

J000303-TS01d
OCTOBER 2022

Proposed Redevelopment of Cwrt
Pentwmpath

Eighth Avenue, Wrexham

Transport Statement

Prepared on behalf of:



Wales & West Housing
Association Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd, in support of a planning application for the demolition of the existing Cwrt Pentwmpath apartments at Eighth Avenue, Wrexham, and replacement with a modern apartment building comprising 17 1-bed apartments, and 8 1-bed bungalows. The apartments and bungalows would be marketed to over 55s.

1.1.2 The purpose of the report is to inform the Local Planning and Highway Authority, Wrexham County Borough Council (WCBC), of the anticipated highways and transport related effects associated with the proposed redevelopment scheme.

1.1.3 The scope and nature of matters considered within this report reflects the extent of issues that are understood to be of key interest to WCBC following review of their Pre-application Consultation comments. The report therefore includes an assessment of the proposed site access and parking strategy, a review of the sustainability of the site and its accessibility to existing local shops & services, and the opportunity to encourage trips to / from the site to be undertaken by alternative travel modes to the private car.

1.2 Report Structure

1.2.1 The structure of this TS is as follows:

- **Section 2** provides a description of the site and existing landuse / planning position;
- **Section 3** considers the existing baseline highway network conditions;

- **Section 4** sets out the details of the development proposals;
- **Section 5** considers the anticipated private car trip demand that could be expected to be generated by the proposals and comparison to extant site use;
- **Section 6** provides a summary and conclusion to the report derived from the analysis presented in the preceding chapters.

2.0 SITE LOCATION & EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The location of the application site is illustrated in **Figure TS1** to this report. This plan identifies the strategic location of the site in Llay, a village to the north of Wrexham.

The immediate context of the site, including the layout of the surrounding local highway network is illustrated in **Figure TS2** to this report.

2.2 Existing Site Layout and Land Use

- 2.2.1 The application site represents the existing Cwrt Pentwmpath retirement apartments, comprising 30 flats of 1-2 bedrooms. The development provides social housing for over 55s only, managed by non-resident staff. An on-site car park accommodates circa 21 vehicles.
- 2.2.2 The site itself is located to the east of Eighth Avenue, off which it is accessed, and is surrounded by residential development to the north and south / green space to the east.
- 2.2.3 The existing site access represents a priority-controlled give-way junction with Eighth Avenue. with 6m entry and 8m exit radii which is suitable for a residential standard junction. The access road is circa 5m wide, turning through a 90-degree bend approximately 22m east of its junction with Eighth Avenue. Forward visibility of at least 25m (suitable for 20mph speeds) are available around the bend, as illustrated in **FTP Drawing J000303/SK101**. The existing access arrangements accommodates the passage of two cars, as illustrated in **FTP Drawing J000303/ATR101**. A footway of 2m width is available along the south side of the access route, with handrail available for pedestrians.
- 2.2.4 Visibility from the existing access is available at 2.4m x 59m in both directions, which is suitable for access to a route with a 30mph design speed

(also shown in **FTP Drawing J000303/SK101**). In reality, the nature of Eighth Avenue (including 90-degree bend in the route to the immediate north) is such that it is unlikely that vehicles would be travelling at 30mph and it would be difficult to exceed this speed, so the available visibility is considered well in excess of requirements.

2.3 Relevant Site Planning History & Associated Traffic Demand

Planning Status

- 2.3.1 As identified above, the existing site represents the existing Cwrt Pentwmpath apartment building, which comprises 30 retirement flats.

Estimate of Permitted Land-Use Traffic Demand

- 2.3.2 Estimates of potential traffic demand associated with the baseline use of the site under existing retirement flats land use can be calculated via reference to data for example sites held within the TRICS traffic generation database. TRICS is a nationally regarded source of historical trip demand data and contains observed traffic data for a variety of development-type sites and, as such, can be considered to produce reliable trip rate data for typical baseline situations.

- 2.3.3 Details of the reference sites chosen from the TRICS database to inform the review of baseline operation of the application site under continued community centre land use are set out in **Appendix TS1** to this report, with sites selected for general locational characteristics similar to the Cwrt Pentwmpath site, i.e.:

- Retirement flats development size of 25-65 dwellings;
- No town centre or edge of town centre sites; and,
- Not including sites in Greater London or Eire.

- 2.3.4 The chosen sites provide a varying level of parking, of between circa 25%-125%, with an average of 61% parking. Such average level of parking broadly

corresponds with the level of parking available at the existing Cwrt Pentwmpath apartments, i.e. 70%.

Average all-vehicle trip rates (per dwelling) for the traditional weekday AM / PM 'rush hour' time periods, development peaks and the core weekday day-time 12-hour period (07:00-19:00) are illustrated in **Table TS2.1** to this report.

Table TS2.1: Calculated Average Retirement Flats Land Use Trip Rates from TRICS

Time Period	Average Trip Rates (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.048	0.035	0.083
AM Peak (10:00-11:00)	0.115	0.131	0.246
PM Peak (14:00-15:00)	0.131	0.136	0.267
PM Peak (17:00-18:00)	0.077	0.069	0.146
12h hour (07:00-19:00)	0.979	0.992	1.971

Trip Rate (Per dwelling)

- 2.3.5 The above average retirement flats trip rates have been applied to the total number of apartments available at the application site (30), with the results set out in **Table TS2.2** below.

Table TS2.2: Potential Average Development Trip Demand for Baseline Retirement Flats Land Use at the Application Site (30 dwellings)

Time Period	Trip Demand (30 flats)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	1	1	2
AM Peak (10:00-11:00)	3	4	7
PM Peak (14:00-15:00)	4	4	8
PM Peak (17:00-18:00)	2	2	4
12h hour (07:00-19:00)	29	30	59

All vehicle movements

- 2.3.6 The above exercise demonstrates that existing retirement apartments at the application site could be expected to generate of the order of 2-4 two-way vehicle movements per hour during the traditional weekday peak periods based on calculated average trip rates, with up to 8 two-way vehicle movements during the retirement flats landuse peak hour of 14:00-15:00. Core 12-hour (07:00-19:00) trip demand associated with the retirement

flats use of the site is predicted to be 59 two-way vehicle movements per day (29 in / 30 out).

- 2.3.7 It is therefore clear that the application site already holds the potential to generate a level of traffic, associated with the existing retirement apartments. Such baseline traffic levels are a material consideration when reviewing the traffic demand potential of the current proposed application scheme.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

3.1.1 Eighth Avenue is an unclassified residential road subject to 30mph speed limit. In the immediate vicinity of the application site Eighth Avenue is an adopted route and is characterised by a 5.5m vehicle running carriageway with a continuous footway (circa 2.0m width) along both sides, also benefitting from street lighting.

3.1.2 Circa 140m northwest of the application site access, Eighth Avenue forms a priority-controlled give-way junction with Seventh Avenue / School Road (Eighth Avenue forming the minor arm approach). Circa 330m to the southwest, Eighth Avenue connects to Sixth Avenue at a further priority controlled give-way junction, again Eighth Avenue forming the minor arm approach.

3.2 Road Safety: Review of Personal Injury Accident Records

3.2.1 Personal Injury Accident data (PIA) for the local highway network in the immediate vicinity of the application site has been obtained via reference to the CrashMap.co.uk database. The data held in this reference tool is approved by the National Statistics Authority and reported on by the Department for Transport each year. Data has been collected for the most recent 5.5-year period January 2016 - June 2021 (January-June 2021 representing provisional data), for the length of Eighth Avenue and its junctions with Seventh Avenue / School Avenue and Sixth Avenue. The results of this accident search are illustrated in **Figure TS3** to this report.

3.2.2 Review of **Figure TS3** shows that no accident incidents have been recorded within the search area over the course of the 5.5-year search period.

3.2.3 Based on the above review, it is considered that there are no pre-existing material road safety conditions or other related road safety matters that that would call the application scheme into question.

3.3 Sustainable Transport Connections

3.3.1 The application scheme would need to continue to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.3.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Accessibility via Walking and Cycling

3.3.3 The location of the application site is anticipated to offer excellent opportunities for a range of journeys to be undertaken on foot or by cycle, being located close to everyday local facilities.

3.3.4 The Institution of Highways and Transportation (IHT, now CIHT) Document 'Providing for Journeys on Foot' identifies a suitable 'preferred maximum' walk distance of 2km for regular commuting journeys to work / school and an alternative 'preferred maximum' walking distance for trips to / from other general 'everyday' facilities of circa 1.2km. **Figure TS4** to this report illustrates 2km walking catchments from the site. This exercise illustrates that a 2km catchment stretches across the entire village of Llay, including to Llay Industrial Estate to the north, outskirts of Gresford to the east and towards Alyn Waters Country Park to the southwest. Furthermore, the following local 'everyday' services are available within a short walk of the centre of the site:

- Market Square including Morrisons Daily convenience store, post office, hair and beauty salon, pharmacy, taxi office and Premier convenience store;

- Medical facilities including Alyn Family Doctors (School Road), Vittoria Pharmacia (Market Square), Springfield Dental Care (Gresford).
- Leisure opportunities including Llay Park Resource Centre, Alyn Waters, Llay Miners Welfare FC, Llay Royal British Legion. Queensway Sports Complex and Wrexham Rugby Club;
- A number of food and convenience shops including Morrisons Daily convenience store, Premier convenience store, Aldi;
- Pubs, takeaways and restaurants.

3.3.5 In addition to walking connections, the pedal cycle has been identified in national guidance as representing a practical travel mode for journeys of up to 5km. **Figure TS5** to this report illustrates the 5km cycle catchment from the site, and demonstrates that a 5km cycle catchment includes the all of Llay, stretching to the villages of Caegwrle, Hope, Burton and Rossett to the north, Marford and Gresford to the east, the northern suburbs of Wrexham to the south including Little Acton, and Stansty, and villages of Summerhill, Sydalit, Cefn-y-bedd and Abermorddu to the west.

Access to Buses

3.3.6 The closest bus stop to the application site is located to the immediate south of the site access junction with Eighth Avenue. This bus stop comprises a bus shelter and is served by the 33/X33 service. The service represents a circular route from Wrexham Bus Station via Gwersyllt and Llay. The service is available at a 30-minute frequency throughout the Monday-Saturday daytime, and an hourly Sunday and evening service. Further public transport opportunities available from Wrexham bus station (the terminus of the 33/X33 service).

Access to Rail

- 3.3.7 In addition to available local bus links, Wrexham Central and Wrexham General Train Stations are located 300m and 550m walk from Wrexham Bus Station respectively (Wrexham Bus Station accessible via the 33/X33 bus services). These stations lie on the Borderlands Rail Line, and as such services from these stations provide regular (at least hourly) services to key employment and leisure destinations such as Chester, Holyhead, Liverpool, Birmingham and Cardiff.

Summary

- 3.3.8 Overall, it is concluded that the Cwrt Pentwmpath application site represents a suitable location to encourage sustainable residential development, being located within an acceptable walk / cycle catchment of a range of everyday destinations, and is accessible by bus services which provide onward connections to railway services. Such locational characteristics should assist in meeting the key sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 DESCRIPTION OF THE DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The application scheme envisages the demolition of the existing Cwrt Pentwmpath building and replacement with a modern apartment building comprising 17 1-bed apartments, and 8 1-bed bungalows. The apartments and bungalows would be rented to over 55s.

4.1.2 A masterplan drawing of the application scheme is provided for reference in **Appendix TS2** to this report. This plan also identifies the proposed location and nature of car parking and the site's internal layout.

4.2 Highway Access Arrangements

4.2.1 It is proposed that the existing Cwrt Pentwmpath access arrangement is retained to serve the proposed new apartment building and bungalows. As identified in section 2.2, the existing access has been utilised to serve the existing Cwrt Pentwmpath 30-apartment scheme and is therefore considered entirely appropriate to serve the proposed apartment and bungalow scheme (25 dwellings total).

4.2.2 Pre-application comments received from the LHA regarding the scheme have identified a preference for the upgrade of the existing access junction to include tactile paving. **FTP Drawing J000303/SK101C** to this report therefore illustrates tactile paving at the site access which the applicant would be happy to deliver.

4.3 Vehicle Servicing

4.3.1 Servicing requirements are likely to comprise weekly refuse collection and occasional deliveries. It is proposed that such manoeuvres occur within the on-site car park. A designated refuse store is provided within the car park to store bins associated with the apartments, with bins for the bungalows proposed to be stored within rear gardens, from where they would be

wheeled to bungalow frontages on collection day. **FTP Drawing J000303/ATR101** demonstrate the appropriate on-site refuse vehicle access, undertaken with an 11.2m refuse vehicle at the require of WCBC Highways.

4.4 Car Parking

4.4.1 The application scheme would be served via car parking provision designed with reference to WCBC Car Parking Standards for new developments (as set out in their Local Planning Guidance Note No.16: Parking Standards). The following maximum parking standards are considered relevant to the application scheme:

- Sheltered Housing 1 car space per 4 units
 + 1 car space per resident staff and access for
 an ambulance
- C3 Dwellings 1-bedroom: 1.5 car spaces per unit

4.4.2 WCBC's standards also state the following with reference to reduced reliance/ car-free housing:

"Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small-scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems."

4.4.3 It is considered appropriate to provide a level of parking which falls between the sheltered housing and C3 dwellings standards set out above, noting that the application site would technically not represent sheltered housing (as it would not provide a warden), whilst the C3 dwellings standard does not take account of the over 55s nature of the proposals. Indeed, it's

quite likely that the majority of households resident at the proposal site would be single car households at most, with some units likely to have no car.

4.4.4 Based on the above, it is proposed to provide 1 car parking space per unit plus 1 additional space for visitors (i.e. 26 total including 1 designed to mobility standard). Such level of provision is considered entirely appropriate when considering the accessible location of the application site, noting excellent opportunities for access by modes other than the private car, including a bus stop at the site frontage and local shops/services being a short walk away.

4.4.5 Furthermore, review of 2011 Census data for car ownership in social rented housing in Wrexham, identifies that 52% of households have no cars or vans, compared to 22% for all housing in Wrexham. The fact that less than 50% of residents of social rented housing own a car therefore confirms that the level of car parking proposed is appropriate given the car ownership statistics of the surrounding local area. (Source: Nomis, dataset DC4416EW1a - Tenure by car or van availability). Furthermore, it should be noted that such car ownership statistics do not take account of resident age. As identified previously, ownership levels amongst over 55s is expected to be less than under 55s.

4.4.6 Car parking spaces would be provided at 2.4m x 4.8m in accordance with LHA standards, with a minimum 6m aisle width available behind all bays (refer to **FTP Drawing J000303/SK101C**).

4.5 Cycle Parking

4.5.1 WCBC cycle parking standards relevant to the proposed development are as follows:

- Sheltered housing 1 cycle space per 10 bed spaces and 1 cycle space per 10 employees
- C3 Dwellings Sufficient space to provide at least 2 secure

cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas

- 4.5.2 Sheds are proposed to be delivered within the rear gardens of all bungalows, which could provide sufficient covered, safe cycle storage for bungalow residents. Additionally, covered, secured cycle stores are proposed to be provided within the car park area, as identified within the site plan. Such cycle stores provided parking for 14 bicycles (i.e. 10 cycles within the large store adjacent to the apartment building and 4 cycles within the store adjacent to the bungalows); a level considered to be entirely appropriate for the proposed landuse.
- 4.5.3 In addition to cycle parking, the apartment building would provide a buggy store at ground floor, suitable to accommodate at least 5 mobility buggies/scooters.

5.0 PREDICTED DEVELOPMENT RELATED TRAVEL DEMAND

5.1 Introduction

5.1.1 This section of the Transport Statement seeks to identify the levels of traffic demand anticipated to be generated by the application scheme and the likely assignment of this traffic across the immediate study area. This exercise has been carried out via reference to vehicle trip rates derived for suitable example private residential development sites held within the TRICS database. TRICS is a nationally regarded source of historical trip demand data, containing observed traffic data for a large variety of development-type sites. As such, the database can be considered to produce reliable base trip rates.

5.2 Predicted Trip Demand Levels

5.2.1 As noted in section 4.1 to this report, the application scheme is proposed to deliver a modern apartment building comprising 17 1-bed apartments, and 8 1-bed bungalows, all of which would be marketed to over 55s.

5.2.2 Trip demand associated with the application scheme have been calculated with reference to the TRICS trip rate database. It is considered that the retirement flats land use within the TRICS database is most comparable to the proposed landuse.

5.2.3 TRICS trip rate parameters set out in section 2.3 for the existing retirement apartment land use have been adopted. Those sites adopted for the existing retirement apartment land use had an average car parking availability of 61%. The proposed apartments/bungalow scheme is proposed to provide 104%, and accordingly, the TRICS trip generation exercise for the proposed new scheme has been refined to include only sites which provide over 100% parking.

5.2.4 TRICS output files are attached as **Appendix TS3**, with average trip rates (per dwelling) for the traditional AM / PM 'rush hour' time periods, development peak periods and 12-hour period are illustrated in **Table TS5.1**.

Table TS5.1: Calculated Average Retirement Flats Trip Rates from TRICS

Time Period	Average Trip Rates (per flat)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.068	0.078	0.146
AM Peak (10:00-11:00)	0.146	0.194	0.340
PM Peak (14:00-15:00)	0.146	0.107	0.253
PM Peak (17:00-18:00)	0.058	0.058	0.116
12h hour (07:00-19:00)	1.178	1.176	2.352

Trip Rate (Per dwelling)

- 5.2.5 The above average trip rates have been applied to the total residential development size proposed at the Cwrt Pentwmpath site (25 dwellings), with the results set out in **Tables TS5.2** below.

Table TN5.3: Predicted Average Retirement Flats Trip Demand for Proposed Flats/Bungalows at the Application Site (25 beds)

Time Period	Trip Demand (25 beds)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	2	4
AM Peak (10:00-11:00)	4	5	9
PM Peak (14:00-15:00)	4	3	7
PM Peak (17:00-18:00)	1	1	2
12h hour (07:00-19:00)	29	29	59

All vehicle movements

- 5.2.6 The above exercise demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand during traditional ‘rush hour periods’, with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 4 two-way vehicles per hour during the traditional highway peak hours of 08:00-09:00 & 17:00-18:00, and up to 9 two-way vehicles in the development peak hour of 10:00-11:00. Such demand is the equivalent of less than 1 development vehicle trip movement every 6 minutes and is considered unlikely to result in a severe impact on prevailing local highway network operating conditions.

5.3 Predicted Net Change in Application Site Traffic Demand Compared to Baseline Scheme

- 5.3.1 The likely change in traffic demand associated with the application site as a result of the application scheme can be calculated via the comparison of the results of

the TRICS estimate for the application scheme set out in section 5.2 above, to the TRICS based estimates for baseline apartment scheme (see section 2.3 to this report). The differences in the anticipated day-to-day trip demand potential of the site represents the extent of likely local network traffic effects that could be expected to result from application scheme.

5.3.2 The results of this comparison exercise are summarised in **Table TS5.3**.

Table TS5.3 Comparison of Estimated Traffic Demand: Proposed Apartment/Bungalow Scheme v Baseline Apartments

Hour Begin	Baseline Apartments	Proposed Apartments/ Bungalow	Difference
08:00	2	4	+2
10:00	7	9	+2
14:00	8	7	-1
17:00	4	2	-2
12hr 07-19	59	59	0

Total Vehicles (Two-way)

5.3.3 Review of this exercise identifies that application scheme could result in the same level of vehicle movements over the weekday period 07:00-19:00 when compared to the baseline existing land-use, noting that whilst the overall number of dwellings at the site would reduce, the level of parking is proposed to be increased slightly. Whilst some fluctuations in traffic demand could be expected within individual hours, predicted traffic demand during critical weekday 'rush hour' peak periods (i.e. 08:00-09:00 and 17:00-18:00) could be expected to be fairly similar following redevelopment of the site when compared to the baseline land use.

5.4 Impact Statement

5.4.1 Traditionally the review of highway link impact suggests that more detailed assessment is typically only required, should traffic flow changes exceed the following guideline thresholds:

- Traffic to / from the development exceeds 10% of existing two-way traffic on the adjoining highway; or,

- Where traffic to / from the development exceeds 5% of the existing two-way traffic flow on the adjoining highways at locations where traffic congestion exists within the assessment period or in other sensitive locations.

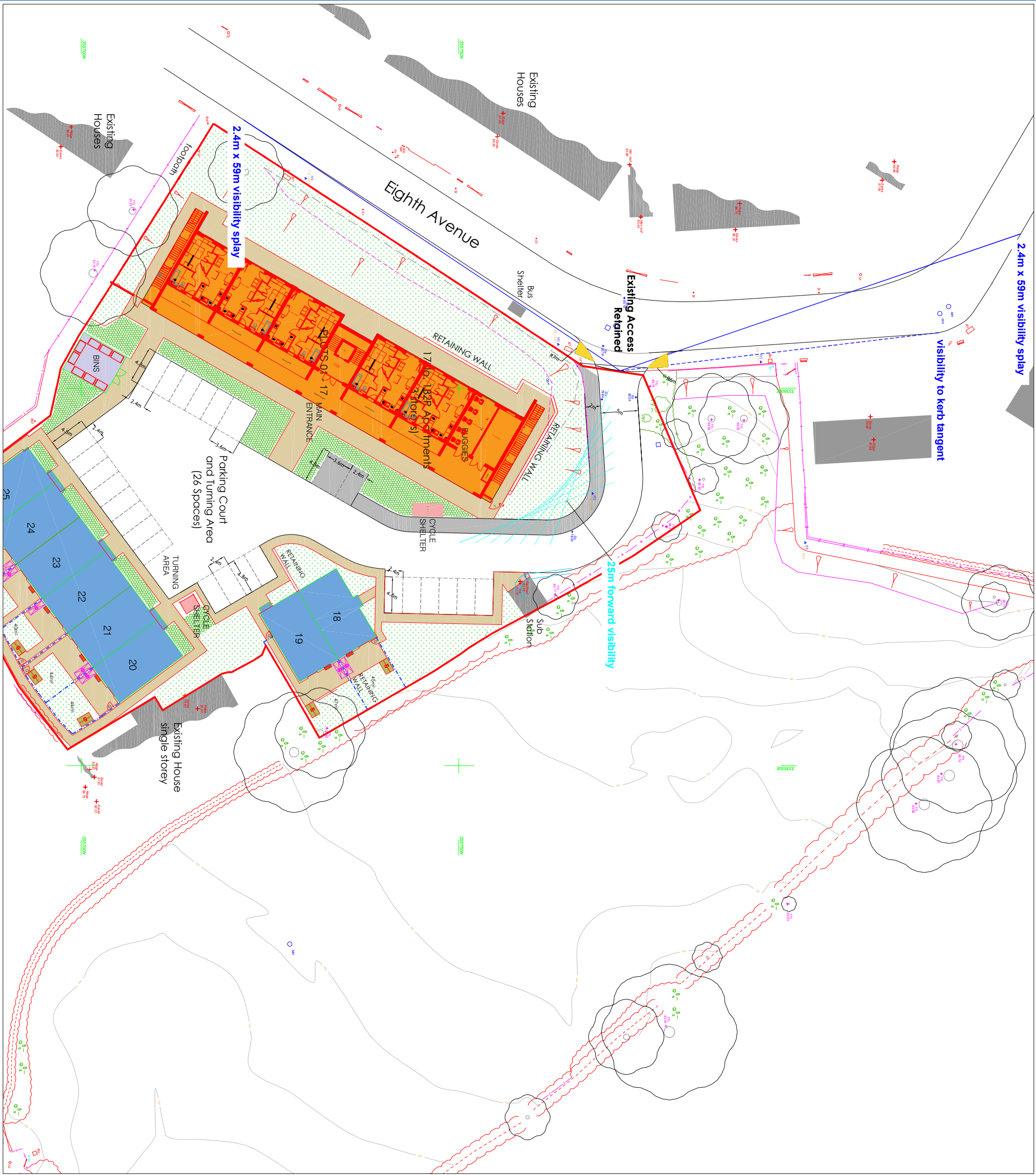
5.4.2 March 2007 Welsh Government Guidance TAN18 Annex E (para E4) further reinforces the 5% threshold as a reasonable starting point for the identification of likely material increases in traffic demand.

5.4.3 In practice it is considered unlikely that the predicted additional development related traffic levels highlighted above (no more than 2 additional vehicles per hour, with a reduction in some hours and no change over the 12hour period) would give rise to any material detrimental change in local highway network conditions. Indeed, it is likely that the operational effects of the small volume of additional development traffic movements associated with the scheme would be virtually indistinguishable from day-to-day variations in general baseline traffic levels (typically + or - 10%).

6.0 SUMMARY

- 6.1 This Transport Statement has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd to consider highways and transport matters related to a planning application for the development of a modern apartment building comprising 17 1-bed apartments, and 8 1-bed bungalows, replacing the existing Cwrt Pentwmpath apartments at Eighth Avenue, Llay, Wrexham. The apartments and bungalows would be marketed to over 55s. The report has been prepared to inform the Local Planning & Highway Authority of the design and nature of the proposed site access arrangements and any highway network operational impacts associated with the residential development proposals.
- 6.2 This report has demonstrated that the application scheme would represent appropriate and sustainable development when considered in highways and transport terms. The site is located adjacent to a mature residential area and offers the potential to encourage access by alternative sustainable travel modes to the private car for some day-to-day journeys. The proposals incorporate a suitable level of car, cycle and mobility scooter parking, and appropriate servicing arrangements are available for refuse collection and delivery vehicles.
- 6.3 There is no evidence to suggest that the application scheme would give rise to a severe detrimental impact on local highway network operation, especially when considering the baseline apartment land use. Development traffic increases would be of a strictly limited scale (with potential for reductions during some periods / no change when considering a 12-hour daytime period, noting the overall reduction in units proposed when compared to the extant use, with slight increase in on-site car parking) and would not require the provision of specific network capacity improvements.
- 6.4 Focus Transport Planning would therefore commend the proposals to the Council.





Revision:	
A	Updated site plan
B	Updated site plan
C	Updated to incorporate LHA pre-app comments 05.10.22

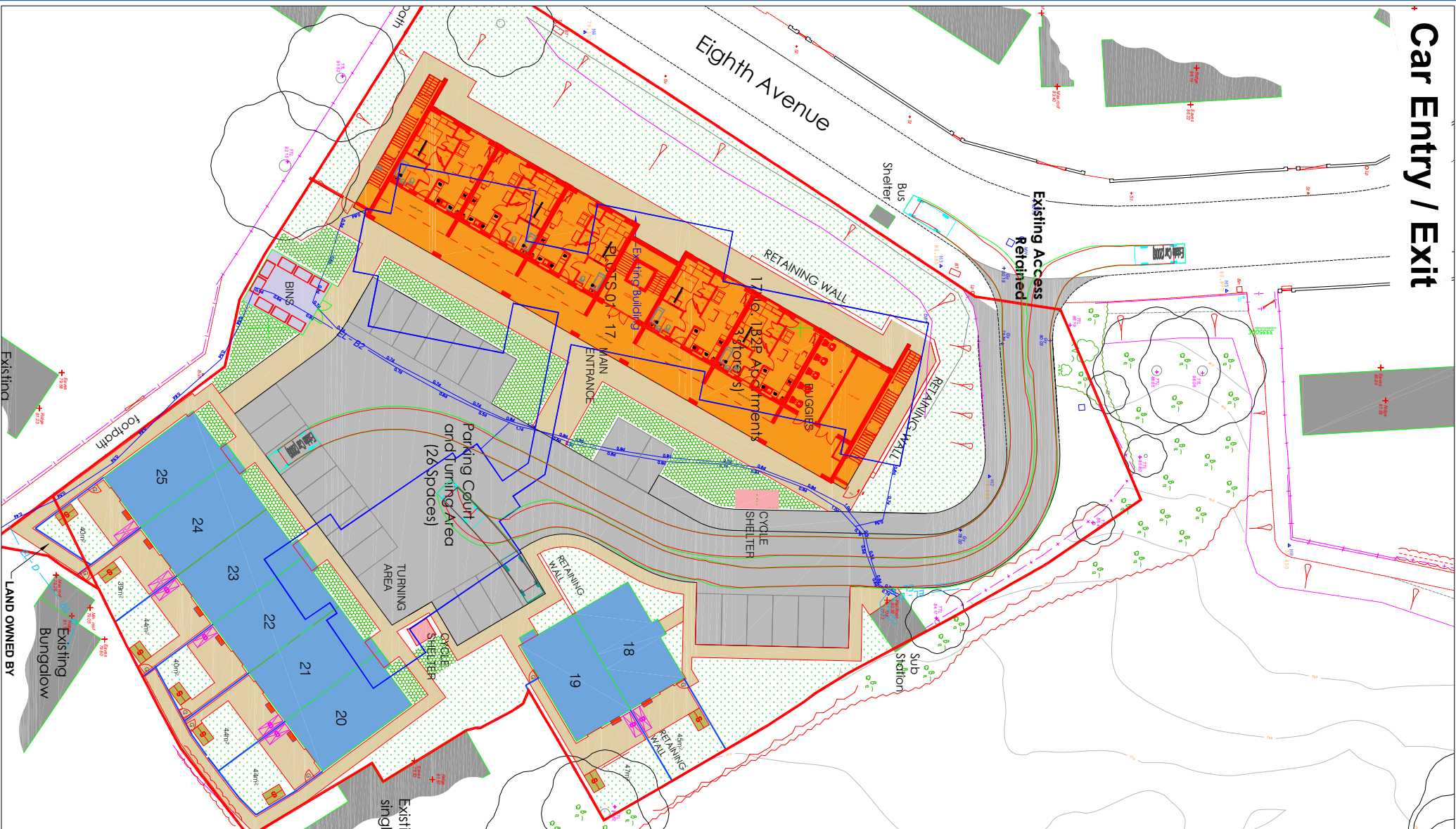
Client: Wales & West Housing Association	
Project: Cwrt Pentwmpath Eighth Avenue, Llay, Wrexham	
Drawing Title: Existing Site Access Arrangement & Available Visibility	
Drawing Number: J000303/SK101	Revision: C
Date: 23.11.2021	Scale: 1:500@A3
Drawn By: KG	Checked By: KG
Status:	Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Car Entry / Exit



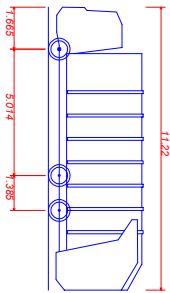
Refuse Vehicle Entry & Turning



Revision:	
A	Updated refuse swept path
B	Updated site plan
C	Updated site plan

21.12.21
10.01.22
01.08.22

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Min Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.330m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.350m

Client: Wales & West Housing Association

Project: Cwrt Pentwmpath
Eighth Avenue, Llay, Wrexham

Drawing Title: Swept Path Assessment

Drawing Number: J000303/ATR101
Revision: C

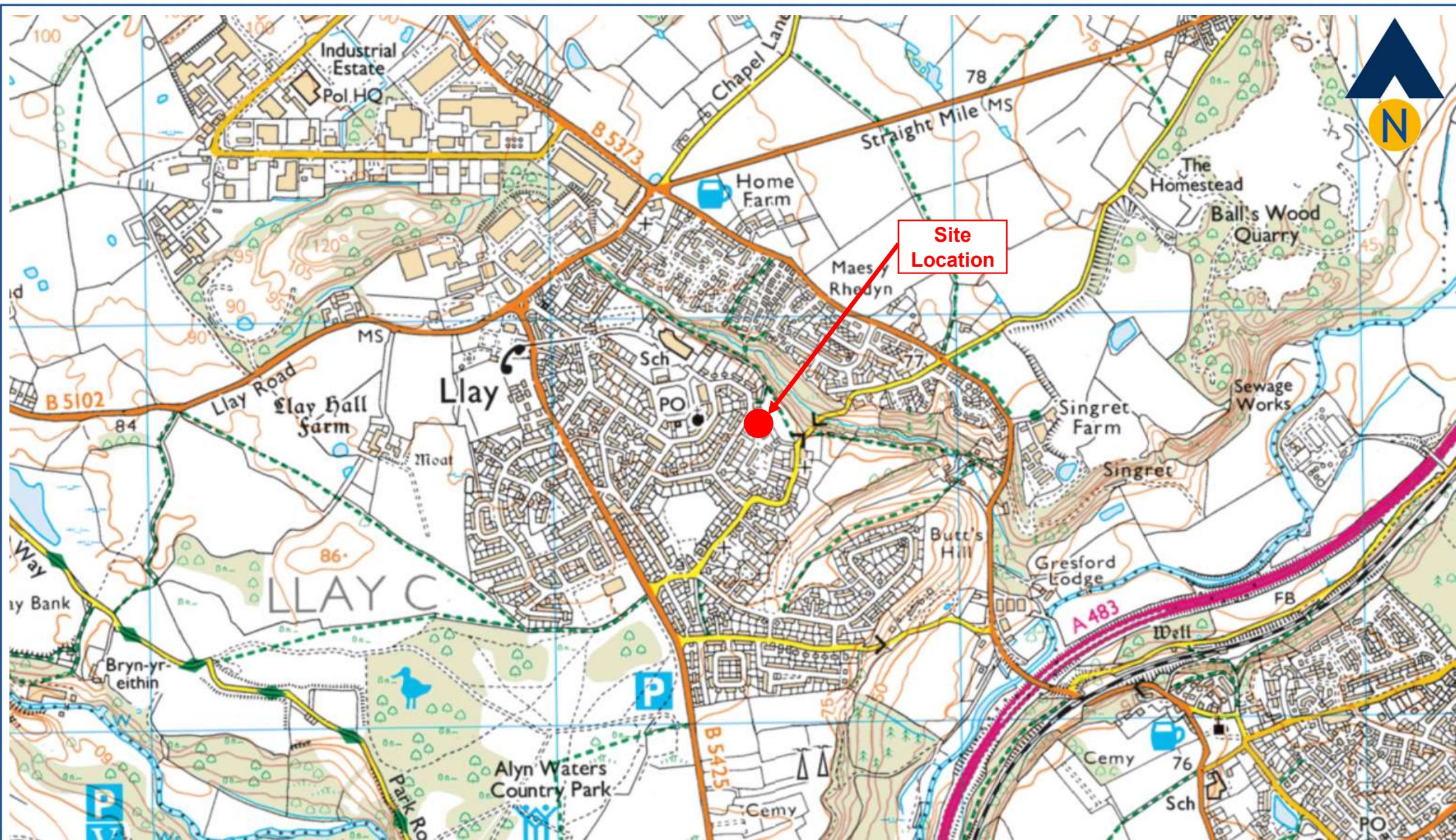
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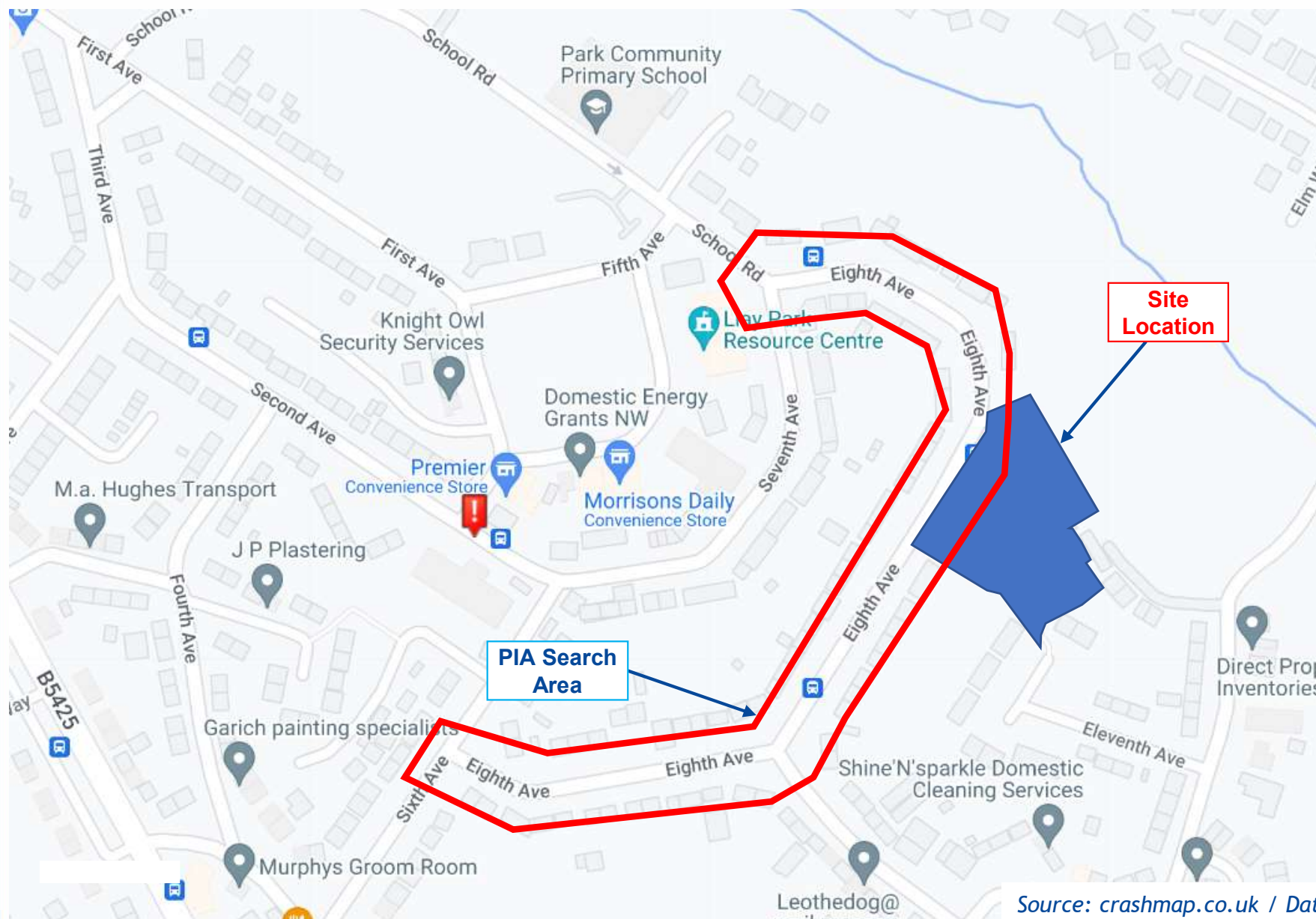
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Status: Information

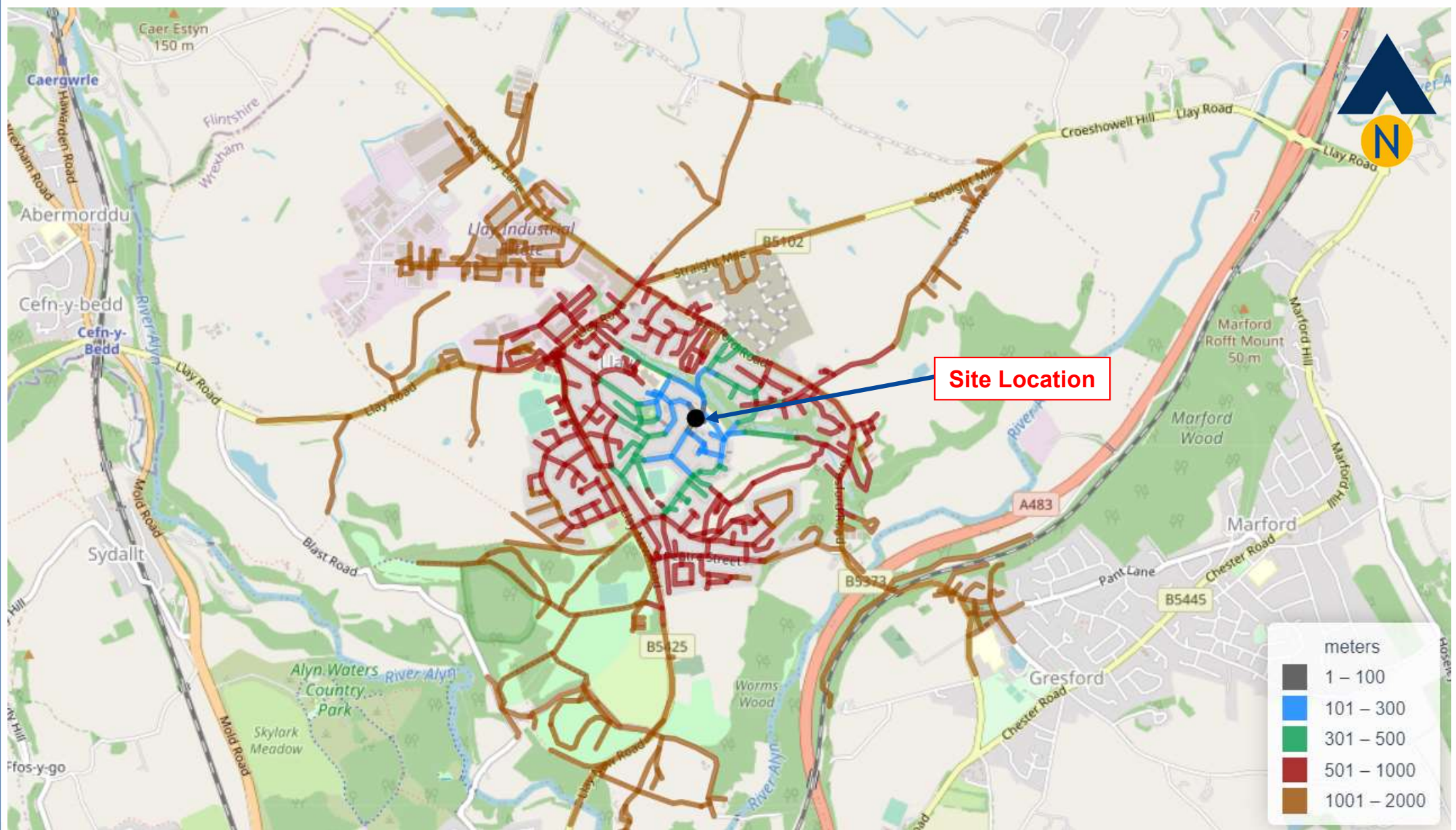
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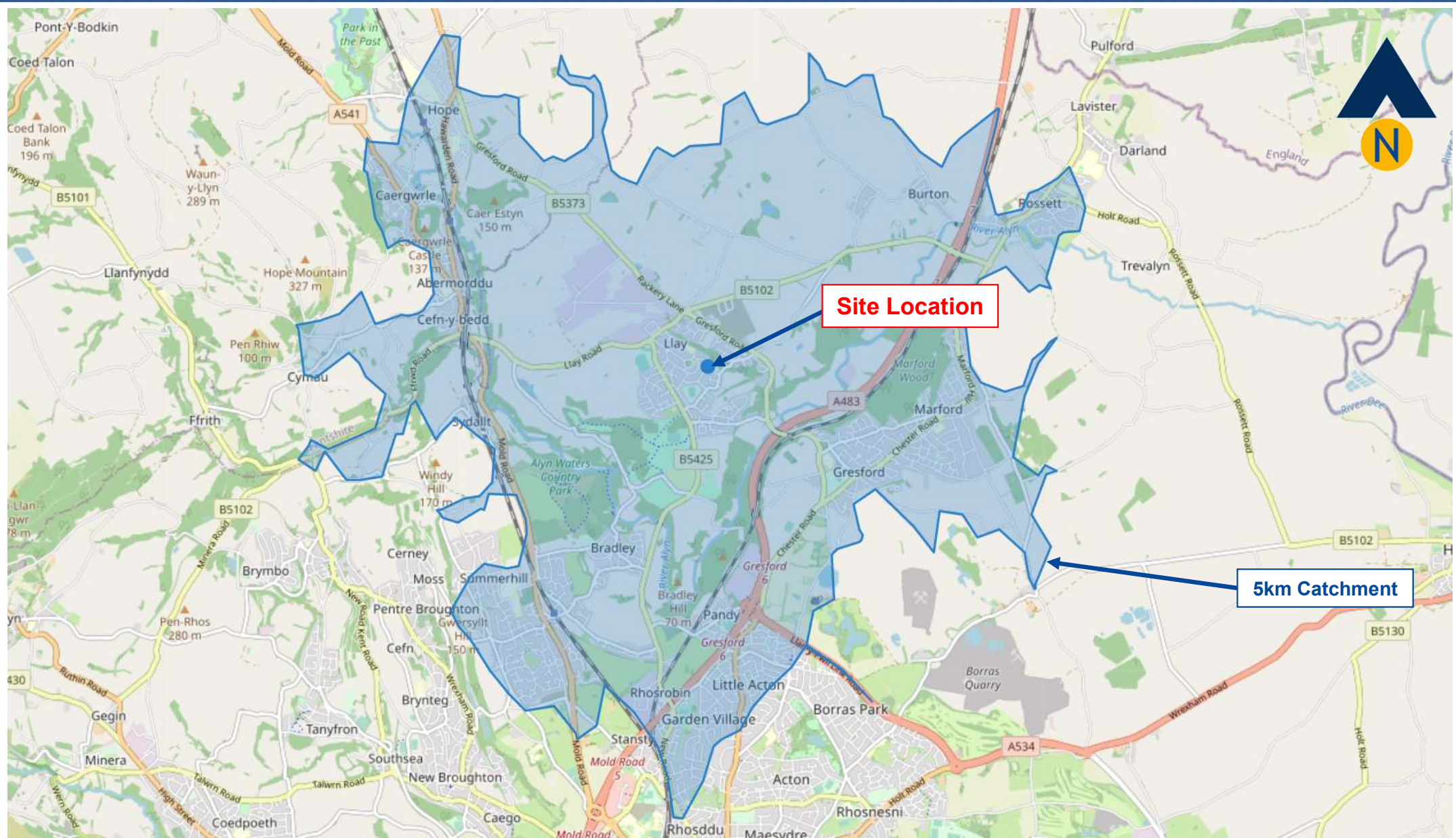






Source: crashmap.co.uk / Data: DfT / Mapping: Google









Calculation Reference: AUDIT-506501-220728-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	WF WALTHAM FOREST	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 27 to 65 (units:)
 Range Selected by User: 25 to 65 (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 20/10/21

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Residential Zone	9
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Secondary Filtering selection:

Use Class:

C3	9 days
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Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

Travel Plan:

Yes	1 days
No	8 days

PTAL Rating:

No PTAL Present	8 days
0 None	1 days

LIST OF SITES relevant to selection parameters

1	CA-03-N-02	RETIREMENT FLATS	CAMBRIDGESHIRE
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CF-03-N-01	RETIREMENT FLATS	CARDIFF
	CARDIFF ROAD		
	CARDIFF		
	LLANDAFF		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	60	
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL
3	LN-03-N-01	RETIREMENT FLATS	LINCOLNSHIRE
	NEWPORT ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	MM-03-N-01	RETIREMENT FLATS	MONMOUTHSHIRE
	BRYNGWYN ROAD		
	NEWPORT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
5	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
6	NY-03-N-01	RETIREMENT FLATS	NORTH YORKSHIRE
	EASTGATE		
	PICKERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
7	TW-03-N-03	RETIREMENT FLATS	TYNE & WEAR
	CHAPEL LANE		
	WHITLEY BAY		
	MONKSEATON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WF-03-N-01	RETIREMENT FLATS	WALTHAM FOREST
	SEWARDSTONE ROAD		
	WALTHAMSTOW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
9	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	9	42	0.019	9	42	0.029	9	42	0.048
08:00 - 09:00	9	42	0.048	9	42	0.035	9	42	0.083
09:00 - 10:00	9	42	0.080	9	42	0.107	9	42	0.187
10:00 - 11:00	9	42	0.115	9	42	0.131	9	42	0.246
11:00 - 12:00	9	42	0.115	9	42	0.096	9	42	0.211
12:00 - 13:00	9	42	0.112	9	42	0.085	9	42	0.197
13:00 - 14:00	9	42	0.083	9	42	0.109	9	42	0.192
14:00 - 15:00	9	42	0.131	9	42	0.136	9	42	0.267
15:00 - 16:00	9	42	0.077	9	42	0.061	9	42	0.138
16:00 - 17:00	9	42	0.085	9	42	0.059	9	42	0.144
17:00 - 18:00	9	42	0.077	9	42	0.069	9	42	0.146
18:00 - 19:00	9	42	0.037	9	42	0.075	9	42	0.112
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00	1	40	0.000	1	40	0.000	1	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.979			0.992			1.971

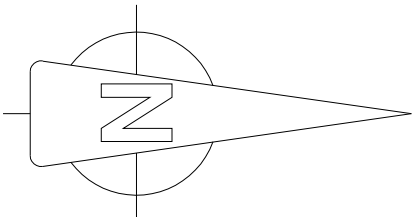
Parameter summary

Trip rate parameter range selected: 27 - 65 (units:)
 Survey date range: 01/01/14 - 20/10/21
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0



NOTES:
1. ALL WORKS TO BE CHECKED AND CONFIRMED ON SITE PRIOR TO ANY
WORKS OR FABRICATION.

DO NOT SCALE OFF THIS DRAWING.
ANY ERRORS, OMISSIONS OR DISCREPANCIES ARE TO BE BROUGHT TO THE
ATTENTION OF MUNRO ASSOCIATES IMMEDIATELY.



- 1.8m high timber hit and miss fencing with concrete posts and gravel boards
- 1.8m high personnel gate to match fencing, lockable to SBD standard.
- Concrete paving slabs to private paving. Paths to be 900mm wide (minimum) or 1200mm wide (minimum) to shared or communal areas.
- 6'x4' shed securely fixed to concrete base.
- Area identified for storage of refuse and recycling bins and trolley.
- Air source heat pump unit.
- Soft landscaping

Schedule of Accommodation		
8	1B2P bungalows	
17	1B2P apartments	
25	total	

Site Area 4731m² approx

I	04.07.22	Attention to bin Store and Cycle Store locations	MC
H	01.07.22	Apartment Building updated	MC
G	30.05.22	Apartment Building updated	MC
F	19.05.22	Apartment Building updated	MC
E	13.05.22	Apartment Building changed to 22 Unit Arrangement	MC
D	10.03.22	Site boundary amended	PO
C	08.03.22	Site boundary updated in line with revised River Plan	PO
B	Feb 22	Apartment building updated in line with revised River Plan	PO
A	Jan 22	Attention to car parking spaces	MC
REV DATE	DESCRIPTION		BY

Drawing Status
PRELIMINARY



Unit 29 The Bala Enterprise Centre, Sarncliffe Lane,
Sarncliffe, Leeds LS11 3JH
Tel: 01434 341438 E: info@munroassociates.com

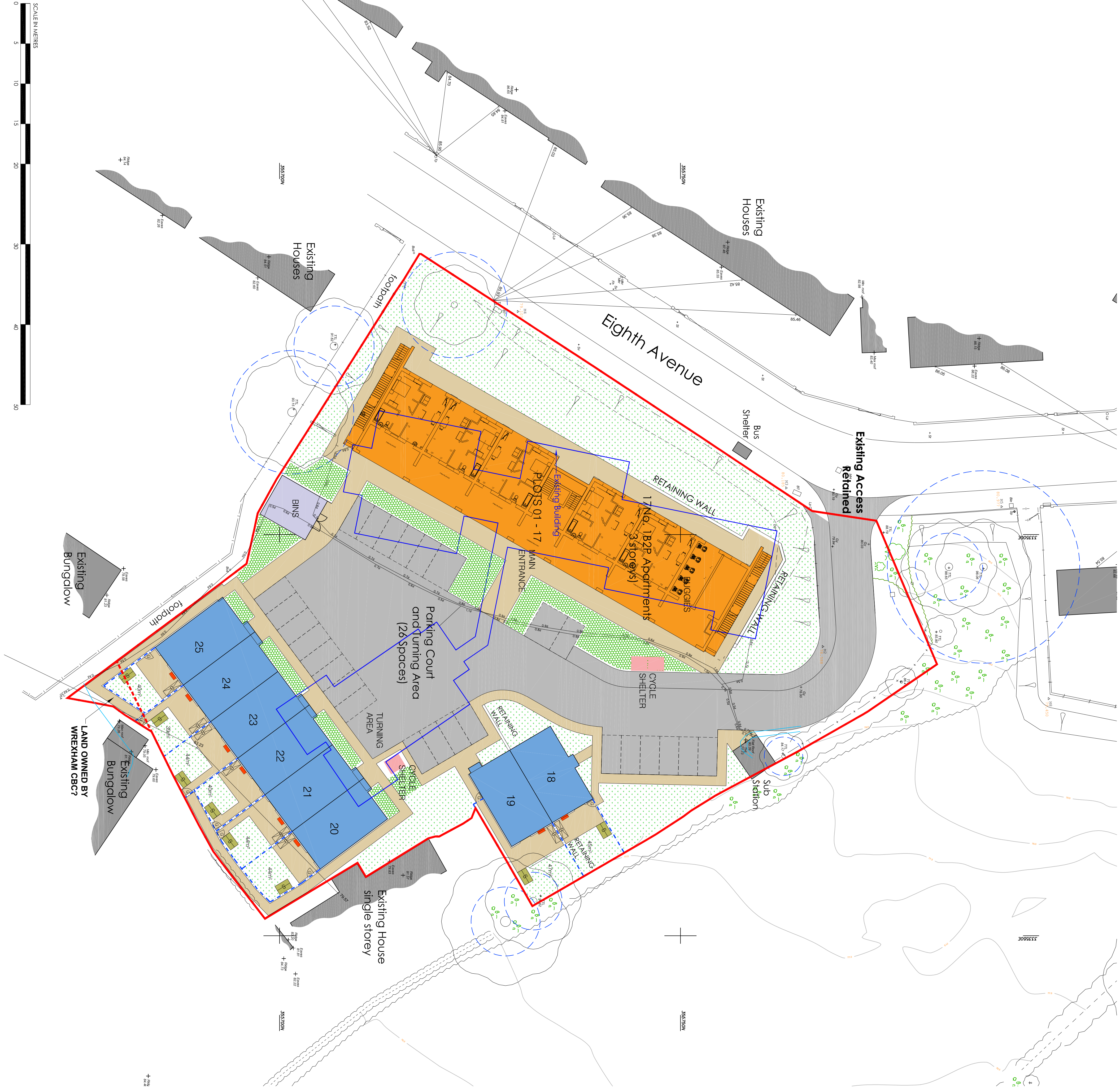
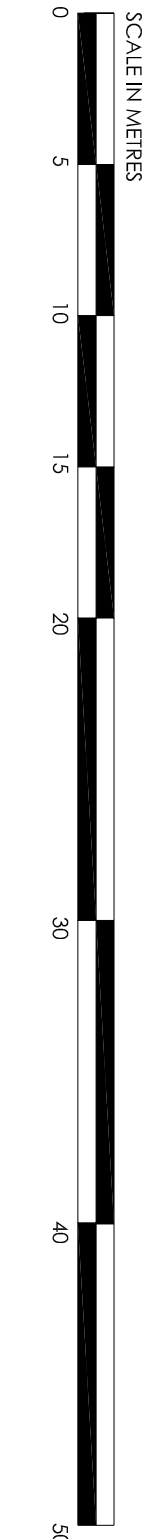
Client	Woles and West Housing
Project	Cwrt Pentwmpath Eighth Avenue Llay Wrexham
Scale	1:250 @ A1
Date	November 2021
Drawn	PCO

Drawing Title
Site Layout

Project No	20.211	Drawing No	P-105	Revision	I
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Munro Associates (Architectural Services) Limited
Registered Office: Unit 29 The Bala Enterprise Centre, Sarncliffe Lane,
Sarncliffe, Leeds LS11 3JH
Registration No: 08117320





Calculation Reference: AUDIT-506501-220728-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 30 to 39 (units:)
 Range Selected by User: 25 to 65 (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 20/10/21

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

Selected Location Sub Categories:

Residential Zone	3
------------------	---

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	1 days
No	2 days

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------------------------------|----------------------|---------------------|
| 1 | LN-03-N-01 | RETIREMENT FLATS | LINCOLNSHIRE |
| | NEWPORT ROAD | | |
| | LINCOLN | | |
| | ERMINE | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 39 | |
| | Survey date: FRIDAY | 28/06/19 | Survey Type: MANUAL |
| 2 | NY-03-N-01 | RETIREMENT FLATS | NORTH YORKSHIRE |
| | EASTGATE | | |
| | PICKERING | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 30 | |
| | Survey date: MONDAY | 26/09/16 | Survey Type: MANUAL |
| 3 | WY-03-N-01 | RETIREMENT BUNGALOWS | WEST YORKSHIRE |
| | GROVE AVENUE | | |
| | HALIFAX | | |
| | WHEATLEY | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 34 | |
| | Survey date: TUESDAY | 23/10/18 | Survey Type: MANUAL |

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-N-02	less than 100% parking
CF-03-N-01	less than 100% parking
MM-03-N-01	less than 100% parking
NF-03-N-02	less than 100% parking
TW-03-N-03	less than 100% parking
WF-03-N-01	less than 100% parking

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	3	34	0.039	3	34	0.039	3	34	0.078
08:00 - 09:00	3	34	0.068	3	34	0.078	3	34	0.146
09:00 - 10:00	3	34	0.117	3	34	0.126	3	34	0.243
10:00 - 11:00	3	34	0.146	3	34	0.194	3	34	0.340
11:00 - 12:00	3	34	0.126	3	34	0.117	3	34	0.243
12:00 - 13:00	3	34	0.146	3	34	0.117	3	34	0.263
13:00 - 14:00	3	34	0.087	3	34	0.107	3	34	0.194
14:00 - 15:00	3	34	0.146	3	34	0.107	3	34	0.253
15:00 - 16:00	3	34	0.078	3	34	0.126	3	34	0.204
16:00 - 17:00	3	34	0.107	3	34	0.068	3	34	0.175
17:00 - 18:00	3	34	0.058	3	34	0.058	3	34	0.116
18:00 - 19:00	3	34	0.058	3	34	0.039	3	34	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.176			1.176			2.352

Parameter summary

Trip rate parameter range selected: 30 - 39 (units:)
 Survey date range: 01/01/14 - 20/10/21
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 6