



TRANSPORT STATEMENT

**MAES MONA,
AMLWCH.**

**November 2024
Suitability S2
Revision P01**

Prepared on Behalf of:
Isle of Anglesey County Council

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1.0 PREFACE

1.1 Introduction

1.1.1 This Transport Statement has been prepared to address potential highway and transportation issues associated with the proposal by Isle of Anglesey County Council to construct 35 dwellings with associated parking at Maes Mona, Amlwch. The development is split into two phases, phase 1 and phase 2. This Statement will accompany the planning application for the proposed development.

1.2 Objective

1.2.1 The primary objective of this Transport Statement is to assess and provide recommendations for mitigating the potential impacts of the proposed development on the local transportation network, road safety, and overall traffic flow in the vicinity of Maes Mona. This statement will serve as a critical document accompanying the planning application, offering a comprehensive analysis of the transportation implications of the project, and outlining the measures that will be taken to ensure that the development is integrated harmoniously into the existing transportation infrastructure. The ultimate aim is to facilitate a sustainable and well-connected development that benefits both the future residents and the wider community.

1.1.2 Cadarn Consulting Engineers Ltd reserve the right to re-assess the transport implications associated with this proposed development, if works on site have not commenced within twelve months of the approval of the development's planning application.

2.0 WELSH GOVERNMENT TECHNICAL ADVICE NOTE (TAN) 18

2.1 TAN 18 Requirements

- 2.1.1 In accordance with the Welsh Government's Technical Advice Note (TAN) 18: Transport (2007), specific thresholds are established in Annex D4 to determine when a Transport Assessment is deemed necessary for a development. In this context, the development in question does not meet the threshold of more than 100 dwellings. It's important to emphasise that the anticipated daily and hourly traffic levels from this development are not expected to significantly impact the nearby highway network. As a result, there may be no strict requirement for a Transport Statement to be included with the planning application, as is typically required for traditional Transport Assessments.
- 2.1.2 However, the preparation of this Transport Statement is motivated by a commitment to provide valuable insights into the accessibility options available to the future residents of the proposed development. This statement will focus on how various transport modes can be utilised to connect residents to nearby facilities and amenities. It will also elaborate on how the development will complement the existing transport arrangements and harmonise with the local highway network, enhancing the overall quality of life for residents and minimising any potential transportation-related concerns.
- 2.1.3 In essence, while not compelled by statutory thresholds, this Transport Statement is an important proactive step towards ensuring the seamless integration of the development within the existing transportation fabric and enhancing the overall quality of life for future residents.

3.0 APPLICATION SITE & LOCAL TRANSPORT NETWORK

2.2 Existing Site

3.1.1 The proposed development will be located on a greenfield site located on Maes Mona, Amlwch (National Grid Reference **SH 43767 92952**) Location of the site is shown within **APPENDIX A**.

3.1.2 To the north and south boundaries of the site, the development is adjoined by existing residential properties. To the west, the site adjoins agricultural land, while a woodland area is situated to the east.

2.3 Proposed Development

2.3.1 The proposed development involves the construction of 40 No. dwellings on a greenfield site. To accommodate the needs of the future residents and visitors, the development will provide a total of 85 parking spaces. Detailed plans can be found in **APPENDIX B**.

2.3.2 Vehicular access to the site will be facilitated via Maes Mona. Additionally, to enhance pedestrian accessibility and safety, there will be two pedestrian access points from Maes Mona at the southern boundary and one access from Bull Bay Road, north of the development site. These access points are strategically located to ensure efficient movement within and around the site and to promote alternative modes of transportation, such as walking, in alignment with sustainable urban development principles.

2.4 Local transport network

2.4.1 To provide context and pertinent information, we offer a description of the local highway network, outlining its current configuration and key features.

2.4.2 **Site Access:** The primary access point to the site is situated on the southern side of the development, directly from Maes Mona.

2.4.3 **Shared-use paths:** There is no cycle route within Amlwch. However, Lôn Las Copr, which is not part of the National Cycle Route is located 140m south from the development site.

2.4.4 **Public Transportation:** Within proximity to the development, approximately 140m east, a bus stop serves Route 31, 60 and 31. Furthermore, about 600m north westerly from the bust stop, along Bull Bay Road, another bus stop is located which serves the No. 62 bus contributing to the comprehensive public transportation network available in the area.

2.4.5 **Rail Access:** The nearest railway station is at Holyhead, 34km away from the development site, which provides access to the national rail network.

3.0 INTEGRATION OF PROPOSED DEVELOPMENT WITH LOCAL TRANSPORT NETWORK

3.1 Delivery of objectives

3.1.3 To align with the objectives of the Welsh Government's TAN 18, all developments must prioritise accessibility via public transport, walking, and cycling, among other factors.

3.1.4 This section will assess the extent to which the development aligns with the objectives. It will also outline how the layout of the proposed development will address safety concerns for users regarding potential transport risks.

3.2 Walking

3.2.1 The existing footpath network encompassing the development site exhibits a typical width of 1.5m. These footpaths provide direct connections to Parys Road, which leads to Amlwch Port, and to the B5111 Road, offering access to Parys Mountain. Additionally, they seamlessly integrate with the coastal path, forming part of a broader, interconnected network that extends throughout Amlwch and the surrounding areas. Notably, these pathways are in good condition, and no further improvements are considered necessary.

3.3 Cycling

3.1.5 A review of the local transport network within Amlwch reveals the absence of a dedicated cycle network within the village itself. However, it is noteworthy that the Lôn Las Copr cycling route is located less than 230m east along Ffordd Porth Llechog / Bull bay Road. While this route is not part of the national cycle network, it links to the northern end of route 566, which starts at Malltraeth, travelling inland along the marsh towards Llangefni, before joining National Route 5 at Llanerchymedd, thus providing a valuable local cycling option for residents.

3.1.6 The proposed development will incorporate provisions to encourage cycling, including secure cycle storage facilities. These initiatives align with broader objectives to reduce reliance on cars and promote healthier, more sustainable lifestyles among residents.

3.4 Public Transport

- 3.4.1 As described in **2.4.4**, the proposed development has excellent access to public transportation. Two bus stops, located within 700m from the site, are easily reachable on foot with footpath and crossing provisions along these routes.
- 3.4.2 Notably, the bus stops on Bull Bay Road and Parys Road are strategically positioned on both sides of the highway, ensuring accessibility from both directions.
- 3.4.3 As a result, it is highly anticipated that the residents of the proposed development will be encouraged to make effective use of the local public transport services when traveling to nearby built-up areas and communities, promoting sustainability and accessibility.

3.5 Personnel Safety (Highway Design/Improvements)

- 3.1.7 Regarding personnel safety in the context of highway design and improvements, it's noted that the site access, adheres to the Design Manual for Roads & Bridges standards and has been validated through a swept path analysis (detailed in **APPENDIX C**) to accommodate anticipated vehicle movements. To ensure safe access and exit from the development, the installation of double yellow lines is deemed crucial.

4.0 DISCUSSION

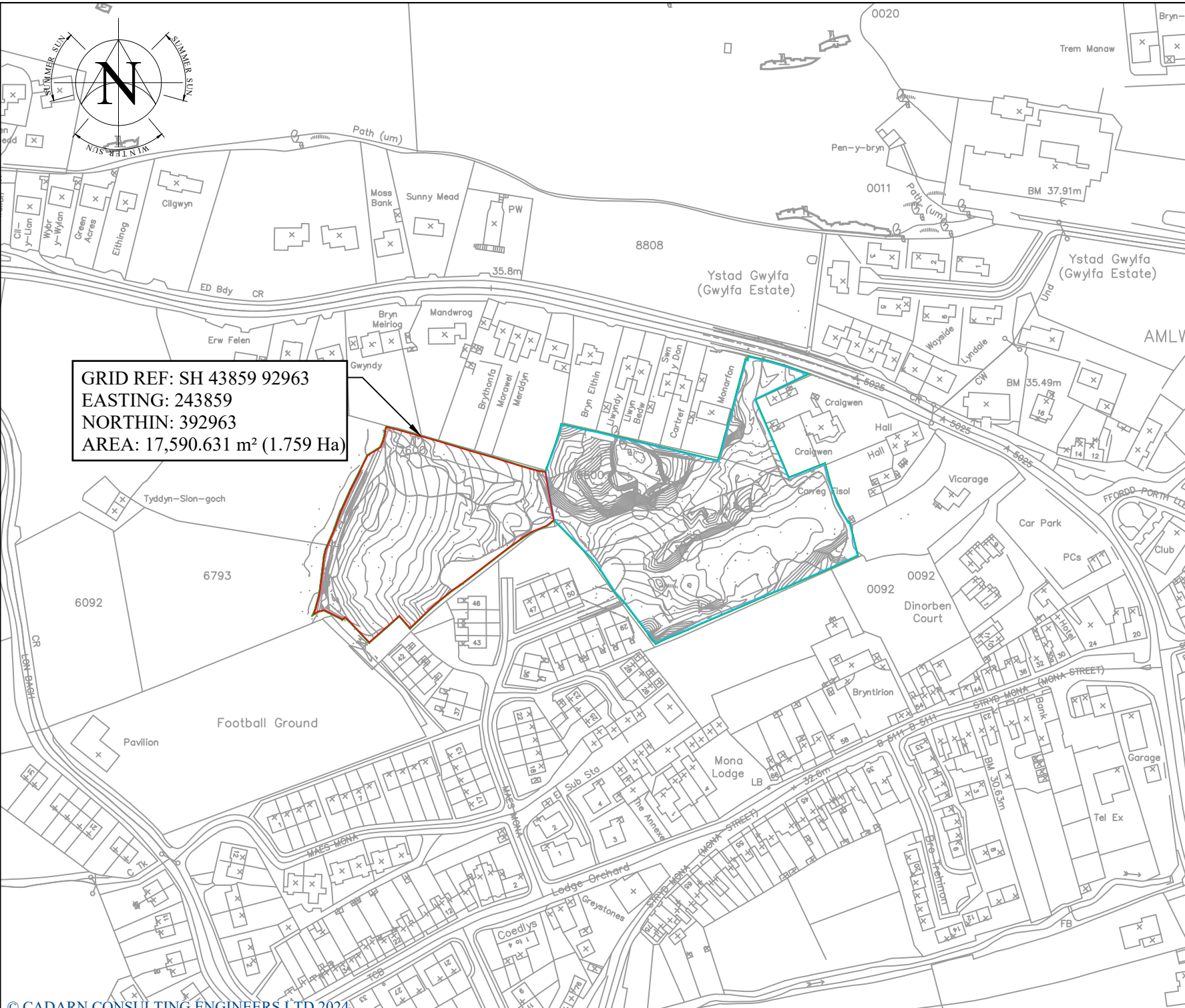
4.1 Conclusion

- 4.1.1 This Statement has been prepared to address potential Highway and transportation issues associated with development on the greenfield site of Maes Mona.
- 4.1.2 The proposed development involves the construction of 40No. (Forty) dwellings with associated residential parking, together with pedestrian and vehicular access.
- 4.1.3 The location of the site makes it accessible by a range of travel modes and promotes sustainable modes of travelling. It is within walking distance to public transport services
- 4.1.4 The Highway design for the site has also considered the health and safety implications associated with the proposed development. The existing site access provides suitable vehicular visibility for the development, and sufficient parking spaces are also provided on site to eliminate the need for any off-site parking.
- 4.1.5 It is therefore concluded that, subject to providing the Highway and transport features detailed in this statement, there are no reasons relating to the Highway design why the proposed development should not be granted planning consent.

APPENDICIES

APPENDIX A -

Location Plan



GRID REF: SH 43859 92963
EASTING: 243859
NORTHIN: 392963
AREA: 17,590.631 m² (1.759 Ha)

- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL LEVELS IN METRES UNLESS NOTED OTHERWISE ON DRAWING.
 - ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE PRIOR TO UNDERTAKING ANY WORKS, ORDERING MATERIALS OR FABRICATING ANY COMPONENTS
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- KEY**
- █ DENOTES PROPOSED SITE BOUNDARY.
 - █ DENOTES PROPOSED PHASE 1 BOUNDARY.
 - █ DENOTES PROPOSED PHASE 2 BOUNDARY.

NOT FOR
 CONSTRUCTION

S2	P02	27.03.24	UPDATED BOUNDARY			
S2	P01	24.11.22	FIRST ISSUE			

PROJECT TITLE:
RESIDENTIAL DEVELOPMENT AT MAES MONA, AMLWCH

DRAWING TITLE:
SITE LOCATION PLAN

DRAWING No:
08722-CCE-01-XX-DR-C-0001

ORIGINATOR:	DATE:	SCALE @ A4:	SUITABILITY:	REVISION:
M.Jones	24.11.2022	1:2500	S2	P02

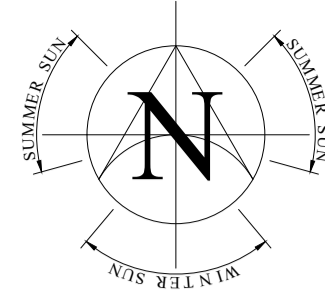
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APPENDIX B -

General Arrangement



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NOTES

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KEY

 DENOTES EXTENT OF PROPOSED SITE BOUNDARY

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S2	REV	DATE	DESCRIPTION	Eng	CHK	Appr	Auth
S2	PSI	14.08.24	FIRST ISSUE				

PROJECT TITLE:
RESIDENTIAL DEVELOPMENT AT MAES MONA, AMLWCH

DRAWING TITLE:
PROPOSED SITE LAYOUT

DRAWING No:
08722-CCE-01-XX-DR-C-0013

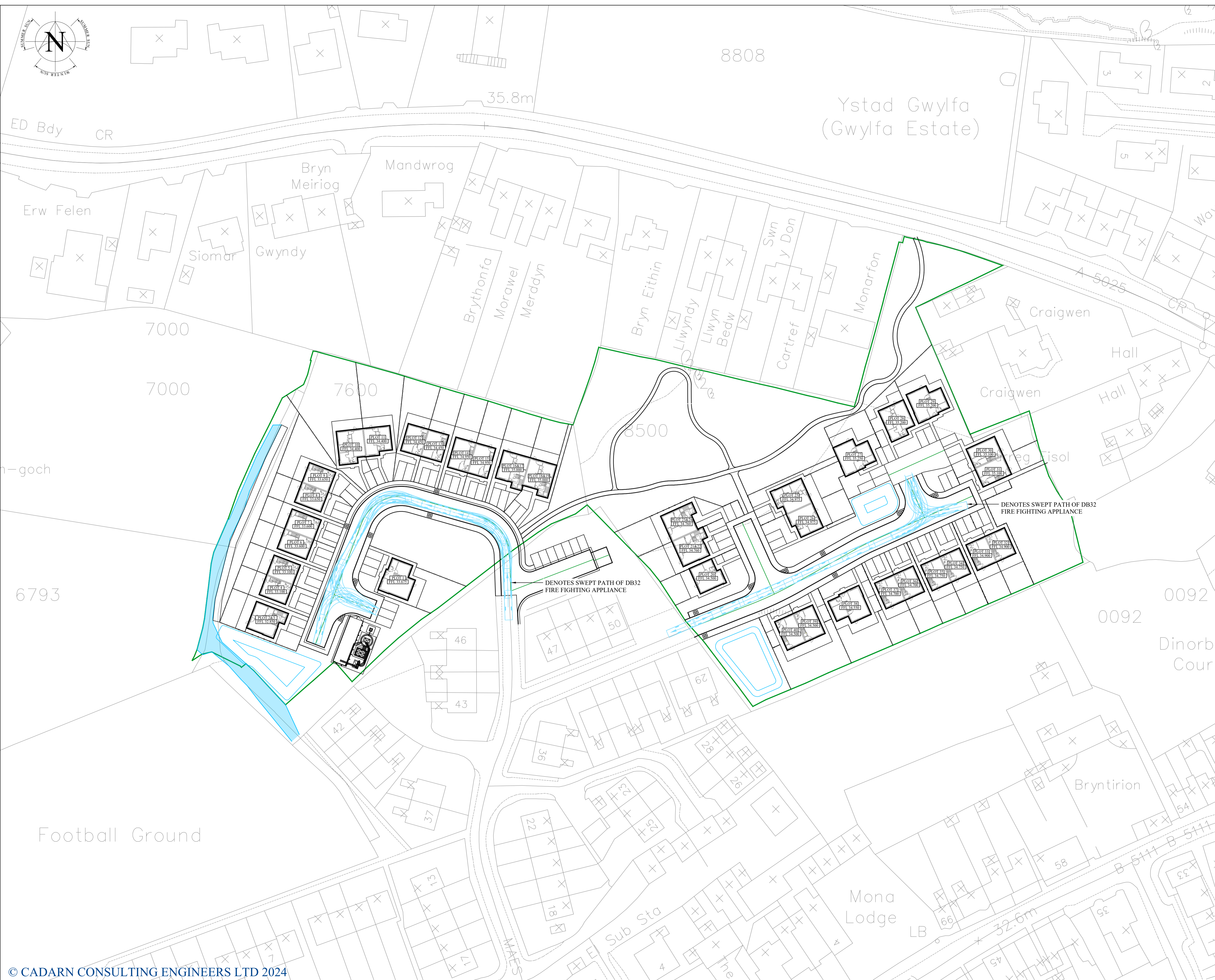
ORIGINATOR:	DATE:	SCALE @ A1:	SUITABILITY:	REVISION:
M.Jones	14.08.2024	1:200	S2	P02



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APPENDIX C -

Swept Path Analysis



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KEY

DENOTES EXTENT OF PROPOSED SITE BOUNDARY

DENOTES SWEEP PATH OF DB32 FIRE FIGHTING APPLIANCE

DB32 Fire Appliance
 Overall Length: 8.680m
 Overall Width: 2.280m
 Overall Body Height: 3.450m
 Min Body Ground Clearance: 0.337m
 Max Track Width: 2.241m
 Lock to lock time: 6.00s
 Kerb to Kerb Turning Radius: 7.510m

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NO	REV	DATE	DESCRIPTION	Eng	CHK	Appr	Auth
S2	01	25.11.24	FIRST ISSUE				

PROJECT TITLE: **RESIDENTIAL DEVELOPMENT AT MAES MONA, AMLWCH**

DRAWING TITLE: **SWEEP PATH ANALYSIS**

DRAWING No: **08722-CCE-XX-XX-DR-C-0001**

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