

**LAND AT FORMER SITE OF HAFOD TILERIES,
HAFORD ROAD AND BANGOR ROAD,
JOHNSTOWN, WREXHAM**

APPLICATION NO: P/2013/0545

HIGHWAYS STATEMENT OF COMMON GROUND WITH WREXHAM COUNTY BOROUGH COUNCIL

1. This Statement of Common Ground sets out the highways/transportation matters relating to the local highway network that are agreed between the appellant, Gladman Developments Limited, and the local highway authority Wrexham County Borough Council (WCBC).

2. **Existing Conditions**

Local highway network: The description included in the Transport Assessment (TA) report ref 1232/2/C is agreed as being representative of the existing arrangements/facilities for the:

- Local highway network,
- Pedestrian facilities,
- Cycle facilities,
- Public transport provision.

3. **Current Accessibility to Jobs, Shops & Services**

There have been some minor changes to the amenities available within walking distance of the Site since TA ref 1232/2/C was prepared. Figure 1232/BDJ/3, Appendix 1, presents the existing amenities in the vicinity of the Site. The 800m, 1000m and 2000m walk isochrones for the Site shown on Figure 5 of TA ref 1232/2/C are agreed.

4. **Existing Pedestrian Facilities**

There has been an amendment to the PROW in the vicinity of the Site since the TA was prepared. Figure 1232/BDJ/1, Appendix 2, presents the existing Public Rights of Way (PROW), and provides an update of Figure 6 of TA report ref 1232/2/C. The existing pedestrian footpaths as shown on Figure 1232/BDJ/1 are agreed.

5. **Existing Cycle Facilities**

The 2000m and 5000m cycle isochrones for the Site shown on Figure 7 of TA report ref 1232/2/C are agreed. The existing cycle infrastructure shown on Figure 1232/BDJ/5, Appendix 3, are agreed.

6. **Existing Public Transport**

The existing public transport infrastructure described in the TA report ref 1232/2/C Chapter 6 is agreed. This includes the location of, and infrastructure provided at, existing bus stops within 800m of the Site as shown on Figure 9. There have been some changes to bus services since the preparation of the TA report. Table 1232/BDJ/1, Appendix 4, presents a summary of the latest existing bus services and frequencies calling at these bus stops. This is agreed.

7. Study Network of Junctions

The extent of the junctions to be examined within the TA report is agreed and comprises:

REF	JUNCTION	CONTROL
SJ2	Site Access/Bangor Road:	Roundabout,
SJ3	B5426 Bangor Road/B5605 High Street:	Traffic signals,
SJ4	B5605 High Street/B5426 Maelor Road:	Traffic signals,
SJ5	B5605 Wrexham Road/B5426 Smithy Lane:	Priority control,
SJ6	B5426 Bangor Road/Hafod Road/New Hall Road:	Priority control,
SJ7	A483/A539 Llangollen Road:	Double roundabout,
SJ8	A483/A5426 Bangor Road:	Priority control,
SJ9	A483/A5152 Wrexham Road:	Roundabout,
SJ10	A483/ A525 Ruthin Road:	Traffic signals,
SJ11	A483/A541 Mold Road:	Roundabout with partial traffic signal control,
SJ12	A483/A5156/A5152 Chester Road:	Roundabout with traffic signals.

8. Traffic Counts

The following are agreed:

- Traffic count data included in the TA report ref 1232/2/C,
- That the agreed count data in the TA report are suitable for the purposes of junction assessment in the TA,
- The times when the traffic impact of the appeal development is greatest are the weekday AM & PM peak hours. These are identified from analysis of the traffic count data to be 0800-0900 & 1630-1730 respectively.

9. Accident Records

The accident summary presented in Chapter 3 of TA report 1232/2/C of the latest 3 year (at the time of ordering the data) available injury accident information for the TA study junctions is agreed.

10. Site Access Arrangements

10.1 The appeal development access arrangements presented on AHA Drg No 1232/13/B are agreed and comprise:

- Introduce a roundabout junction on Bangor Road,
- Introduce 3.0m wide footway/cycleway on the north side of Bangor Road along the Site frontage,
- Introduce 3.0m wide footway/cycleway on Hafod Road along Site frontage.
- Provide funding for a speed limit review on Bangor Road, and if deemed appropriate, the implementation of a speed limit change.

A copy of Drg No 1232/13/B is included in Appendix 5 of the SoCG.

- 10.2 An independent Stage 1 Road Safety Audit (RSA) was undertaken for the Site access arrangements, and submitted to the local highway authority. It is agreed that the recommendations of the RSA can be actioned at detailed design stage.

11. **Footway and cycle Improvements**

- 11.1 Additional footway and cycle improvements are proposed and agreed. These are presented on Drg No 1232/18/B and 1232/20 and comprise:

- Widen existing footway on the north side of Bangor Road between Site frontage and railway bridge to 2.0m,
- Narrow carriageway and introduce traffic calming under railway bridge and widen footway to 2.0m,
- Introduce 3.0m wide footway/cycleway along Site frontage on Bangor Road and Hafod Road.

A copy of Drg Nos 1232/18/B and 1232/20 are included in Appendix 5 of the SoCG.

- 11.2 It is agreed that cycle signage will be introduced on Hafod Road, Bangor Road, within Nant Parc estate, and towards Vauxhall Industrial Estate as shown on Figure 1232/BDJ/5, Appendix 3.

12. **Public Transport Improvements**

It is agreed that the developer will provide a bus stop within the Site and fund the introduction of a bus service to serve the new bus stop. It is agreed that an extension of the existing number 6 service to/from the Site for 5 years at a cost of £40,000 per annum is suitable. The financial contribution will be made via a S106 agreement.

13. **Generated Traffic**

The estimates of AM & PM peak hour development generated traffic adopted within the TA report ref 1232/2/C are agreed as a suitable basis for the modelling and analysis of the appeal development traffic impact at the TA study junctions.

14. **Distribution/Assignment of Development Generated Traffic**

The % distribution adopted in the TA report ref 1232/2/C for assigning the development generated traffic to the local highway network is presented on following Figures in the TA report ref 1232/2/C:

- Figure D4, Appendix D: Residential and Industrial traffic,
- Figure D5, Appendix D: Retail pass-by traffic,
- Figure D6, Appendix D: Retail new traffic.

It is agreed that the distribution presented on Figures D4, D5 and D6 provides a reasonable basis for assessing the traffic impact of the proposed development on the TA network of study junctions.

15. **Junction Modelling**

It is agreed that the TA study junctions for which AM & PM peak hour With Development modelling is required are SJ2, SJ6, SJ8, SJ9 and SJ11.

16. **Junction Capacity**

The computer modelling of the study junctions SJ2, SJ6, SJ8, SJ9 and SJ11 undertaken and reported in Chapter 9 of TA report ref 1232/2/C is agreed. It is agreed that the proposed development does not have a detrimental impact on the operational performance of the TA study junctions.

17. **Travel Plan**

The appellant's Travel Plan (TP) proposals set out in the TP report ref 1232/3/A, are agreed.

18. **Summary of Transport Benefits/Improvements**

The appeal development proposals include providing the funding to enable measures that effect and achieve benefits for the public in making journeys and encouraging travel by sustainable mode choices, and mitigating the impact of the appeal development on the local highway network. The measures for which the appellant is to provide funding include:

- Introduce cycle signage on Hafod Road, Bangor Road, within Nant Parc estate, and towards Vauxhall Industrial Estate as shown on Figure 1232/BDJ/5, Appendix 3,
- Introduce 3.0m wide footway/cycleway Site Frontage on Bangor Road and Hafod Road as shown on Drg 1232/20, Appendix 5,
- Undertake pedestrian improvements on Bangor Road between the Site and the railway bridge as shown on Drg 1232/18/B, Appendix 5,
- Introduce bus stop within the Site,
- An extension of number 6 bus service into the Site for 5 years at a cost of £40,000 per annum,
- The implementation of a TP,
- Undertake a speed limit review on Bangor Road, and if deemed appropriate, the implementation of a speed limit change, at a cost of £3000.

The Appellant and WCBC agree that conditions and/or a S106 obligation securing these measures is justified in planning policy terms and that these measures comply with the requirements of the Community Infrastructure Levy Regulations 2010 and/or Circular 11/95.

Signed..... *B D Tuck*

Date..... *22/03/16*

On behalf of the appellant

Signed..... *D Heston*

Date..... *17.03.16*

On behalf of the Council

Highways SoCG Appendix 1

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3. Only bus stops within 1000m of Site shown

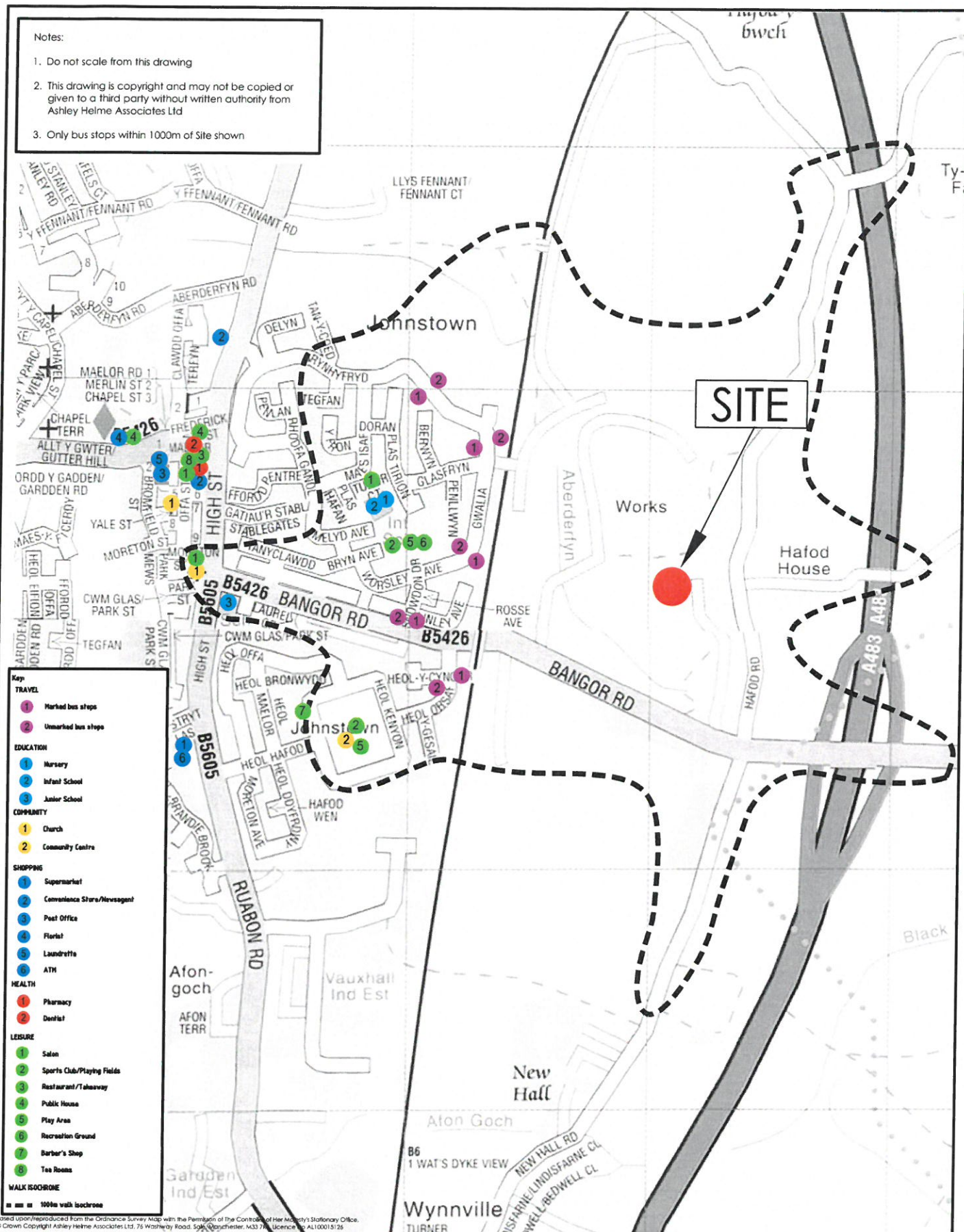


FIGURE 1232/BDJ/3

ashleyhelme
a s s o c i a t e s

76 washway road, sale, manchester, m33 7re
e: aha@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

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Highways SoCG Appendix 2

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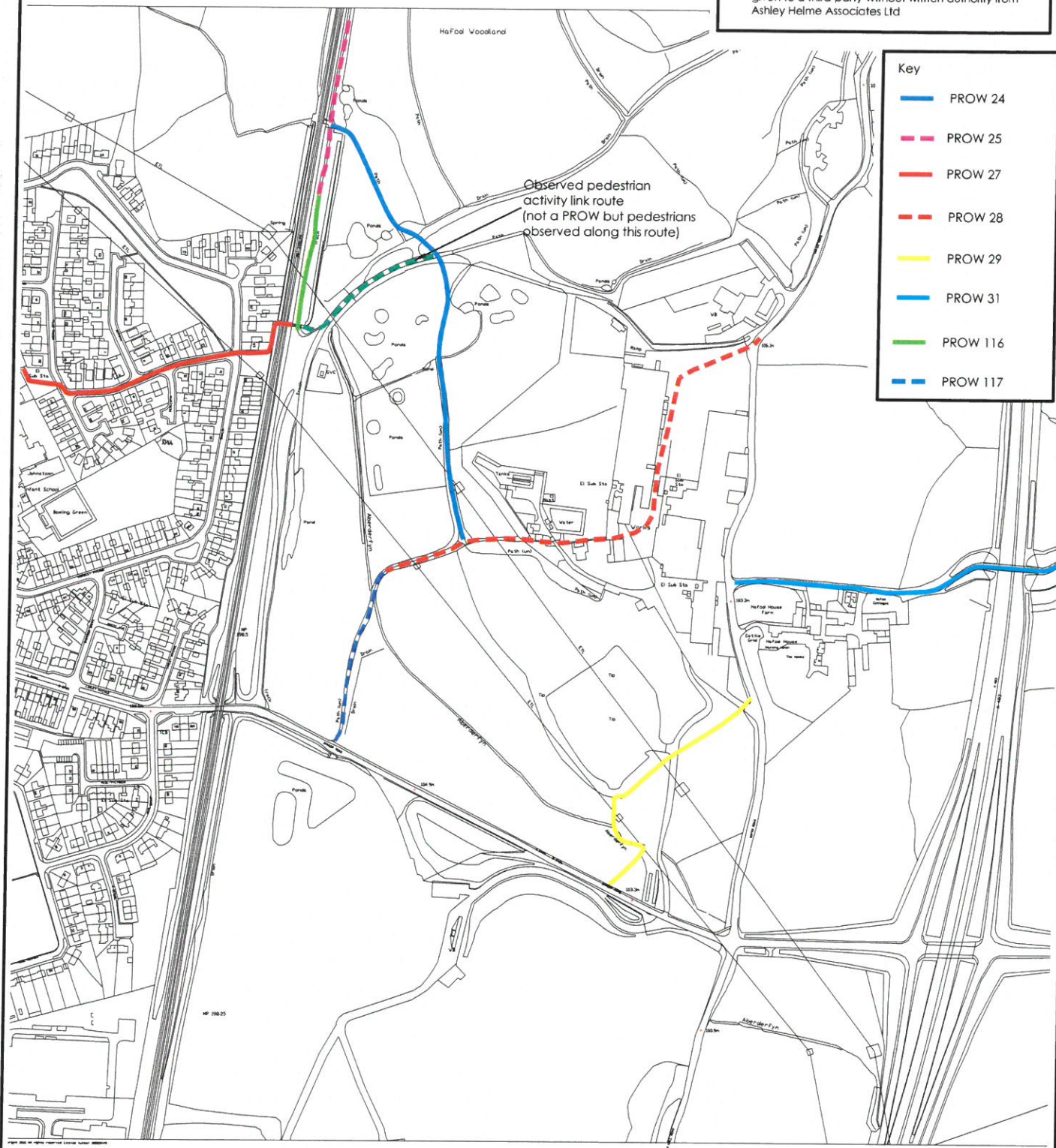
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Key

- PROW 24
- PROW 25
- PROW 27
- PROW 28
- PROW 29
- PROW 31
- PROW 116
- PROW 117

Observed pedestrian activity link route (not a PROW but pedestrians observed along this route)



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FIGURE 1232/BDJ/1

ashleyhelme
associates

76 washway road, sale, manchester, m33 7re
e: aha@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

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Highways SoCG Appendix 3

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- Replace existing cycle signage



76 washway road, sale, manchester, m33 7re
e: aha@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

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Highways SoCG Appendix 4

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BUS No	Route	FREQUENCY			OPERATOR
		Mon- Sat		Sun	
		Day	Eve		
Services calling within a 10 minute walk					
6	Wrexham – Johnstown – Ruabon	60 mins	-	-	GHA
Services calling on Ruabon Road					
2	Wrexham – Oswestry ⁽¹⁾	60 mins	3 trips	60 mins	ARR
2A	Wrexham – Oswestry	60 mins	-	-	ARR
2B	Wrexham – Cefn Mawr	6 trips	-	-	ARR
2C	Wrexham – Cefn Mawr	30 mins	-	-	ARR
4/4E	Wrexham – Penycae – Wrexham	30 mins	2 trips	4 trips	ARR/GHA
5	Wrexham Llangollen	20 mins	30/60 mins ⁽¹⁾	-	GHA
5C	Wrexham - Llangollen	20 mins	-	60 mins	GHA
J50	Wrexham – Acrefair	4 trips ⁽²⁾	-	-	DJ
65	Wrexham – Glyn Ceirog	1trip ⁽³⁾	-	-	GHA
94	Wrexham – Gwyddelwern	1trip	-	-	GHA
T3	Wrexham - Barmouth	7 trips	1/2 trips	-	GHA

Source: www.wrexham.gov.uk

Key:

ARR Arriva
GHA GHA Coaches
DJ D Jones & Son

Notes:

1. 30 minute frequency until circa 2100, 60 minute frequency until circa 2300.
2. Operates during peak times only.
3. School days only.

TABLE 1232/BDJ/1 BUS SERVICES AND FREQUENCIES

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Highways SoCG Appendix 5

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Widen existing footway along site frontage
to form 3.0m wide shared footway/cycleway

Proposed Site Access

1.22m RH
Aberderyn

Def

1.22m RH

HAFOD ROAD

Introduce 3.0m wide shared footway/cycleway
along site frontage on Hafod Road

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KEY
1.60m forward visibility

Maintain existing landfill access

GLADMAN

Project 1
JOHNSTOWN, WREXHAM

Title
PROPOSED
ACCESS ARRANGEMENTS

Date
OCTOBER 2012

Scale
1:1000@A2

ashleyhelme
associates
76 ashley way, road, manchester, m13 9pe
t: 0161 275 1234 f: 0161 275 1235
e: info@ashleyhelme.co.uk w: www.ashleyhelme.co.uk

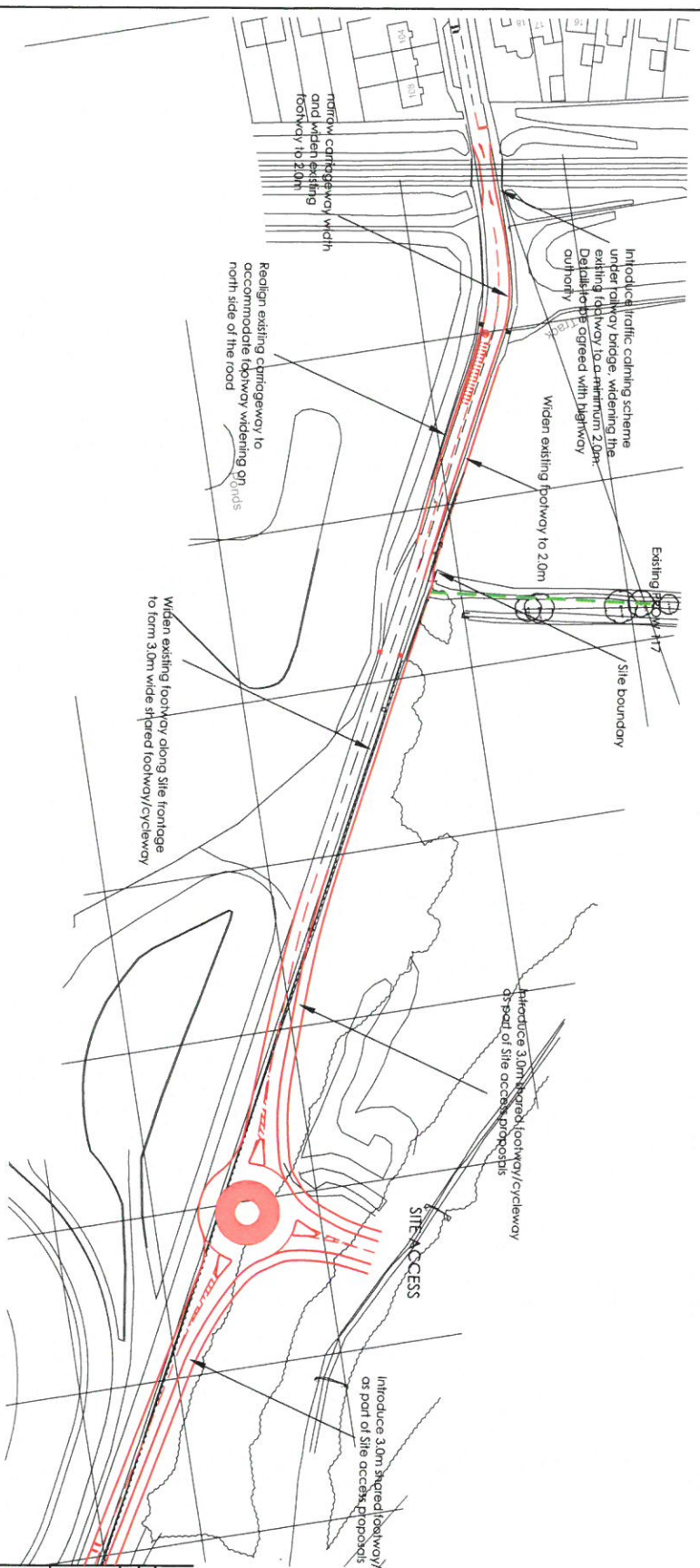
1232/13

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4. Based upon topographical survey.



A		1:1000@A2
1	Proposed 3.0m wide footway/cycleway	14.27.14
2	Existing footway	14.28.14
3	Proposed 3.0m wide footway/cycleway	14.29.14

GLADMAN DEVELOPMENTS LTD

BANGOR ROAD, WREXHAM

PROPOSED FOOTWAY
IMPROVEMENT SCHEME

OCT 2013 1:1000@A2

ashleyhelme
associates

1232/18 8

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PROJECT: BANGOR ROAD, WREXHAM

CLIENT: GLADMAN DEVELOPMENTS

DRAWING NO: 1232/20

FILE:

TITLE: PROPOSED FOOTWAY/CYCLE WAY: BANGOR ROAD/HAFOD ROAD

DATE: APRIL 2015

SCALE: 1:1250@A2

ashleyhelme
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76 washway road, sale, manchester, m33 7re
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