

**LAND AT TAN Y GRAIG FARM, PENTRAETH –
PROPOSED RESIDENTIAL DEVELOPMENT**

TRANSPORT STATEMENT



LAND AT TAN Y GRAIG FARM, PENTRAETH – PROPOSED RESIDENTIAL DEVELOPMENT

TRANSPORT STATEMENT

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LAND AT TAN Y GRAIG FARM, PENTRAETH – PROPOSED RESIDENTIAL DEVELOPMENT

TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement has been prepared on behalf of the Applicant to accompany the planning application for the creation of residential development on land at Tan y Graig Farm, Pentraeth, Anglesey.

1.2 In preparing this Transport Statement the following has been undertaken :-

- an inspection of the existing site, the highway layout and the adjacent local highway network.
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the proposed new residential scheme and plans; and
- an assessment of the traffic and highway impact of the proposed residential development.

1.3 The analysis undertaken for the preparation for this Transport Statement demonstrates that the B5109 has an excellent road safety record. The proposed highway layout onto the B5109 will provide a safe and acceptable means of access for the proposed residential development.

2.0 Site Location and Existing Use

2.1 The development site is located on land situated to the north of the B5109 and to the east of the Anglesey County Cottages development. Figure 1 shows the location of the development site in relation to the surrounding road network.

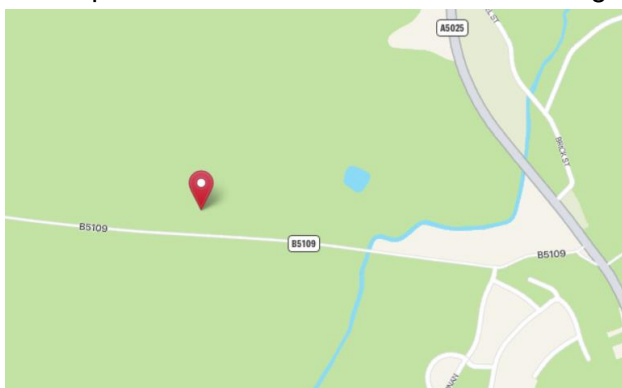


Figure 1 - Location of the Site

2.2 The site has obtained planning approval for the construction of 15 holiday accommodation units. The approval contained the formation of a new access onto the B5109 and the creation of an internal road to serve the holiday accommodation. A site layout plan is contained in **Appendix A**.

3.0 Existing Highway Conditions

3.1 Road Layout and Hierarchy

3.2 The proposed residential development is located on the land located on the northerly side of the B5109 in Pentraeth. Along the front of the site the B5109 has a single lane in each direction and the road it is subject to speed limit of 60 miles an hour but changes to 30 miles an hour at the easterly edge of the site. The road has a solid edge of carriageway marking on both sides of the road and also has a double white lining system to advise motorists that there is no overtaking permitted. The markings do change to an intermittent line on the side closest to the site frontage i.e. south west bound.

3.3 Beyond the easterly site boundary the road reduced to a speed limit of 30 miles an hour and there is a centre line road marking and solid edge of carriageway markings on either side of the road.

3.4 There is a footway on the southerly side of the road that commences at Hendry Hywell and provides a connection from that road towards the village of Pentraeth. At the bridge, there is a footway on the northerly side of the road.

3.5 The B5109 connects into the A5025 Pentraeth Road at a priority with the B5109 giving way to the A5025. There is a single traffic lane in each direction along the A5025. A controlled pedestrian crossing facility is located on the A5025 just to the south of the junction with the B5109. To the west of the site, the B5109 runs in a westerly and southerly direction to provide a connection to Llangefni.

3.6 Road Safety Analysis

3.7 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record of the B5109 in the vicinity of the proposed residential development. The output from the accident interrogation is shown in the Figure below.

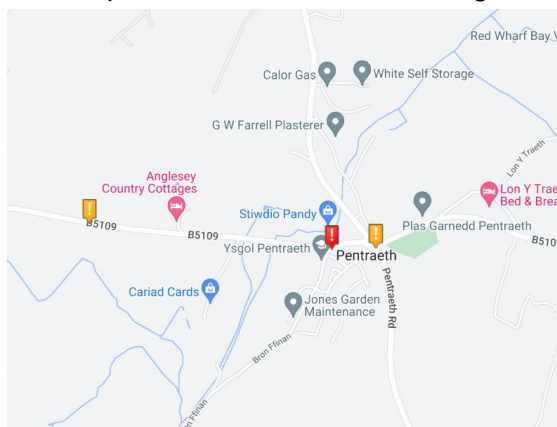


Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.8 There have been no injury accidents along the road fronting the site during the five-year period of the accident analysis.

3.9 There have been injury accidents located away from the site and these are described in the Table below.

Table 1 - Injury Accidents Recorded Along B5109

Road Traffic Accidents on B5109				
Date of Incident	Incident Severity	Vehicles Involved	Casualties Involved	Location
22/05/2021	Slight	2	1	To the east of the site, near the junction with A5025
27/7/2019	Slight	1	3	To the west of the site,
31/05/2019	Serious	2	1	To the east of the site near bend at Ffordd Talwrn

3.10 Whilst it is always regrettable when there are any injury accidents in the road network, the road safety record overall for the location should not represent a material concern in the context of the proposed residential development scheme.

3.11 Public Transport

3.12 There are bus stops on either side of the A5025 close to the junction with the B5109 to the east of the site. The bus stops are approximately 550 metres away from the site, a walk of around 7 minutes and are comfortably within the 800-metre 'acceptable' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.13 The table below shows a summary of bus services accessible from the bus stops mentioned and demonstrates a number of destinations can be reached throughout the weekday and a frequent service runs at weekends and bank holidays from the site to Bangor, Benllech and Amlwch.

Table 2 - Bus Services

Number of Buses per day					
Service	Route	Monday-Friday	Saturday	Sunday	Bank Holiday
50	Llangefni-Beaumaris	3			
50	Beaumaris-Llangefni	3			
55	Llangefni circular via Pentraeth	3			
63	Bangor- Llanerchymedd	3	2		
63	Llanerchymedd-Bangor	3	2		
62 (A) (CS)	Bangor – Benllech/Amlwch	17	16	7	7
62 (A) (CS)	Amlwch/Benllech-Bangor	17	16	7	7

3.14 Rail Access

3.15 The nearest rail station is located in Llanfairpwll and is situated approximately 7 km to the south of the site, a cycle journey of around 9.3km and taking around 33 minutes or a car / taxi journey of around 10 km taking around 13 minutes. The station can also be

accessed by two bus journeys taking around 1 hour in total. The rail station provides frequent services during the morning, afternoon and evenings both during the week and at weekends to destinations including the cities of Birmingham and Cardiff and many towns on Anglesey and in Wales and England.

3.16 Cycle Access

3.17 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Site (www.app.traveltimeplatform.com)

3.18 A map of the local routes is shown in the Figure 4 below.

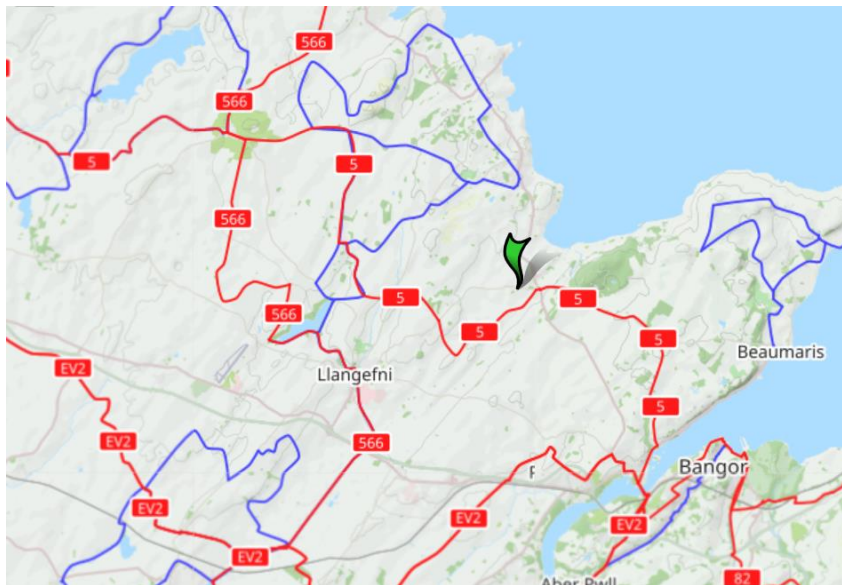


Figure 4 - Cycle Map of Routes (source : www.cyclestreets.net)

3.19 Walking Access

3.20 The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.21 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.

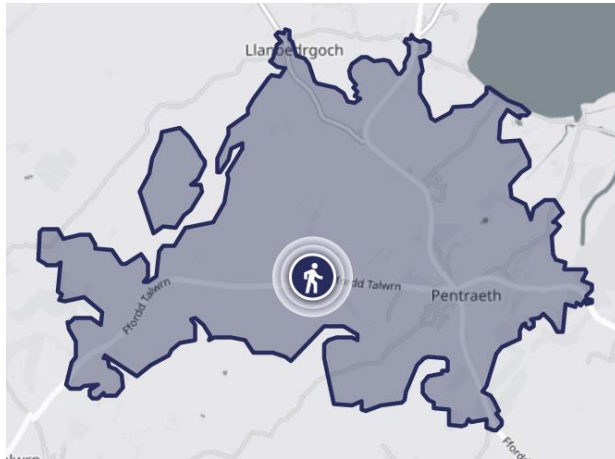


Figure 5 - Walking Access to the Site (www.app.traveltimeplatform.com)

3.22 There is a footway on the southerly side of the B5109 that commences at Hendry Hywell and provides a connection from that road towards the village of Pentraeth. At the bridge, there is a footway on the northerly side of the road. A controlled pedestrian crossing facility is located on the A5025 just to the south of the junction with the B5109.

3.23 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus access is located on A5025 close to the junction with the B5109 to the east of the site and situated approximately 550m away. This is considered to be a reasonable walking distance of around 7 minutes to access bus services.

3.24 The DFT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.

3.25 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 3.

Table 3 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

3.26 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips,

particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.’

3.27 The Table below summarises this guidance.

Table 4 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

3.28 A Report by WYG ‘ Accessibility – How Far Do People Walk and Cycle’ indicated the following 85th percentile walking distances in the Table below.

Table 5 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

3.29 In the list of services and facilities shown below and their respective distance from the development, then it is evident that all of those services and facilities are within the preferred maximum 1950m or 2000m which has been demonstrated to be a reasonable length of a walking journey.

3.30 Access to Services

3.31 Approximate walking distance to services and facilities from the site are shown in the Table below. Figure 6 shows the location of local services and facilities to the proposed residential development.

Table 6 - Local Services and Facilities

Service/Facility	Approximate walking distance in metres	Approximate walking time in minutes
Village Hall	450	5
Bakery	600	8
School	800	11
Public House	600, 1400	8, 19
Take Away	550	7
Hairdressers	550	7
Petrol Station including:-Post Office, Convenience Store and Take Away	650	9

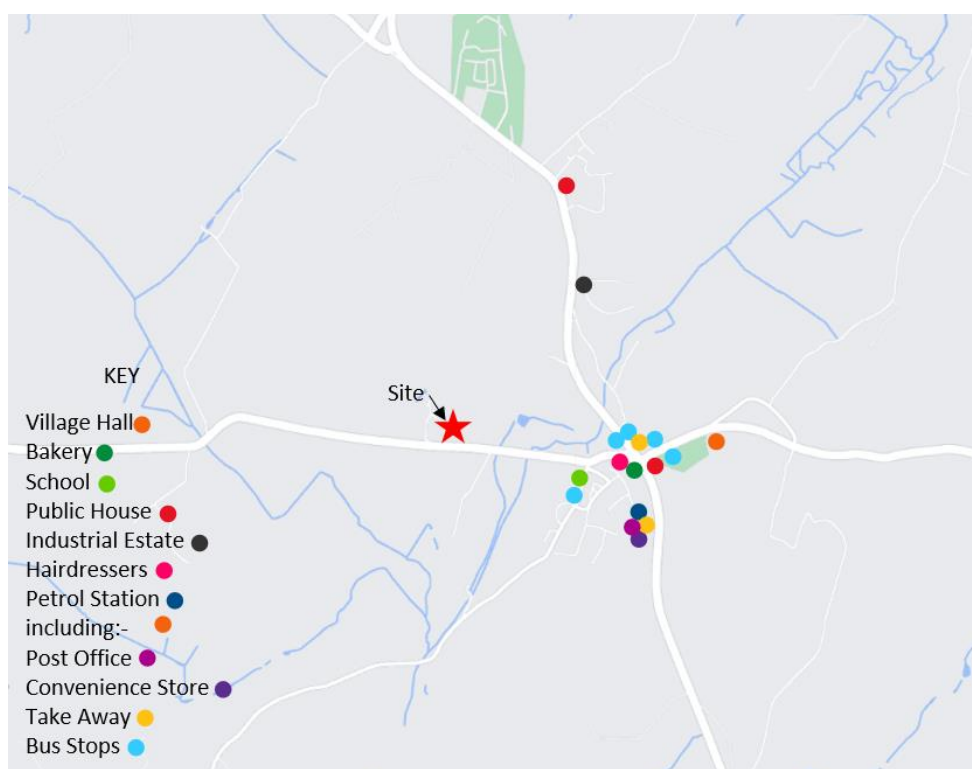


Figure 6 - Location of Local Facilities and Services

3.32 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the accessibility of the site by sustainable transport methods is excellent.

3.33 Public Rights of Way

3.34 Anglesey County Council's mapping system has been interrogated to assess whether there are any Public Rights of Way located in the vicinity of the proposed development. The Rights of Way are shown in Figure 7 below.

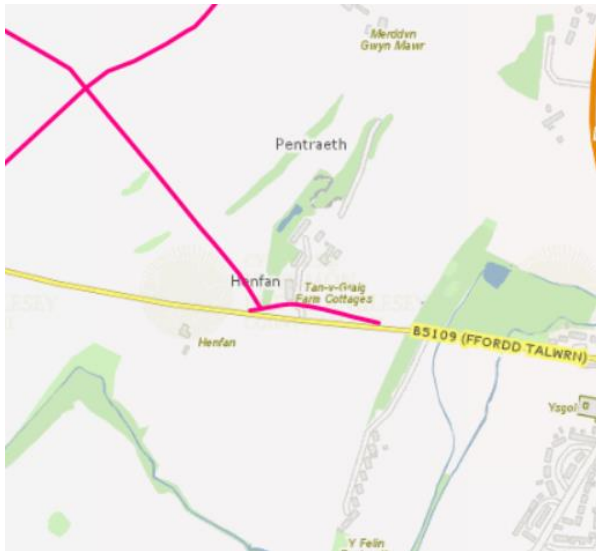


Figure 7 - Map for Public Rights of Way (Source : maps.anglesey.gov.uk)

4.0 Transport Policy Context

4.1 National Policy

4.2 Planning Policy Wales (2018)

Active and Social Places – Moving within and Between Places - Transport

4.3 The Planning Policy Wales in 4.1 Transport indicates :-

‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:-

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’*

Productive and Enterprising Places

4.4 The Planning Policy Wales in 5.3 Transport Infrastructure indicates :-

4.5 *‘The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle climate change, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.’*

4.6 Technical Advisory Note 18 : Transport

- 4.7 Tan 18 in 2.3 indicates :-
‘Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government’s Environment Strategy . Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:
- *promoting resource and travel efficient settlement patterns;*
 - *ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
 - *managing parking provision;*
 - *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing; encouraging the location of development near other related uses to encourage multi-purpose trips;*
 - *promoting cycling and walking;*
 - *supporting the provision of high quality, inclusive public transport;*
 - *supporting provision of a reliable and efficient freight network;*
 - *promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;*
 - *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and*
 - *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.’*

- 4.8 TAN 18 in 4.13 indicates :
‘Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with ‘over-spill’ parking.’

4.9 [Parking Standards Supplementary Planning Guidance](#)

- 4.10 The SPG on Parking Standards was created so that all interested parties in development would understand that car parking and cycle parking form an integral part for new development.

5.0 Proposed Development

5.1 [Proposed Development](#)

- 5.2 The proposed development is for the creation of 25 residential dwellings comprised as follows :

[Table 7 - Proposed Development](#)

Dwelling Type	No
2 Bed	10
3 Bed	12
4 Bed	3
Total	25

5.3 The proposed scheme will provide 25 local market houses.

5.4 Proposed Site Access

5.5 The development is proposed to be served by a highway access onto the B5109. A previous application for holiday accommodation approved the creation of a new access onto the B5109. The proposed residential development will be served by an access located in a similar location. The access proposes to create a footway along each side of the access road. A proposed footway along the front of the site will link towards the existing residential dwellings located to the west of the site and then continue to the easterly boundary of the site. This route will provide a connection between the existing footways adjacent to the site and will improve the walking facilities in the area.

5.6 The proposed site plan for the development scheme is located in **Appendix B**.

5.7 Car Parking

5.8 Anglesey County Council's Supplementary Planning Guide on parking (2008) provides the parking numbers for various types of development. Maximum standards apply to car parking and the following is required for residential development :

- 2 bedrooms – 1.5 spaces plus 0.5 communal space or 2 spaces; and
- 3 and 4 bedrooms – 3 car spaces per unit.

5.9 All of the 2 bedroom dwellings will provide 2 off-street car parking spaces. The 3 and 4 bedroom dwellings will provide a minimum of 2 off-street car parking spaces.

5.10 Cycle Parking

5.11 The scheme proposes cycle parking for each of the dwellings.

5.12 Pedestrian Improvement

5.13 The previous application for holiday accommodation had a condition requiring a pedestrian improvement and crossing point to be provided. The Applicant still intends to provide a pedestrian improvement and crossing point to support this new application.

6.0 Traffic Generation and Highway Impact

6.1 Traffic Generation

6.2 The TRICS database has been used to generate a forecast of the potential traffic generation of the proposed residential development and compared against the approved use of 15 holiday accommodation units. The traffic generation analysis used private houses and holiday accommodation which is considered to provide a robust

method for forecasting of the traffic generation for the proposed development. The TRICS database did identify private housing samples for the weekday and the weekend and the holiday accommodation identified weekday and weekend data. For the traffic generation analysis weekday data for private housing showed higher trips so this has been used in the analysis and this is considered to provide a robust analysis of the traffic generation for the scheme. The potential traffic generation for the proposed residential development compared with the approved holiday accommodation is shown in Table 8 below. **Appendix C** contains the TRICS outputs for the traffic generation analysis.

Table 8 - Traffic Generation of the Proposed Development

Type	No	Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			M Peak (17.00-18.00)			AM Peak (8.00-9.00)			M Peak (17.00-18.00)		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Houses	25	0.140	0.326	0.466	0.312	0.186	0.498	4	8	12	8	5	12
Holiday Units Existing	15	0.097	0.042	0.139	0.208	0.306	0.514	-1	-1	-2	-3	-5	-8
Total Traffic Generation								2	8	10	5	0	5

6.3 Visibility Splays

6.4 The previous approved application for holiday accommodation on the site contained a condition on the provision of visibility splays of 2.4 x 215 metres in each direction. This was based on the speed limit of the road being derestricted (ie 60 mph).

6.5 A speed survey was undertaken to collect the traffic speeds of vehicles using the road fronting the proposed site access. The design speed of the road was calculated from the speed surveys and the visibility splays for the site access have been calculated.

6.6 The speed survey produced the following design speeds for the B5109, as shown in Table 9 below. The speed survey results are contained in **Appendix D**.

Table 9 - Design Speeds on B5109

85%ile Speeds	
North-Westbound (mph)	South-Eastbound (mph)
44.0	44.0

6.7 The recorded design speeds were used to calculate the visibility splays for the proposed site access. Planning Policy Technical Advice Note 18 : Transport (TAN 18) has been considered in the assessment of the visibility splays for the site access into the proposed industrial development. TAN 18 advises in Appendix B (8.2 and 8.3) : *'Stopping sight distance (SSD) is defined as the minimum distance that drivers need to be able to see ahead of themselves, in order to stop if confronted by a hazard. SSD is usually related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on the major link. Recommended SSD are included in Tables A and B.'*

6.8 Table A from TAN 18 has been used to determine the visibility splays with known 85%ile speeds. Table 10 below provides the Table A from TAN 18.

Table 10 - Table A from TAN 18

Where road traffic speed known: (85th percentile wet weather)						
Observed traffic speed (kph)	120	100	85	70	60	50
(mph)	75	62	53	44	37	30
SSD (metres)	295	215	160	120	90	70

- 6.9 Visibility splays of 2.4 x 120 metres in each direction would be required according to TAN 18 Table 18 and the measured 85%ile speeds.
- 6.10 A site assessment was undertaken to measure the visibility splays that could be achieved in each direction. The required visibility splays of 2.4 x 120 metres can be achieved in each direction. These visibility splays are shown on the drawing contained in **Appendix E**.
- 6.11 **Swept Path Analysis**
- 6.12 Swept path analysis has been undertaken to demonstrate how a refuse vehicle would access and egress the proposed new highway access. The analysis demonstrates that a vehicle is able to access the site and leave in forward gear. The swept path analysis is shown in **Appendix F**.
- 6.13 **Traffic and Highway Safety Impact**
- 6.14 The proposed new dwellings are forecast to generate 10 two-way traffic movements in the morning peak and 5 two-way traffic trips in evening peak period during the weekday. The forecast level of traffic generation is anticipated to have a negligible impact on highway capacity. The proposed development comprising new dwelling is anticipated to have a negligible impact on highway capacity.
- 6.15 The proposed residential development is not anticipated to have the potential to create a worsening in the road safety record.

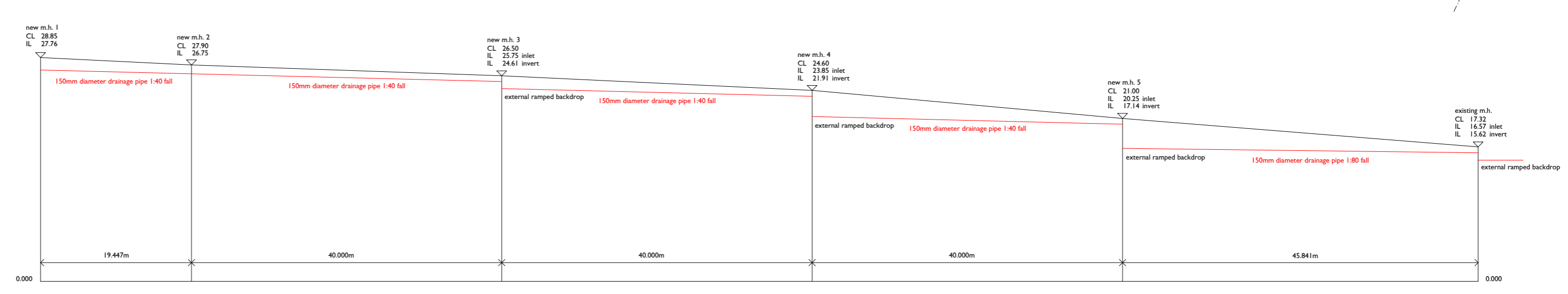
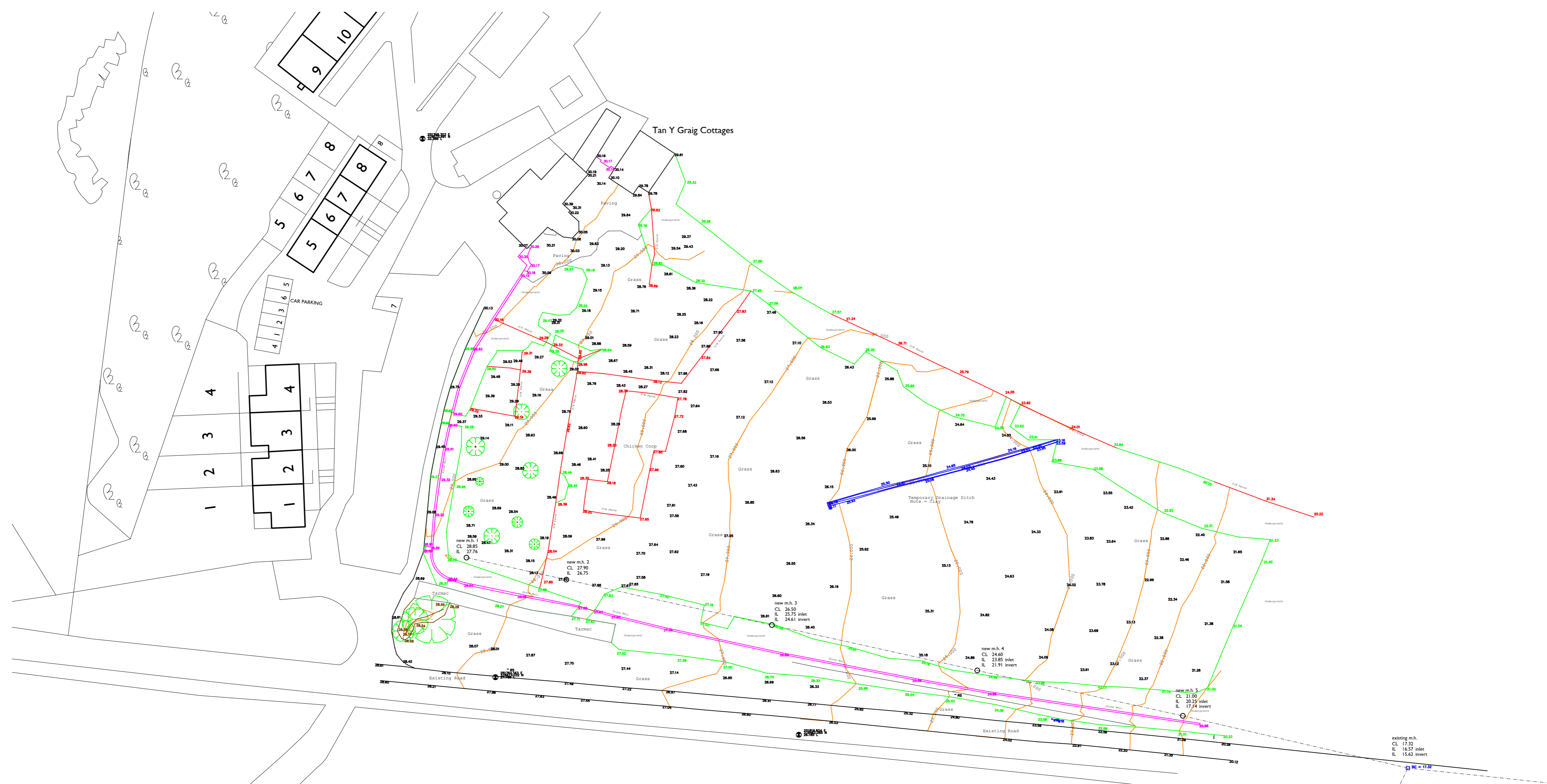
7.0 Summary and Conclusions

- 7.1 This report has been produced to accompany a planning application to create a development comprising new residential dwellings on the land to the north of the B5109. The site did gain a previous planning consent for the creation of 15 holiday accommodation units. This proposed application is to replace that approved development with the proposed new dwellings (25 houses) on the site.
- 7.2 A speed survey was undertaken to assess the traffic speeds on the B5109 and this was used to determine the design speed for the road and the required visibility splays. The site access can provide visibility splays that comply with the requirement of TAN 18 Annex B.
- 7.3 The development is proposed in a location that is accessible by public transport. The site is in a suitable location for access by sustainable transport. The Applicant will

provide a footway along the frontage of the site to link with the existing footway to the west of the site.

- 7.4 The anticipated traffic generation for the morning peak and afternoon peak periods is expected to have a negligible impact on traffic capacity of the adjacent highway network.
- 7.5 The road safety record for the section of B5109, the road that will provide access to the site, is considered to be excellent but it was noted that there were injury accidents in the wider road network. The traffic from the proposed development is predicted to be negligible and it was therefore concluded that the potential for a worsening in the road safety record is not anticipated for the proposed residential development. Swept path analysis has demonstrated that a refuse vehicle is able to access and leave the site in forward gear.
- 7.6 This Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the excellent road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed residential development scheme should be approved.

Appendix A



SECTION THROUGH PROPOSED DRAINAGE RUN

Peidiwch a chymryd mesuriadau graddfa oddi ar y dyluniad hwn
 Os yn amau - gofynnwch
 Do not scale from this drawing
 If in doubt - ask

Mae'r dyluniad hwn yn hawffraint Penseiri Russell-Hughes ac ni
 chaniateir ei gopïo neu ei argynhyrchu heb ganiatad

This drawing is the copyright of Russell-Hughes architects and
 must not be copied or reproduced without permission

Newidiadau - Amendments

Cynllun - Job
**TAN Y GRAIG COTTAGES,
 PENTRAETH, YNYS MON**

Dyluniad - Drawing
EXISTING SITE PLAN WITH DRAIN SECTION

Rhif Dyluniad - Drawing No.
2283:15:2

Graddfa - Scale
1:500 @ A2

Dyddiad - Date
July 2015

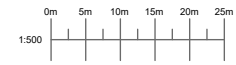
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Appendix B

PRELIMINARY



Notes:

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House Type	Quantity	Dwelling Type	GIA
HT-A	8	3B5P 2 Story	96.18m ²
HT-B	10	2B4P 2 Story	80.12m ²
HT-C	3	4B8P 1.5 Story	129.34m ²
HT-D	2	3B6P 1.5 Story	106.23m ²
HT-E	2	3B6P 1.5 Story	97.38m ²



Proposed Site Plan

1:500

B	Table Revised.	DS	23.11.23
A	Plans and Elevations Revised.	JC	23.11.23
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

amosgroup.co.uk
01530 399813
St John's House
54 St John Street
Ardross
Derbyshire
DE1 1DT

CLIENT:
AMOS GROUP

SITE:
**Tan Y Graig Farm, Pentraeth,
Anglesey, LL75 8UL**

TITLE:
Proposed Site Plan

SCALE AT A2: 1:500 @ A2	DATE: 23/11/2023	DRAWN: JC	CHECKED: ICAD Technician Middle Name
PROJECT NO: 2022-02	DRAWING NO:	REVISION: B	

Appendix C

Calculation Reference: AUDIT-756701-220731-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

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: 10 to 49 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/14 to 19/11/21

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	4 days
Wednesday	4 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	1 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:

Edge of Town 12

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.

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 12 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	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	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	3 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	4 days
1.1 to 1.5	8 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:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>	DETACHED & SEMI	SOMERSET	<i>Survey Type: MANUAL</i>
10	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED HOUSES	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
11	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
12	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>	DETACHED HOUSES	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WO-03-A-07	COVID

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

TOTAL 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	12	25	0.070	12	25	0.249	12	25	0.319
08:00 - 09:00	12	25	0.140	12	25	0.326	12	25	0.466
09:00 - 10:00	12	25	0.120	12	25	0.262	12	25	0.382
10:00 - 11:00	12	25	0.199	12	25	0.186	12	25	0.385
11:00 - 12:00	12	25	0.196	12	25	0.196	12	25	0.392
12:00 - 13:00	12	25	0.206	12	25	0.226	12	25	0.432
13:00 - 14:00	12	25	0.183	12	25	0.173	12	25	0.356
14:00 - 15:00	12	25	0.203	12	25	0.186	12	25	0.389
15:00 - 16:00	12	25	0.286	12	25	0.219	12	25	0.505
16:00 - 17:00	12	25	0.312	12	25	0.163	12	25	0.475
17:00 - 18:00	12	25	0.312	12	25	0.186	12	25	0.498
18:00 - 19:00	12	25	0.239	12	25	0.159	12	25	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.466			2.531			4.997

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: 10 - 49 (units:)
 Survey date range: 01/01/14 - 19/11/21
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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.

Calculation Reference: AUDIT-756701-230104-0151

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
 NF NORFOLK 1 days

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

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: Number of units
 Actual Range: 72 to 72 (units:)
 Range Selected by User: 31 to 9700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/08/21

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:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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:

Edge of Town 1

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:

Out of Town 1

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 X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days

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

Population within 1 mile:

1,000 or Less 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 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:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-J-02	CAMPING	NORFOLK
	WHITLINGHAM LANE		
	NORWICH		
	WHITLINGHAM		
	Edge of Town		
	Out of Town		
	Total Number of units:	72	
	Survey date: TUESDAY	17/08/21	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/J - HOLIDAY ACCOMMODATION
 TOTAL VEHICLES
 Calculation factor: 1 UNITS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.014	1	72	0.042	1	72	0.056
08:00 - 09:00	1	72	0.097	1	72	0.042	1	72	0.139
09:00 - 10:00	1	72	0.028	1	72	0.069	1	72	0.097
10:00 - 11:00	1	72	0.014	1	72	0.153	1	72	0.167
11:00 - 12:00	1	72	0.028	1	72	0.250	1	72	0.278
12:00 - 13:00	1	72	0.069	1	72	0.111	1	72	0.180
13:00 - 14:00	1	72	0.153	1	72	0.167	1	72	0.320
14:00 - 15:00	1	72	0.139	1	72	0.056	1	72	0.195
15:00 - 16:00	1	72	0.097	1	72	0.069	1	72	0.166
16:00 - 17:00	1	72	0.236	1	72	0.014	1	72	0.250
17:00 - 18:00	1	72	0.208	1	72	0.306	1	72	0.514
18:00 - 19:00	1	72	0.194	1	72	0.069	1	72	0.263
19:00 - 20:00	1	72	0.111	1	72	0.056	1	72	0.167
20:00 - 21:00	1	72	0.083	1	72	0.000	1	72	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.471			1.404			2.875

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: 72 - 72 (units:)
 Survey date date range: 01/01/14 - 17/08/21
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TAXIS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.000	1	72	0.000	1	72	0.000
08:00 - 09:00	1	72	0.000	1	72	0.000	1	72	0.000
09:00 - 10:00	1	72	0.000	1	72	0.000	1	72	0.000
10:00 - 11:00	1	72	0.000	1	72	0.000	1	72	0.000
11:00 - 12:00	1	72	0.000	1	72	0.000	1	72	0.000
12:00 - 13:00	1	72	0.000	1	72	0.000	1	72	0.000
13:00 - 14:00	1	72	0.000	1	72	0.000	1	72	0.000
14:00 - 15:00	1	72	0.014	1	72	0.014	1	72	0.028
15:00 - 16:00	1	72	0.000	1	72	0.000	1	72	0.000
16:00 - 17:00	1	72	0.000	1	72	0.000	1	72	0.000
17:00 - 18:00	1	72	0.000	1	72	0.000	1	72	0.000
18:00 - 19:00	1	72	0.000	1	72	0.000	1	72	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

OGVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.000	1	72	0.000	1	72	0.000
08:00 - 09:00	1	72	0.000	1	72	0.000	1	72	0.000
09:00 - 10:00	1	72	0.000	1	72	0.000	1	72	0.000
10:00 - 11:00	1	72	0.000	1	72	0.000	1	72	0.000
11:00 - 12:00	1	72	0.000	1	72	0.000	1	72	0.000
12:00 - 13:00	1	72	0.000	1	72	0.000	1	72	0.000
13:00 - 14:00	1	72	0.014	1	72	0.014	1	72	0.028
14:00 - 15:00	1	72	0.000	1	72	0.000	1	72	0.000
15:00 - 16:00	1	72	0.000	1	72	0.000	1	72	0.000
16:00 - 17:00	1	72	0.000	1	72	0.000	1	72	0.000
17:00 - 18:00	1	72	0.000	1	72	0.000	1	72	0.000
18:00 - 19:00	1	72	0.000	1	72	0.000	1	72	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
 CYCLISTS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.000	1	72	0.000	1	72	0.000
08:00 - 09:00	1	72	0.000	1	72	0.000	1	72	0.000
09:00 - 10:00	1	72	0.000	1	72	0.000	1	72	0.000
10:00 - 11:00	1	72	0.000	1	72	0.000	1	72	0.000
11:00 - 12:00	1	72	0.000	1	72	0.000	1	72	0.000
12:00 - 13:00	1	72	0.000	1	72	0.000	1	72	0.000
13:00 - 14:00	1	72	0.014	1	72	0.028	1	72	0.042
14:00 - 15:00	1	72	0.000	1	72	0.000	1	72	0.000
15:00 - 16:00	1	72	0.000	1	72	0.028	1	72	0.028
16:00 - 17:00	1	72	0.028	1	72	0.028	1	72	0.056
17:00 - 18:00	1	72	0.000	1	72	0.000	1	72	0.000
18:00 - 19:00	1	72	0.000	1	72	0.000	1	72	0.000
19:00 - 20:00	1	72	0.028	1	72	0.028	1	72	0.056
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.112			0.182

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
 CARS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.014	1	72	0.042	1	72	0.056
08:00 - 09:00	1	72	0.083	1	72	0.028	1	72	0.111
09:00 - 10:00	1	72	0.014	1	72	0.042	1	72	0.056
10:00 - 11:00	1	72	0.014	1	72	0.139	1	72	0.153
11:00 - 12:00	1	72	0.014	1	72	0.236	1	72	0.250
12:00 - 13:00	1	72	0.042	1	72	0.097	1	72	0.139
13:00 - 14:00	1	72	0.111	1	72	0.111	1	72	0.222
14:00 - 15:00	1	72	0.125	1	72	0.042	1	72	0.167
15:00 - 16:00	1	72	0.097	1	72	0.056	1	72	0.153
16:00 - 17:00	1	72	0.208	1	72	0.000	1	72	0.208
17:00 - 18:00	1	72	0.208	1	72	0.306	1	72	0.514
18:00 - 19:00	1	72	0.194	1	72	0.069	1	72	0.263
19:00 - 20:00	1	72	0.083	1	72	0.042	1	72	0.125
20:00 - 21:00	1	72	0.083	1	72	0.000	1	72	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.290			1.210			2.500

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
 LGVS
 Calculation factor: 1 UNITS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	72	0.000	1	72	0.000	1	72	0.000
08:00 - 09:00	1	72	0.014	1	72	0.014	1	72	0.028
09:00 - 10:00	1	72	0.014	1	72	0.028	1	72	0.042
10:00 - 11:00	1	72	0.000	1	72	0.014	1	72	0.014
11:00 - 12:00	1	72	0.014	1	72	0.014	1	72	0.028
12:00 - 13:00	1	72	0.028	1	72	0.014	1	72	0.042
13:00 - 14:00	1	72	0.028	1	72	0.042	1	72	0.070
14:00 - 15:00	1	72	0.000	1	72	0.000	1	72	0.000
15:00 - 16:00	1	72	0.000	1	72	0.014	1	72	0.014
16:00 - 17:00	1	72	0.028	1	72	0.014	1	72	0.042
17:00 - 18:00	1	72	0.000	1	72	0.000	1	72	0.000
18:00 - 19:00	1	72	0.000	1	72	0.000	1	72	0.000
19:00 - 20:00	1	72	0.014	1	72	0.000	1	72	0.014
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.154			0.294

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
 MOTOR CYCLES
 Calculation factor: 1 UNITS
 BOLD print indicates peak (busiest) period

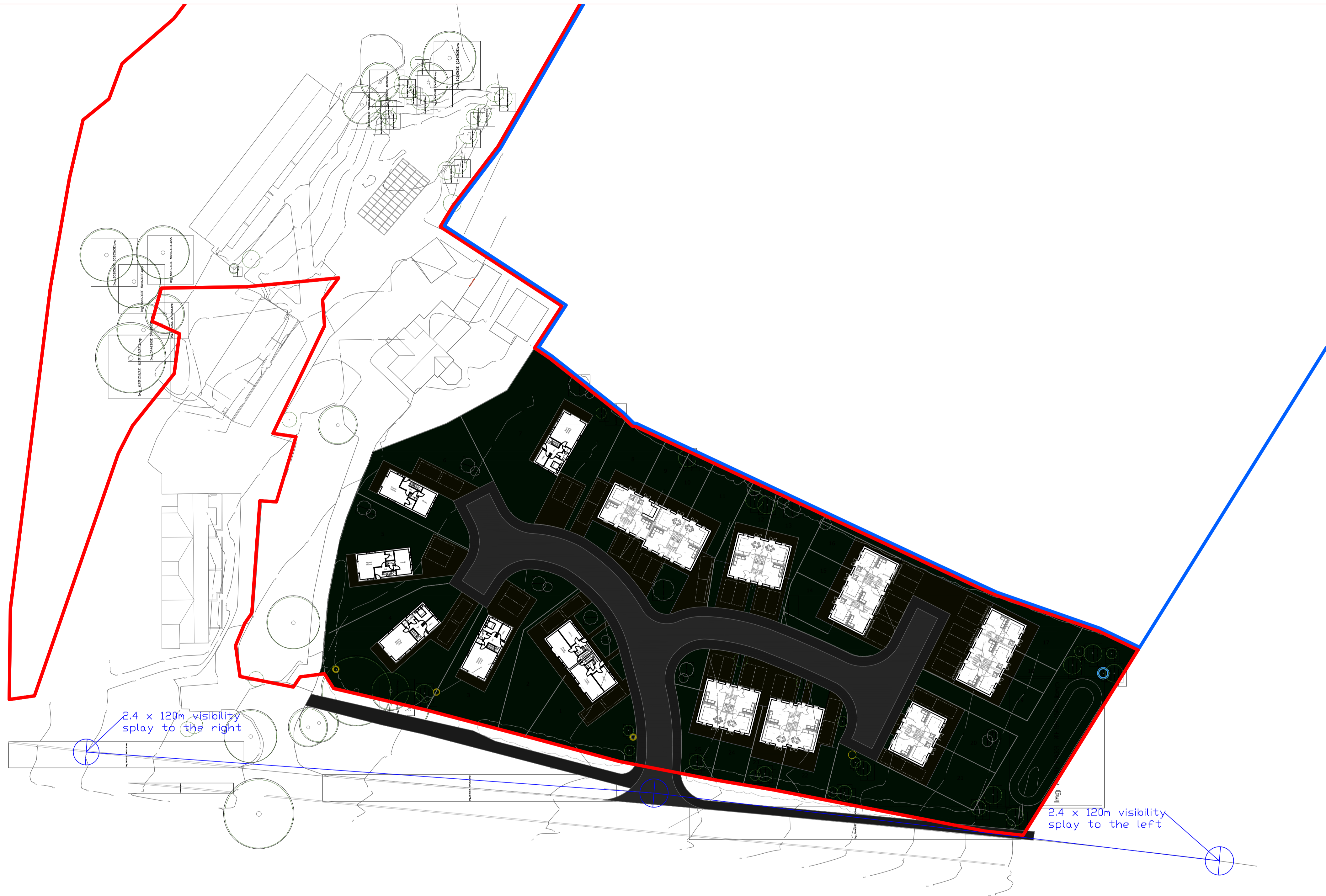
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	72	0.000	1	72	0.000	1	72	0.000
08:00 - 09:00	1	72	0.000	1	72	0.000	1	72	0.000
09:00 - 10:00	1	72	0.000	1	72	0.000	1	72	0.000
10:00 - 11:00	1	72	0.000	1	72	0.000	1	72	0.000
11:00 - 12:00	1	72	0.000	1	72	0.000	1	72	0.000
12:00 - 13:00	1	72	0.000	1	72	0.000	1	72	0.000
13:00 - 14:00	1	72	0.000	1	72	0.000	1	72	0.000
14:00 - 15:00	1	72	0.000	1	72	0.000	1	72	0.000
15:00 - 16:00	1	72	0.000	1	72	0.000	1	72	0.000
16:00 - 17:00	1	72	0.000	1	72	0.000	1	72	0.000
17:00 - 18:00	1	72	0.000	1	72	0.000	1	72	0.000
18:00 - 19:00	1	72	0.000	1	72	0.000	1	72	0.000
19:00 - 20:00	1	72	0.014	1	72	0.014	1	72	0.028
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.*

Appendix D

Appendix E



Revisions
 A - revised site layout Dec 2022
 B - revised site layout 24 November 2023

Client
Amos

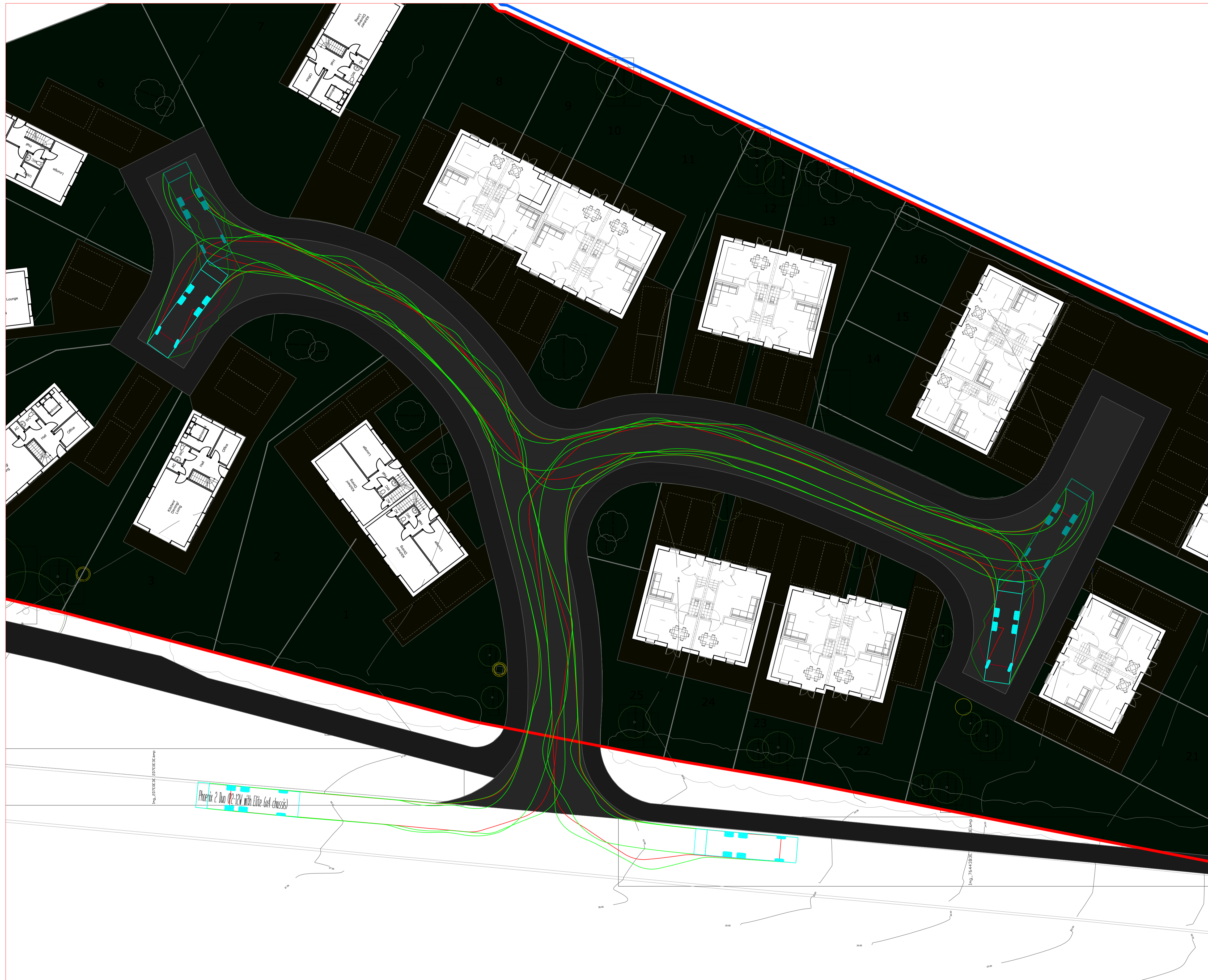


Scheme
 Land off Pentrateh Road, Anglesey

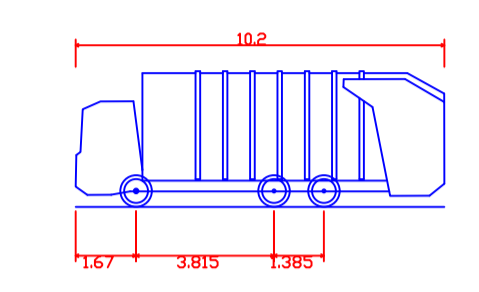
Title
 Proposed Visibility Splays

Drawn	Checked	Date
N.Peet	M.Peet	23.10.2022
Project	Drawing No	Scale
306-22	306-22-1B	1:500 @ A1

Appendix F



Vehicle Used in the Swept Path Analysis



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
 Overall Length 10.200m
 Overall Width 2.530m
 Overall Body Height 5.750m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.800m

Revisions
 A - revised site layout Dec 2022
 B - revised site layout 24 November 2023

Client
 Amos



Scheme
 Land off Pentrateh Road, Anglesey

Title
 Swept Path Analysis - Refuse Vehicle

Drawn	Checked	Date
N.Peet	M.Peet	23.10.2022

Project	Drawing No	Scale
306-22	306-22-2B	1:200 @ A1