



Google Earth

Proposed Development

**Rhydoldog House
Cwmdauddwr
Rhayader
LD6 5HB**

TRANSPORT STATEMENT
September 2021

acstro

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Revision History

Issue 1	28 th September 2021	

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1 Introduction

1.1 Acstro has been appointed to provide highway and transportation advice in respect to proposed developments at Rhydoldog House, Cwmduddwr, Rhayader, Powys LD6 5HB. The site's general location is shown in Figure 1 below.

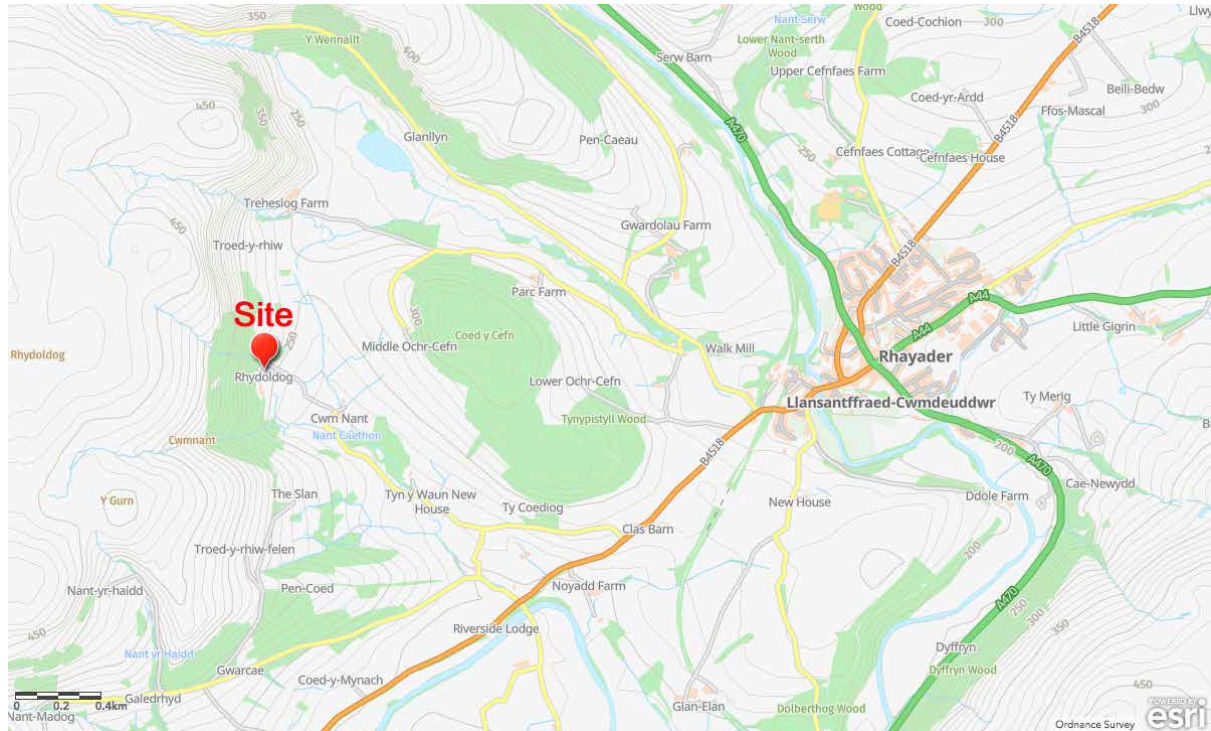


Figure 1 Location Plan

1.2 The proposed development comprises of the following:

- 4 log cabins, for tourist accommodation, within the woodland south-west of the main house
- Change of use of existing house and conversion of adjacent barns to a health and wellbeing retreat.

1.3 The two elements of the development proposals described above will be the subject of separate planning applications. This document considers the highway and transport issues associated with each of these applications individually and also combined.

1.4 The structure of the Transport Statement is as follows:

- Section 2 describes the planning policy that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development, its access arrangements and proposed parking provision. An estimate of the likely trip generation of the proposed developments is also provided.
- Section 5 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

[Planning Policy Wales \(11th Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.12 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.13 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

- 2.14 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

- 2.15 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.16 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

[Powys Local Development Plan 2011-2026](#)

- 2.17 The Powys Local Development Plan (LDP) was adopted in April 2018 and sets out the Authority's policies and proposals for the future development and use of land.
- 2.18 In terms of transport related policies, DM13 (Design and Resources) requires that development satisfies a number of criteria, including:
- The development has been designed and located to minimise the impacts on the transport network - journey times, resilience and efficient operation - whilst ensuring that highway safety for all transport users is not detrimentally impacted upon.
 - Development proposals should meet all highway access requirements, (for all transport users), vehicular parking standards and demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development.

3 Existing Conditions

- 3.1 Rhydoldog House is located some 4km to the west of Rhayader. It is located at the head of a 2km long no-through road that is, in turn, accessed from the B4518.
- 3.2 The no-through road that serves the property is a typical rural lane. It is a single-track road with a number of passing places located along its length. The location of passing places are marked on a plan included as Appendix 1. The plan also shows the location of two new passing places that are proposed as part of the development. These are discussed in more detail in the following chapter.

Appendix 1 Existing Access Arrangement & Proposed Additional Passing Places

- 3.3 The lane is lightly trafficked and serves only six other properties. These are listed below.
- Ty Coediog
 - Penlon
 - Ty'n-y-Waun New House
 - Ty'n-t-Waun
 - Cwm Nant
 - Ty Berth
 - Middle Ochr Cefn
- 3.4 South of Penlon is an alternative route that emerges onto the B4518 opposite the Dol-Afallen Bridge. This is a narrower and more sinuous route to the B4518 than that which emerges further east. It is signposted as being unsuitable for wide vehicles.
- 3.5 It is considered that traffic generated by the proposed development at Rhydoldog will, in the main, travel to and from the east (Rhayader direction) rather than to and from the more sparsely populated west. As such, traffic will naturally use the superior eastern route to and from the B4518 rather than the narrower western route. The use of the superior eastern route by users of the proposed dwelling can also be encouraged through appropriate and clear travel directions provided within marketing material, booking confirmations etc.
- 3.6 The site's location provides multiple opportunities for leisure walking and cycling trips by visitors. There are public footpaths that pass Rhydoldog and these link to an extensive network of footpaths and bridleways in the area. Open access is available for walkers on Cefn Rhydoldog hill, immediately to the west of the site.
- 3.7 The quiet lanes that serve the area provide a safe and pleasant environment for cycle trips. National Cycle Network (NCN) Route 81 runs parallel to the B4518 providing a traffic-free cycle route to Rhayader to the east and the Elan Valley Reservoirs to the west. Other NCN routes to the north south and east connect with NCN Route 81 at Rhayader. Rhayader is approximately a 15 to 20 minute cycle from the site.



Figure 2 Local Public Right of Way Network

4 Proposed Development

4.1 The proposed development comprises of the following two main elements that will be the subject of separate planning applications:

- 4 log cabins, for tourist accommodation, within the woodland south-west of the main house; and
- Change of use of existing house and conversion of adjacent barns to a health and wellbeing retreat.

Log Cabin Development

4.2 The proposal is for 4 small, one-bedroomed, log cabins with a shared bathhouse, for holiday accommodation. Each will be provided with one car parking space.

4.3 Typical trip rates for tourist accommodation have been obtained from the TRICS trip rate database, a database of over 8,000 transport surveys at various types of developments throughout the UK and Ireland.

4.4 A sample of surveys of holiday accommodation sites that are comparable to the proposed development has been identified by applying suitable filtering criteria. The sample has been further refined by dismissing sites that provide extensive facilities for guests e.g. shops, bars and restaurants, as these are not comparable to the proposals for Rhydoldog.

4.5 The detailed TRICS output is provided as Appendix 2 and summarised below.

Appendix 2 TRICS Trip Rate Data -Holiday Accommodation

Land Use	Typical Daily Trip Rate	Estimated Daily Trip Generation
Holiday Accommodation	1.973 Trips per Unit	1.973 x 4 Units = 8 Movements

Table 1 TRICS Assessment of Daily Traffic Generation of Proposed Log-Cabin Development

4.6 The TRICS data suggests that the proposed four log cabins have the potential to generate a total of some 8 daily vehicle movements (4 arrivals and 4 departures).

4.7 It is considered that the impact of this additional traffic will be minimal and it is unlikely that this development's traffic will cause any perceptible change in conditions currently experienced on the local highway network.

Health and Wellbeing Retreat

4.8 The main house will be changing use from a residential dwelling to become a health and wellbeing retreat. The proposed barn conversions provide both ancillary space and additional accommodation for guests and volunteers.

4.9 The wellbeing and healing retreat takes advantage of the site's remote rural location and its strong links to the natural surroundings. The key drivers for the development are as follows:

- To create spaces that encourages people to reconnect with nature
- To encourage social gathering and connection
- To promote the importance of ritual, ceremony and rights of passage

- 4.14 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database. The database provides details of traffic surveys undertaken at various types of developments, classifying those developments into a number of various land uses. The proposed Health and Wellbeing retreat does not fall into any of the standard land uses contained within the database and therefore the estimate is based on analysis of the TRICS land uses that most closely resembles the proposed use. It is considered that this would be the holiday accommodation trip rate that was described previously in this chapter (see 4.3 to 4.5). The trip rates are provided on the basis of each holiday unit and for this exercise it is considered appropriate to apply the trip rate to each of the guest bedrooms (11 in total).

Land Use	Typical Daily Trip Rate	Estimated Daily Trip Generation
Holiday Accommodation	1.973 Trips per Unit/Bedroom	1.973 x 11 Units = 22 Movements

Table 3 TRICS Assessment of Daily Traffic Generation of Proposed Health & Wellbeing Retreat

- 4.15 Based on this analysis is estimated that the proposed Health and Wellbeing Retreat has the potential to generate some 22 daily vehicle movements (11 arrivals and 11 departures). It is considered that this is a worst-case assessment as, in reality, the concept of the Health and Wellbeing Retreat is that guests will remain on site for the duration of their stay to take part in the courses and activities provided rather than be travelling to access off-site amenities and attractions in the same way as those staying in more usual holiday accommodation would.

Combined Development Traffic

- 4.16 Based on the estimates provided above it is considered that both planning applications, the log-cabins and the Health and Wellbeing Retreat, have the potential to generate a combined 30 daily movements (15 arrivals and 15 departures).

	Estimated Daily Trip Generation
Health & Wellbeing Retreat Development	22 Movements
Log Cabin Development	8 Movements
Combined Total	30 Movements

Table 4 Assessment of Daily Traffic Generation of Proposed Health & Wellbeing Retreat and Log-Cabin Development Combined

- 4.17 Over the course of a day the expected traffic generation is not considered to be significantly high. The single-track road leading to the property is lightly trafficked and has regular passing places located along its length. As such, the modest increase in traffic is not considered to be problematic. However, opportunities to increase the number of passing places along the road's length have been identified and it is considered that their delivery will provide appropriate mitigation for the impact of the additional traffic

Proposed Passing Places

- 4.18 Opportunities for providing new passing places are limited by land ownership constraints. Realistically, improvements can only be delivered where those improvements can be accommodated entirely within the extent of the existing public highway.
- 4.19 It is considered that there are two locations along the length of road that served Rhydoldog where the metalled highway can be widened to provide additional passing places. These locations are shown in Appendix 1.
- 4.20 Proposed Passing Place 1 is located at a sharp corner in the road. Forward visibility is restricted at this location and so the creation of a new passing place will be of significant benefit. There is currently a field gate and the opportunity exists to widen the carriageway in front of the gate.



Figure 3 Location of Proposed Passing Place 1



Figure 4 Location of Proposed Passing Place 2

- 4.21 Proposed Passing Place 2 is located where it appears that an attempt has previously been made to provide a passing place. However, the carriageway width is currently not sufficient to allow two vehicles to pass. The grass verge adjacent provides the opportunity to widen the carriageway to provide a workable passing place.

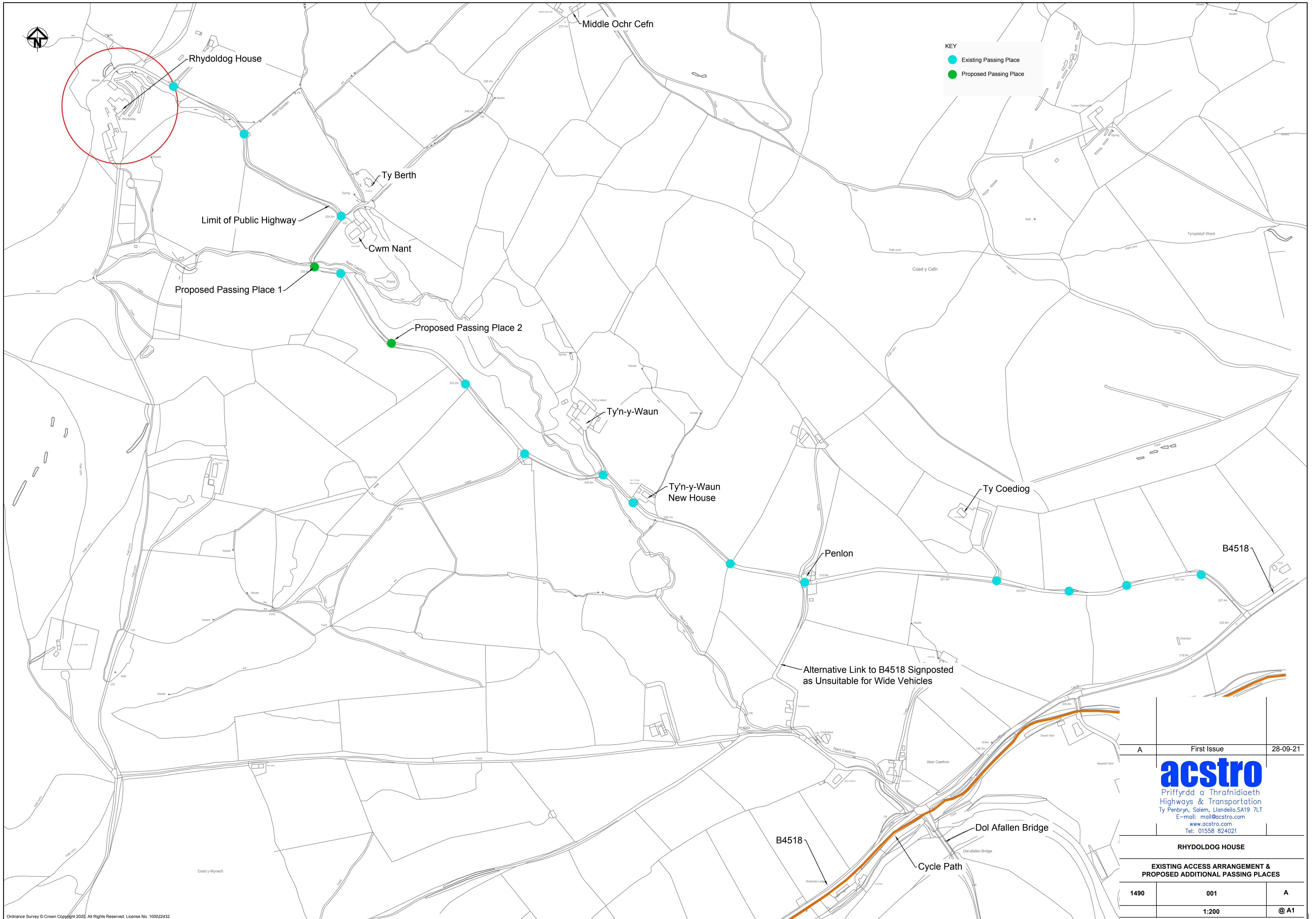
5 Summary & Conclusion

5.1 The salient issues are as follows:

- The proposed development comprises of the following two main elements that will be the subject of separate planning applications:
 - 4 log cabins, for tourist accommodation, within the woodland south-west of the main house; and
 - Change of use of existing house and conversion of adjacent barns to a health and wellbeing retreat.
- The log cabin development will generate insignificant traffic, some 8 vehicle movements per day.
- It is estimated that the Health and Wellbeing Retreat development could generate some 22 daily vehicle movements, which, when spread over the course of the day, can be safely and comfortably accommodated by the roads serving the site;
- The site is served by a 2km long single-track road. The road is lightly trafficked and benefits from multiple passing places that are located at regular intervals;
- Opportunities to provide a further two passing places have been identified and are proposed as part of the development;
- Appropriate parking provision is made within the development – 4 parking spaces for the log cabin development and 18 for the Health and Wellbeing Retreat.

5.2 It is concluded that the development's impact on the highway network is acceptable and can be mitigated through the provision of additional passing places. As such it is considered that there are no highway related issues that should prevent planning permission for the proposed development.

Appendix 1 Existing Access Arrangement & Proposed Additional Passing Places



KEY
 ● Existing Passing Place
 ● Proposed Passing Place

A	First Issue	28-09-21
 Prifffyrdd a Thrafnidiaeth Highways & Transportation Ty Penryn, Salem, Llanddole SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
RHYDLDOG HOUSE		
EXISTING ACCESS ARRANGEMENT & PROPOSED ADDITIONAL PASSING PLACES		
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Appendix 2 TRICS Trip Rate Data -Holiday Accommodation

Calculation Reference: AUDIT-648801-210518-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 days
11	SCOTLAND	
	HI	HIGHLAND 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:	55 to 115 (units:)
Range Selected by User:	45 to 130 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/90 to 26/06/09

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:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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	2
Neighbourhood Centre (PPS6 Local Centre)	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:

Village	1
No Sub Category	2

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:

n/a 3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
75,001 to 100,000	1 days
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:

0.6 to 1.0	1 days
1.1 to 1.5	1 days
1.6 to 2.0	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:

Not Known	1 days
No	2 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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HF-03-J-01 BREAKSPEAR WAY HEMEL HEMPSTEAD	CARAVAN		HERTFORDSHIRE
	Edge of Town No Sub Category Total Number of units:		55	
	<i>Survey date: WEDNESDAY</i>		<i>30/07/08</i>	<i>Survey Type: MANUAL</i>
2	HI-03-J-02 GRAMPIAN ROAD AVIEMORE	SCANDINAVIAN VIL.		HIGHLAND
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units:		65	
	<i>Survey date: THURSDAY</i>		<i>24/07/97</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
3	SH-03-J-01 WELSHPOOL ROAD SHREWSBURY BICTON HEATH Edge of Town No Sub Category Total Number of units:	CARAVAN PARK		SHROPSHIRE
	<i>Survey date: FRIDAY</i>		<i>26/06/09</i>	<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.

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	1	65	0.077	1	65	0.031	1	65	0.108
01:00 - 02:00	1	65	0.000	1	65	0.000	1	65	0.000
02:00 - 03:00	1	65	0.000	1	65	0.000	1	65	0.000
03:00 - 04:00	1	65	0.000	1	65	0.000	1	65	0.000
04:00 - 05:00	1	65	0.000	1	65	0.000	1	65	0.000
05:00 - 06:00	1	65	0.000	1	65	0.000	1	65	0.000
06:00 - 07:00	1	65	0.077	1	65	0.000	1	65	0.077
07:00 - 08:00	3	78	0.009	3	78	0.038	3	78	0.047
08:00 - 09:00	3	78	0.119	3	78	0.085	3	78	0.204
09:00 - 10:00	3	78	0.106	3	78	0.230	3	78	0.336
10:00 - 11:00	3	78	0.183	3	78	0.349	3	78	0.532
11:00 - 12:00	3	78	0.106	3	78	0.179	3	78	0.285
12:00 - 13:00	3	78	0.170	3	78	0.145	3	78	0.315
13:00 - 14:00	3	78	0.089	3	78	0.153	3	78	0.242
14:00 - 15:00	3	78	0.187	3	78	0.102	3	78	0.289
15:00 - 16:00	3	78	0.200	3	78	0.217	3	78	0.417
16:00 - 17:00	3	78	0.294	3	78	0.209	3	78	0.503
17:00 - 18:00	3	78	0.311	3	78	0.183	3	78	0.494
18:00 - 19:00	3	78	0.209	3	78	0.187	3	78	0.396
19:00 - 20:00	3	78	0.140	3	78	0.106	3	78	0.246
20:00 - 21:00	3	78	0.102	3	78	0.051	3	78	0.153
21:00 - 22:00	3	78	0.077	3	78	0.060	3	78	0.137
22:00 - 23:00	1	65	0.169	1	65	0.062	1	65	0.231
23:00 - 24:00	1	65	0.062	1	65	0.031	1	65	0.093
Total Rates:			2.687			2.418			5.105

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:	55 - 115 (units:)
Survey date range:	01/01/90 - 26/06/09
Number of weekdays (Monday-Friday):	6
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 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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