

Transport Statement

TRANSPORT STATEMENT:

WATTS DYKE, WREXHAM

SITE: WATTS DYKE, WREXHAM
CLIENT: Watkin Jones Group
DATE: 14th April 2021
REFERENCE: VC0351 R1.0
PREPARED BY: **Matt Cleggett BEng (Hons) FCILT MCIHT**

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1 INTRODUCTION

Vectio Consulting have been appointed by the Watkin Jones Group to prepare a Transport Statement in support of two Planning Applications. The first relates to a Reserved Matters Application for the internal site layout associated with the consented outline planning application reference: LLA P/2018/0933, which is to include 43 dwellings (plots: 6 to 48); the second application is a full application for 8 dwellings fronting Watts Dyke (plots: 1 to 5 and 49 to 51). The total number of dwellings proposed remains as per the consented outline scheme. The access layouts associated with the historically consented outline permission are to remain.

The site is bound by the B5425 Llay New Road to the east, open countryside to the south, residential dwellings to the west and Watts Dyke and the Royal British Legion site to the north. The site is located in a mainly residential area of Llay.

The site lies approximately 4 miles north of Wrexham town centre. The location of the development site is shown in Figure 1.

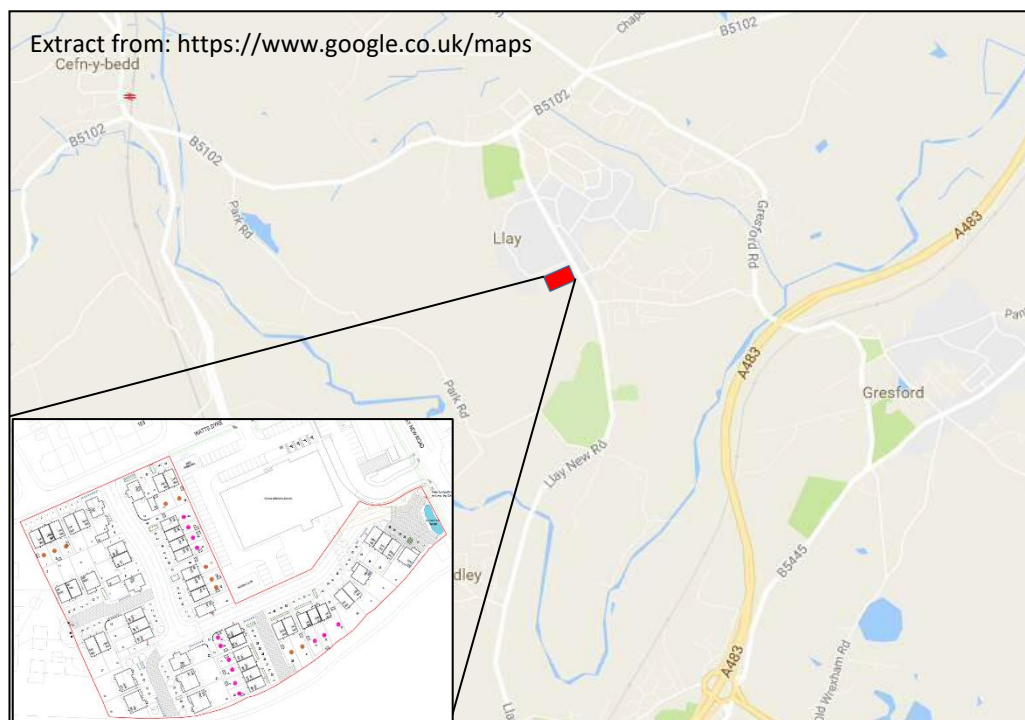


Figure 1: Site Location Plan

This Transport Statement has been based on the Department for Transport's (DfT), guidance document "Transport Evidence bases in plan making" dated 10th October 2014, the National Planning Policy Framework (NPPF), Wrexham County Borough Councils Local Planning Guidance Note 30 (A Guide for Developers and Architects when Designing Residential Developments), and Note 16, Parking, and the Manual for Streets.

However, where appropriate, guidance from the archived document Guidance on Transport Assessment (GTA) has been adopted.

1.1 Focus of the Report

This report assesses the transport impacts the proposed development is estimated to create. When considering plots 1-5 and 49-51 fronting Watts Dyke, the report considers the vehicular interface with Watts Dyke as these are to be considered as part of a full planning application.

When considering the remainder of the site (comprising plots 6 to 48 and associated infrastructure), owing to the site having an outline consent associated with planning application P/2018/0933, only the internal layout of the site has been assessed, mainly focussing on the road geometry, parking provision / layout and vehicle manoeuvrability, as all other off site impacts and access arrangements were historically agreed upon.

Wrexham County Borough Council is both the Planning and Highway Authority.

Owing to the nature of the site this Transport Statement focusses on the following aspects:

Full Application – (Plots: 1-5 and 49-51 Fronting Watts Dyke)

- Discusses access arrangements leading onto Watts Dyke;
- Considers private driveway vehicular and pedestrian visibility;
- Assesses the quantum of parking and level of supply;
- Discusses recent road traffic accident patterns along Watts Dyke; and,
- Servicing arrangements and vehicle tracking.

Reserved Matters Application – Internal Site Layout

- Discuss the development proposals;
- Discusses the internal road layout including geometries;
- Assesses the quantum of parking and level of supply;
- Non-motorised user accessibility; and,
- Servicing arrangements and vehicle tracking.

2 DEVELOPMENT PROPOSALS

2.1 Overall Site Composition

As discussed previously, the development proposals are to include 51 residential dwellings (C3). These are to comprise of:

- 5 x 2 bedroom affordable dwellings;
- 8 x 3 bedroom affordable dwellings;
- 30 x 3 bedroom dwellings; and,
- 8 x 4 bedroom units.

The proposed masterplan associated with the full site is presented in Appendix A, whilst an extract is provided in Figure 2. The same access arrangements serving the site are proposed as per the outline consent reference: P/2018/0933, other than the single private drives serving 8 dwellings fronting Watts Dyke as highlighted below.



Figure 2: Site Layout

The following two sections consider the 8 dwellings to be considered as part of a full planning application, and the remainder forming part of a reserved matter application separately.

3 FULL APPLICATION (PLOTS: 1-5 AND 49-51)

The element of the full application site comprises 8 dwellings located either side of the consented vehicular access located on Watts Dyke. Each dwelling includes two parking spaces with vehicular access for each private drive being formed by means of a footway crossover arrangement.

3.1 Existing Highway Conditions

Watts Dyke is a residential street with an approximate carriageway width of 5.5m, with development on the northern side fronting the site. Watts Dyke forms a crescent, with two points of access leading onto Llay New Road. There are 2m wide footways on both sides of Watts Dyke, the street carries a 30 mph speed limit and is street lit.

Double yellow waiting restriction TRO's exist on Watts Dyke. On the southern (development) side of the road these commence approximately 25m east of the consented development access, leading to the east continuing onto Llay New Road.

Watts Dyke adjacent to the site forms the minor arm of a simple priority T-junction with Llay New Road. Llay New Road carries a speed limit of 30 mph and is generally 7.3 m wide. There are footways on either side of the road and a segregated 1.6m wide cycle way, to the rear of the footway, is present on its western side.

Llay New Road is street lit and provides direct vehicular connection to the Llay Industrial Estate located approximately 850 m to the north, and Wrexham to the south. There are 4 existing bus stops on Llay New Road within 400m walking distance of the site.

3.2 Accessibility

This section undertakes a review of sustainable accessibility to the proposed site, including current infrastructure, and highlights measures to be put in place to benefit vulnerable road users where applicable.

3.2.1 Measures to Create a Better Environment for Pedestrians

The Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing for Journeys on Foot, 2000' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". It is generally considered that people are prepared to walk up to 2km (1.24 miles) to and from work, given suitable walking routes and facilities.

When assessing the accessibility of a site for pedestrians, and the proximity to local facilities, an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, or 3 mph. This document also contains a table of suggested walking distances for different purposes. Table 1 recreates this table:

Table 1: Extract from IHT 'Guidelines for Providing for Journeys on Foot, 2000'

	Town Centre (m)	Commuting School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

The areas that can be reached within walking distances of 800m and 2km of the site are indicated in the isochrones shown in Figure 3. The isochrones demonstrate that there is a plethora of key facilities within an acceptable walking distance of the site. The isochrone measurement has been taken from the centre, rather than the boundary of the site.

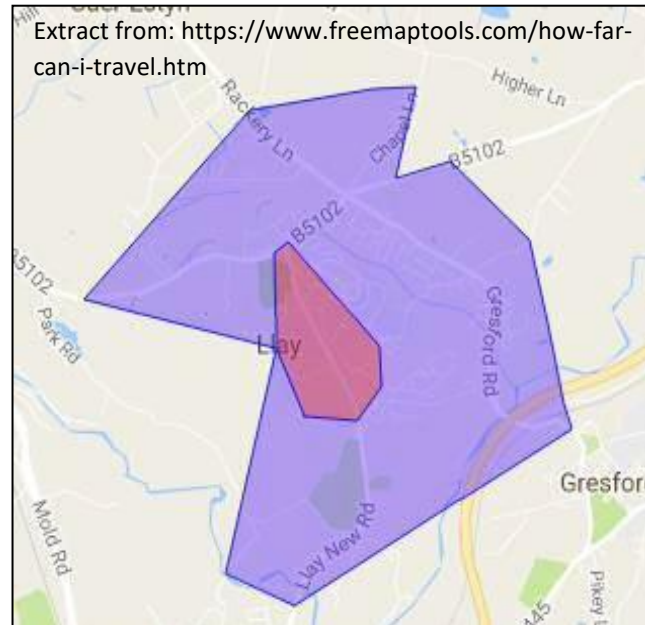


Figure 3: Walking Isochrone (Indicative)

Based on the isochrones shown in Figure 3, it can be seen that the whole of Llay is accessible by foot. The topography of the area is considered to be conducive to walking journeys and as such, local shops, employment opportunities and leisure facilities would be accessible to future occupants of the site.

3.2.2 Measures to Create a Better Environment for Cyclists

It is generally considered that a distance of 5km (3 miles) represents a reasonable cycling distance to and from work, while 8km (5 miles) is a maximum realistic range for cycle trips. Figure 4 illustrates cycling isochrones (crow-flies) taken as distances from the centre of the site.

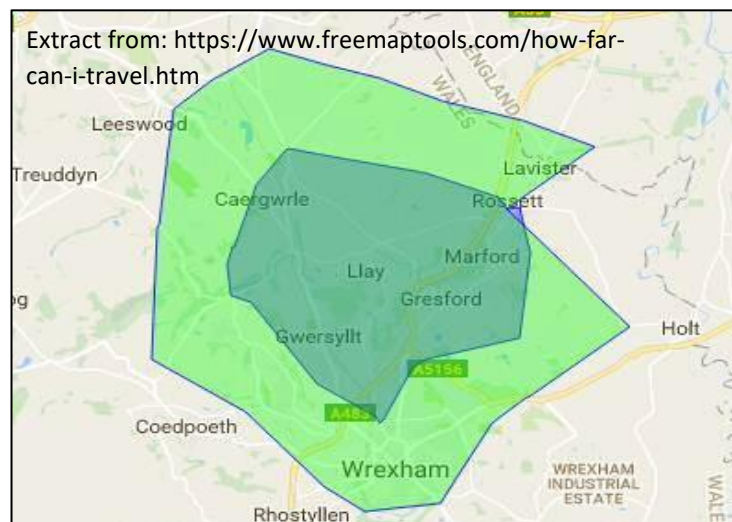


Figure 4: Cycling Isochrone (Indicative)

Based on the isochrones shown in Figure 4, it can be seen that the whole of Llay, Marford, Gresford, Gwersylt are accessible by bicycle, along with northern areas of Wrexham, Coedpoeth, eastern areas of Leeswood and south western areas of Lavister. The topography of the area is considered to be conducive to cycling journeys and as such, local shops, employment opportunities and leisure facilities would be accessible to future occupants of the site.

3.2.3 Public Transport

There are 4 bus stops located within 400 m walking distance adjacent to the site. All bus stops are located on Llay New Road, two to the south and two to the north of its junction with Watts Dyke.

The two stops located on Llay New Road, to the south of the site, benefit from shelters timetables, cage markings / laybys and seating.

Figure 5 illustrates the location of the adjacent bus stops, in context with the overall development site.

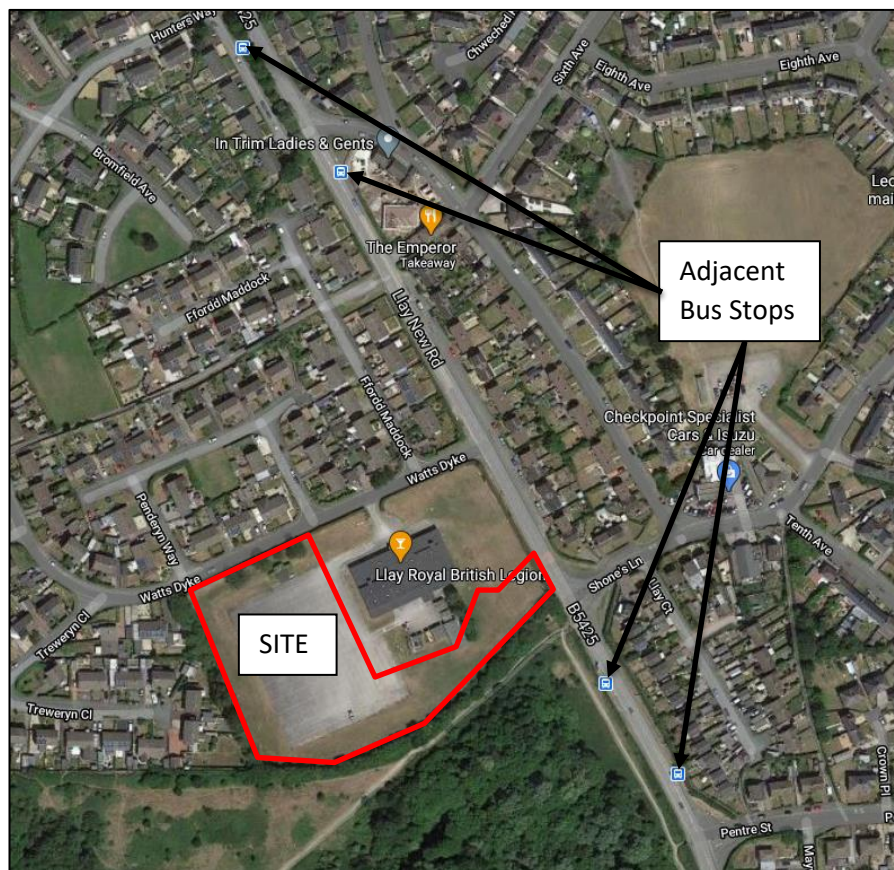


Figure 5: Adjacent Bus Stop Locations

The bus stops on Llay New Road are frequented by services 34, PC1 & PC2, with the far northern stop also including services 33 and X33. These services provide a moderate level of access to the nearby town of Wrexham, and other areas in closer proximity.

It is concluded that a good level of public transport infrastructure is available to encourage the use of public transport by future occupants of the site.

3.3 Development Layout

The extent of the proposals are shown in Figure 6. Plots 1 to 3, 49 and 50 are 3 bedroom affordable units, whilst plots 4 & 5 and 3 bedroom units, and 51 is a 4 bedroom unit.

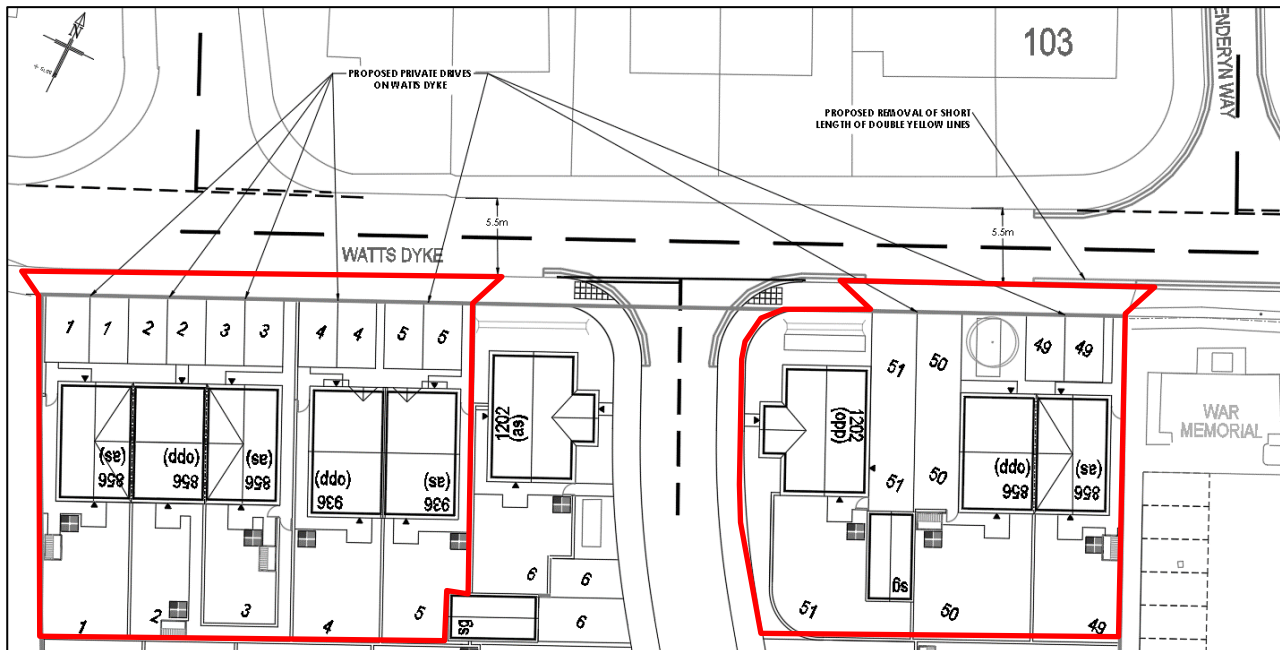


Figure 6: New Private Drives on Watts Dyke

3.4 Vehicular Access

As previously discussed vehicular access to the individual private drives will be formed by footway crossover arrangements. Sufficient measures will be put in place to prevent the discharge of unregulated surface water into the public highway. All driveways will be formed in a bound material for a minimum distance of 5.0m rear of the public highway. A short length of double yellow line TRO will need to be extinguished fronting the private drives serving Plot 49, as shown on the Visibility Splay and Access Layout Drawing (ref: 006) presented in Appendix B.

3.5 Visibility Splays

Visibility splays serving the private drives have been measured to be 2.4m by 43m and as such are considered suitable.

3.6 Parking Provision

As detailed in Wrexham County Borough Council's Local Guidance Note 16, maximum car parking standards should be applied as follows:

- 1 bedroom dwellings: 1.5 car parking spaces;
- 2 bedroom dwellings: 2 car parking spaces;
- 3/4 bedroom dwellings: 3 car parking spaces;
- 5 or more bedroom dwellings: 4 car parking spaces;

Based on a review of the proposed layout 16 car parking spaces have been proposed, two per dwelling. This excludes any garages as for the purpose of assessing parking policy requirements, these cannot be counted.

Based on the composition of the development detailed in paragraph 2.1, a maximum policy provision of car parking spaces would be 24. It is therefore concluded that as the provision is under the maximum guidelines, sufficient car parking provision has been made.

With regard to cycle parking, Guidance Note 16 details a minimum provision of 2 cycle parking spaces per dwelling. The proposals include 2 spaces per unit, to be provided in a lockable shed (or similar) to be located in the rear gardens of each plot.

3.7 Swept Path Analysis

Vehicle swept path analysis has been undertaken to demonstrate the ease for cars to manoeuvre on to and off of driveways. This analysis is presented in Appendix C, which concludes the suitability of the proposed arrangements.

3.8 Servicing Arrangements

Refuse collection and deliveries will be undertaken from the site frontage on Watts Dyke, as per existing operations on the opposite side of the road (northern).

3.9 Accident Analysis

Subsequent to the submission of the planning application associated with the outline scheme, there have been two recorded road traffic accidents that have occurred on Watts Dyke. These two accidents, both occurring in September, one in 2016 and the other in 2017, resulted in slight injury severity ratings. No other accidents were recorded in this location over a previous 5 year period as detailed in the Transport Statement submitted in support of the outline consent.

Considering the first of the two incidents (2016), this involved a child cyclist riding along Watts Dyke, conflicting with a turning vehicle. The incident occurred during the hours of daylight, during dry weather conditions. The incident resulted in a slight injury severity rating to the cyclist. Based on the data available, it would appear that the driver exiting / turning into the side road crossed the path of the oncoming cyclist and as such the incident is likely to have been a result of driver error.

The second incident occurred during the hours of darkness in the evening, and was recorded to involve two cars proceeding normally along the road carriageway (assumed to be in opposite directions). Front and side points of impact were recorded. Slight injuries were sustained by drivers and occupants of the cars. There is no clear reason for the incident to have occurred based on the data available, other than driver error.

No patterns or trends have been identified and as such it is considered that the proposed development is unlikely to exacerbate any existing accident problems in the local area.

3.10 Construction Stage Impacts

The construction stage of the development will create an impact on the highway network. It is therefore recommended that a construction stage traffic management plan is prepared prior to commencement of the development to ensure any foreseeable impacts are mitigated.

4 RESERVED MATTERS APPLICATION

The overall site wide masterplan is illustrated in Figure 2. The site layout, excluding the plots fronting Watts Dyke, are considered within this section.

Vehicular access is gained via the consented bellmouth junction arrangement leading onto Watts Dyke. Pedestrian access is also provided at this location, by means of two 2m wide footways leading out of the site to either side of the internal estate road, interfacing with the existing footway infrastructure on Watts Dyke. In addition, as per the consented scheme, a pedestrian footway is proposed to lead onto Llay New Road, sited approximately 72m south of the Watts Dyke, Llay New Road junction.

The internal layout forming the subject of the reserved matter application is to include 43 dwellings, comprising:

- 5 x 2 bedroom affordable dwellings;
- 3 x 3 bedroom affordable dwellings;
- 28 x 3 bedroom dwellings; and,
- 7 x 4 bedroom units.

4.1 Internal Road Layout

The internal road layout is shown in a drawing presented in Appendix D. Leading from Watts Dyke the proposed road is to be 5.5m in width, with 2 m footways to either side. The north south length of the estate road is to culminate in a standard turning head. Leading to the east the estate road narrows to 4.8m in width with a 0.5m service strip on its northern side, where there is no development, and 2.0m wide footway on its southern side. To the end of the east-west internal road alignment (eastern side) it ends in a turning head laid out in an informal shape as a shared surface area. The extent of the highway to be adopted is to be delineated by kerbing in this location. As indicated on the attached drawing.

The internal estate road serves three shared private drives, each providing parking spaces for no more than 5 dwellings.

4.2 Parking Provision

As discussed previously in Section 3.6 Wrexham County Borough Councils Local Guidance Note 16 details maximum parking standards.

Based on a review of the proposed layout, car parking provision for 87 spaces has been made, just over two per dwelling. This excludes any garages as for the purpose of assessing parking policy requirements, these cannot be counted.

Based on the composition of the development discussed above, the maximum policy provision of car parking spaces would be 124. The proposed provision is less than the policy maximum requirement and therefore it is concluded that sufficient car parking spaces has been made.

With regard to cycle parking, Guidance Note 16 details a minimum provision of 2 cycle parking spaces per dwelling. The proposals include 2 spaces per unit, to be provided in a lockable shed (or similar) in the rear gardens of each plot.

4.3 Access Visibility

The internal road layout has been designed to emulate up to a 20 mph speed environment. This would make a requirement for all access points to achieve visibility splay 'Y' distances of up to 25m, although in practice this distance would be site specific given the layout of the site. Noting that the internal road layout would be lightly trafficked, an 'X' distance of 2.0m is considered suitable, specifically as the estate road does not form a through route.

All private drives and shared private drive access points have been assessed to ensure they can achieve these parameters, only being reduced when clearly the speed environment would be much slower. Noting that in some instances visibility splays may cross front gardens, either the extent of public highway will need to include these areas, or the requirement for the areas to remain clear below 600mm will need to be defined in property title deeds. These areas can easily be identified during the detailed design stage of the internal road layouts design.

A review of pedestrian visibility splays has been undertaken associated with all private and shared private drives throughout the site. The assessment has confirmed that 2m by 2m pedestrian visibility splays can be achieved.

4.4 Swept Path Analysis

Vehicle swept path analysis has been undertaken to demonstrate the ease for cars to manoeuvre on to and off of driveways. In addition the analysis has considered a large 11.2m long refuse vehicle to ensure it can turn and travel through the site in a forward gear. This analysis is presented in Appendix C, which concludes the suitability of the proposed arrangements.

4.5 Servicing Arrangements

Refuse collection will be undertaken from the internal estate roads. Where private driveways are proposed, bins will be sited adjacent to the public highway, outside of visibility splays, so as not to obstruct the use of footways. Deliveries will be undertaken by the roadside within the site.

4.6 Construction Stage Impacts

The construction stage of the development will create an impact on the highway network. It is therefore recommended that a construction stage traffic management plan is prepared prior to commencement of the development to ensure any foreseeable impacts are mitigated.

5 SUMMARY AND CONCLUSIONS

Vectio Consulting have been appointed by the Watkin Jones Group to prepare a Transport Statement in support of two Planning Applications. The first relates to a Reserved Matters Application for the internal site layout associated with the consented outline planning application reference: LLA P/2018/0933, which is to include 43 dwellings (plots: 6 to 48); the second application is a full application for 8 dwellings fronting Watts Dyke (plots: 1 to 5 and 49 to 51). The total number of dwellings proposed remains as per the consented outline scheme. The access layouts associated with the historically consented outline permission are to remain.

The site is bound by the B5425 Llay New Road to the east, open countryside to the south, residential dwellings to the west and Watts Dyke and the Royal British Legion site to the north. The site is located in a mainly residential area of Llay.

This report considers the internal layout of the site in terms of highways and transportation, including a discussion regarding the proposals, the internal road layout, parking supply, pedestrian infrastructure, access & pedestrian visibility, vehicular swept path analysis, and servicing arrangements.

In addition the report assesses the suitability of the proposed new access arrangements on Watts Dyke, to serve 8 new private driveways.

5.1 Summary

This report has appraised key transport aspects with the findings summarised as follows:

The assessment has reviewed accessibility to the site and identified that a range of areas / services and facilities are accessible to future occupants.

Parking provision has been provided in line with local planning policy requirements. Parking provision for 2 bicycles has been recommended, to be located within the rear gardens of plots.

The proposed access junction geometries serving the consented scheme are to remain, other than 8 new private drives to be served along the frontage of the site on Watts Dyke. Suitable geometries are considered to have been achieved, which has been demonstrated by the provision of vehicle swept path analysis drawings.

It has been identified that a length of Double Yellow line TRO will need to be shortened on Watts Dyke fronting the proposed private drive serving Plot 49.

A review of the most recent 5 years' worth of recorded road traffic accident data has been undertaken, concluding that no patterns or trends have been identified, and as such the proposed development is unlikely to exacerbate any existing accident problems in the local area.

With regard to the internal layout of the site, road geometries have been discussed. Driveway visibility has been assessed concluding that both vehicular and pedestrian visibility splays are achievable. Swept path analysis has been undertaken to demonstrate that all car parking spaces are easily accessible, along with the ability for a large 11.2m long refuse vehicle to travel through the site in a forward gear, and turn within the proposed turning heads.

Servicing operations, including refuse collection, has been discussed, concluding that suitable provision has been made.

It has been identified that the construction stage of the development is likely to impact the operation of the highway network, and as such a traffic management plan should be prepared and implemented prior to commencement of development.

5.2 Conclusions

The assessments included within this report conclude that in terms of highways and transportation, the proposed development is not expected to have a severe impact on the highway network, and as such conforms with the NPPF.

APPENDIX A: Masterplan



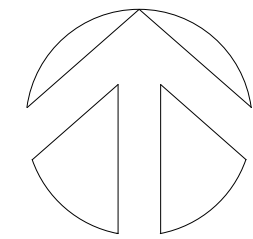
IMPORTANT NOTE:

ALL DIMENSIONS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE CHECKED BY THE CONTRACTOR/ MANUFACTURER PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE OR THE MANUFACTURE OF ANY SITE COMPONENTS.

THIS DRAWING IS NOT TO BE SCALED.

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SITE PLAN

Legend

- Access / Door To dwelling.
- 1800mm high close boarded fence.
- Indicates 1.8m High Brick Wall with piers.
- Indicates 1.8m High Curved Brick Wall with piers.
- Line to delineate application site boundary.
- Timber gates to be erected to rear gardens (as indicated on site layout).
- Proposed tree planting. (Refer to Landscape Layout for further details).
- Indicates proposed blockpaving.
- Indicates Affordable Units.
- Indicates trees to be removed.
- Indicates trees to be remained. Category A & B trees.
- Indicates additional windows to corner plots.
- Indicates existing foul easement.
- Indicates timber shed.

Revision:	By:	Date:
P1 Preliminary Issue to Client.	RIC	20.11.20
P2 Lincoln housetype substituted with 892 type to Clients' request.	RIC	05.01.21
P3 Amended to client comments.	BP	14.01.21
P4 Amended to client comments.	BP	03.03.21
P5 Amended to client comments.	BP	09.03.21
P6 Amended to client comments.	BP	15.03.21
P7 Amended to client comments.	BP	18.03.21
P8 Amended to client comments.	BP	06.04.21

PLANNING

Baldwin Design Consultancy Ltd 4 Marina Walk, Pennington Wharf, Plank Lane, Leigh, WNT 4EZ Tel: 01925 747615 e-mail: enquiries@baldwindesign.net www.baldwindesign.net	Client:	WATKIN JONES GROUP	
	Project Title:	Residential Development	
	Address:	Royal British Legion, Watts Dyke, Llay, Wrexham	
	Drawing Title:	Proposed Site Layout	
	Drawing No:	WJ/RBL/PSL/01	
Dwn:	Ckd:	Date:	
BP	ST	20/11/2020	
Scale:	1:500	Paper Size:	A2
		Rev:	P8

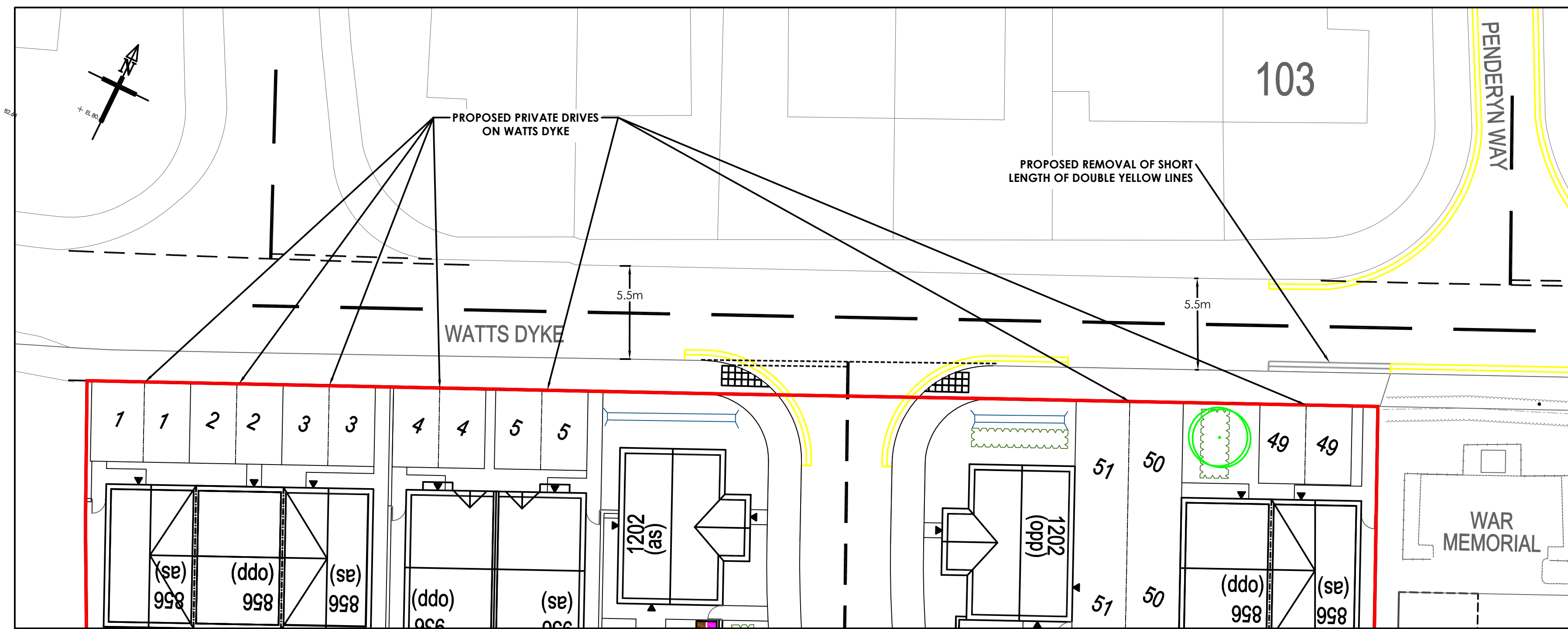
Royal British Legion, Llay, Wrexham



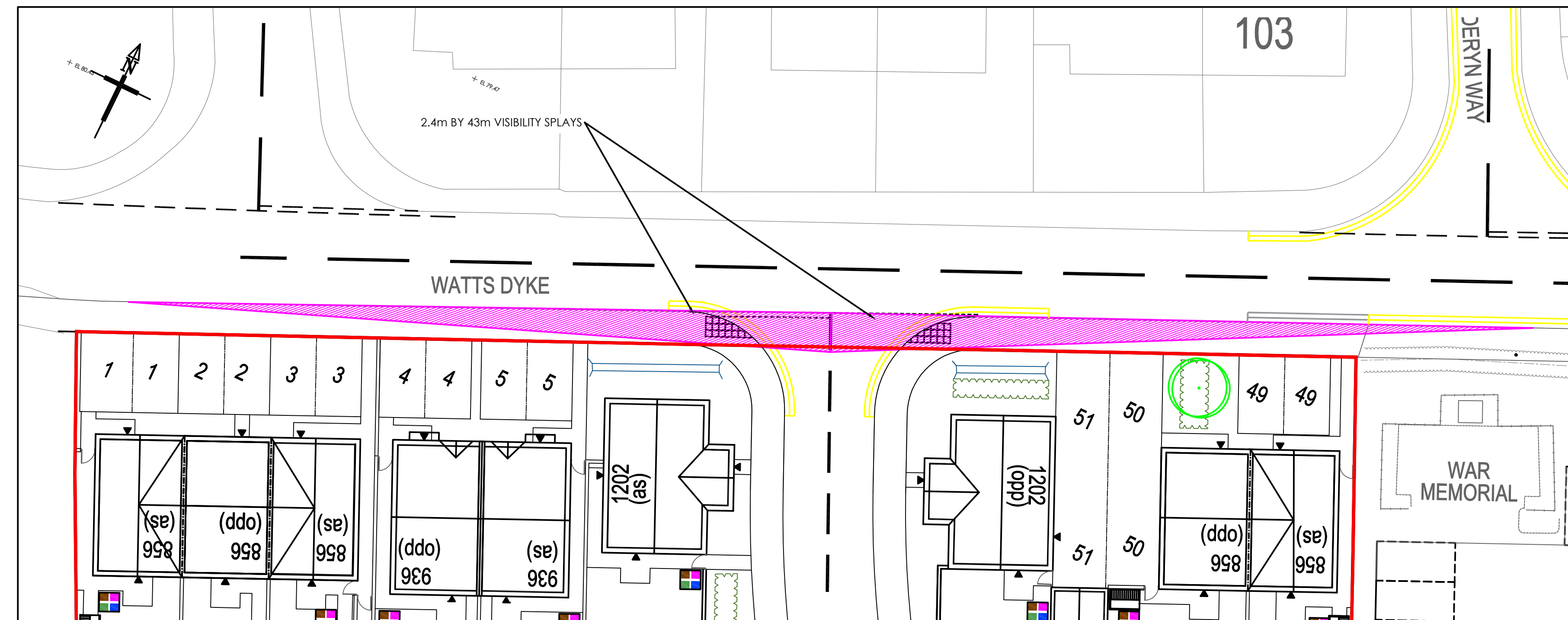
APPENDIX B: Access Proposed New Access onto Watts Dyke, Drawing 006 – Visibility Splay and Access Layout Drawing



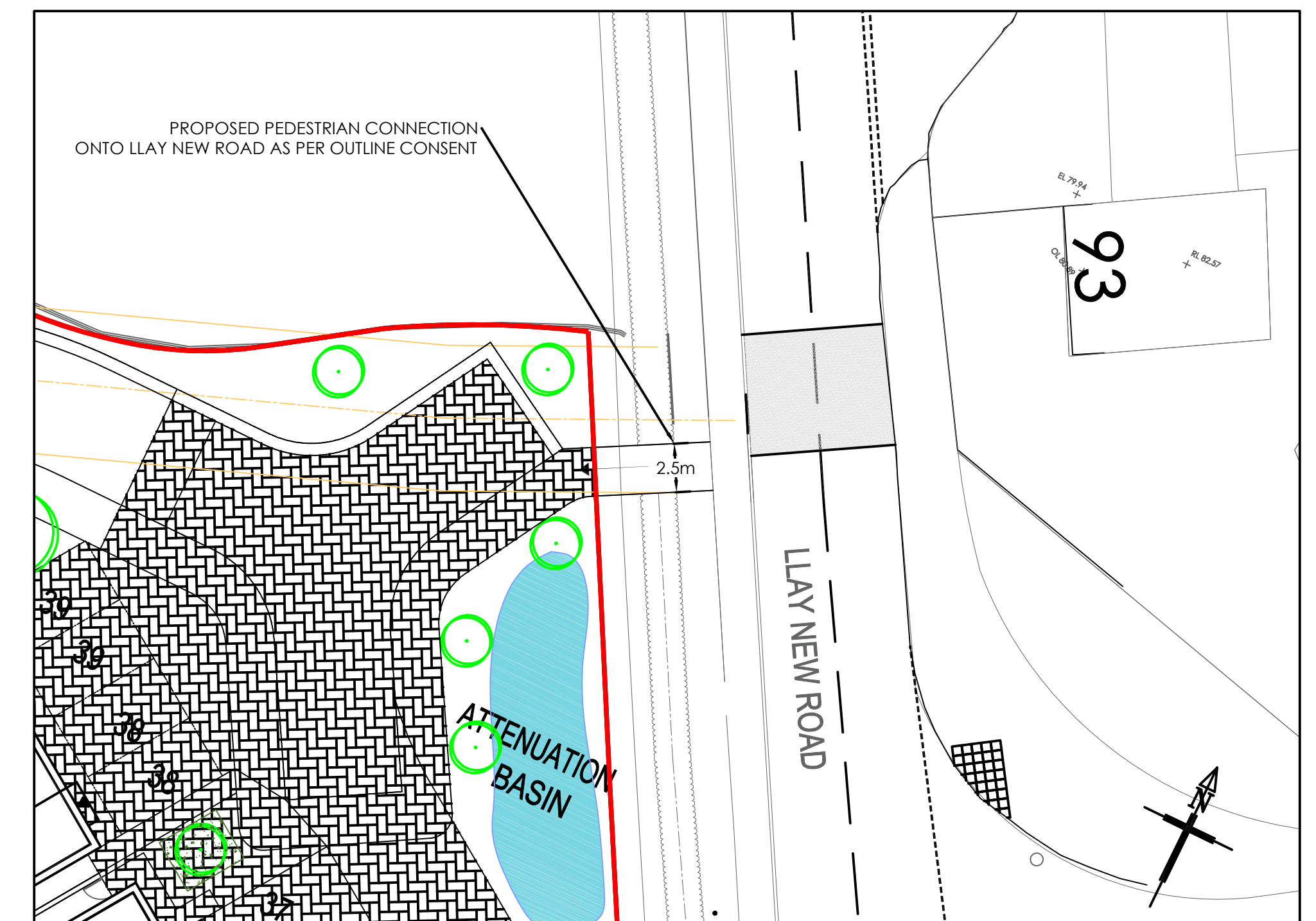
PROPOSED ACCESS LAYOUT ON WATTS DYKE



PROPOSED ACCESS VISIBILITY SPLAY ON WATTS DYKE



PROPOSED PEDESTRIAN ACCESS ON LLAY NEW ROAD



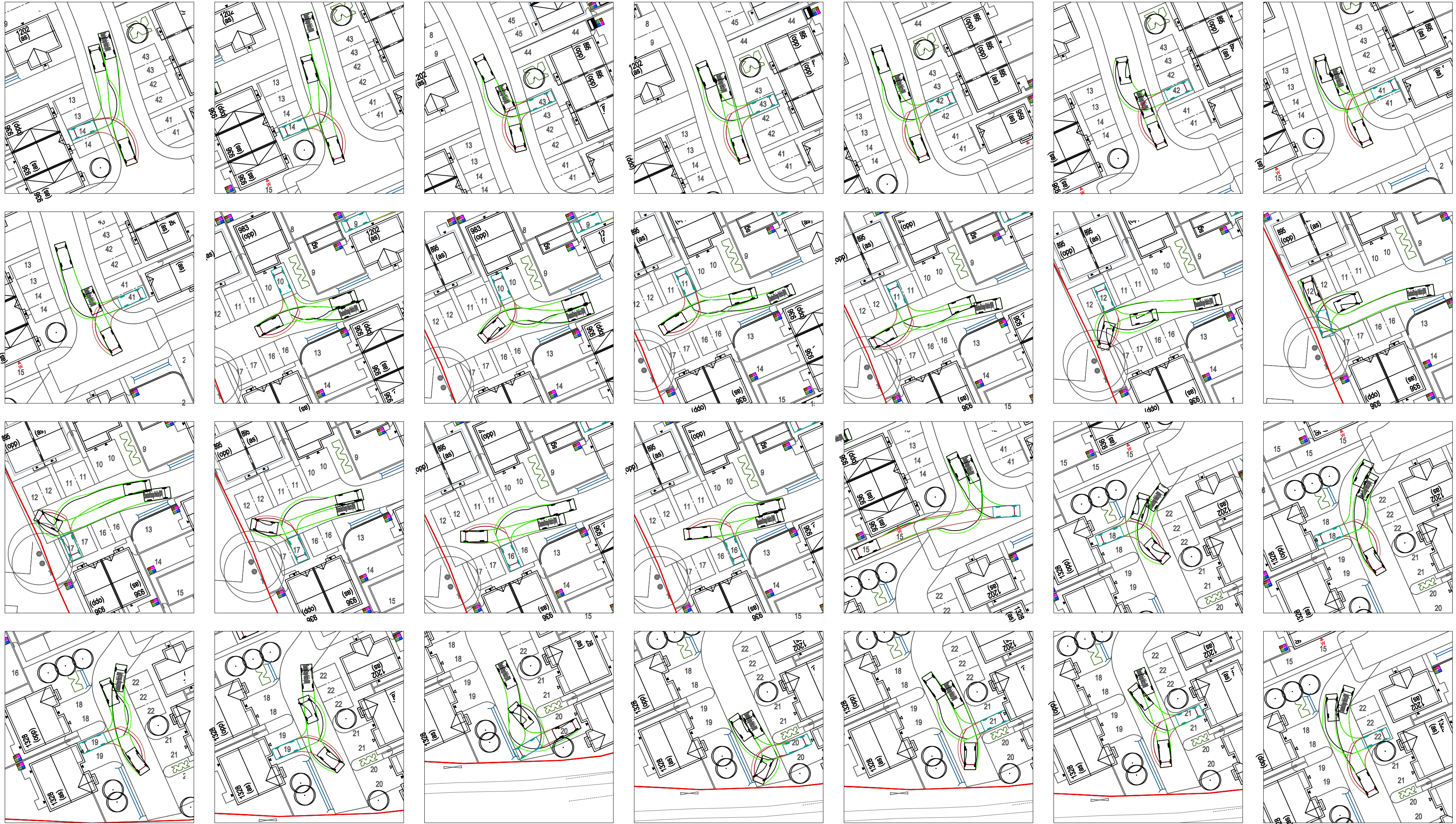
SITE LOCATION PLAN N.T.S



SITE LOCATION

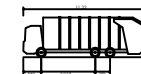
APPENDIX C: Swept Path Analysis Drawings (Ref: 001 to 004)





Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILES



Standard Design Vehicle (SDV)
Overall length: 12.0m
Overall width: 2.5m
Overall height: 3.0m
Wheelbase: 4.0m
Turning radius: 10.0m



Standard Design Vehicle (SDV)
Overall length: 10.0m
Overall width: 2.5m
Overall height: 3.0m
Wheelbase: 3.5m
Turning radius: 8.0m



Drawn
MC

Designed
MC

Approved
LC

Drawing Date
12/04/2021

Project No.
VC0351

Scale
1:500@A2

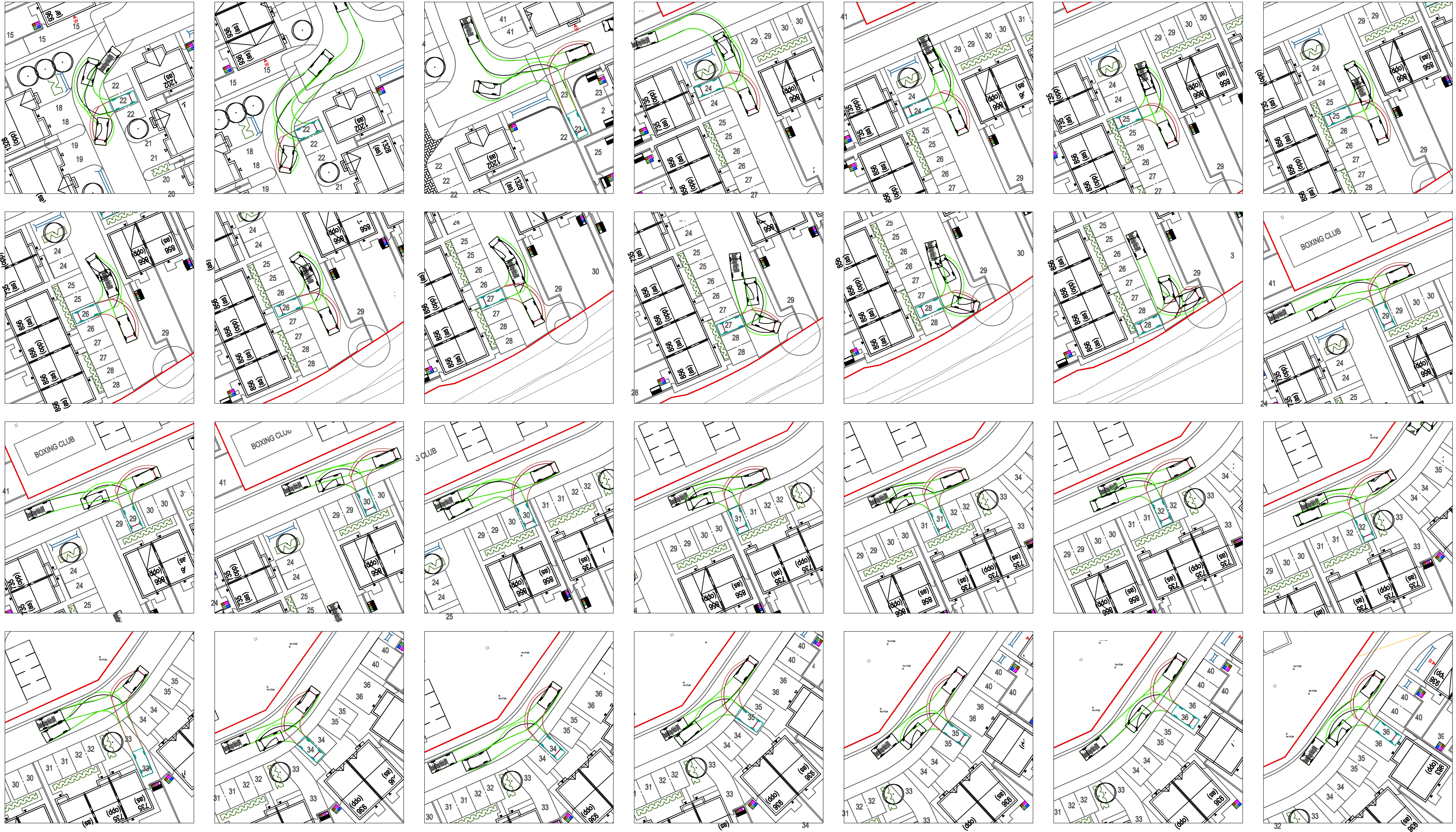
Project
PROPOSED RESIDENTIAL DEVELOPMENT, WATTS DYKE,
LLAY, WREXHAM

Sheet
VEHICLE TRACKING SHEET 2

Drawing No.
002

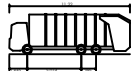
Sheet No.
001

Revision
-



Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILES



Standard Design Vehicle (SDV)
Overall Length: 12.0m
Overall Width: 2.5m
Overall Height: 3.0m
Wheelbase: 3.0m
Turning Radius: 10.0m



Standard Design Vehicle (SDV)
Overall Length: 12.0m
Overall Width: 2.5m
Overall Height: 3.0m
Wheelbase: 3.0m
Turning Radius: 10.0m



Drawn: MC
Designed: MC
Approved: LC

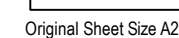
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Project: PROPOSED RESIDENTIAL DEVELOPMENT, WATTS DYKE, LLAY, WREXHAM

Sheet: VEHICLE TRACKING SHEET 3

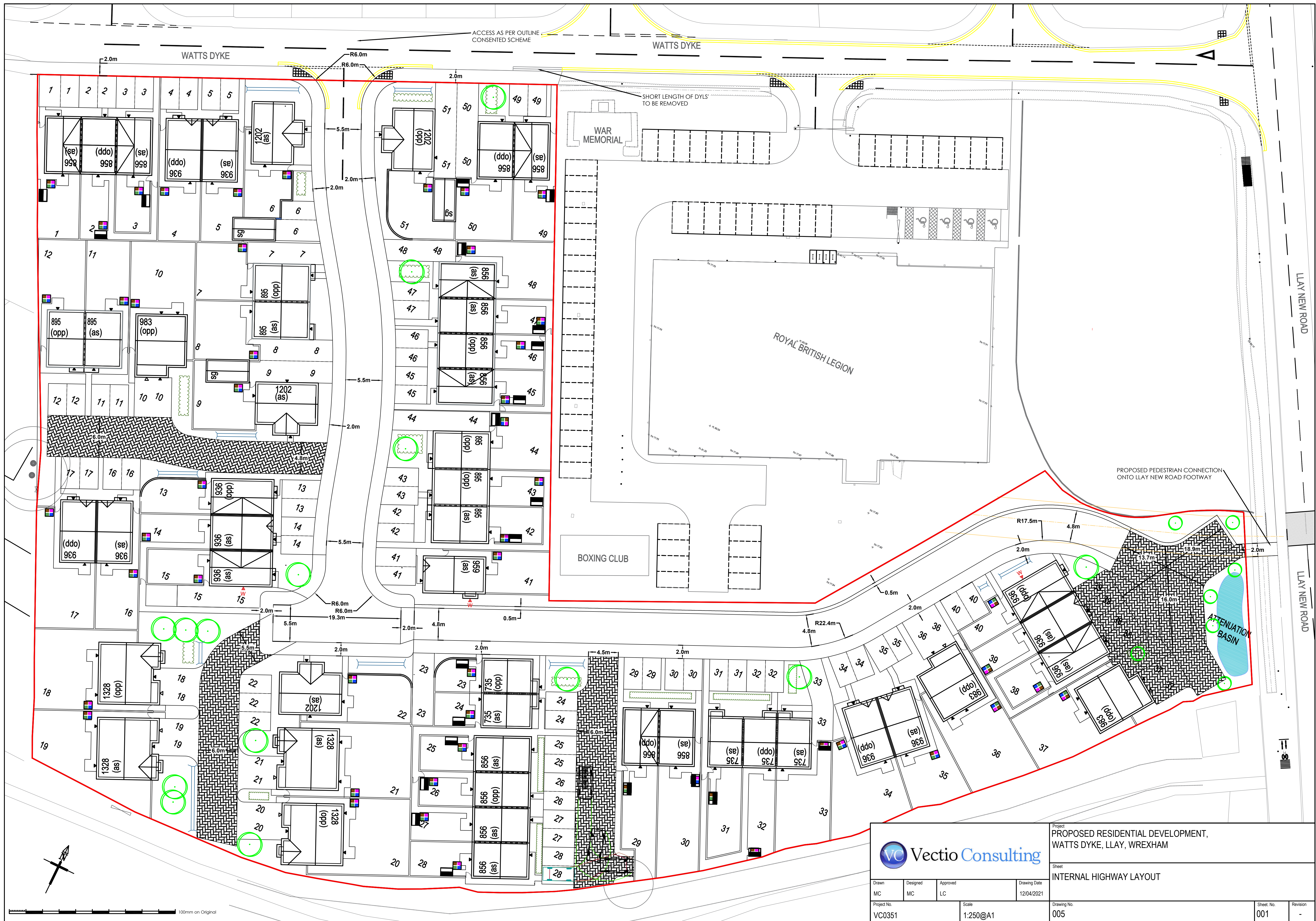
Drawing No.: 003

Sheet No.: 001
Revision: -



APPENDIX D: Internal Layout Drawing (Ref: 005)





				Project PROPOSED RESIDENTIAL DEVELOPMENT, WATTS DYKE, LLAY, WREXHAM	
Sheet INTERNAL HIGHWAY LAYOUT				Drawing No. 005	
Drawn MC	Designed MC	Approved LC	Drawing Date 12/04/2021	Scale 1:250@A1	Sheet No. 001
Project No. VC0351			Revision -		



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