

Merddyn Gwyn, Brynsiencyn

Transport Statement

Williams Homes (Bala) Ltd

240124

NOVEMBER 2024



SCP GENERAL NOTES

Project No.: 240124-TS (3.0)

Title: Merddyn Gwyn, Brynsiencyn, Transport Statement

Client: Williams Homes (Bala) Ltd

Date: 20 November 2024

Office: Manchester

Author	<u>Orla Proffitt</u>	Reviewer	<u>Peter Todd</u>
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Revision	Date	Status	Prepared by	Approved by
0	19.04.2024	Draft	OP	PT
1	26.04.2024	Draft	OP	PT
2	25.06.2024	Draft	OP	PT
3	20.11.2024	Draft	OP	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising 28 dwellings, on land located north-east of the A4080, Brynsiencyn.

Planning Background

- 1.2 An outline planning application (Application Reference: 37C26S) for residential development on part of the application site was submitted to the Isle of Anglesey County Council (IACC) on 13th December 2010 and approved on 18th October 2011.
- 1.3 A reserved matters application (Application Reference: RM/2018/5) was then submitted to the IACC on 3rd December 2018 for the erection of 13 dwellings on part of the application site, together with the construction of a vehicular access and associated works. No highway objections were received and the application was subsequently approved on 20th February 2019, with the approved access constructed under a Section 184 agreement so the planning permission remains extant.
- 1.4 A pre-application has since been submitted in relation to the construction of 31 residential dwellings on land at Merddyn Gwyn, Brynsiencyn. The highway authority provided pre-application comments in an email dated 17th February 2023 regarding visibility, parking and cycle storage, carriageway width and active travel, raising no objection.
- 1.5 A subsequent planning application was submitted and supported by a Transport Statement dated June 2024. However, following discussions with the Local Planning Authority (LPA), the scheme has now been amended and now comprises a development of 28 units. This Transport Statement has been updated to reflect the amended proposals.

Purpose and Structure of Report

- 1.6 This Transport Statement (TS) has been produced to accompany the planning application and provides an assessment of the traffic and transport implications associated with the development proposals to inform the IACC, as local highway and planning authority, of the nature and magnitude of likely highways and transportation impacts of the proposal.
- 1.7 The structure of the report is summarised below:-

- Chapter 2 – describes in detail the site location and composition, local transport network and road safety record;
- Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents estimates of the trip generating potential of the proposed use of the site, along with a summary of impact of the development on the local network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

- 2.1 This Chapter provides a detailed description of the location of the site and composition, local highway network and road safety record.

Site Location and Composition

- 2.2 The application site comprises undeveloped land and is located north-east of the A4080, Brynsiencyn, approximately 4.5 miles south-west of Llanfairpwllgwyngyll.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



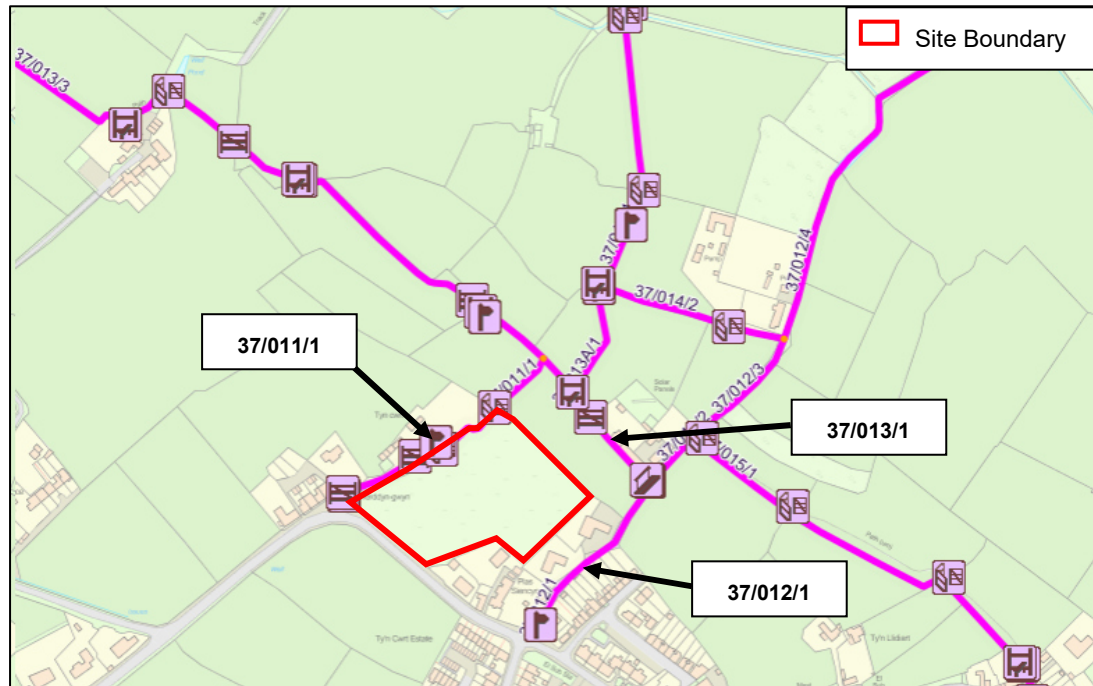
- 2.5 As detailed earlier, following approval of the aforementioned reserved matters application (Application Reference: RM/2018/5) for 13 residential dwellings on part of the application site, the approved access to the site was constructed under a Section 184 agreement as shown on **Figure 2.3** below.

Figure 2.3 – Existing Site Access



- 2.6 A map of the local Public Right of Ways (PROWs) can be seen in **Figure 2.4** which demonstrates that PROW 37/011/1 runs along the north-west site boundary and connects to PROW 37/013/1 and 37/012/1 as well as a wider network of PROW's.

Figure 2.4 – Public Rights of Way



Local Highway Network

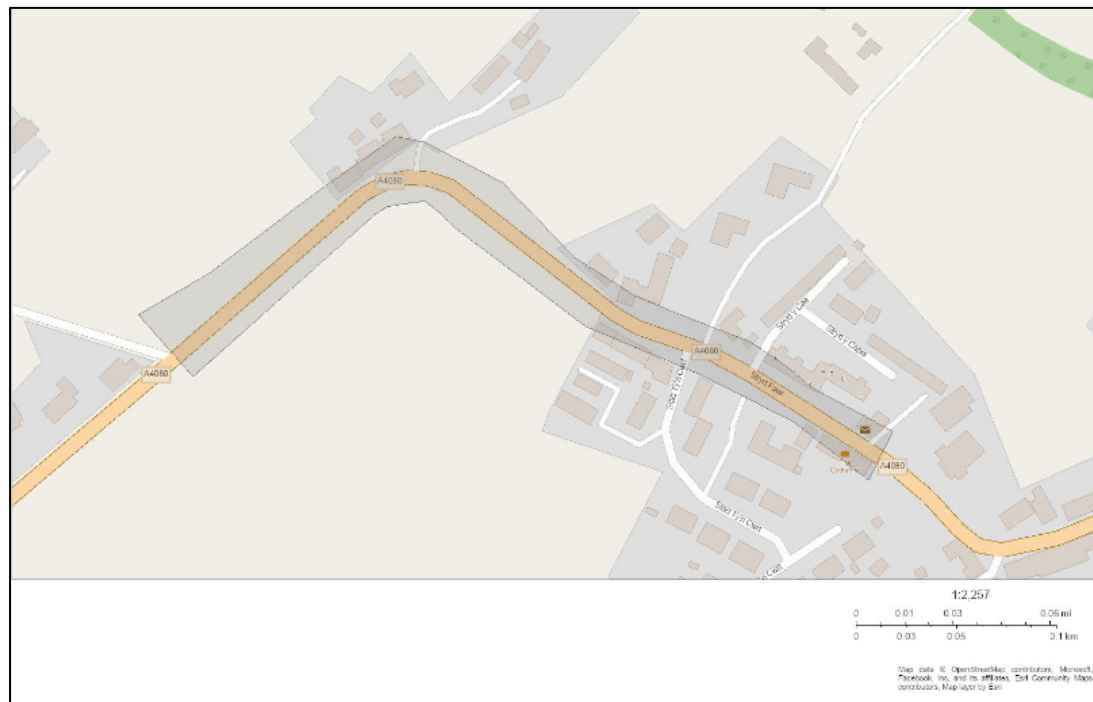
A4080

- 2.7 The A4080 fronts the south-western site boundary and provides a local connection to Dwyran and Niwbwrch, to the south-west, and Llanedwen and Llanfairpwllgwyngyll to the north-east. In the immediate vicinity of the site, the A4080 is subject to a 20mph speed limit (as of 17th September 2023 following a law change), has a carriageway width of approximately 6m and benefits from footways and regularly spaced street lighting columns on both sides of the road.

Road Safety

- 2.8 In order to identify any critical locations on the network with a poor accident record, a review of accident data has been undertaken using the Department for Transport (DfT) data, for the most recently available 5-year period ending 31st December 2022 as shown on **Figure 2.5** below.

Figure 2.5 – Road Safety Record



- 2.9 **Figure 2.5** shows that there have been no accidents recorded on the A4080 in the vicinity of the site over the five-year study period.
- 2.10 Having regard to the above analysis, where no accidents have been recorded in the vicinity of the site over the five-year study period, the existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The development proposals are for a residential development, comprising 28 dwellings, on land located north of the A4080, Brynsiencyn.
- 3.2 The site layout plans are presented in [Appendix A](#) and the full schedule of accommodation is listed below;
- 8 no.1 bedroom apartments
 - 13 no. 2 bedroom houses
 - 5 no. 3 bedroom houses
 - 2 no. 4 bedroom house

Proposed Access Arrangements

- 3.3 Vehicular access to the site will be provided from the constructed access approved as part of the aforementioned application (Application Reference: RM/2018/5) for 13 dwellings on part of the application site, as shown on drawing number SCP/230523/D01/D, presented in [Appendix B](#). The access is of typical geometries for residential development, measuring 5.5m wide with 2m wide footways on either side of the carriageway.
- 3.4 The site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 65m to the north-west and 81m to the south-east. This exceeds the requirements set out in Technical Advice Note Wales 18 Wales for a 20mph road (2.4m x 40m) and were deemed acceptable as part of the above mentioned planning application for 13 dwellings.
- 3.5 Pedestrian and cycle access will be provided from the same location as vehicular access and direct pedestrian/cycle access is also proposed off the A4080 for the 6 houses proposed to front the highway.

Servicing

- 3.6 The internal site layout has been designed to accommodate the movements of a refuse vehicle. Drawing number SCP/240124/ATR01/D, presented in [Appendix C](#), shows the swept path analysis of this vehicle and demonstrates that it can turn within the site and exit in a forward gear.

Parking

3.7 IACC's parking standards are set out in their Supplementary Planning Guidance document titled '*Parking Standards*' which specifies the following maximum car parking standards for residential developments:

- 1 bedroom dwellings – 1 car parking space
- 2 bedroom dwellings – 1.5 car parking spaces
- 3&4 bedroom dwellings – 3 car parking spaces

3.8 As shown on the site layout plan in [Appendix A](#), the proposed development provides a level of parking broadly in accordance with the Council's parking standards for 1,2 and 4 bedroom dwellings, as well as providing 5 visitor parking spaces.

3.9 The provision of parking spaces for 3 bedroom dwellings falls slightly below the council's standards, with two spaces provided per dwelling. This is however considered acceptable in this instance for the following reasons:-

- As detailed in the following section, the site benefits from good levels of accessibility, being within easy access local facilities, amenities and transport links;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. As detailed in the earlier chapter, the proposed development is accessible, and the reduced level of parking will help to encourage travel by sustainable modes;
- Additional visitor parking spaces are provided (5no.), which is not required by the Council's parking standards and will cater for any additional demand, in the unlikely event that any occurs;
- The existing car ownership levels in the area have been obtained (W02000009: Isle of Anglesey 009) from the National census data and demonstrates that car ownership levels are relatively low with only 15% of households owning 2 or more cars and 12% of households owning no car at all, as summarised in the table below.

Vehicle Availability per Household	Output Area - W02000009: Isle of Anglesey 009
No cars or vans in household	12%
1 car or van in household	41%
2 car or van in household	42%
3 or 4 cars or vans in household	15%

4 ACCESSIBILITY

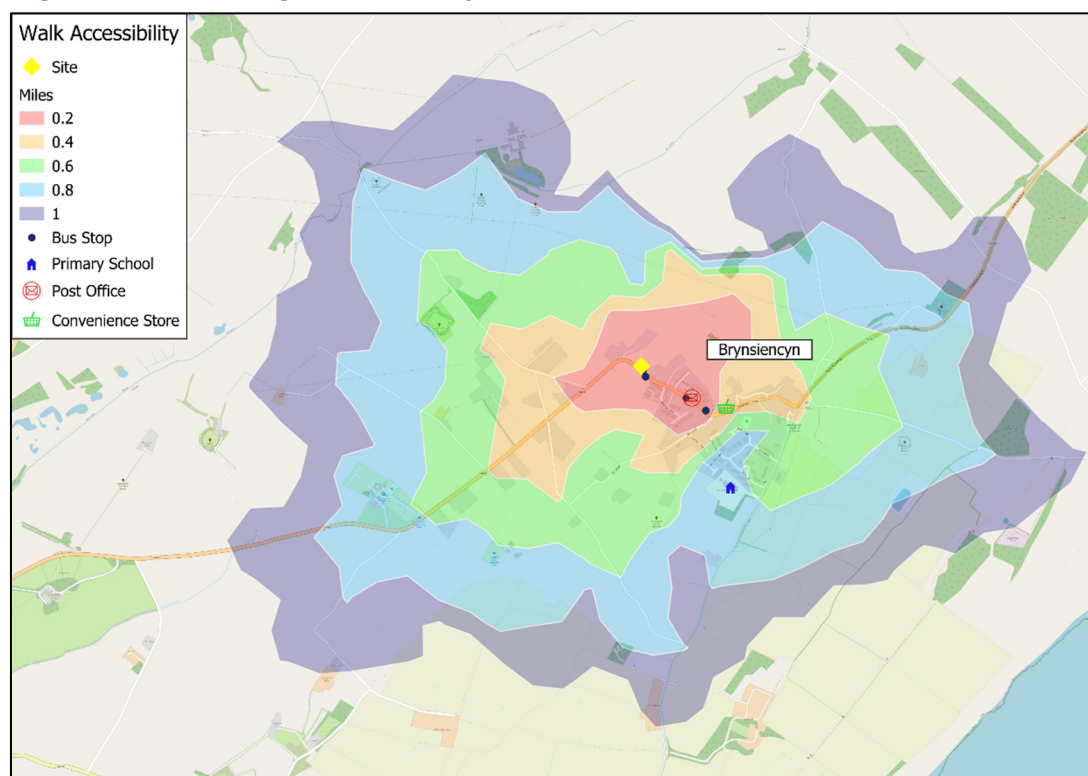
General

- 4.1 As detailed earlier, the principle of residential development on this site and thereby the accessibility of the site has already been deemed acceptable by the Council. Notwithstanding this, this section presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 The accessibility of the site in relation to local facilities by foot, cycle and public transport has been assessed as required by the guidance in TAN18 and is detailed in the following sections.

Access on Foot

- 4.3 Reference has been made to the Walking and Cycling Strategy for Wales, dated December 2003, which indicates that the practical distance for journeys on foot are up to 1 mile. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 1 mile walk distance from the site, as shown on **Figure 4.1** below.

Figure 4.1 – Walking Accessibility 1 mile Isochrone

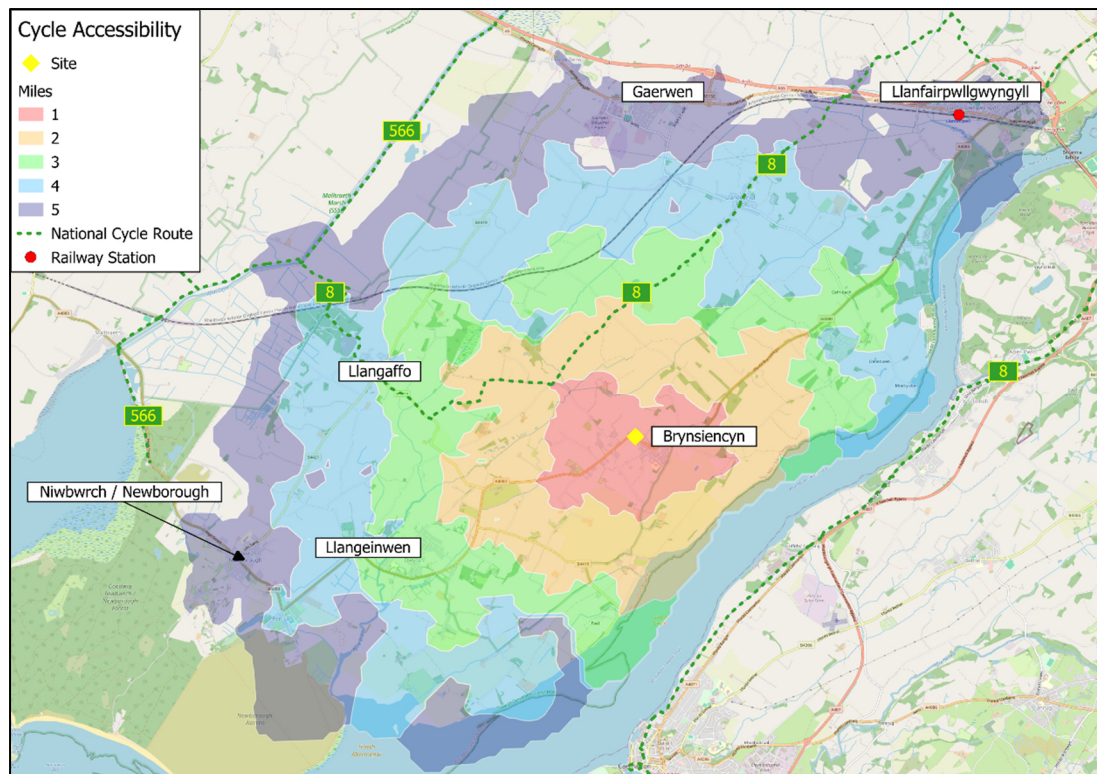


- 4.4 The site is within an acceptable walking distance of Brynsiencyn village and the local facilities the village has to offer including a post office, convenience store, primary school, take-away and public transport opportunities.
- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes and the application site is also located in close proximity to a network of PROWs, as detailed earlier, which prospective residents can use for leisure purposes and dog walking etc.
- 4.6 Overall, the site benefits from relatively good levels of accessibility by foot, with Brynseincyn village only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by Cycle

- 4.7 The Walking and Cycling Strategy for Wales identifies that “*Cycling can offer viable and attractive alternatives*” for short trips and as a substitute for shorted car journeys.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5 mile cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Niwbwrch, Gaerwen, Llangaffo, Llangeinwen and Llanfairpwllgwyngyll, amongst others, are all located within the 5 mile catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Route (NCR) 8 which is located to the north of the site and locally links to Llangaffo, to the north-west, and Llanfairpwllgwyngyll and Bangor to the east. NCR 8 also links with NCR 566 to the west, connecting the site to Niwbwrch to the west and Llangefni to the north.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by Public Transport

Bus

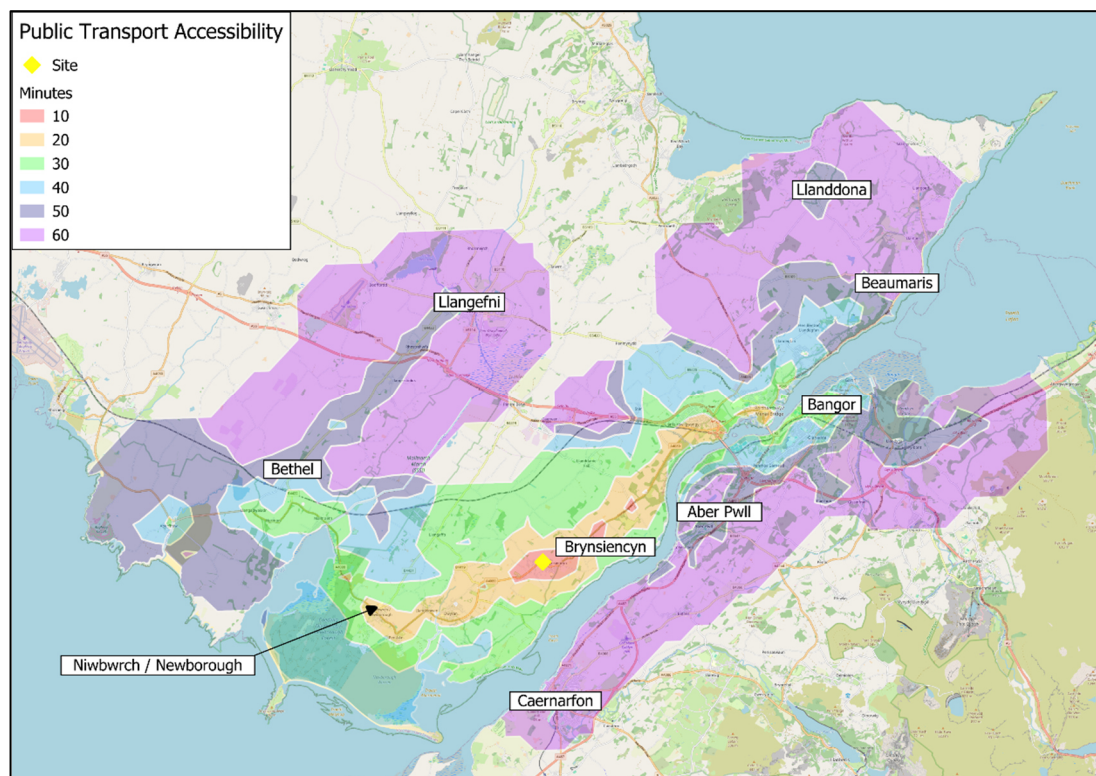
- 4.12 The closest bus stop to the application site is located immediately east of the site access and is served by bus service 42. Bus service 42 offers a service every approximately 80 minutes, Monday to Saturday, to destinations such as Llangefni, Rhostrehwfa, Newborough, Dwyran, Llanfairpwllgwyngyll and Bangor.
- 4.13 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations such as Llanfairpwllgwyngyll and Bangor.

National Rail

- 4.14 In terms of rail services, Llanfairpwllgwyngyll train station is located approximately 4.5 miles north-east of the application site and is therefore within an acceptable cycle distance. Llanfairpwllgwyngyll train station is managed by Transport for Wales and offers regular direct services throughout the week to destinations such as Holyhead, Cardiff Central, Manchester Airport and Birmingham International.
- 4.15 Services to both Holyhead and Manchester Airport run approximately every hour, calling at stations such as Manchester Piccadilly, Warrington bank Quay, Chester, Llandudno Junction and Bangor, as well as a number of other stations.

- 4.16 Services to both Holyhead and Cardiff Central run approximately every hour, calling at stations such as Newport, Shrewsbury, Wrexham General, Rhyl and Bodorgan, as well as a number of other stations.
- 4.17 Services to both Birmingham International run approximately every hour, calling at stations such as Conwy, Rhyl, Flint, Wellington, and Wolverhampton, as well as a number of other stations.
- 4.18 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.19 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Llangefni, Niwbwrch, Caernarfon and Bangor, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.20 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a good standard and there are bus and train services available providing access to a range of local destinations.
- 4.21 These findings demonstrate that prospective residents will not be wholly reliant on the private car.

5 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 As detailed earlier, the proposed development is for 28 residential dwellings, however, the site benefits from extant planning permission for 13 dwellings which represents the fallback position and therefore, a net increase of 15 residential dwellings is proposed.
- 5.2 This chapter presents an estimate the number of trips generated by the proposed net increase in development and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation

- 5.3 In order to estimate the trip generating potential of the proposed net increase in development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Houses privately owned
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings (15 to 100);
 - v) Weekday surveys only; and
 - vi) Only sites in 'Neighbourhood Centre' locations have been selected.
- 5.4 The multi modal TRICS outputs for the development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates Associated with the Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.150	0.294	0.289	0.146
Cycles	0.004	0.016	0.012	0.016
Pedestrians	0.067	0.191	0.074	0.069
Pub. Trans.	0.001	0.022	0.014	0.008

- 5.5 The estimated trip generation associated with the proposed net increase in development is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – (Net Increase of 15 Dwellings)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	4	4	2
Cycles	0	0	0	0
Pedestrians	1	3	1	1
Pub. Trans.	0	0	0	0

- 5.6 As detailed above, it is estimated that the scheme will generate a net increase of 6 two-way vehicle movements in both the AM and PM peak hours. Volumetrically, this equates to around 1 additional vehicle movement every 10 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.7 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development on land located north of the A4080, Brynsiencyn.
- 6.2 The proposed development will provide a total of 28 affordable dwellings, comprising a mix of 1, 2, 3 and 4 bedroom dwellings.
- 6.3 Vehicular access to the site will be provided from an existing access that has already been built, located off the A4080. The access has been designed to typical residential standards and provided adequate levels of visibility, in excess of the requirement set out in TAN18 for the speed of the road. Pedestrian and cycle access will be provided from the same access.
- 6.4 The turning heads within each section of the site have been designed to accommodate the turning movements of a refuse vehicle.
- 6.5 The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.6 It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by foot, bicycle and public transport.
- 6.7 The proposed development would generate between will generate a net increase of 6 two-way vehicle movements in both the AM and PM peak hours., when compared to the approved development on the site. This volume of traffic will not have a material impact on the operation of the local highway network.
- 6.8 It is therefore considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

NOTES

SBD GOLD STANDARD ROBUST TIMBER GARDEN SHED, FROM A SUPPLIER APPROVED BY CLWYDALYN, WITH TONGUE AND GROOVE CLADDING AND TONGUE AND GROOVE ROOF BOARDING TO BE PROVIDED. ALL TIMBER MUST BE PRESERVATIVE TREATED, COLOUR TO CLWYDALYN APPROVAL, COMPLETE WITH MEDIUM DUTY PADLOCK WITH 3 KEYS.

TO PROVIDE REQUIRED BIKE STORAGE.

SIZE TO MEET WELSH GOVERNMENT DQR STANDARD, ANCHOR POST/FRAME FOR SECURING BICYCLES AS WELSH GOVERNMENT SUSTAINABILITY REQUIREMENTS (APPROX. PLAN SIZE 7FT X 3FT)

THE SHED TO BE LAID ON IN-SITU CONCRETE BASE 100MM THICK; SHED BEARERS TO BE BOLT FIXED WITH RESIN ANCHOR BOLTS.

EXTERNAL RAIN WATER COLLECTING BUTTS - 210 LITRE INCLUDING CHILD / WIND RESISTANT LID, TAP FOR WATER DRAW OFF, SUPPORT PLINTH FIXED LEVEL WITH RAIN WATER PIPE.

BINS STORE AREAS - PROVIDE SUFFICIENT AREAS TO STORE 2NO LARGE WHEELIE BINS AND 3NO RECYCLING BOXES.

HEAVY DUTY ROTARY CLOTHES DRYER OF 4 ARM DESIGN AND MINIMUM 120M 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

27no. BAT BOXES INBUILT INTO WALL PLACED AT LEAST 4m ABOVE GROUND & SOUTH, SOUTH EAST & SOUTH WEST FACING AWAY FROM WINDOWS & LIGHTING

25no. BIRD BOXES ON BUILDINGS, TO INCLUDE A MIXTURE OF:

- SPARROW BOX WITH 32mm ENTRANCE
- BOX FOR SMALLER BIRDS (25-28mm)
- STARLING BOX WITH 45mm OPENING

5no. BIRD BOXES WITHIN TREES, TO INCLUDE A MIXTURE OF:

- SPARROW BOX WITH 32mm ENTRANCE
- BOX FOR SMALLER BIRDS (25-28mm)
- STARLING BOX WITH 45mm OPENING

2 SETS OF SWIFT BOXES (ERECTED IN GROUPS OF FOUR); FIXED TO NORTH FACING GABLES 60-100cm's APART

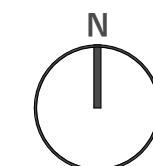
HOUSE TYPES

TYPE	AMOUNT
2P1B FLAT	6
2P1B FLAT	1
4P2B	11
4P2B	2
5P3B	5
7P4B	2
Total 28	

REV.	DESCRIPTION	DATE	BY	CHK.
P1	ISSUED FOR COMMENT	28/03/2024	SD	GI
P2	TREE CONSTRAINTS ADDED	05/04/2024	SD	GI
P3	RAINGARDENS & PUBLIC FOOTPATH ADDED	12/04/2024	SD	GI
P4	PAC ISSUE	26/04/2024	SD	DP
P5	UPDATED LEVELS	14/05/2024	TJ	SD
P6	UPDATED FOLLOWING COMMENTS	19/06/2024	SD	GI
P7	PLANTING UPDATED	26/06/2024	SD	GI
P8	PLANTING UPDATED	27/06/2024	SD	GI
P9	MINOR UPDATES	29/08/2024	AG	SD
P10	UPDATED TO SUIT LANDSCAPE DRAWING	30/08/2024	SD	DP
P11	EASTERN WILDLIFE CORRIDOR INCREASED BY 1M	01/10/2024	SD	DP
P12	REDUCED TO 28 UNITS	07/11/2024	MJ	GI
P13	KEY UPDATED	11/11/2024	SD	GI
P14	KEY UPDATED	12/11/2024	SD	GI
P15	UPDATED LAYOUT	21/11/2024	MJ	SD

EXISTING TREE / PLANTING AND ROOT PROTECTION AREA

EXISTING TREE / PLANTING TO BE REMOVED



0 2.5 5 7.5 10 12.5 15m
1:250 @ A1

sa saer architects

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PROJECT:
MAES MERDDYN,
BRYNSIENCYN

CLIENT:
CLWYDALYN / WILLIAMS
HOMES

DRAWING TITLE:
PROPOSED SITE LAYOUT

DRAWING STATUS:
PLANNING

STATUS:
S3

DRAWING No:
MMB-SAL-01-ZZ-DR-A-0004

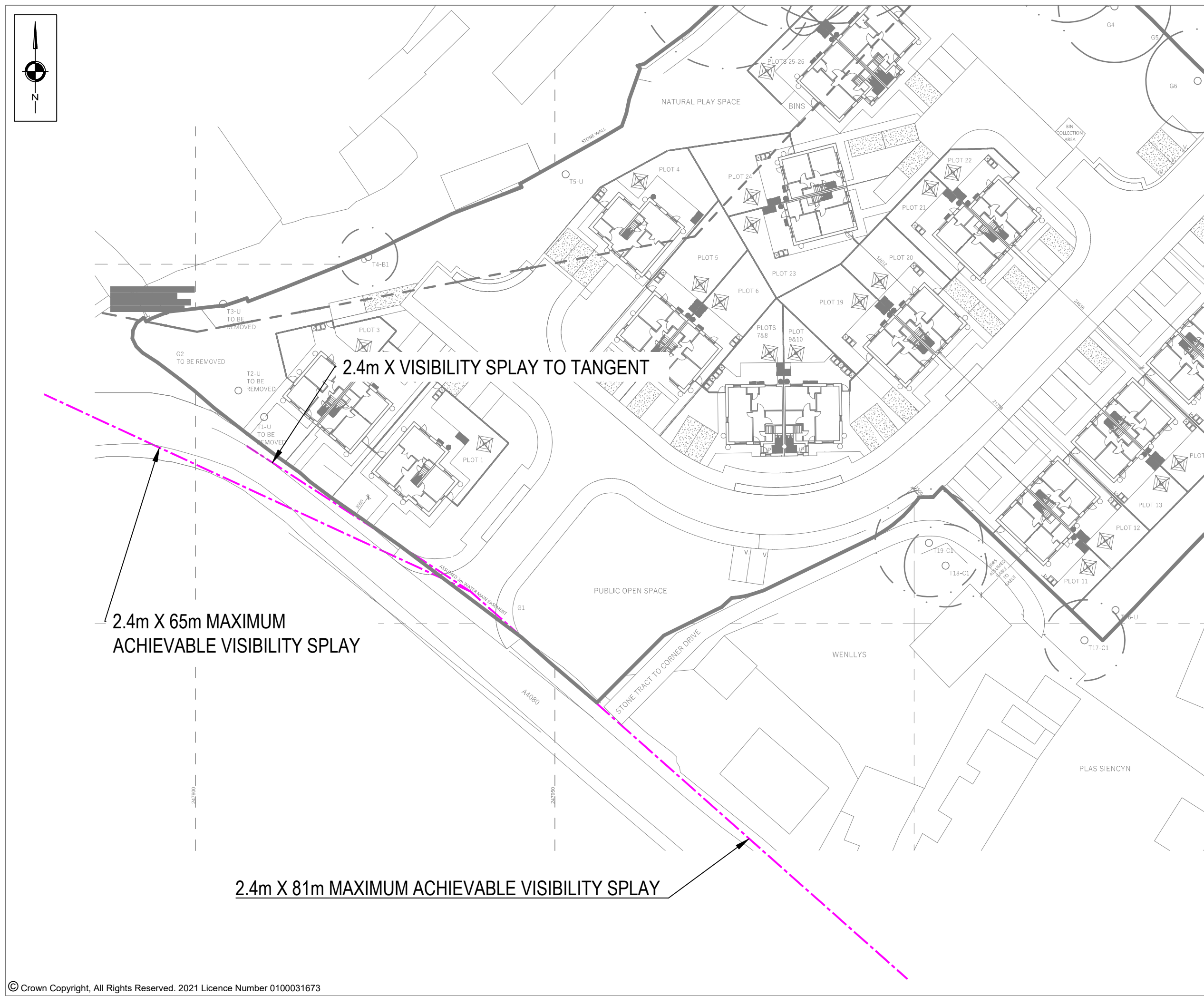
PROJECT No:
P1152

SCALE:
As indicated@A1

REVISION:
P15

S|C|P

APPENDIX B

[illegible]

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE LAYOUT AND SWEPT PATHS	03.04.24	OP
B	-UPDATED SITE LAYOUT	15.04.24	OP
C	-UPDATED SITE LAYOUT	25.06.24	OP
D	-UPDATED SITE LAYOUT	20.11.24	OP

Client Name:

WILLIAMS HOMES (BALA) LTD

Drawing Title:

VISIBILITY SPLAY

Drawn By:	OP	Date:	19.03.2024
Checked:	PT	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/240124/D01	D

S|C|P

APPENDIX C



NOTES

Large Refuse Vehicle (4 axle)
Overall Length11.347m
Overall Width2.500m
Overall Body Height3.751m
Min Body Ground Clearance0.304m
Track Width2.500m
Lock to lock time6.00s
Wall to Wall Turning Radius11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE LAYOUT AND SWEEP PATHS	03.04.24	OP
B	-UPDATED SITE LAYOUT	15.04.24	OP
C	-UPDATED SITE LAYOUT	25.06.24	OP
D	-UPDATED SITE LAYOUT	20.11.24	OP

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

WILLIAMS HOMES (BALA) LTD

Project Title:

MERDDYN GWYN,
BRYNSIENCYN

Drawing Title:
SWEPT PATH ANALYSIS -
REFUSE VEHICLE

Drawn By:	OP	Date:	19.03.2024
Checked:	PT	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/240124/ATR01	D

S|C|P

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days

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

SCP York Street Manchester

Licence No: 726001

Primary 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: No of Dwellings
Actual Range: 20 to 99 (units:)
Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling 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: 01/01/00 to 15/05/23

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	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	14 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:

Neighbourhood Centre (PPS6 Local Centre)	14
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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	2
Village	12

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:Use Class:

C3	14 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 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	2 days
1.1 to 1.5	10 days
1.6 to 2.0	2 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	6 days
No	8 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	14 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
2	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
3	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
4	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
5	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE		
	DRONFIELD		
	HOLMESDALE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
6	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
7	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
8	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD		
	ASH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
10	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
11	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
12	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
13	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
14	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	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.

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.76

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	14	54	0.075	14	54	0.274	14	54	0.349
08:00 - 09:00	14	54	0.150	14	54	0.294	14	54	0.444
09:00 - 10:00	14	54	0.141	14	54	0.186	14	54	0.327
10:00 - 11:00	14	54	0.137	14	54	0.170	14	54	0.307
11:00 - 12:00	14	54	0.134	14	54	0.150	14	54	0.284
12:00 - 13:00	14	54	0.149	14	54	0.166	14	54	0.315
13:00 - 14:00	14	54	0.162	14	54	0.152	14	54	0.314
14:00 - 15:00	14	54	0.153	14	54	0.169	14	54	0.322
15:00 - 16:00	14	54	0.228	14	54	0.162	14	54	0.390
16:00 - 17:00	14	54	0.258	14	54	0.166	14	54	0.424
17:00 - 18:00	14	54	0.289	14	54	0.146	14	54	0.435
18:00 - 19:00	14	54	0.252	14	54	0.126	14	54	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.128			2.161			4.289

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:	20 - 99 (units:)
Survey date date range:	01/01/00 - 15/05/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

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

MULTI-MODAL CYCLISTS**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	14	54	0.003	14	54	0.009	14	54	0.012
08:00 - 09:00	14	54	0.004	14	54	0.016	14	54	0.020
09:00 - 10:00	14	54	0.001	14	54	0.007	14	54	0.008
10:00 - 11:00	14	54	0.007	14	54	0.001	14	54	0.008
11:00 - 12:00	14	54	0.003	14	54	0.008	14	54	0.011
12:00 - 13:00	14	54	0.005	14	54	0.000	14	54	0.005
13:00 - 14:00	14	54	0.001	14	54	0.003	14	54	0.004
14:00 - 15:00	14	54	0.008	14	54	0.003	14	54	0.011
15:00 - 16:00	14	54	0.007	14	54	0.004	14	54	0.011
16:00 - 17:00	14	54	0.012	14	54	0.005	14	54	0.017
17:00 - 18:00	14	54	0.012	14	54	0.016	14	54	0.028
18:00 - 19:00	14	54	0.008	14	54	0.003	14	54	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.075			0.146

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

MULTI-MODAL PEDESTRIANS**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	14	54	0.032	14	54	0.046	14	54	0.078
08:00 - 09:00	14	54	0.067	14	54	0.191	14	54	0.258
09:00 - 10:00	14	54	0.065	14	54	0.053	14	54	0.118
10:00 - 11:00	14	54	0.037	14	54	0.038	14	54	0.075
11:00 - 12:00	14	54	0.025	14	54	0.041	14	54	0.066
12:00 - 13:00	14	54	0.055	14	54	0.051	14	54	0.106
13:00 - 14:00	14	54	0.034	14	54	0.040	14	54	0.074
14:00 - 15:00	14	54	0.047	14	54	0.038	14	54	0.085
15:00 - 16:00	14	54	0.170	14	54	0.121	14	54	0.291
16:00 - 17:00	14	54	0.076	14	54	0.041	14	54	0.117
17:00 - 18:00	14	54	0.074	14	54	0.069	14	54	0.143
18:00 - 19:00	14	54	0.071	14	54	0.059	14	54	0.130
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.788			1.541

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

MULTI-MODAL PUBLIC TRANSPORT USERS**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	14	54	0.000	14	54	0.026	14	54	0.026
08:00 - 09:00	14	54	0.001	14	54	0.022	14	54	0.023
09:00 - 10:00	14	54	0.000	14	54	0.014	14	54	0.014
10:00 - 11:00	14	54	0.005	14	54	0.005	14	54	0.010
11:00 - 12:00	14	54	0.001	14	54	0.005	14	54	0.006
12:00 - 13:00	14	54	0.004	14	54	0.004	14	54	0.008
13:00 - 14:00	14	54	0.004	14	54	0.000	14	54	0.004
14:00 - 15:00	14	54	0.004	14	54	0.003	14	54	0.007
15:00 - 16:00	14	54	0.029	14	54	0.007	14	54	0.036
16:00 - 17:00	14	54	0.018	14	54	0.003	14	54	0.021
17:00 - 18:00	14	54	0.014	14	54	0.008	14	54	0.022
18:00 - 19:00	14	54	0.018	14	54	0.000	14	54	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.097			0.195

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.