the vicinity of the site are well lit with street lighting columns located through the area.

2.2 Public Transport Network

The closest bus-stop to the site is 'Old Windmill' located on Bro Llewelyn. The bus service which uses this bus-stop are 58, 58L and 58P, which provides a transport service between Llangoed and Bangor. Access to the wider transport network can be obtained via Bangor or Menai bridge located on route to Bangor. This bus-stop is within walking distance of the proposed development (200m) and can be accessed on foot via the public footpath highlighted in yellow within **Figure 1**.

2.3 Road Safety Record

The existing road safety record has explored using Crash Map for dates between 2021 (most recent available record) to 1999. An extract of the map is provided withing **Figure 2** below.

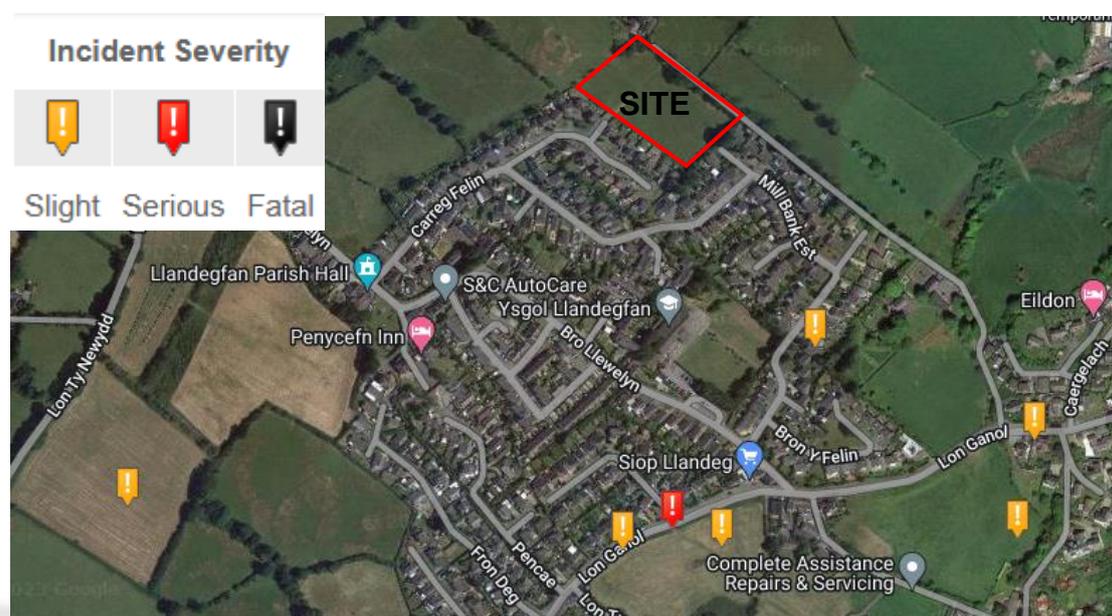


Figure 2. Crash Map Extract

The results indicate a single slight incident has occurred within the vicinity of the site at Mill Bank Estate. The record of this incident has been obtained and a copy is contained within **Appendix D**.

The report indicates the incident involving two vehicles occurred on October 10th, 2007, at 4:15 PM, the exact location or cause is not known but the report does state that the incident did not occur within 20m of a junction. Weather at the time of the accident is noted as; Fine without high winds and road surface was dry.

The casualties included a driver of one of the vehicles and a pedestrian using the footway, which the severity of the injuries noted as slight.

Based on the results which indicate the incident occurred in the day light, not at a junction, weather conditions were 'fine' and road surface was dry this incident appears to be a 'one-off'.

It is also noted that the speed of the road at the time was 30mph, as noted within **Section 2.1**, on September 17th, 2023, this speed was reduced to 20mph, therefore the risk of such incident is reduced.

2.4 Local Facilities & Amenities

The following facilities are located within walking distance of the proposed development site.

- Llandegfan primary school, the front entrance of the school accessed from Bro Llewelyn and a pedestrian gated access located off Mill Bank Estate. – 290m to site.
- The local playground is located opposite the junction between Mill Lodge and Bro Llewelyn. – 300m to site.
- The Pen Y Cefn public house located off Bro Llewelyn adjacent to the playground. – 325m to site.

- Llandegfan Parish Hall is located adjacent to the playground. – 300m to site.
- Eglwys St Tegfan (church) is located on Erw Hywel to the north-west of Llandegfan. – 700m to site.
- Siop Llandeg (convenience store) is located on Lon Ganol to the south of Llandegfan adjacent to the junction between Bro Llewelyn and Lon Ganol. – 500m to site.
- Hughes Dental Laboratory is located on Lon Ganol. – 600m to site.
- Llyn Y Gorse fishing lake is located outside of Llandegfan but can be accessed via the public footpath through the agricultural land to the north-east of the site.

The nearest high school is Ysgol David Hughes, located in Menai Bridge, 4.0km south-west of the site, there is a school bus service which runs between Llandegfan and Ysgol David Hughes.

3.0 Active Travel Requirements

The Active travel Act. 2013 requires development projects to consider and promote the use of active travel for proposed development to help replace car journeys and impact on the environment whilst helping to keep people active.

3.1 Existing Active Travel Arrangements

As noted within **Section 2.3**, the proposed development site is located within walking distance of both the local primary school and public transport network. There are footways / public footpaths covering the entire length of the route to both the primary school and the bus-stop. The High school bus service also runs from the Old Mill bus-stop and therefore active travel methods can be followed for high school students.

The public right of way which crosses through the site continues through agricultural field and provides access to surrounding clusters of properties, avoiding the need for car unnecessary journeys.

There are no defined national cycle routes within the vicinity of the site, however as the entire area is a 20mph zone for vehicles, cycle travel to the local primary school is deemed to be safe.

3.2 Proposed Active Travel Arrangements

The proposal includes a footway on both sides of the proposed highway within the development site to provide access for residents to the existing network and allow active travel methods to be followed.

As noted within **Section 2.3**, there are several facilities and amenities located within walking distance of the proposed development, and direct access to the public footpath.

4.0 Relocation Of the Public Footpath

As noted in **Section 2.1** and illustrated within **Figure 1**, there is an existing public footpath which crosses the proposed development site. As part of the proposed development this public footpath is to be re-routed to suit the proposed site layout and align the footpath.

In order to facilitate the development this will require a formal crossing point to be located within the site, in order to maintain safety of the pedestrians using the public footpath it is proposed to introduce a flat-topped road hump at the crossing point doubling up the crossing with a traffic calming feature.

The remainder of the footpath will convey through the public open space area of the site before meeting the private track which forms the north-eastern boundary of the site mimicking the existing route, the existing and proposed routes are indicated within **Figure 3**, below, in addition the improved access route to the public footpath from Mill Bank Estate. A full-sized drawing is contained within **Appendix E**.

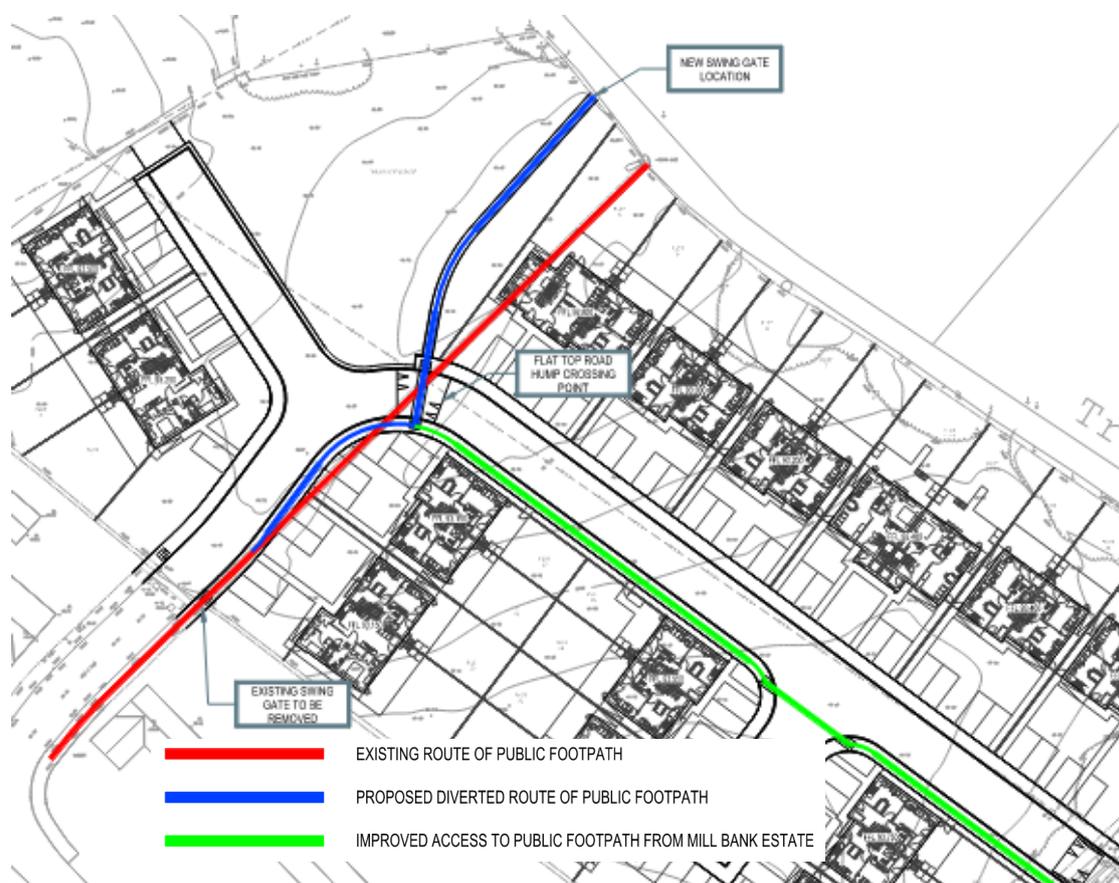


Figure 3. Public Footpath Diversion

5.0 Trip Generation

Based upon the TRICS database of previously surveyed housing development sites, the likely traffic associated with the proposed development can be estimated when multiplied by the number of properties, the TRICS analysis results are contained within **Appendix F** and are summarised within **Table 2**.

Table 2. TRICS database results.

	Arrivals	Departures	Two-Way
AM Peak Hour	0.160	0.427	0.587
PM Peak Hour	0.346	0.177	0.523

*All Figures are trips per property.

As noted in **Section 1.1** the proposed development contains 30 new dwellings. the expected increase in peak traffic caused by the proposed development is noted within **Table 3**.

Table 3. TRICS database results.

	Arrivals	Departures	Two-Way
AM Peak Hour	5 vehicles	13 vehicles	18 vehicles
PM Peak Hour	11 vehicles	6 vehicles	17 vehicles

*All Figures have been rounded up.

Table 3 demonstrates that the development is expected to increase traffic flow by maximum of 18 two-way vehicle movements at the site during the busiest hour of the day (1 vehicle movement every 3 minutes 20 seconds).

However, as the site layout has two access, it is expected, an even split of vehicles would be using each access, therefore each site access would be expected to have 9 two-way vehicle movements during the busiest hour of the day (1 vehicle movement every 6 minutes and 40 seconds).

On this basis, there will therefore be no material impacts arising on the local highway network as a result of the traffic generation of the proposed development.

5.1 Construction Traffic

The proposed construction traffic management plan (CTMP) indicates the restrictions placed on the contractor undertaking the construction works to ensure that there are no deliveries or personnel vehicles movements during both the AM and PM peak hours, therefore preventing risk of disturbance of the traffic flow within the local highway network during the busiest periods of the day.

6.0 On Street Parking at Mill Lodge

During the site investigation and a view of both arial photography and google maps street viewer it is evident that there are several vehicles which park on the street within Mill Lodge Estate these vehicles parked on the road as stated within the pre-planning response from the Highway authority can be seen to be causing a disruption to traffic flow.

However, during a site investigation conducted during the busiest hour of the day no traffic was recorded within the local highway network as a result of vehicles parking on the street.

In line with Manual for streets 2, on street parking can help to reduce speeds of vehicles and act as an additional traffic calming feature ensuring the safety of pedestrians. With road speeds now set at 20mph following the recent change in legislation the on street parked vehicles are not likely to cause an issue to traffic flow.

However, where vehicles are found to be mounting the footway and causing pedestrians to need to cross or walk within the roadway there is an increased risk to the safety of the pedestrians. As the development is not located within the immediate vicinity of the issue it is not possible to resolve this issue by providing additional parking facilities, furthermore their properties where this issue is most prevalent already have driveways and parking facilities but are not being used.

The foot traffic generated from the development in will not likely walk along the section of mill lodge towards the parish hall during the peak traffic flows periods of the day, foot traffic during this time will either wall through mill bank estate to the primary school or through the public footpath to the public transport links and school bus service, this route is only expected to be used for foot traffic from the development site for walking to the parish hall, church or playground which would normally be undertaken outside of the peak traffic flow period and therefore there would be a reduced risk.

7.0 Site Vehicular Parking

As noted within **Section 1.1** The proposed development contains 30 new dwellings consisting of four 2-person 1-bed (2P1B) apartments, thirteen 4-person 2-bed (4P2B) properties, eight 5-person 3-bed (5P3B) properties, a single 7-person 4 bed (7P4B) property and four 3-person 2-bed (3P2B) bungalows. The all properties are indicated as having 2 parking bays, apart from the four 2P1B apartments which have a single bay each, totalling 60 parking bays provided within the site.

The number of parking bays required within the supplementary planning guidance: parking standards for Anglesey are noted within **Table 4** below.

Table 4. SPG Parking Requirements Table 6 - C2

Number of bedrooms Inbound	Car Spaces
1-bedroom	1 car space per unit
2-bedroom	1.5 car spaces per unit (communal parking) or 2 car spaces per unit (no communal parking)
3 & 4-bedroom	3 car space per unit
5-bedroom	4 car space per unit

The required parking bays in order to meet the requirements of the SPG for the proposed development are noted within **Table 5** below along with the parking bays provided.

Table 5. Parking Required within SPG vs Parking Provided

Number of bedrooms Inbound	Number of properties	Number of parking bays required	Number of parking bays provided
1-bedroom	4	4	4
2-bedroom	17	34	34
3 & 4-bedroom	9	27	18
Total	30	65	56

Therefore, as indicated within **Table 5** there is a deficit of 9 parking bays within the proposed development site. This deficit is as a result of the 5P3B properties only providing two parking bays rather than three as required within the SPG.

The third parking bay has not been included within the proposal as the third bedroom is a single-bed bedroom and will most likely be occupied by children not of the age for driving, therefore two parking bays would be sufficient.

In addition to the above, Appendix 6 of CSS Wales – Wales Parking Standards 2008 allows for a reduction in parking spaces where a development site is located within walking distance of public transport links, cycle routes and local facilities and amenities. The document provides a point scoring system which is used to determine the number of parking facilities required. The pointing system is provided within **Table 6** below.

Table 6. Appendix 6 of CSS Wales – Wales Parking Standards 2008

Sustainability Criteria	Maximum Walking Distance	Single Sustainability points
<p><u>Local Facilities</u></p> <p>Local facilities include food store, post office, health facility, school etc. Access to two of these within the same walking distance will score single points whereas access to more than two of these will double the points score</p>	<p>200m</p> <p>400m</p> <p>800m</p>	<p>3 pts</p> <p>2 pts</p> <p>1pt</p>
<p><u>Public Transport</u></p> <p>Access to bus-stop or railway station</p>	<p>300m</p> <p>400m</p> <p>800m</p>	<p>3 pts</p> <p>2 pts</p> <p>1pt</p>
<p><u>Cycle Route</u></p>	<p>200m</p>	<p>1pt</p>
<p><u>Frequency of Public Transport</u></p> <p>Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct One point for services which does not extend to these times.</p>	<p>300m</p> <p>400m</p> <p>800m</p>	<p>3 pts</p> <p>2 pts</p> <p>1pt</p>

Thus, the sustainability points score for a dwelling within 400m of a school and a post office (2pts), within 300m of a bus-stop (3pts) and having a service frequency of every 15 minutes but only between 8am and 6 pm (2 pts – 1pt = 1 pt) would score a total of 6 pts.

As noted within **Section 2.4** the site is located within walking distance of several facilities and amenities, these facilities and their associated walking distance is provided within **Table 7**, along with the sustainability point and total.

Table 7. Local Facilities

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
School	290m	3 Pts
Playground	300m	2 Pts
Church	700m	1 pt
Public House	325m	2 Pts
Food Store	500m	1 Pt
Dentist	600m	1 Pt
Village Hall	300m	2 Pts
Llyn Y Gorse Fishing	800m	1 pts
Total		13 pts
100%-point increase where there are two or more facilities within walking distance		26 pts

Table 8. Public Transport

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
Old Windmill	200m	3 Pts
Llandegfan War Memorial	300m	3 Pts
Trem Arfon	330m	2 Pts
Bryn Teg	600m	2 Pts
The bus service runs at 1-hour intervals and between the hours of 11:00am and 2:00pm	N/A	-4 pts
Total		6 pts

There are no formal cycle routes in close proximity to the site.

Total: **32 Pts**

Table 9. Reduction In Parking Requirements

Sustainability Points	Parking Reduction (Per Dwelling)
10 Pts	2 Spaces
7 Pts	1 Space

It is also noted, other than city centres, a minimum of 1 parking bay must be provided. As noted above there is a deficit of 9 parking bays in line with the SPG however the CSS would indicate that the parking bays for each property can be reduced by 2 parking bays with a minimum of 1 provided.

Number of parking bays provided: 56

Number of parking bays required (CSS): 30

Therefore, the number of parking bays provided far exceeds the requirements of CSS.

8.0 Conclusion

Mon Civils Limited have been appointed by Clwyd Alyn Housing to provide transport statement for the proposed residential development comprising of 30 affordable dwellings located adjacent to Gwel y Llan, Llandegfan, LL59 5YH.

The proposed development will provide a minimum 5.5m wide carriageway for two-way traffic and a 2m wide footway on both sides of the proposed carriageway. Proposed access into the site will be formed from two location, providing a link between Mill Bank Estate and Gwel Y Llan.

The proposal also includes the diversion of an existing public footpath so that it aligns with the proposed site layout, traffic claiming features are proposed in at the carriageway crossing to help improve safety of pedestrians using the public footpath.

The proposed site is located within walking distance to several facilities and amenities as well as public transport links and a primary school, therefore it is highly likely that persons occupying this development site will utilise active travel methods. As such an assessment has been undertaken which has determined that the parking provided within the site exceeds the requirements of the CSS through the sustainability point scoring system despite not meeting the requirements of the SPG.

Investigations into the potential traffic generation of the site reveal that up to 18 two-way traffic movements could be generated by the proposals in its busiest peak hour. This level of traffic will be imperceptible on the local highway network.

Within the pre-planning advice provided by the local highway authority concerns were raised in regards to the on-street parking on the Mill Lodge causing disruption to the flow of traffic, however due to the speed of the road being a 20mph road and the locality of speed humps through the development on-street parking is not expected to cause disruption to the flow of traffic. Issues were identified relating to this where vehicles were parked mounting the footway

preventing access to pedestrians to continue along the footway however most foot traffic from the development are not likely to walk along this route as all most facilities, amenities and transport links which would be accessed by foot traffic during peak traffic flow hour would be accessed from Mill Bank Estate or the public footpath.

Having regard to the above, it is concluded that there are no highway or transport related reasons to withhold planning permission for the scheme.

APPENDICES

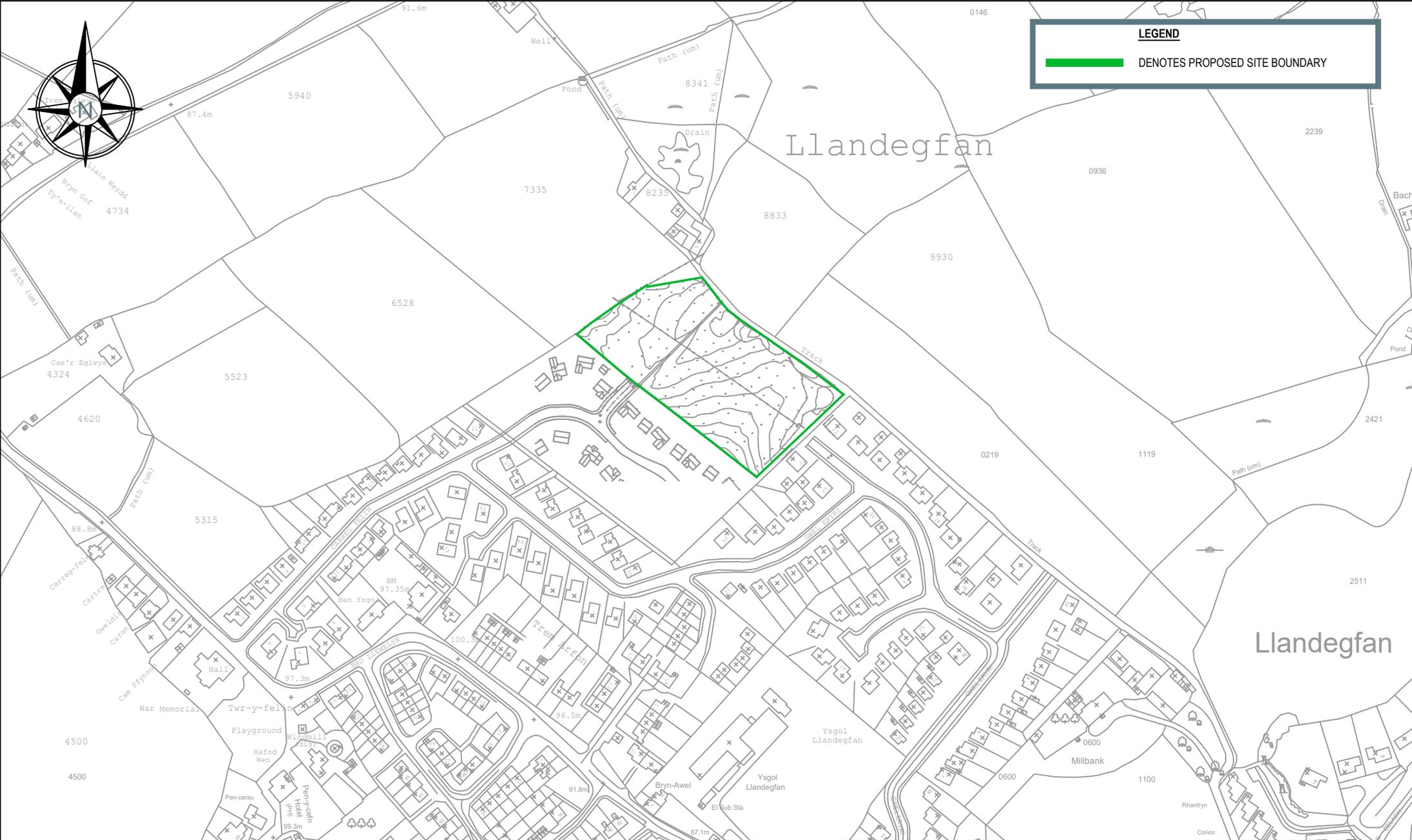
APPENDIX A

Site Location Plan



LEGEND

▬ DENOTES PROPOSED SITE BOUNDARY



GRID REFERENCE	SH 56836 74257
EASTING	256836
NORTHING	374257
POSTCODE	LL59 5YH
SITE AREA	9,863.971 m ² (0.99 Ha)

P01	07.09.2023	PRELIMINARY ISSUE	BT	KB
REV	DATE	DESCRIPTION	BY	APP
PROJECT: GWEL Y LLAN, LLANDEGFAN				
TITLE: SITE LOCATION PLAN				
STATUS: S2	PROJECT No: 292	DRAWING No: 001	REV: P01	

SCALE @ A3: 1:2,500	DESIGNED: BT	DRAWN: BT	CHECKED: KB	APPROVED: KB	DATE: SEPTEMBER 2023
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MON CIVILS
LIMITED

APPENDIX B

Proposed Site Layout

REV.	DESCRIPTION	DATE	BY	CHK.
P1	INITIAL ISSUE	28/11/2022	GD	GI
P2	UPDATED LAYOUT	26/01/2023	GI	SD
P3	AREA ADDED	14/02/2023	GI	SD
P4	PLOT NUMBERS ADDED	14/02/2023	MM	GI
P5	PHASE 1 AND 2 SHOWN	20/02/2023	MM	GI
P6	REV ALTRIO	22/06/2023	GI	DP
P7	SITE DESIGN DEVELOPMENT	13/06/2023	GI	GI
P8	FOLLOWING ENGINEER INPUT			
P9	SITE DEVELOPMENT POST CIVIL DRAINAGE	04/10/2023	SI	GI



- EXTERNAL WORKS KEY**
- PATIO & PATHS - CONCRETE OR BLOCK PAVING
 - DRIVEWAYS/PARKING - PERMEABLE PAVING
 - ADOPTABLE ROADS - TARMAC
 - ADOPTABLE FOOTPATHS
 - SAB
 - SHRUB PLANTING
 - POS
- ECOLOGY ENHANCEMENTS**
- PROVISION OF BAT AND BIRD BOXES POSITIONED IN EXISTING FEATURES AS ECOLOGIST RECOMMENDATIONS
- 1x20 SCHWEGLER (OR EQUIVALENT) 1B AND 2H BIRD BOXES
 - 2x20 SCHWEGLER (OR EQUIVALENT) 3FF BAT BOX PLANTED IN GROUP OF 3 IN TREE APPROVED BY QUALIFIED ECOLOGIST

- BOUNDARY KEY**
- S80 GOLD STANDARD ROBUST TIMBER GARDEN SHED, FROM A SUPPLIER APPROVED BY CLYDIALYN, WITH TONGUE AND GROOVE CLADDING AND TOUGLE AND GROOVE ROOF BOARDING TO BE PROVIDED. ALL TIMBER TO BE PRESERVATIVE TREATED, COLOUR TO CLYDIALYN APPROVAL, COMPLETE WITH MEDIUM DUTY PADLOCK WITH THREE KEYS. SIZE TO MEET WELSH GOVERNMENT DQR REQUIREMENTS UNDER S80 GOLD STANDARD. ANCHOR POST/FRAME FOR SECURING BICYCLES AS WELSH GOVERNMENT SUSTAINABILITY REQUIREMENTS. THE SHED TO BE LINED ON IN-SITU CONCRETE BASE 100MM THICK, SHED BEARINGS TO BE BOLT-FIXED WITH RESIN ANCHOR BOLTS.
 - EXTERNAL RAIN WATER COLLECTING BUTTS - 250 LITRE INCLUDING CHILD/ WIND RESISTANT LED TAP FOR WATER DRAIN OFF, SUPPORT PLUMB-FIXED LEVEL WITH RAIN WATER PIPE
 - BINS STORE AREAS - PROVIDE SUFFICIENT AREAS TO STORE 2ND LARGE WHEELIE BINS AND 3RD RECYCLING BOXES.
 - HEAVY DUTY ROTARY CLOTHES DRIERS OF 4 ARM DESIGN AND MINIMUM 1200MM LINEAR LENGTH TO BE PROVIDED TO ALL PRIVATE GARDEN AREAS AND AT A RATIO OF 1 PER 2 DWELLINGS FOR COMMUNAL DRYING AREAS TO FLATS.
 - EXTERNAL AIR SOURCE HEAT PUMPS

KEY

AFFORDABLE HOUSES

TYPE	AMOUNT	GfE(m ²)
2P1B FLAT	4	53 (GF) 61 (FF)
4P2B	13	83
5P3B	8	93
7P4B	1	114
3P2B BUNG	4	61
Total		30

PUBLIC OPEN SPACE
PUBLIC OPEN SPACE REQUIREMENT - 1346M²
PUBLIC OPEN SPACE PROVISION - 1492M²

PROPOSED SITE PLAN
SCALE: 1 : 200

N

0 2 4 6 8 10 12m
1:200 @ A0

sa saer architects
www.saer-works | 01482 452478 | studio@saer-works

PROJECT
**GWEL Y LLAN,
LLANDEGFAN**

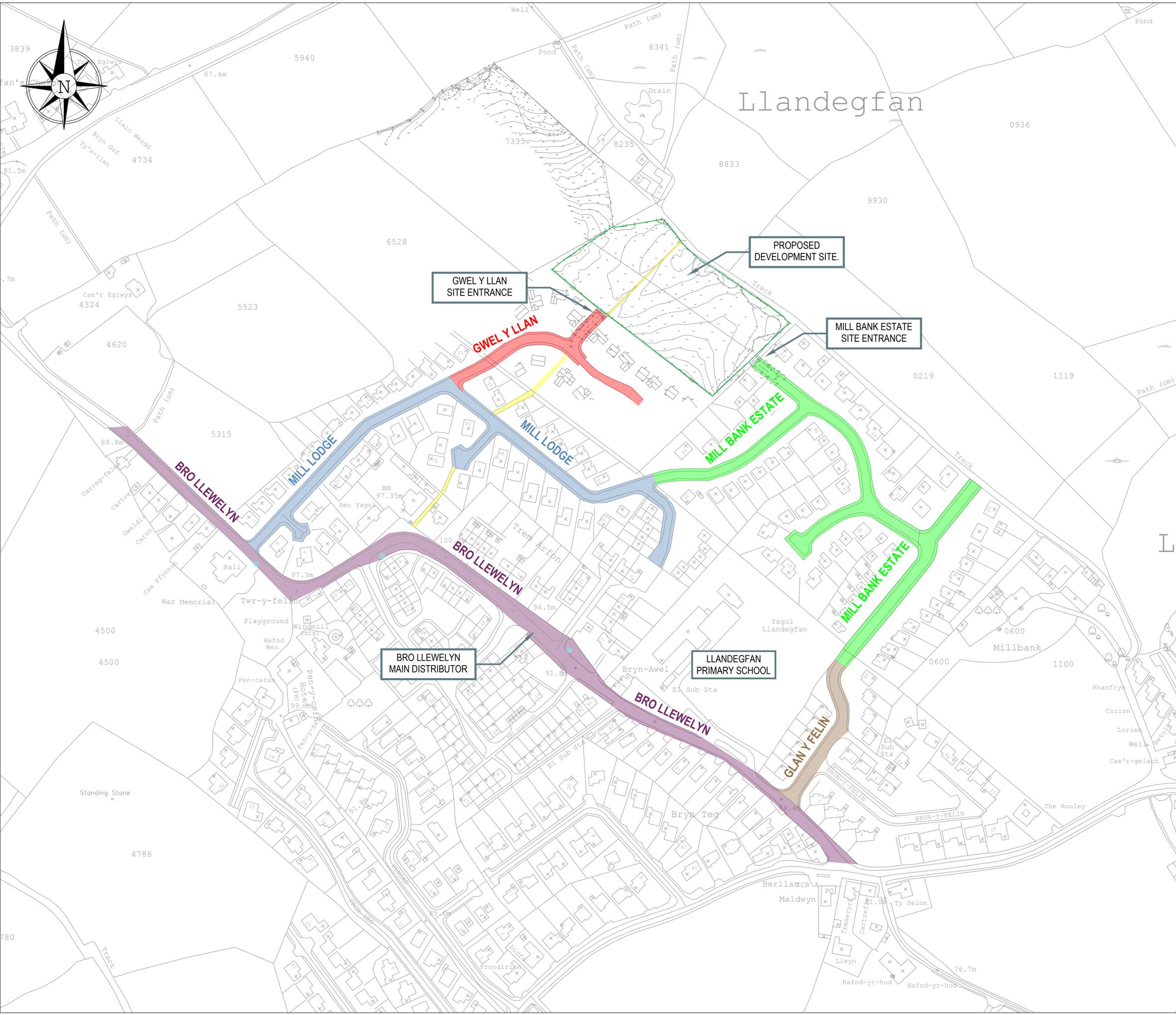
CLIENT
CLWYD ALYN

DRAWING TITLE
PROPOSED SITE PLAN

DRAWING STATUS PLANNING	STATUS S3
DRAWING No. GYL-SAL-01-ZZ-DR-A-0003	PROJECT No. P1185
SCALE As indicated@A0	REVISION PB

APPENDIX C

Surrounding Highway Network



GENERAL

G1 DO NOT SCALE FROM THIS DRAWING.

G2 ALL LEVELS IN METRES UNLESS NOTED OTHERWISE ON DRAWING.

LEGEND

- PROPOSED SITE BOUNDARY
- BRO LLEWELYN
- PUBLIC RIGHT OF WAY FOOTPATH
- GWEL Y LLAN
- MILL BANK ESTATE
- MILL LODGE ESTATE
- GLAN Y FELIN
- BUS STOP

P02	30.10.2023	STREET NAMES UPDATED	KB	BT	KB
P01	02.10.2023	FIRST ISSUE	KB	BT	KB
REV	DATE	DESCRIPTION	BY	CHK	APP

DRAWING STATUS: **PRELIMINARY**

CLIENT: DU CONSTRUCTION

ARCHITECT: SAER ARCHITECTS

PROJECT: GWEL Y LLAN, LLANDEGFAN

TITLE: EXISTING HIGHWAY NETWORK

STATUS:	S2	PROJECT No:	292	013	REV:	P02
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SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:1000	BT	KB	BT	BT	OCTOBER 2023



APPENDIX D

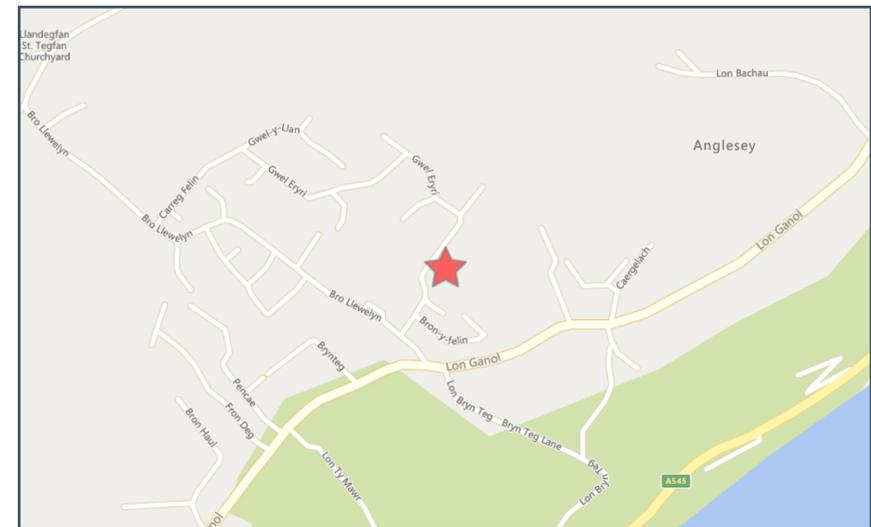
Crash Map Report



Validated Data

Crash Date: Wednesday, October 10, 2007 **Time of Crash:** 4:15:00 PM **Crash Reference:** 2007600AN6046

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Isle of Anglesey	Number of Vehicles:	2	OS Grid Reference:	257000 374000
Local Authority:	Isle of Anglesey County				
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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



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)		5 Female	Over 75	Vehicle is moving off	Offside	Other/Not Known	None	Other permanent object
2	Car (excluding private hire)		2 Male	46 - 55	Vehicle is moving off	Back	Other/Not Known	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other
1	2	Slight	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

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

APPENDIX E

Public Footpath Diversion Layout



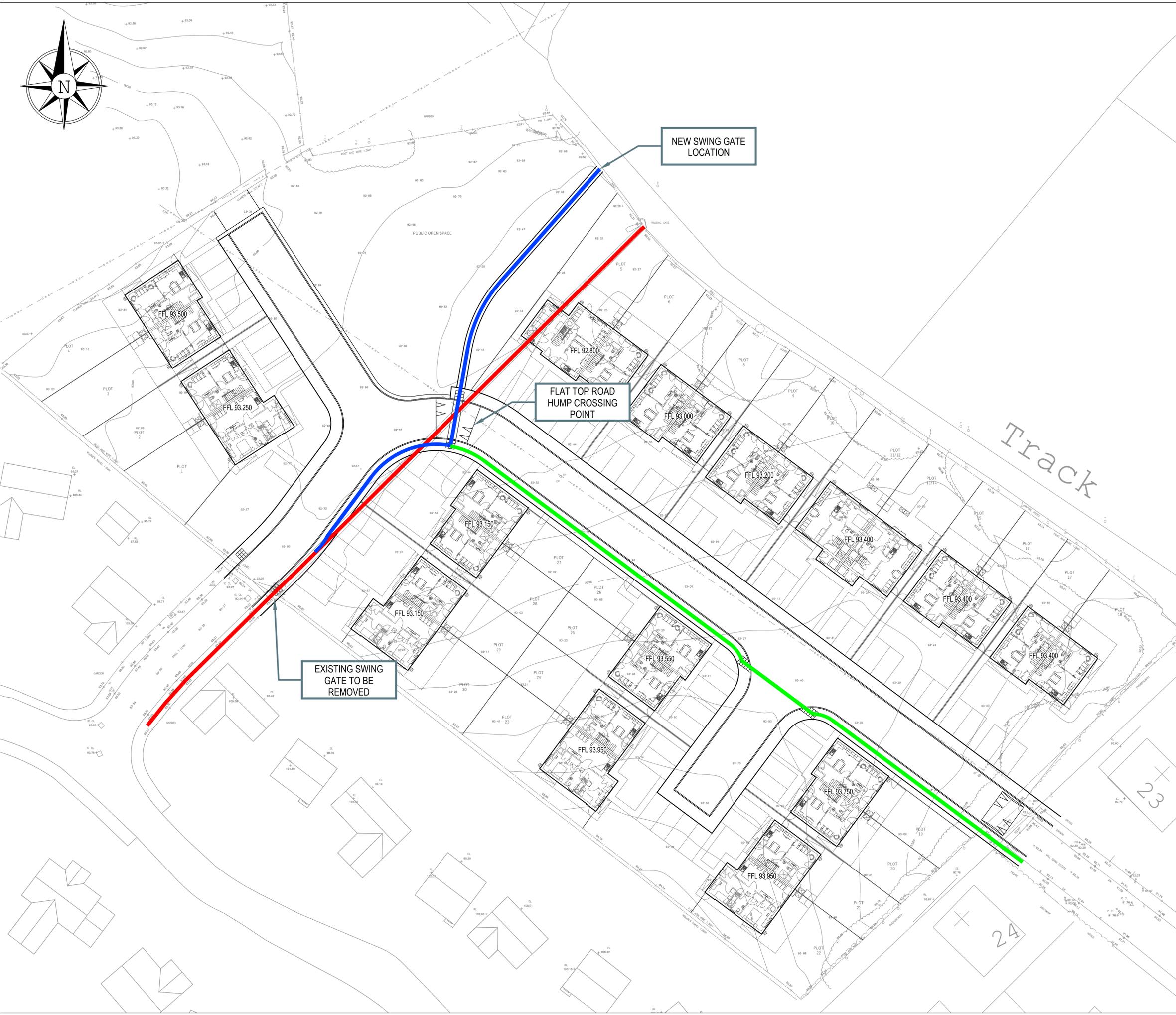
GENERAL

G1 DO NOT SCALE FROM THIS DRAWING.

G2 ALL LEVELS IN METRES UNLESS NOTED OTHERWISE ON DRAWING.

LEGEND

- EXISTING ROUTE OF PUBLIC FOOTPATH
- PROPOSED DIVERTED ROUTE OF PUBLIC FOOTPATH
- IMPROVED ACCESS TO PUBLIC FOOTPATH FROM MILL BANK ESTATE



P01	30.10.2023	FIRST ISSUE	KB	BT	KB
REV	DATE	DESCRIPTION	BY	CHK	APP
DRAWING STATUS:		PRELIMINARY			
CLIENT:		DU CONSTRUCTION			
ARCHITECT:		SAER ARCHITECTS			
PROJECT:		GWEL Y LLAN, LLANDEGFAN			
TITLE:		PUBLIC FOOTPATH DIVERSION LAYOUT			
STATUS:	PROJECT No:	015		REV:	
S2	292			P01	
SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:250	BT	KB	BT	BT	OCTOBER 2023

MÓN CIVILS
LIMITED

APPENDIX F

TRICS Analysis Results

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
12	CONNAUGHT	
	RO ROSCOMMON	3 days
14	LEINSTER	
	WC WICKLOW	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 6 to 50 (units:)
Range Selected by User: 4 to 50 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	5 days
Wednesday	4 days
Thursday	7 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	25 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	9 days
5,001 to 10,000	9 days
10,001 to 15,000	7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	7 days
25,001 to 50,000	2 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	14 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	5 days
No	20 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	25 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: <i>TUESDAY</i>	<i>18/10/11</i>		<i>Survey Type: MANUAL</i>
2	CH-03-A-09	TERRACED HOUSES		CESHIRE
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: <i>MONDAY</i>	<i>24/11/14</i>		<i>Survey Type: MANUAL</i>
3	CH-03-A-10	SEMI-DETACHED & TERRACED		CESHIRE
	MEADOW DRIVE			
	NORTHWICH			
	BARNTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: <i>TUESDAY</i>	<i>04/06/19</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-11	TOWN HOUSES		CESHIRE
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: <i>THURSDAY</i>	<i>06/06/19</i>		<i>Survey Type: MANUAL</i>
5	CV-03-A-03	DETACHED HOUSES		CAVAN
	R212 DUBLIN ROAD			
	CAVAN			
	PULLAMORE NEAR			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	37		
	Survey date: <i>MONDAY</i>	<i>22/05/17</i>		<i>Survey Type: MANUAL</i>
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: <i>TUESDAY</i>	<i>28/03/17</i>		<i>Survey Type: MANUAL</i>
7	DN-03-A-03	DETACHED/SEMI-DETACHED		DONEGAL
	THE GRANGE			
	LETTERKENNY			
	GLENCAR IRISH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: <i>MONDAY</i>	<i>01/09/14</i>		<i>Survey Type: MANUAL</i>
8	DN-03-A-06	DETACHED HOUSING		DONEGAL
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: <i>WEDNESDAY</i>	<i>10/10/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD PEACEHAVEN			
	Edge of Town Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
10	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY LIPHOOK			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	36		
	Survey date: THURSDAY	12/11/15		Survey Type: MANUAL
11	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
12	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
13	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
14	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY THETFORD			
	Edge of Town Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
15	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT			
	Edge of Town Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	19/09/19		Survey Type: MANUAL
16	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET YORK			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
17	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE			
	Edge of Town Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
19	RO-03-A-02 SLIGO ROAD BALLAGHADERREEN	SEMI DET. & BUNGALOWS	ROSCOMMON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 Survey date: THURSDAY 14/07/11		Survey Type: MANUAL
20	RO-03-A-03 N61 BOYLE GREATMEADOW Edge of Town No Sub Category	DETACHED HOUSES	ROSCOMMON
	Total Number of dwellings: 23 Survey date: THURSDAY 25/09/14		Survey Type: MANUAL
21	RO-03-A-04 EAGLE COURT ROSCOMMON ARDNANAGH	SEMI DET. & BUNGALOWS	ROSCOMMON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 39 Survey date: FRIDAY 26/09/14		Survey Type: MANUAL
22	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
23	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
24	WC-03-A-01 STATION ROAD WICKLOW CORPORATION MURRAGH	DETACHED HOUSES	WICKLOW
	Edge of Town No Sub Category Total Number of dwellings: 50 Survey date: MONDAY 28/05/18		Survey Type: MANUAL
25	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS	WARWICKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: THURSDAY 17/10/13		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	25	28	0.051	25	28	0.241	25	28	0.292
08:00 - 09:00	25	28	0.160	25	28	0.427	25	28	0.587
09:00 - 10:00	25	28	0.183	25	28	0.224	25	28	0.407
10:00 - 11:00	25	28	0.166	25	28	0.173	25	28	0.339
11:00 - 12:00	25	28	0.147	25	28	0.170	25	28	0.317
12:00 - 13:00	25	28	0.177	25	28	0.166	25	28	0.343
13:00 - 14:00	25	28	0.211	25	28	0.193	25	28	0.404
14:00 - 15:00	25	28	0.205	25	28	0.261	25	28	0.466
15:00 - 16:00	25	28	0.333	25	28	0.248	25	28	0.581
16:00 - 17:00	25	28	0.280	25	28	0.175	25	28	0.455
17:00 - 18:00	25	28	0.346	25	28	0.177	25	28	0.523
18:00 - 19:00	25	28	0.267	25	28	0.183	25	28	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.526			2.638			5.164

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 6 - 50 (units:)
 Survey date range: 01/01/11 - 19/09/19
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.