



Land north of Gatewen Road,
New Broughton, Wrexham

Transport Statement

November 2021



a company of Royal HaskoningDHV

Land north of Gatewen Road,
New Broughton, Wrexham
Transport Statement

Version 3-0

November 2021

Produced by:



For:

Bellway Homes Limited (North West)

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Project Information Sheet

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Document Control Sheet

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Notice

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1. Introduction

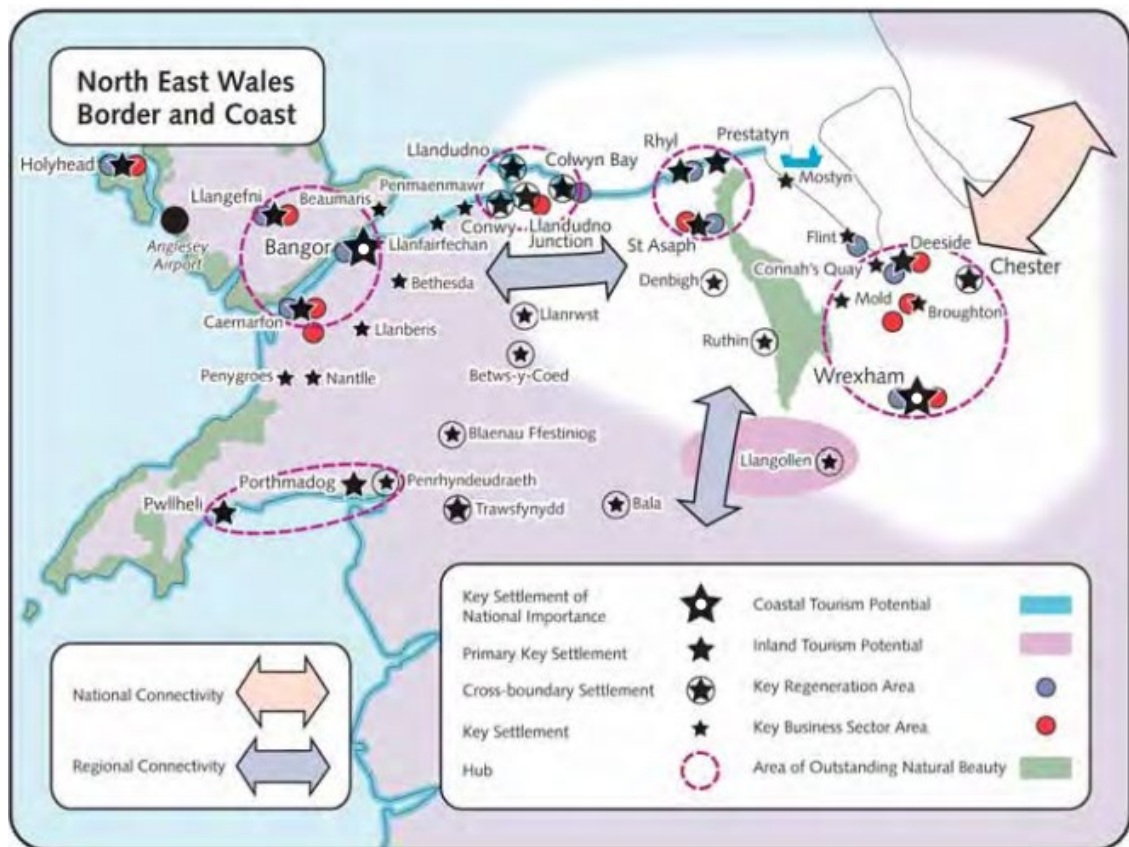
- 1.1 Integrated Transport Planning Ltd has been commissioned by Bellway Homes Limited to produce a Transport Statement to support a reserved matter planning application for a proposed development of 112 new residential dwelling, consistent with the granted outline permission for the site.
- 1.2 As access was approved with the outline planning permission and was not reserved for subsequent approval this Transport Statement primarily deals with the internal road layout, parking and servicing arrangements, whilst confirming the details that were previously considered including the accessibility of the site by sustainable modes.
- 1.3 This Transport Statement follows ITP's extensive formal assessment at outline stage, which included a Transport Assessment (July 2018), Framework Travel Plan (July 2018) and Highways Addendum (December 2018), produced in consultation with Wrexham County Borough Council (WCBC) Highways officers.
- 1.4 Following the addition of a further Transport Rebuttal report produced by ITP (May 2020), The outline permission was granted at appeal on 15th February 2021. Within the Appeal Decision, the Inspector states:
- 'I am satisfied that the assessments and surveys were carried out using recognised and accepted methodology and provide sufficient information to understand the potential highway impacts of the proposed development.'*
- Appeal Decision APP/H6955/A/19/3238474 (para. 16)
- 1.5 This Transport Statement is accompanied by a Framework Travel Plan that aims to increase the use of sustainable transport modes and reduce the potential impact on the local highway network. The two documents should therefore be read together.
- 1.6 The remainder of this report is organised into the following sections:
- Section 2 introduces relevant national and local transport planning policy
 - Section 3 provides an overview of the existing site, including connectivity by a range of modes and the local highway network
 - Section 4 reviews the proposed development and gives details of access, servicing and parking strategies
 - Section 5 calculates the likely traffic impact arising from the proposed development, including trip distribution and assessment of key local junctions
 - Section 6 provides a summary of key findings, proposed mitigation and a conclusion

2. Policy

People, Places, Futures – The Wales Spatial Plan

- 2.1 The Wales Spatial Plan is a high-level document that's purpose is:
- *Making sure decisions are taken with regard to their impact beyond sectoral or administrative boundaries and that the core values of sustainable development govern everything we do*
 - *Setting the context for local and community planning*
 - *influencing where we spend money through understanding the roles of and interactions between places*
 - *providing a clear evidence base for the public, private and third (voluntary) sectors to develop policy and action.*
- 2.2 The Wales Spatial Plan defines sustainable development as:
- ...improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.*
- 2.3 In regard to travel and climate change, The Wales Spatial Plan supports the development of spatially targeted responses. This includes:
- ...reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of 'greener' modes of travel, such as car sharing, public transport, walking and cycling.*
- 2.4 The Wales Spatial Plan also has a role in informing the development of Local Transport Plans. It does this by defining high-level growth and development areas and key movement corridors, such as that shown in Figure 2-1 below.
- 2.5 It can be seen that The Wales Spatial Plan defines Wrexham as a Key Settlement of National Importance, with emphasis later placed on:
- Strengthening key hubs as a focus for investment in future employment, housing, retail, leisure and services.*

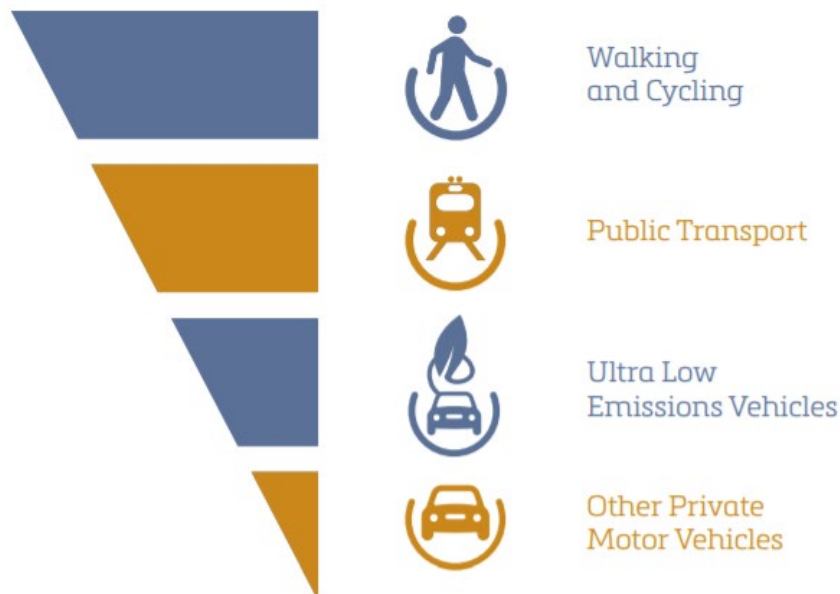
Figure 2-1: North East Wales Border and Coast area strategy



Planning Policy Wales (Edition 11, February 2021)

- 2.6 Planning Policy Wales sets out the land use planning policies applicable to Wales, as devolved to the Welsh Government. Its overriding aim is to translate the Welsh Government's commitment to sustainable development into the planning system.
- 2.7 In regard to transport, planning policy intends to help to achieve the Welsh Government's objectives through:
- *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*
 - *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles*

Figure 2-2: The Sustainable Transport Hierarchy for Planning



- 2.8 A sustainable transport hierarchy for planning is presented as key to planning decisions and the preparation of Transport Assessments. In particular, it is stated:

'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. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.'

'The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.'

'The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.'

Wrexham's Unitary Development Plan

2.9 Wrexham's Unitary Development Plan was adopted in February 2005. It was originally intended to expire in 2011, however consultation is ongoing for its replacement, therefore it continues to form the current statutory planning document for Wrexham County Borough Council.

2.10 The plan contains four key themes, which sit above the strategic policies:

- Sustainable development
- Countryside, Landscape and Biodiversity
- Settlement Growth
- Housing

2.11 Policy PS8 covers transport and states:

The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

2.12 Policy T8 covers parking delivered as part of a development and states:

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate: -

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

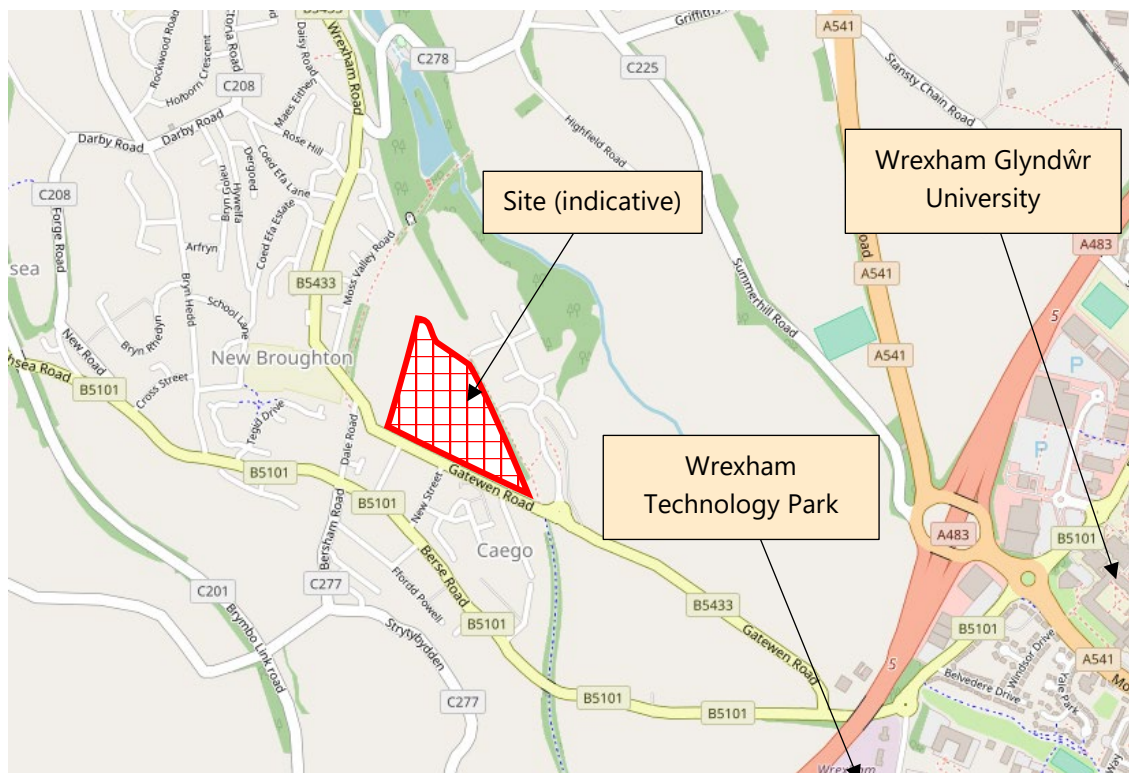
Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

3. Existing Site

Site Location

- 3.1 The proposed development site is located between the settlements of New Broughton and Caego, northwest of Wrexham, as shown in Figure 3-1. The site is bounded on the west by an area of playing fields, to the south by Gatewen Road and to the east by a new residential development.
- 3.2 Gatewen Road is a B-class single carriageway road with an approximate width of 5.7m and serves as a local distributor road, providing access to the surrounding residential developments. Within the vicinity of the proposed development site, the road is fully lit and has a continuous footway along the southern side of the carriageway.
- 3.3 The site is currently undeveloped land which has previously been used for the grazing of animals. It is not open for access by the public and therefore does not currently generate any trips. Under the proposals, the existing field gate access point is to be upgraded in line with local adoptable standards to serve as the access to the proposal.

Figure 3-1: Gatewen Road site location



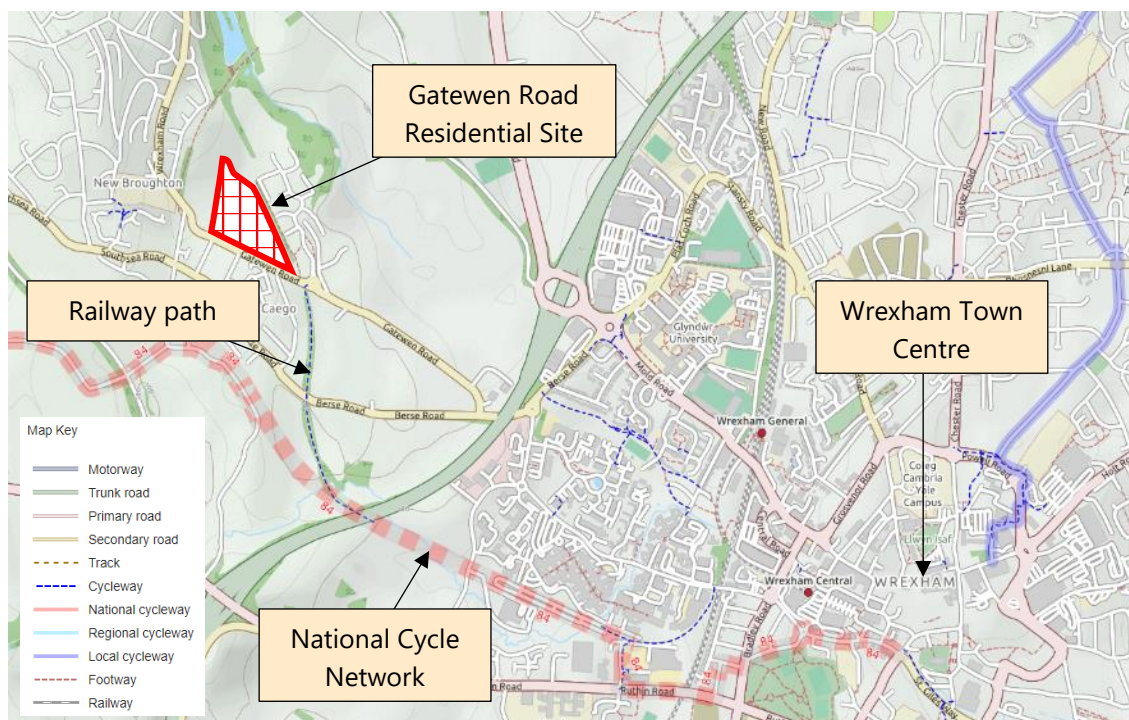
Source: Open Street Map Contributors

Accessibility

Walking and cycling

- 3.4 The site is well-located within an existing residential area, as shown in Figure 3-1, therefore there is an excellent provision of local walking routes. The area surrounding the is highly permeable on foot with a grid-style network of streets, as well as pedestrian routes along disused railway lines, including a recently upgraded traffic-free link to the town centre.
- 3.5 In regard to local schools, Ysgol Penrhyn New Broughton School is approximately 500m from the development, equivalent to a 6-minute walk. The nearest convenience store is located approximately 200m from the development on Chapel Road.
- 3.6 Wrexham has a good network of cycle routes across the town, which comprise of traffic-free paths, low-traffic streets and cycle lanes.

Figure 3-2: Wrexham cycle map



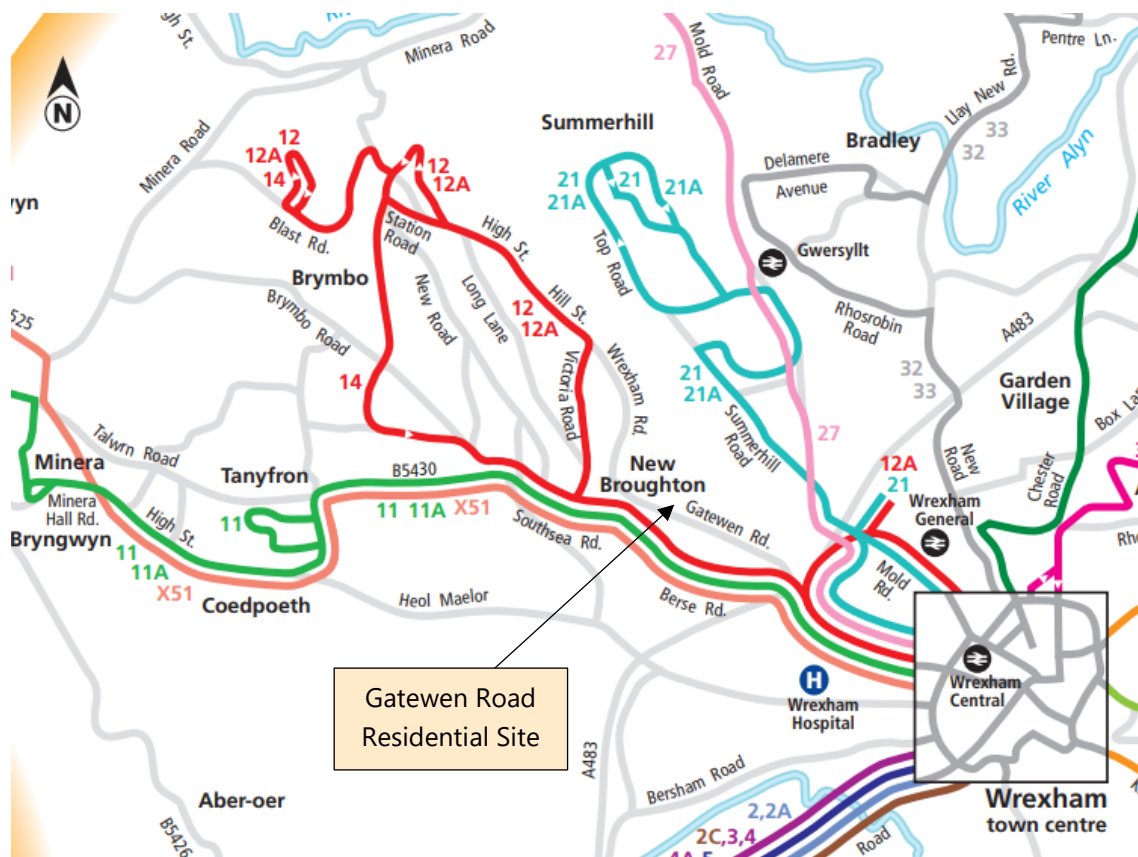
Source: Open Street Map Contributors

- 3.7 The proposed development site benefits from its proximity to a continuous traffic-free foot and cycle path to the town centre, via a disused railway line, as shown in Figure 3-2.

Bus

- 3.8 The bus stops located immediately adjacent to the proposed development site on Gatewen Road are served by the PC2 service, operated by Pat's Coaches.
- 3.9 The PC2 service, operated by Pat's Coaches operates once per day on weekdays, providing a single outbound service to, and return service from Llay Industrial Estate via Wrexham Town Centre.
- 3.10 Berse Road to the south of the proposed development site is a major east-west bus corridor and therefore provides a much wider range of services and at a higher frequency. The bus stops on Berse Road are within the close proximity to the proposed development site; approximately 150m from the site access, equivalent to a 2-minute walk.
- 3.11 Figure 3-3 shows an extract of Arriva bus's network map for Wrexham. The Berse Road bus stops provide access to nine services – 11, 11A, 12, 12A, 14, and X51 - which are summarised below.

Figure 3-3: Wrexham bus service map



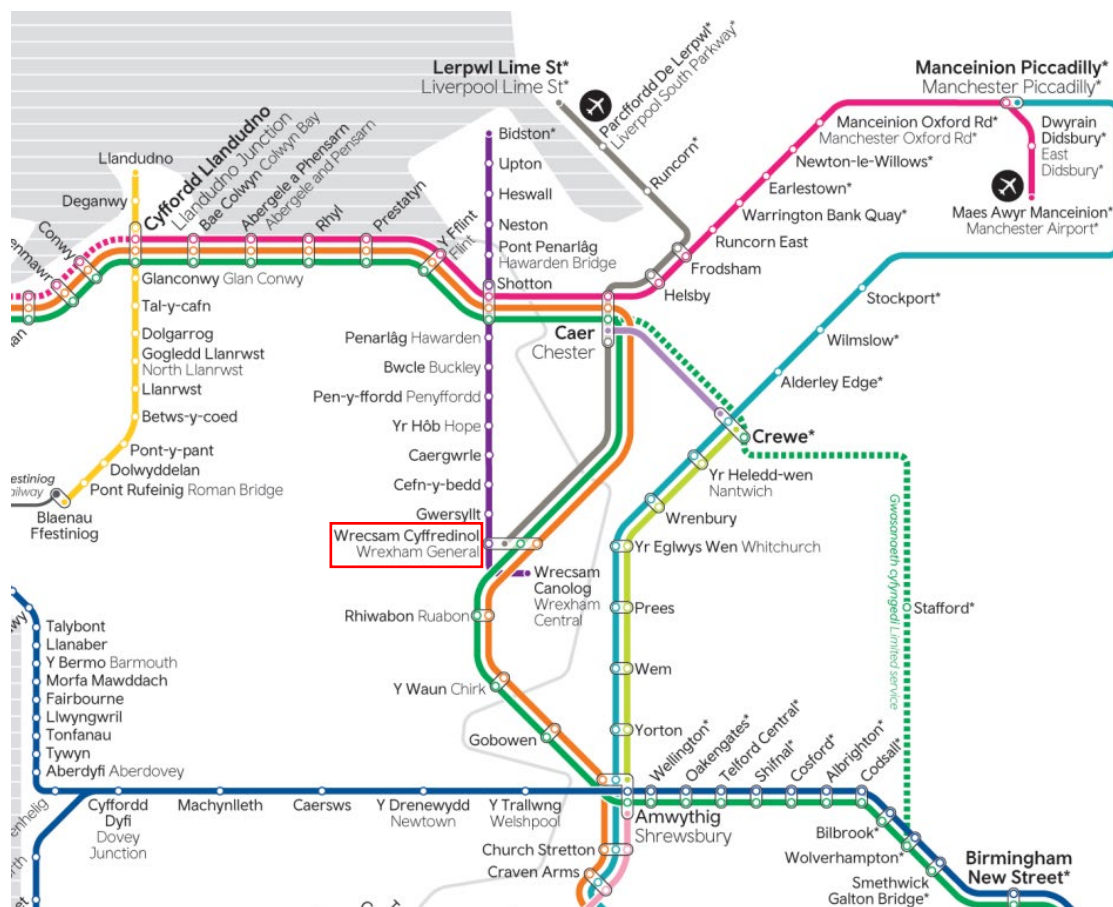
Source: Arriva Bus Wales

- 3.12 A service operates on each route every 30 minutes, at different intervals, on both weekdays and Saturdays, providing at least one service every 5 minutes. This grants frequent access to Wrexham town centre, which has a wide range of services and amenities, including Wrexham General and Wrexham Central Rail Stations, for connections further afield. It is therefore considered that the site is well connected by bus.

Rail

- 3.13 Wrexham General Station is located approximately 500 metres to the northwest of the town centre and is the closest to the development site; approximately 2 kilometres from the site on foot. Wrexham General also has the addition of being served by long-distance services operated by Avanti West Coast on a limited basis. The network maps of both operators are shown as Figure 3-4 and Figure 3-5 respectively.

Figure 3-4: Rail network map extract



Source: Transport for Wales

- 3.14 Transport for Wales identifies four routes from Wrexham: North Wales Coast Line, North Wales South Wales Service, Liverpool to Wrexham and Borderlands Line (for connections to Liverpool). Direct services are available to additional destinations including Holyhead, Birmingham International and Cardiff. Services typically run at hourly intervals during weekdays, with an enhanced service at peak hours.
- 3.15 Avanti West Coast currently operates one direct service between Wrexham and London Euston every weekday morning with a return service in the evening.

Figure 3-5: Avanti West Coast network map extract



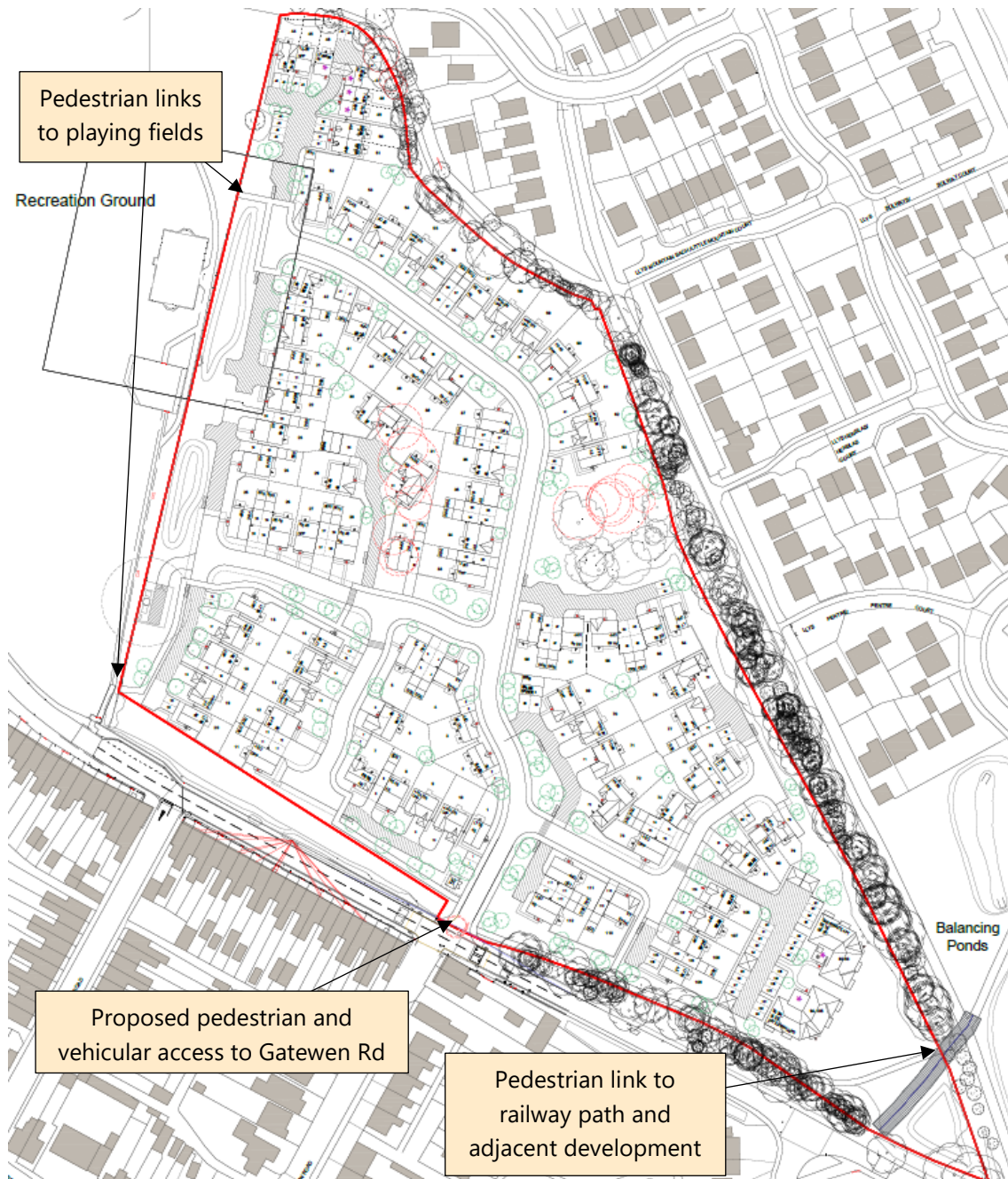
Source: Avanti West Coast

- 3.16 Wrexham is also set to benefit significantly from the Wales and Borders franchise, which commenced in October 2018. This will include investment in new services, trains and stations, including the acceleration of a North Wales Metro, which will see improved connectivity between Wrexham, Chester and Liverpool – a key growth corridor.
- 3.17 The proposed residential site is therefore easily accessible by rail and presents an attractive alternative for those who would otherwise travel to the site by car.

4. Proposed Development

- 4.1 The proposals seek to deliver 112 residential dwellings, with access to be gained by upgrading the existing access with Gatewen Road to an all-movements priority junction. Figure 4-1 introduces the proposed site layout.

Figure 4-1: Proposed site layout



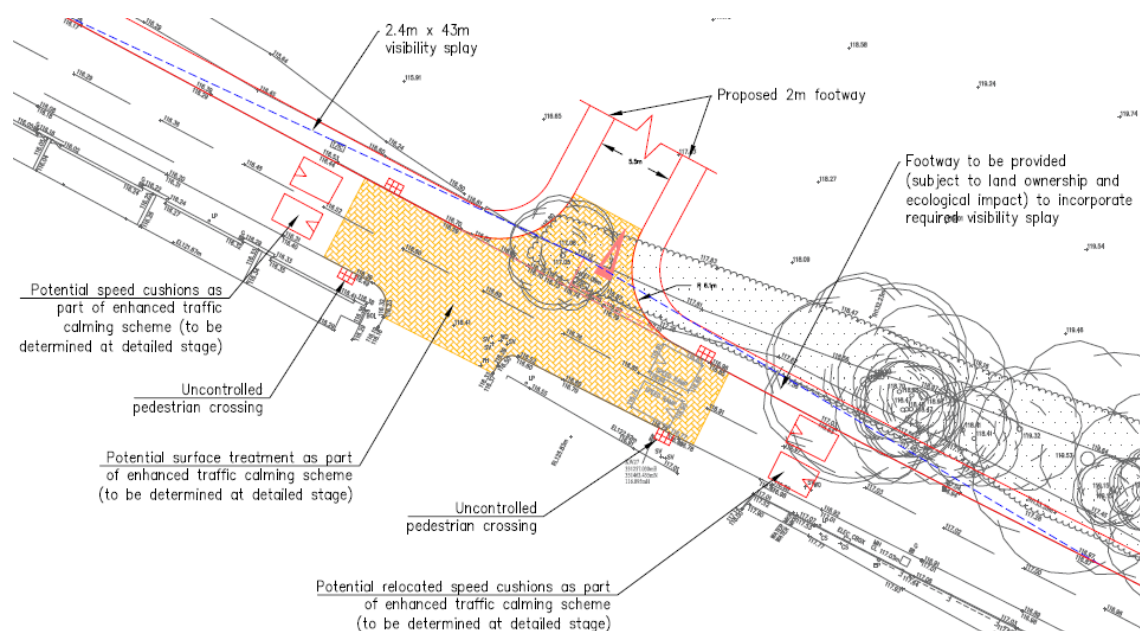
Source: BHNW130 PL01 Rev A

- 4.2 Outline planning permission P/2018/0674 was granted on the application site at Appeal (appeal ref. APP/H6955/A/19/3238474) on 15th February 2021 for residential development, up to 112 dwellings together with vehicular / pedestrian access from Gatewen Road, open space, landscaping, sustainable drainage and other related infrastructure.
- 4.3 This Transport Statement has been prepared to accompany an application for the approval of reserved matters to agree details relating to layout, appearance, scale and landscaping. Details of access were approved with the outline planning permission. Matters to be considered as part this application should not open up for consideration the principle of the development or those matters that were considered by the outline planning permission.

Access

- 4.4 The development will be served by upgrading the existing gated field access to an all-movements priority junction with Gatewen Road to serve the proposed 112 dwellings. The general form of this access has been approved through the outline permission and therefore does not require further consideration at reserved matters stage. It is shown in Figure 4-2 for reference only.

Figure 4-2: Proposed site access



Source: ITP DWG-2657-401-revC

Parking

- 4.5 Car parking standards for the development site are contained within Wrexham CBC *Local Planning Guidance Note No. 16*. The standards are based on maximum provision and therefore provide flexibility in the level of provision based on the accessibility of the site location.
- 4.6 The standards require up to 1.5 spaces for one-bedroom dwellings, up to 2 spaces for two-bedroom dwellings, up to 3 spaces for three and four-bedroom dwellings and up to 4 spaces for 5-bedroom dwellings. The use of fractions of a space indicates the use of assigned and unassigned spaces, allowing provision for visitor parking to those sites with a high number of single bedroom dwellings. The standards also require two cycle parking spaces per dwelling, irrespective of the number of bedrooms.

Table 4-1: Car parking standards and provision

Units	Quantity	Standards	Maximum	Proposed
One-bedroom	12	1.5 spaces per unit	18	12
Two-bedroom	12	2 spaces per unit	24	12
Three-bedroom	25	3 spaces per unit	75	50
Four-bedroom	59		177	124
Five-bedroom	4	4 spaces per unit	16	8

Source: BHNW130 PL01 Rev A

Servicing

- 4.7 It is proposed that the internal road network will be put forward for adoption and therefore constructed to a standard that will allow access by refuse vehicles and fire appliances. This will allow kerb-side collections of refuse and direct frontage access by emergency vehicles.
- 4.8 The proposed layout consists of standard residential street types. Where short sections of shared driveway are provided, bin collection points are located where these meet the main street network. Standard turning heads are provided throughout to allow vehicles to turn safely and exit in a forward gear.
- 4.9 Refuse vehicles will be able to traverse the proposed layout in forward gear. The results of the swept path analysis can be seen in Appendix B.

5. Conclusion

- 5.1 Integrated Transport Planning Ltd has been commissioned by Bellway Homes Limited to produce a Transport Assessment to support a planning application for 112 new residential dwellings, consistent with the outline permission granted for the site.
- 5.2 This Transport Statement has considered the existing and proposed site to demonstrate that the proposed layout of the development is appropriate from a traffic and transport perspective. It is accompanied by a Framework Travel Plan.
- 5.3 The site is located within an existing residential area, to the west of Wrexham and the A483. The site is well connected to the remainder of Wrexham on foot and cycle via a refurbished foot and cycle path along a redundant railway line, as well as via frequent bus services.
- 5.4 The proposed development includes the provision of a new vehicular access off Gatewen Road – a traffic calmed residential street – as well as pedestrian connectivity to the adjacent railway path and playing fields.
- 5.5 The accompanying Framework Travel Plan identifies tangible steps that can be taken to reduce the impact on the local highway network and therefore have a benefit for both proposed and existing residents.
- 5.6 In conclusion, it is considered that the proposed layout can be serviced adequately, provides sufficient parking and is well served by walking and cycling routes. It is therefore considered to be in line with planning policy for Wales and Wrexham.
- 5.7 The principle of development of the site and the form of access has been tested through the outline application for the site and endorsed by the Inspector who granted permission. Since there has been no material change to the proposed development or site context, there is no reason for further objection on transport or highways grounds.

Appendix A

Proposed Site Layout

Disclaimer:
This drawing is for planning purposes only. It is not intended to be used for construction purposes. Whilst the responsible design is used to ensure drawings are accurate, the Planning and Design team cannot be held responsible for any errors or omissions. It is the responsibility of the client to ensure that the drawing is used for its intended purpose and that it is not used for any other purpose without the prior written consent of the responsible design team.

GATEWEN ROAD, WREXHAM

PLANNING LAYOUT



OVERALL ACCOMMODATION SCHEDULE & AREAS

Name	Ref	Bed	Storey	Unit No's	Unit ft ²	Total
Open Market Dwellings @75% (84)						
Parkman	PA 5B	5 Bed	2	4	1677	6708
Forrester	FO 4B	4 Bed	2	9	1526	13734
Philosopher	PH 4B	4 Bed	2	8	1507	12056
Bowyer	BO 4B	4 Bed	2	11	1356	14916
Reedmaker	RE 4B	4 Bed	2	15	1309	19635
Milner	MI 4B	4 Bed	2	2	1288	2576
Firwood	FIR 4B	4 Bed	2	11	1280	14080
Spinner	SP 3B	3 Bed	2.5	2	1220	2440
Scrivener	SC 4B	4 Bed	2	3	1214	3642
Sawyer	SY 3B	3 Bed	2	3	1093	3279
Fuller	FR 3B	3 Bed	2	2	1054	2108
Lymer	LY 3B	3 Bed	2	8	966	7888
Quilter	QU 3B	3 Bed	2	2	954	1908
Thespiian	TH 3B	3 Bed	2	2	921	1842
Tailor	TA 3B	3 Bed	2	2	802	1604

Affordable Dwellings @25% (28)						
Tailor	TA 3B	3 Bed	2	2	802	1604
Piper	LP 3B	3 Bed	2	1	870	870
Larder	LP 3B	3 Bed	2	1	855	855

Garthwaite Apartments						
Mandoline	GARTH	2 Bed	3	12	652	7824
Brochette	GARTH	1 Bed	3	12	512	6144

Total:	112 Units	125713 ft ²
Gross Site Area:	4.82 ha	11.91 ac

Site Statistics:		
SSR	0.17 ha	0.42 ac
POS/Greenspace	1.07 ha	2.65 ac
Extended Gardens	0.05 ha	0.12 ac

Nett Site Area:	3.53 ha	8.72 ac
Gross Density:	23.24 Un/ha	9.40 Un/ac

Nett Density:	31.75 Un/ha	12.85 Un/ac
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Gross Footage:	2423.06 m ² /ha	10554.82 Un/ac
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Nett Footage:	3310.41 m ² /ha	14420.14 ft ² /ac
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*Note - All Areas Approx.
Abbreviations
Ac = Acres | ha = Hectares | ft² = Square Feet | m² = square | Un = units Metres |
SSR = Single Sided Road | POS = Public Open Space | Det = Detached | Apt = Apartment | Int = Integral | Sgl = Single | Dbl = Double

Proposed Layout Key

- Planning Application Boundary taken from EBA Assessment map no. EBA01 Rev A
- Plot Number
- Denotes Existing Buildings
- Proposed Shared Private Drives. For details refer to landscaping layout for specification
- Proposed adoptable highway to approved LA specification. Refer to landscaping layout and engineering drawings for specification
- Indicative landscaping - see landscaping proposals for further details
- Group Single Garage
- Denotes Access Points (Front)
- Denotes Access Points (Rear)
- Denotes bin collection point

General Notes
This drawing needs to be read in conjunction with the following plans:
• Landscaping Layout
• Boundary Treatment Plan
• Hard Surfacing Plan

References
Highways - Prepared by CBO 0638 001 - 003
Topographical Survey - Prepared by Geomatics Surveys Sheets 1 - 10
Plot Edge Boundary - Title plans MS 100112, 549551, 350551 & 188075
Tree Survey - Ascenda P1342.20.01

JKL 21
Date
Client

Layout prepared for Planning Application
Wrexham

Bellway

Project
**Gatenwen Road
Wrexham**

Drawing Title
Planning Layout

Drawn by
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Checked by
JNL

Date
June 2021

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PLANNING

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1:500

Job no.
BHNW130

Dwg no.
PL01

Rev.
A

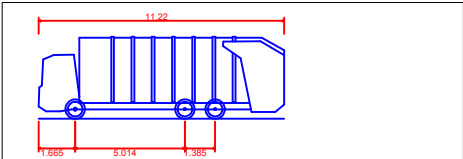
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Appendix B

Swept Path Analysis



Phoenix 2 Door Recycler (P2-18W with Elite Box chopper)
Overall Length 11.250m
Overall Width 2.550m
Overall Body Height 2.700m
Max Body Ground Clearance 2.250m
Track Width 1.500m
Lock to Lock Time 4.000m
Kerb to Kerb Turning Radius 11.500m

Vehicle hooked at 10mph forward gear through site,
5mph in turning heads



Rev	Date	Revision Details	Drawn	Check	App.
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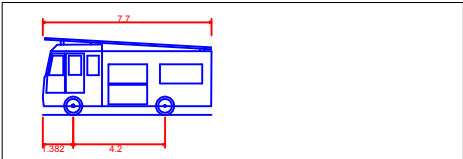
Project
Gatwen Road, Wrexham

Drawing Title
Swept Path Analysis: Refuse Vehicle

Drawn	Checked	Approved
SFB	PRC	PRC

Scale / Size	Date
1:500 @ A1	04.10.21

Status	Drg No	Rev
Information	CBO-0711-001	



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Body Height	3.512m
Min Body Ground Clearance	0.592m
Track Width	2.540m
Lock to Lock Time	5.000m
Keels to Keels Turning Radius	9.000m

Vehicle hooked at 10mph forward gear through site, 5mph in turning heads



Rev	Date	Revision Details	Drawn	Check	App.
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Project
Gatwen Road, Wrexham

Drawing Title
Swept Path Analysis: Fire Appliance

Drawn	Checked	Approved
SFB	PRC	PRC

Scale / Size	Date
1:500 @ A1	04.10.21

Status	Drg No	Rev
Information	CBO-0711-002	



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