



DTPC

Report No. J838/TS
November 2017

**PROPOSED LOW SECURE UNITS AND HOUSING
MOLD ROAD, GWERSYLLT**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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	<i>Name</i>	<i>Signature</i>	<i>Date</i>
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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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MOLD ROAD, GWERSYLLT**

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Condry Lofthouse Associates to provide transport and highway advice for the traffic and transportation implications associated with the proposed low secure unit and housing Mold Road, Gwersyllt Wrexham.

The application relates to a site located in the urban area currently used for B2 uses which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the planning application.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy

The Assembly Government "aims to extend choice in transport and communications and secure accessibility in a way which supports sustainable development by encouraging the establishment of an integrated transport system which is safe, efficient, clean and fair". This reflects the Assembly's wider thinking in its Plan for Wales 2001.

The Assembly Government's objectives for transport are:

- Reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling, and public transport
- locating development near other related uses to encourage multi - purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- supporting sustainable travel options in rural areas;

The Assembly directs that development plans should:

- ensure that new housing, jobs, shopping, leisure and services are highly accessible by walking, cycling, and public transport;
- locate major generators of travel demand within existing urban areas, or in other locations that can be well served by public transport, walking or cycling;
- encourage higher density and mixed - use development near public transport nodes, or near corridors well served by public transport;
- ensure that development sites which are highly accessible by non-car modes are used for travel intensive uses, reallocating their use if necessary;
- include specific measures to promote walking and cycling;
- set out policies to promote the use of public transport including new and improved interchange facilities and, where appropriate, park and ride schemes;

TAN 18 – Transport

Accessible housing development

Settlement policies and residential allocations in development plans should:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme;
- include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Local planning authorities should ensure that the design and density of new residential development facilitates viable and effective bus services.

Development plans and related SPG should outline the information required in residential applications or design statements to demonstrate appropriate levels of access by walking, cycling and public

transport for new residents and the wider community to local services. Developers should be able to demonstrate that:

- the development will facilitate access by new residents to public transport stops, local shops and facilities by walking and cycling;
- new or existing walking and cycling routes provide direct and safe links to public transport stops, local shops and facilities;
- any public transport routes through the development are suitably direct, are of a geometry to avoid obstructions and that any features that give buses priority (e.g. bus gates or bus only routes) are shown;
- where new public transport facilities or services are proposed, there are effective arrangements for maintaining facilities and funding services (e.g. will an initial or ongoing subsidy be required and how this will be secured);
- the walking, cycling, public transport and car routes through or adjacent to the site are integrated in accordance with expressed principles and in the context of their relationship with parking areas and public recreation spaces.

Parking

Maximum car parking standards should be used at regional and local level as a form of demand management. Turning minimum standards into maximum standards will not necessarily be appropriate. Therefore evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility. Required parking for those with disabilities should be fully specified in any adopted parking strategy in terms of space dimensions and proportions of the total number of spaces.

In determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;
- targets and opportunities for walking and cycling;
- objectives for economic development including tourism;
- the availability in the general area of safe public on- and off- street parking provision; and
- potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week.

Street design

Transport infrastructure should contribute to a sense of place and community within a development and the design of streets has a crucial role in this regard. A distinction can be made between roads and streets. Roads are essentially highways whose main function is accommodating the movement of traffic. Streets are typically lined with buildings and public spaces, and whilst movement is still a key function, the place function is the most important. Streets have five principle functions:

- place;
- movement;
- access;
- parking; and
- utilities (including drainage and street lighting).

Streets should be designed to:

- help to build the communities they serve;
- meet the needs of all, by embodying the principles of inclusive design;
- form part of a well-connected network;
- be attractive and have their own distinctive identity;
- be cost-effective to construct and maintain; and
- be safe.

Streets should not be:

- primarily designed to meet the needs of motor traffic;
- bland and unattractive;
- unsafe and unwelcoming to pedestrians and cyclists;
- difficult to serve by public transport; and
- poorly designed and constructed.

Streets should be designed to control vehicle speeds naturally rather than having to rely on traffic calming measures that involve vertical deflection.

New junctions must have adequate visibility

Walking

When preparing development plans, design guidance, master plans and in determining planning applications authorities should:

- ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;
- ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;
- ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;
- promote the reallocation of road space to pedestrians;
- support the use of public rights of way for local journeys; and
- identify and protect existing and proposed routes suitable for the use of cyclists and walkers.

Cycling

Development plans, design guidance, and master plans should include encourage cycling through:

- identification of new cycle routes utilising existing highway (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;
- ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links;
- securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;
- securing provision of cycle routes and priority measures in all major developments;
- adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and
- ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time.

Public Transport

When preparing development plans or supplementary planning guidance, and in determining planning applications, planning authorities should where appropriate:

- indicate where buses will be given priority and the measures which will be taken to support this;
- consider the potential, and identify any proposals, for new routes, including the new opening and reuse of rail lines, or creation of additional stations on existing lines, light rail or guided bus routes;
- establish and apply design principles for transport infrastructure and associated links that will ensure all can access the facilities and feel safe;
- establish and apply design principles to ensure buildings are sited to provide convenient access to local public transport whether walking or cycling;
- consider the need for better or new public transport access to new development areas;

Wrexham LDP policies

The following policies are set out in the LDF and from the local transport objectives for the scheme.

Policy SP8: Improving Travel

An integrated transport network will be facilitated within the County Borough and wider North East Wales and West Cheshire sub-region by:

- maximising the use of the existing road and rail network;
- reducing Wrexham Town Centre congestion;
- supporting and enhancing public transport facilities including the removal/reduction of the capacity constraints of the single track between Wrexham and Chester and the electrification and increase in service frequency on the Wrexham to Bidston to Liverpool line;
- supporting and enhancing walking and cycling routes/facilities, park and ride facilities in the locality of key interchanges (e.g. rail/bus stations and major junctions on the A483(T)), integrated with existing and emerging public transport services and encouraging the use of travel plans;
- alleviating capacity constraints of the highways network, especially the A483 (T);
- maintaining and improving accessibility to and between principal residential, commercial, employment, health and education centres for all sections of the community; and
- promoting local road network management improvements.

Policy SP9: Development Proposals and Transport

Development proposals must demonstrate how they will:

- help minimise the need to travel;
- encourage the use of transport other than the private car;
- avoid increasing traffic to unacceptable levels; and
- avoid causing or exacerbating highway safety problems.

Transport assessments and Green Travel Plans will be required for developments likely to result in significant trip generation.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of increased trips and safety.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

The development is compliant with local and national policy for a number of reasons...

The proposed development is on a Brownfield site which makes it a sustainable use of land as well improving local amenity. Also, the development incorporates a potential bus route and dwellings with good linkages which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore, as set out in the following sustainability and parking section.

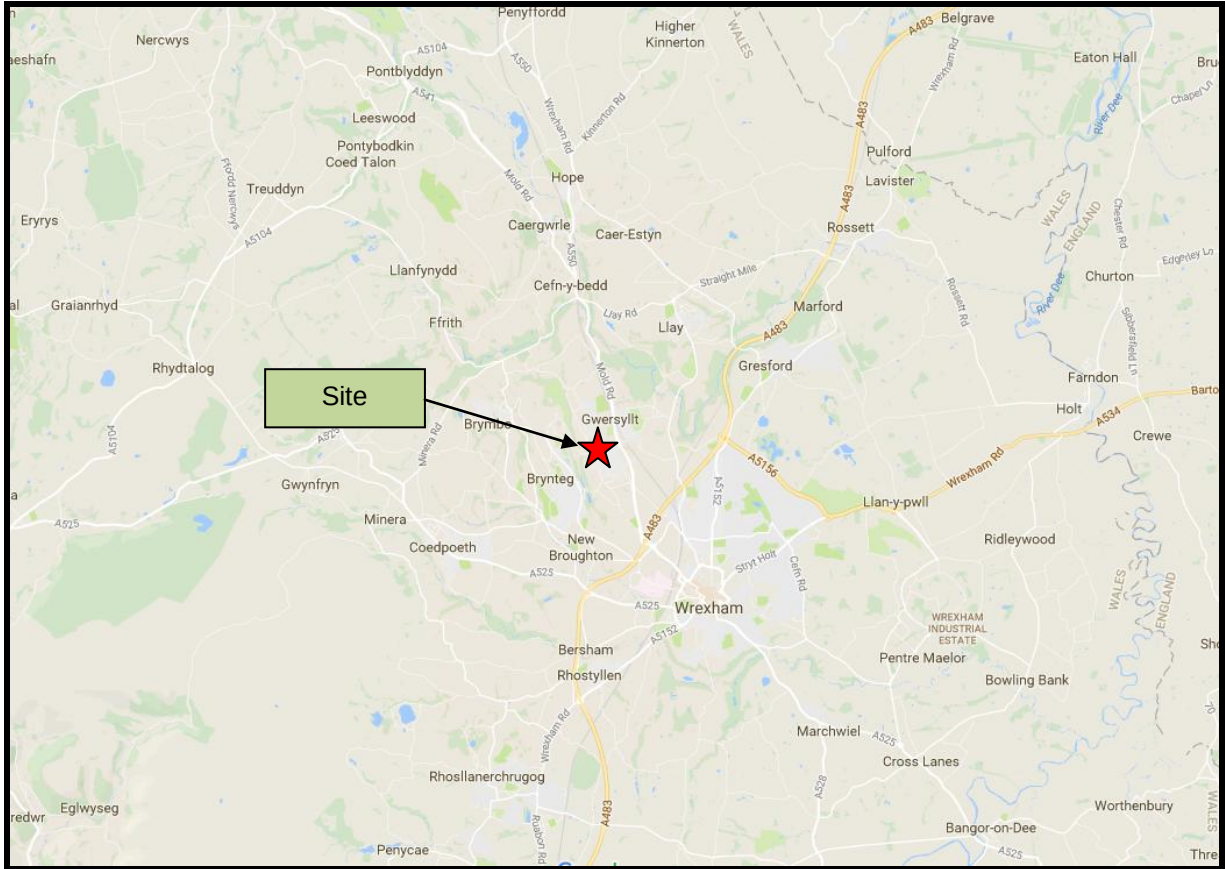
Good pedestrian and cycle linkages to a number of locations and facilities, frequent public transport services to major centres and interchanges, and policy led parking provision all ensure that this development is highly sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the northerly side of Wrexham in Gwersyllt. The area forms a mainly a industrial use surrounded by education and residential uses.

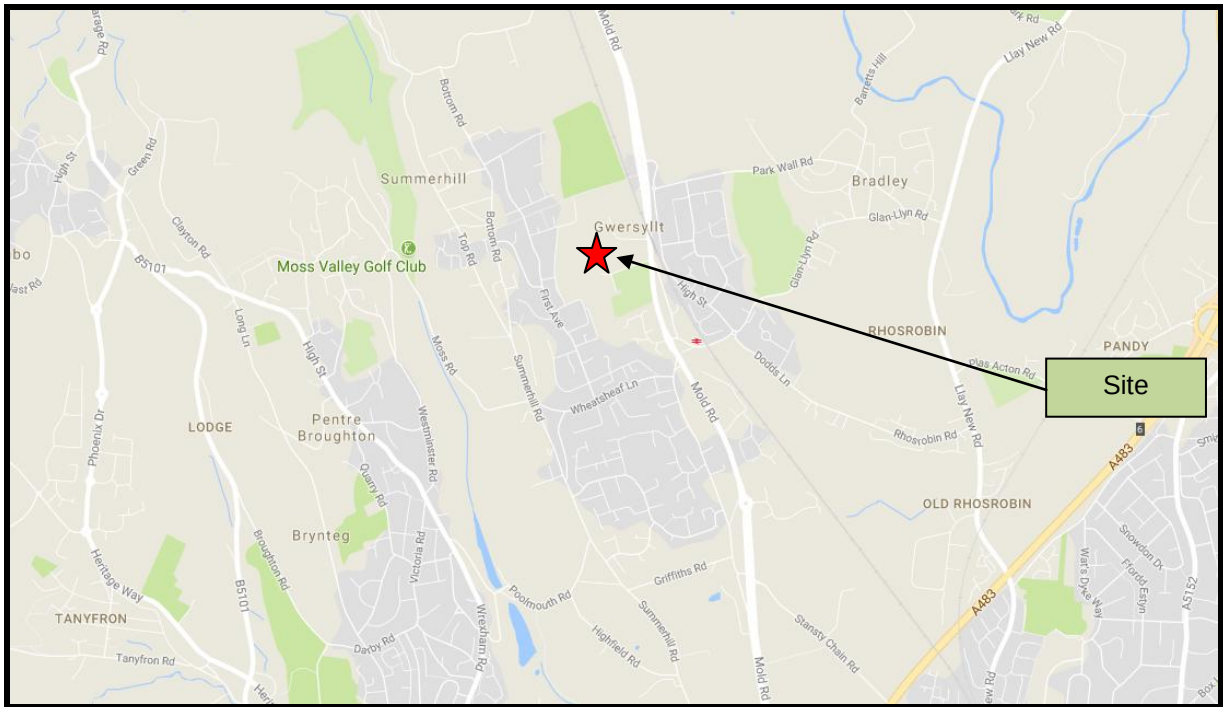
The location of the application site and the A541, Mold Road in relation to Wrexham and Gwersyllt is illustrated below.



Site location plan in relation to neighbouring settlements and locally overleaf

The site is accessed via a private road onto the A541 Mold Road. The access road is in part owned by the applicant and there is a right of way over other sections of the road.

The access serves a number of uses including a radio station, commercial units, a working men's club and a Builder's merchants as well as the application site.



Local area setting and the site.

The application site is illustrated below and it is located to the north of Gwersyllt and is around 4km north of the centre of Wrexham. The application site is around 2.5ha and it is located around 600m north of Gwersyllt railway station and 300m north of Ysgol Bryn Alyn high school.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban centre catchment containing local services/retail units and employment. From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

A detailed photographic record of the local access and setting is provided below for future reference



In and out of Alexandra Road at the east end



Approach from south and north of the site access.



View left and right from access junction to Mold Road



View to Mold Road to site before and at the bend



Accident review

The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

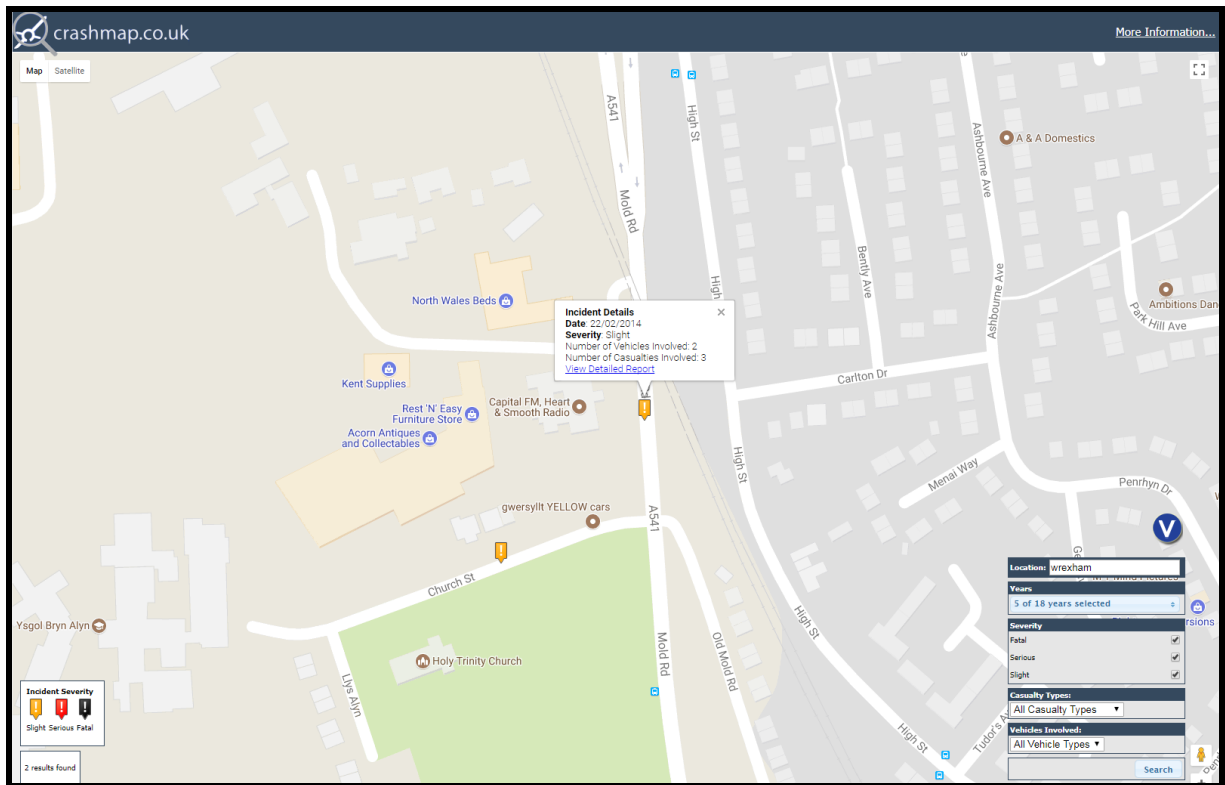
This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

There have been 2 accidents recorded in the local area but none along the access route. The area is well used and such levels would not seem excessive in nature, for an urban area.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .



Fallback

From the previous approved fallback SCP describe the site as:

The site is gated and contains a number of buildings plus large areas of hard standing/car parking areas. The buildings on site total around 3194 sqm. The site has the potential to attract traffic to the existing buildings.

The site is served off a private road which joins the A541 Mold Road at a simple priority T junction. The private access road serves the application site, a working men's club, Kents building supplies, a radio station, a retail unit (North Wales Beds) and some dwellings.

The application site includes part of the access road as described above. Access over the remainder of the access road to the Application Site is via a right of way up to a point around 10m west of the A541. The first 10m of the access road is an adopted highway and is maintained by the Council.

There is a footway located on the northern side of the access road from the A541 which peters out adjacent to the access to the working men's club

The SCP set out the industrial fallback as:

As the uses include industrial land uses it is noted that the re-use of the application site could attract HGV movement and usually around 20 to 30% of the daily flow could be anticipated to be HGV movement with at least 10% of the peak flows being HGV's.

The full re-use of the buildings on the application site would be anticipated to attract the following trips:

TRIPS	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	14 vph	7 vph	21 vph
PM PEAK	7 vph	13 vph	20 vph
DAILY	103 vehs per day	105 vehs per day	208 vehs per day

As the uses include industrial land uses it is noted that the re-use of the application site could attract HGV movement and usually around 20 to 30% of the daily flow could be anticipated to be HGV movement with at least 10% of the peak flows being HGV's.

The approved change to residential with agreed trip rates produced the following anticipated trips associated with the application site.

TRIPS	ARRIVALS	DEPARTURES	TOTAL TWO WAY
AM PEAK	17 vph	42 vph	59 vph
PM PEAK	40 vph	24 vph	64 vph
DAILY	265 vehs per day	275 vehs per day	540 vehs per day

The assumed turning movements at the access road junction with Mold Road has been assessed using the average turning movements from the traffic surveys to be:

- 45% to/from the north
- 55% to/from the south

The assumed turning movements as a worst case the application site would be anticipated to add just over 2% or 1 additional vehicle to flow along Mold Road every 2 minutes on average during the highway peak hours which cannot be considered to represent a severe impact on Mold Road.

The capacity assessment indicated:

PICADY Results for Existing Site Access – 2020 Assessment Flows				
MOVEMENT	AM PEAK		PM PEAK	
	Max RFC	Max Queue	Max RFC	Max Queue
Left turn from site access	0.10	0.11	0.08	0.08
Right turn from site access	0.19	0.21	0.26	0.35
Right turn into site access	0.14	0.37	0.21	0.75

No capacity issues locally.

Summary

The local urban area has a good level of infrastructure in terms of road widths, path provision, st lighting and crossing points. The safety records indicate that the area has some recorded events but not at a level where safety issues would arise requiring intervention.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking

The local area has excellent facilities to promote movement of pedestrians, puffin crossings, wide footways, and directional signage to aid visitors to the area.

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

For the urban areas a 400m maximum desirable distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops at the Mold Road.

400m, 800m and 2000m walk isochrones reflecting 5, 10 and 25 minutes walk journeys are shown overleaf.

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

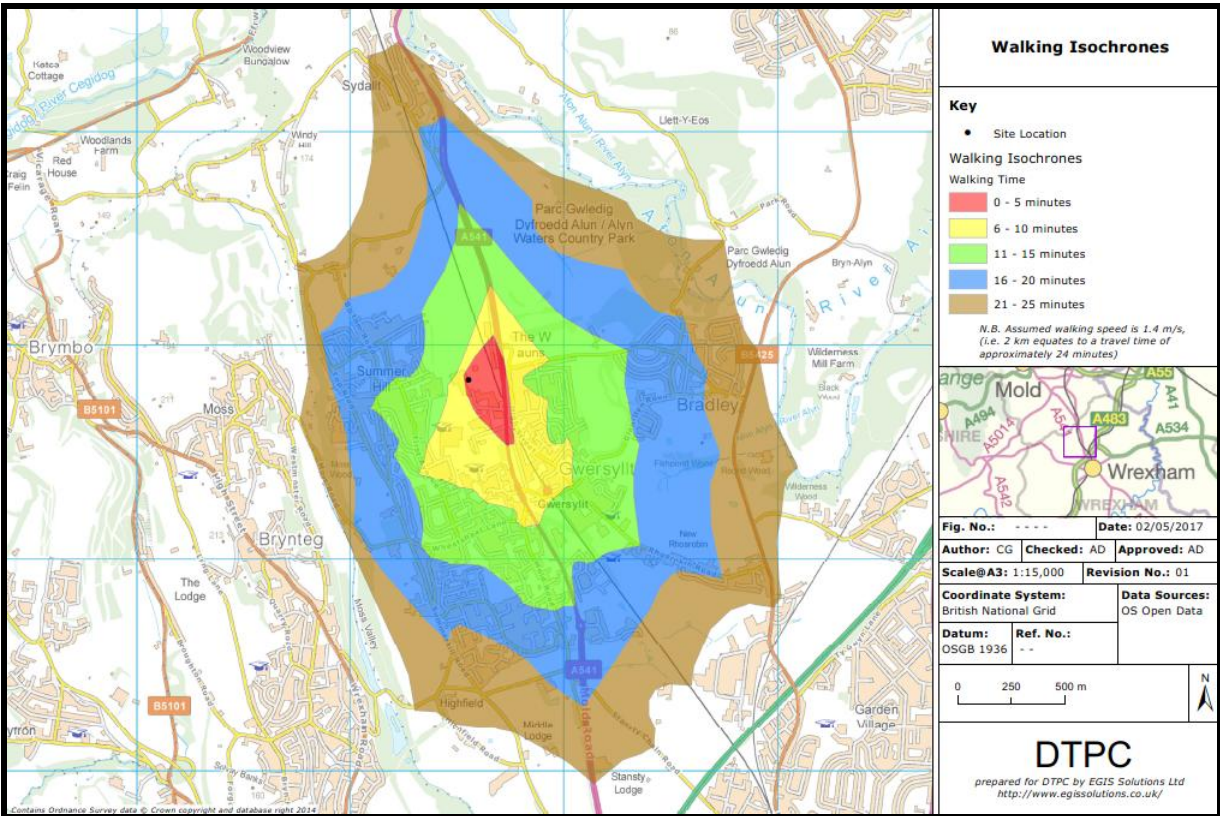
This is supported by the now superseded PPG 1.3 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Cycling

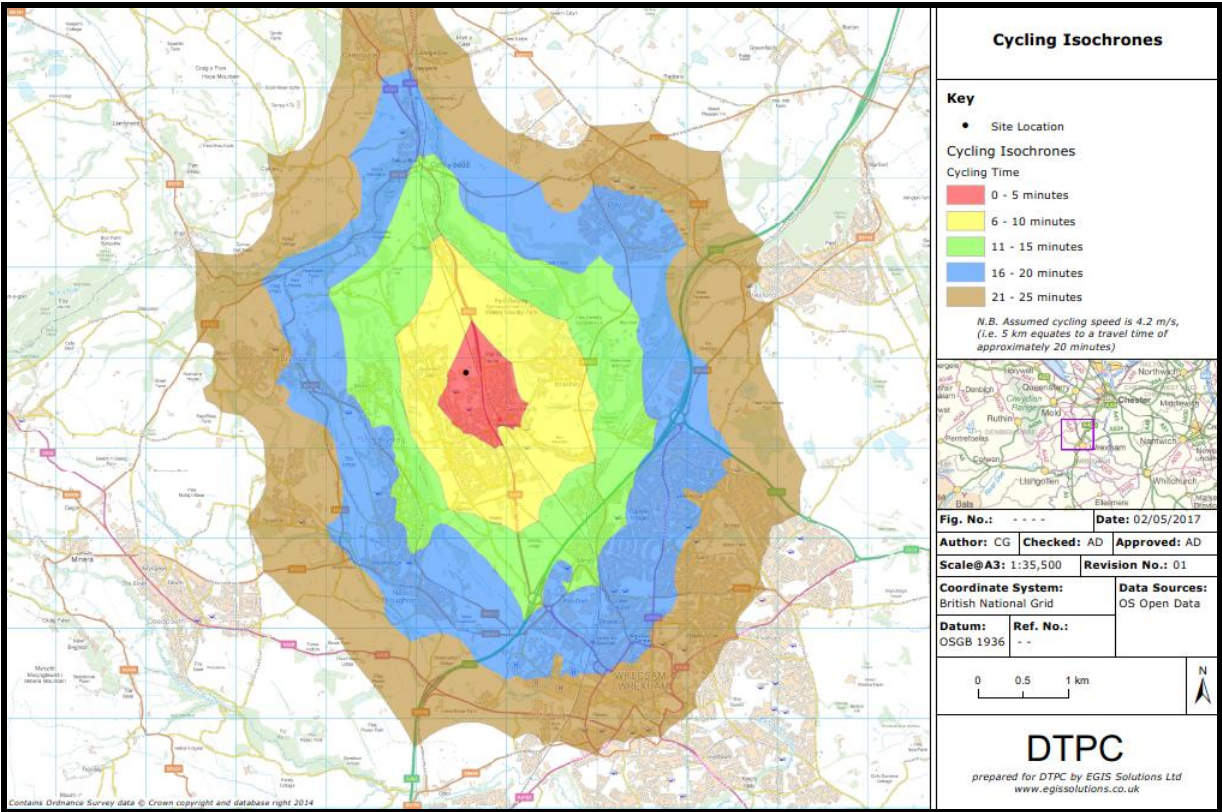
Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

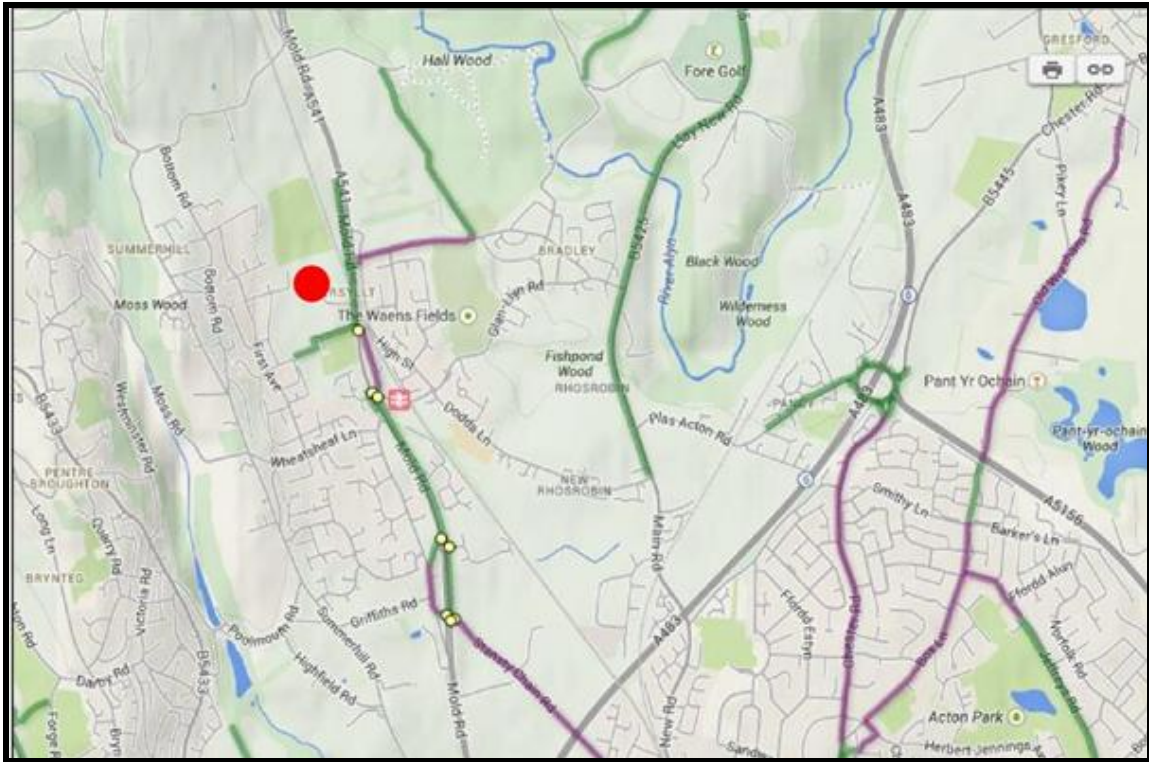
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a

reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



Cycle Catchments and local network below



There is an off road cycle route along Church Street which links Bryn Glas to Mold Road. The route then carries on to the north along the western side of Mold Road as shown. To the south the route passes along Old Mold Road, on carriageway and then leads to additional off road cycle facilities alongside the A541. The route then leads into Wrexham using Stansty Chain Road.

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

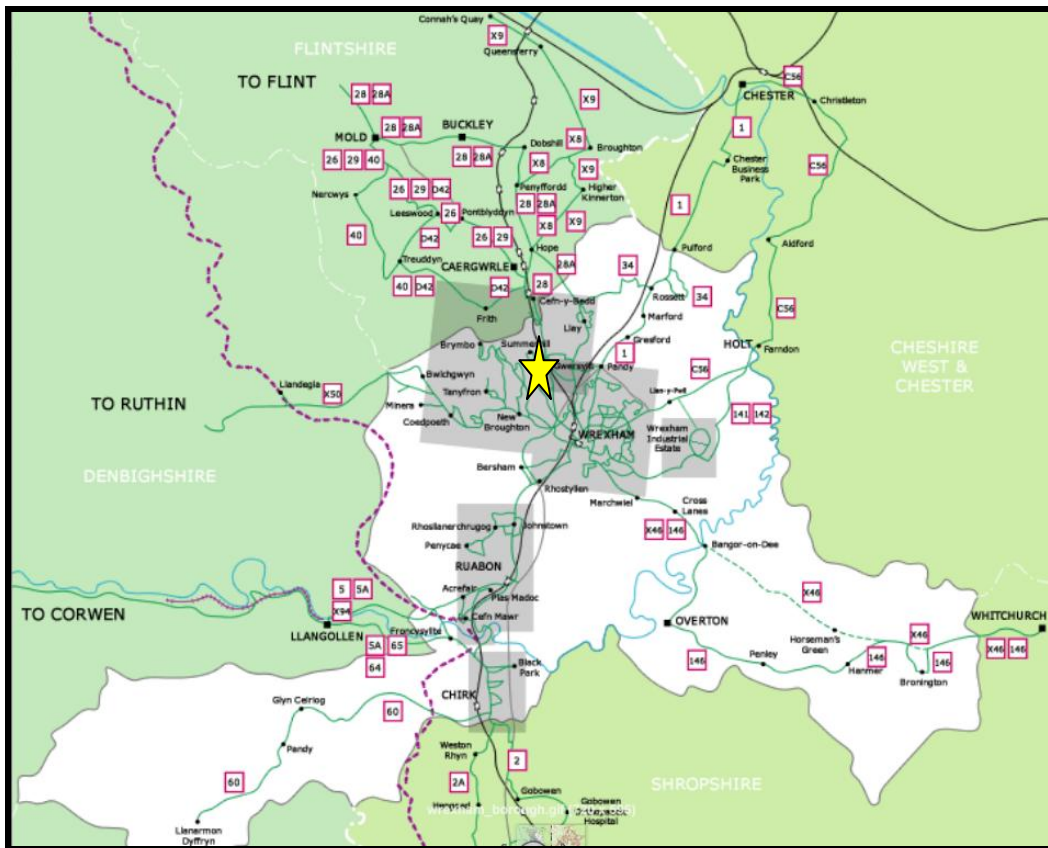
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops.

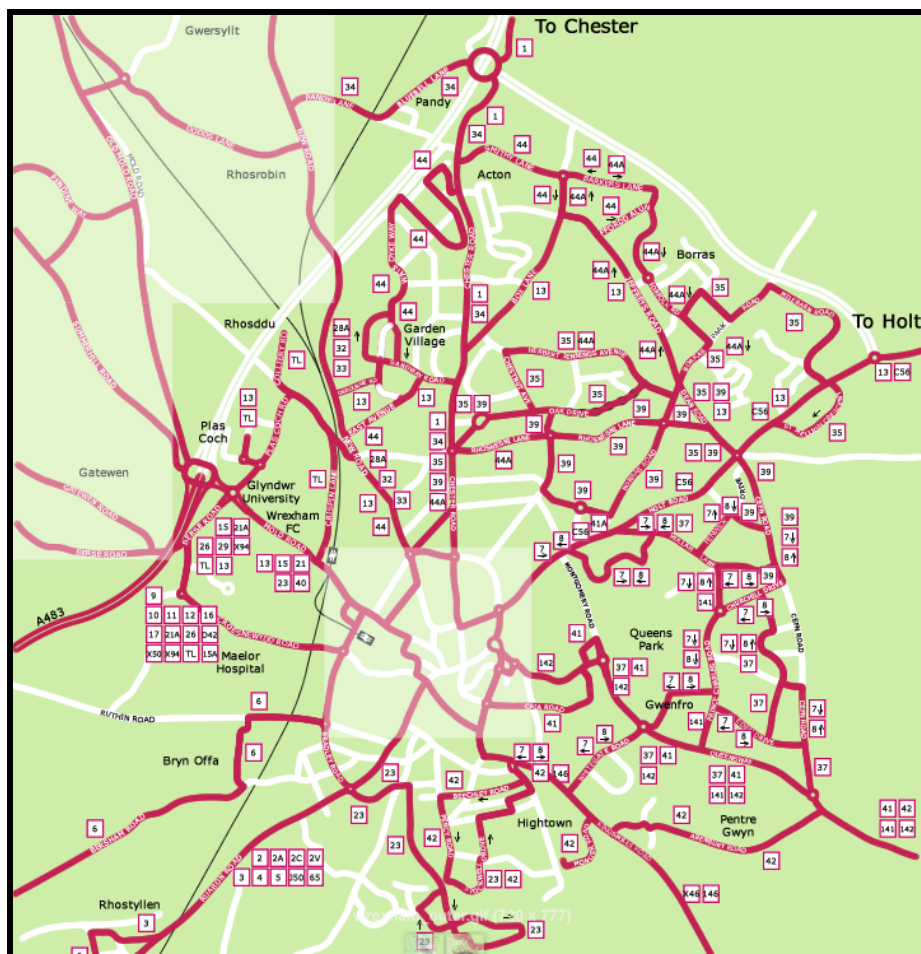
The bus stops closest to the site are at Mold Road are 360m.

The routes are shown below and the bus mapping overleaf.

Service no	Route	Mon to Sat	Sunday/Bank Hols
26/27	Mold/Wrexham	1 per hour each way	none
28	Wrexham/Mold/Flint	6 buses per day each way	none
40	Mold/Treuddynn/Wrexham	1 bus per 2 hours each way	none
X9	Wrexham/Broughton Retail Park/Connaught Quay	4 buses per day each way	none
D42	Wrexham/Mold – evenings and Sundays/Bank Holidays	2 buses per evening each way	1 bus per 2 hours each way

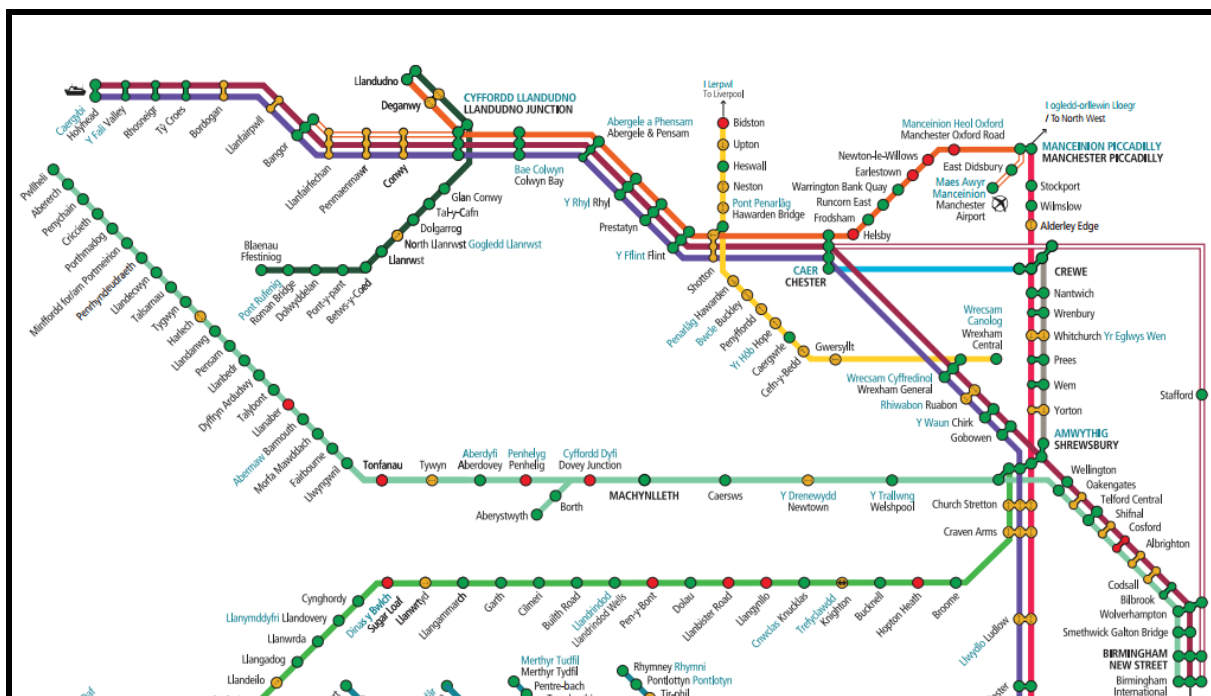


Wider bus routes above and local below



Rail network

The local rail station is next to the site which allows the site to access a wide catchment area via rail and possibly cycle/taxi connection.



These services provide an opportunity for the staff/residents to access the wider area from the proposed development via public transport.

Wrexham - Bidston (Birkenhead)										Sundays		Bidston (Birkenhead) - Wrexham										Mondays to Fridays									
Wrexham - Bidston (Penbedw)										Dydd Sul		Bidston (Penbedw) - Wrexham										Dydd Llun i ddydd Gwener									
Wrexham Central / Wrexham Canolog	d		1105	1335	1605	1835	2105					Birkenhead North	d																		
Shrewsbury	d		1016	1217	1524	1730	2023					Liverpool Central	10	d																	
Wrexham General / Wrexham Cyffredinol	d	0838	1108	1338	1608	1838	2108					Bidston	d	1635	1745	1846	2056	2256													
Gwersyllt	d	0842	1112	1342	1612	1842	2112					Upton	d	1636	1746	1847	2057	2257													
Cefnybedd	d	0847	1117	1347	1617	1847	2117					Heswall	d	1643	1753	1854	2104	2304													
Coergwile	d	0849	1119	1349	1619	1849	2119					Neston	d	1648	1758	1859	2109	2309													
Hope / Yr Hob	d	0851	1121	1351	1621	1851	2121					Hawarden Bridge / Pont Penarlag	d	1657x	1807x																
Penyffordd	d	0855	1125	1355	1625	1855	2125					Shotton	a	1659	1809	1909	2119	2320													
Buckley / Bwcle	d	0858	1128	1358	1628	1858	2128					Rhyl	a	1728	1858	2006	2238														
Hawarden / Penarlag	d	0902	1132	1402	1632	1902	2132					Rhyl	d	1536	1733	2039	2216														
Shotton	a	0906	1136	1406	1636	1906	2136					Shotton	d	1659	1809	1909	2119	2320													
Rhyl	a	1022	1237	1436	1710	2016	2235					Hawarden / Penarlag	d	1704	1814	1914	2124	2325													
Rhyl	d	0820				1545	1744	2040				Buckley / Bwcle	d	1709	1819	1919	2129	2330													
Shotton	d	0906	1136	1406	1636	1906	2136					Penyffordd	d	1712	1822	1922	2132	2333													
Hawarden Bridge / Pont Penarlag	d	0908x	1138x	1408x	1638x	1908x	2138x					Hope / Yr Hob	d	1716	1826	1926	2136	2337													
Neston	d	0917	1147	1417	1647	1917	2147					Coergwile	d	1718	1828	1928	2138	2339													
Heswall	d	0922	1152	1422	1652	1922	2152					Cefnybedd	d	1720	1830	1930	2140	2341													
Upton	d	0928	1158	1428	1658	1928	2158					Gwersyllt	d	1724	1834	1934	2144	2347													
Bidston	a	0935	1206	1436	1706	1936	2206					Wrexham General / Wrexham Cyffredinol	a	1731	1841	1941	2151	2354													
Liverpool Central	10	a										Shrewsbury	a	1827	2014	2323															
Birkenhead North	a											Wrexham Canolog / Wrexham Central	a	1736	1846	1946	2156														

Bidston (Birkenhead) - Wrexham										Mondays to Fridays		Bidston (Birkenhead) - Wrexham										Saturdays									
Bidston (Penbedw) - Wrexham										Dydd Llun i ddydd Gwener		Bidston (Penbedw) - Wrexham										Dydd Sadwrn									
Birkenhead North	d											Birkenhead North	d																		
Liverpool Central	10	d										Liverpool Central	10	d																	
Bidston	d	0731	0831	0932	1032	1132	1232	1332	1432	1532		Bidston	d	0731	0831	0932	1032	1132	1232	1332	1432	1532									
Upton	d	0732	0832	0933	1033	1133	1233	1333	1433	1533		Upton	d	0732	0832	0933	1033	1133	1233	1333	1433	1533									
Heswall	d	0739	0839	0940	1040	1140	1240	1340	1440	1540		Heswall	d	0739	0839	0940	1040	1140	1240	1340	1440	1540									
Neston	d	0744	0844	0945	1045	1145	1245	1345	1445	1545		Neston	d	0744	0844	0945	1045	1145	1245	1345	1445	1545									
Hawarden Bridge / Pont Penarlag	d	0753x	0853x									Hawarden Bridge / Pont Penarlag	d	0753x	0853x																
Shotton	a	0755	0855	0955	1055	1155	1255	1355	1455	1555		Shotton	a	0755	0855	0955	1055	1155	1255	1355	1455	1555									
Rhyl	a	0829	0957	1037	1229	1330	1429	1529	1629			Rhyl	a	0829	0930	1029	1129	1229	1330	1429	1529	1630									
Rhyl	d	0715	0813	0913	1013	1112	1212	1312	1412	1508		Rhyl	d	0703	0813	0913	1013	1112	1212	1312	1415	1510									
Shotton	d	0755	0855	0955	1055	1155	1255	1355	1455	1555		Shotton	d	0755	0855	0955	1055	1155	1255	1355	1455	1555									
Hawarden / Penarlag	d	0800	0900	1000	1100	1200	1300	1400	1500	1600		Hawarden / Penarlag	d	0800	0900	1000	1100	1200	1300	1400	1500	1600									
Buckley / Bwcle	d	0805	0905	1005	1105	1205	1305	1405	1505	1605		Buckley / Bwcle	d	0805	0905	1005	1105	1205	1305	1405	1505	1605									
Penyffordd	d	0808	0908	1008	1108	1208	1308	1408	1508	1608		Penyffordd	d	0808	0908	1008	1108	1208	1308	1408	1508	1608									
Hope / Yr Hob	d	0812	0912	1012	1112	1212	1312	1412	1512	1612		Hope / Yr Hob	d	0812	0912	1012	1112	1212	1312	1412	1512	1612									
Coergwile	d	0814	0914	1014	1114	1214	1314	1414	1514	1614		Coergwile	d	0814	0914	1014	1114	1214	1314	1414	1514	1614									
Cefnybedd	d	0816	0916	1016	1116	1216	1316	1416	1516	1616		Cefnybedd	d	0816	0916	1016	1116	1216	1316	1416	1516	1616									
Gwersyllt	d	0820	0920	1020	1120	1220	1320	1420	1520	1620		Gwersyllt	d	0820	0920	1020	1120	1220	1320	1420	1520	1620									
Wrexham General / Wrexham Cyffredinol	a	0710	0827	0927	1027	1127	1227	1327	1427	1527	1627	Wrexham General / Wrexham Cyffredinol	a	0710	0827	0927	1027	1127	1227	1327	1427	1527	1627								
Shrewsbury	a	0913	1022	1114	1229	1314	1427	1513	1629	1714		Shrewsbury	a	0913	1029	1114	1229	1313	1428	1513	1629	1714									
Wrexham Canolog / Wrexham Central	a	0713	0832	0932	1032	1132	1232	1332	1432	1532	1632	Wrexham Canolog / Wrexham Central	a	0713	0832	0932	1032	1132	1232	1332	1432	1532	1632								

Bidston (Birkenhead) - Wrexham						Saturdays			
Bidston (Penbedw) - Wrexham						Dydd Sadwrn			
		AW	AW	AW	AW				
Birkenhead North	d								
Liverpool Central	d								
Bidston	d	1635	1745	1846	2056	2256			
Upton	d	1636	1746	1847	2057	2257			
Heswall	d	1643	1753	1854	2104	2304			
Neston	d	1648	1758	1859	2109	2309			
Hawarden Bridge / Pont Penarlag	d	1657x	1807x						
Shotton	a	1659	1809	1909	2119	2320			
Rhyl	a	1729	1929	2006	2200				
Rhyl	d	1612	1712	1812	2010	2216			
Shotton	d	1659	1809	1909	2119	2320			
Hawarden / Penarlag	d	1704	1814	1914	2124	2325			
Buckley / Bwcle	d	1709	1819	1919	2129	2330			
Penyffordd	d	1712	1822	1922	2132	2333			
Hope / Yr Hob	d	1716	1826	1926	2136	2337			
Caergwrle	d	1718	1828	1928	2138	2339			
Cefn-y-bedd	d	1720	1830	1930	2140	2341			
Gwersyllt	d	1724	1834	1934	2144	2347			
Wrexham General / Wrexham Cyffredinol	a	1731	1841	1941	2151	2354			
Shrewsbury	a	1824			2323				
Wrexham Canalag / Wrexham Central	a	1736	1846	1946	2156				

Bidston (Birkenhead) - Wrexham						Sundays			
Bidston (Penbedw) - Wrexham						Dydd Sul			
		AW	AW	AW	AW	AW			
Birkenhead North	d								
Liverpool Central	d								
Bidston	d	0957	1227	1457	1727	1957	2227		
Upton	d	0958	1228	1458	1728	1958	2228		
Heswall	d	1005	1235	1505	1735	2005	2235		
Neston	d	1010	1240	1510	1740	2010	2240		
Hawarden Bridge / Pont Penarlag	d	1019x	1249x	1519x	1749x	2019x	2249x		
Shotton	a	1021	1251	1521	1751	2021	2251		
Rhyl	a		1336	1636	1903		2334		
Rhyl	d	0908	1141		1654	1943	2156		
Shotton	d	1021	1251	1521	1751	2021	2251		
Hawarden / Penarlag	d	1026	1256	1526	1756	2026	2256		
Buckley / Bwcle	d	1031	1301	1531	1801	2031	2301		
Penyffordd	d	1034	1304	1534	1804	2034	2304		
Hope / Yr Hob	d	1038	1308	1538	1808	2038	2308		
Caergwrle	d	1040	1310	1540	1810	2040	2310		
Cefn-y-bedd	d	1042	1312	1542	1812	2042	2312		
Gwersyllt	d	1046	1316	1546	1816	2046	2316		
Wrexham General / Wrexham Cyffredinol	a	1051	1323	1553	1823	2053	2326		
Shrewsbury	a	1227	1427		1920	2223			
Wrexham Canalag / Wrexham Central	a	1059	1329	1559	1829	2059			

Private hire

As with most conurbations the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The scheme promotes two areas of use:

SCHEDULE OF RESIDENTIAL ACCOMMODATION				
	ACCOMMODATION		PARKING	
REF	TYPE	No. Houses/ Apartments	Provisions per Unit	No. provided (disabled included)
1 - 9	Detached & semi detached 3 - 4 bed houses	9	2	18
A	3 Storey apartment block 1 & 2 bed flats	9	1.5	13
B	3 Storey apartment block 1 & 2 bed flats	9	1.5	14
C	3 Storey apartment block 1 & 2 bed flats	9	1.5	14
Total Residential Units		36		
Total Parking				59 (includes 7No disabled)

ACCOMMODATION - GIA 4955 m ²			
14 Bed Assessment Treatment Unit arranged as 2No. 7 bed units. 40 Bed Low Secure Accommodation arranged as 4No. 10 bed units. - Main reception. - Clinical and management administration units. - Resident facilities including cafe, activity rooms, gym, and sports hall. Includes external amenity spaces			
PARKING			
	TYPE	PROVISIONS	NOTES
1.	Standard parking spaces	66	To provide for staff in 3no shifts as part of 24 hours operation and visitors
2.	Disabled parking spaces	5	Close to main entrance
3.	Cycle parking spaces	10	Refer to Braxap Coventry Cantilever cycle shelter spec sheet
4.	Motor cycle parking spaces	4	Close to main entrance

The site plan is shown below:

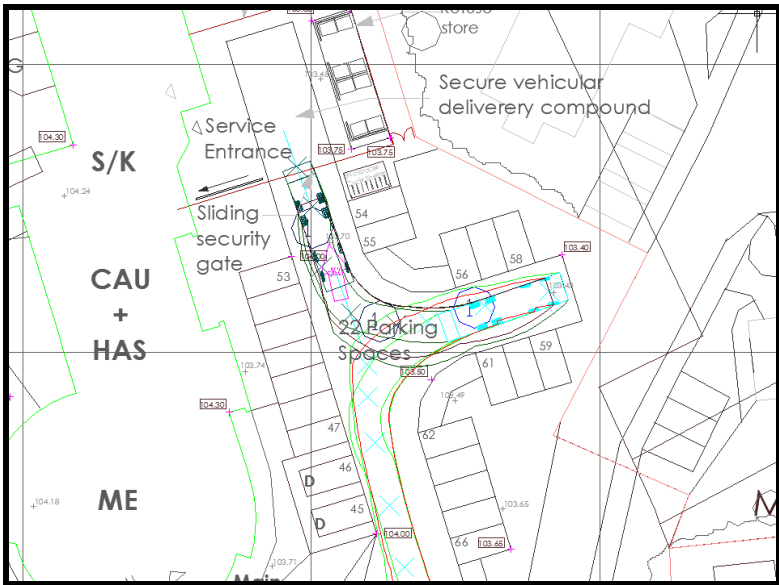


Site Layout

The site will has parking areas to the front serving each building.

Servicing strategy

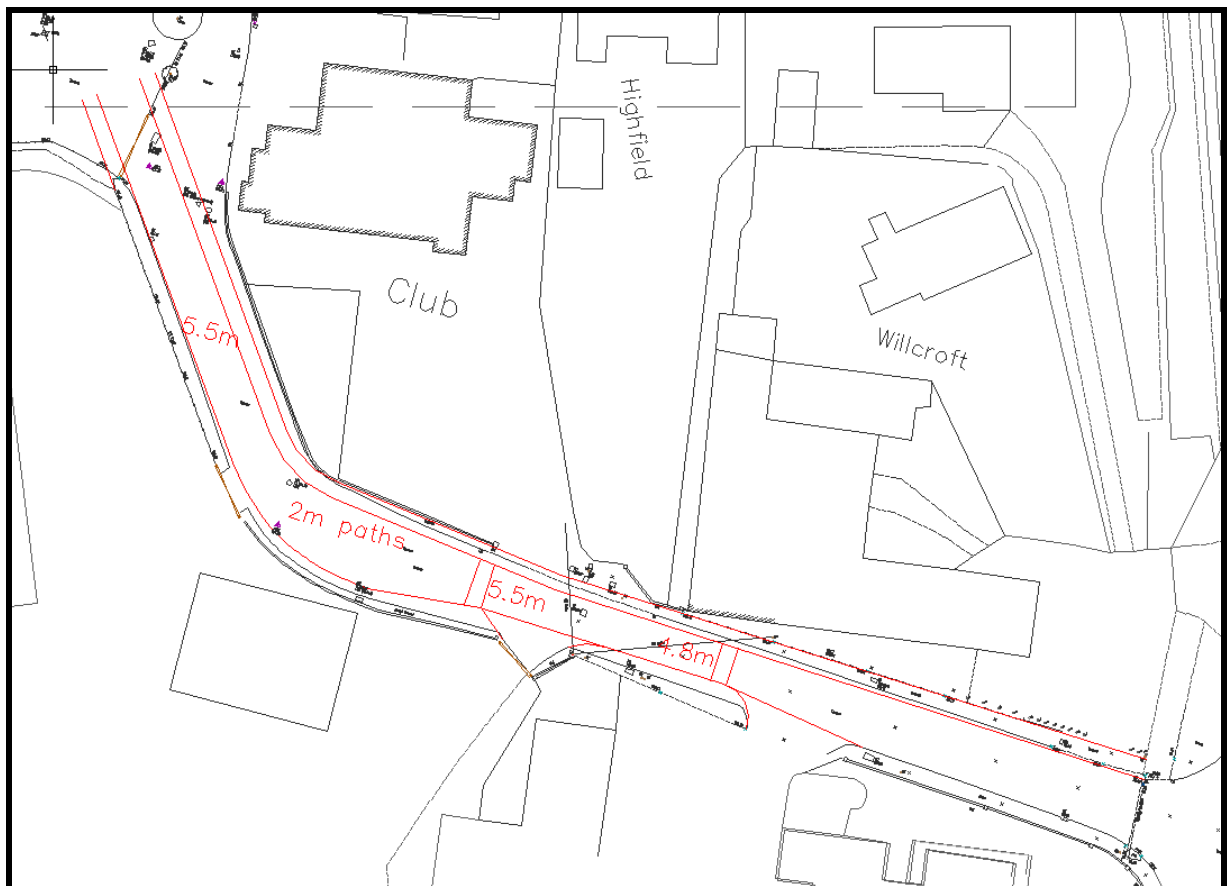
The larger deliveries are accommodated using the internal area for the secure unit. For robustness a refuse reversing into the parking area is shown.





Access improvements

The site access has been reviewed to deliver a path from Mold Road to the site boundary, based on the topographical survey the following design is set out.



Trip levels

Care home trips levels from surveys undertaken:

OAK BANK/OAK BANK NURSING HOME, HARPURHEY - TUESDAY 30 SEPTEMBER 2014 (08:00-09:00)

C - Oak Bank (East)

C - A	30	5	0	0	0	0	0	0	35
C - B	6	0	0	0	0	0	0	0	6
Total	36	5	0	0	0	0	0	0	41
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	

To C	4	0	0	0	0	0	0	0	4
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31	6	0	0	0	0	0	0	37	To A
----	---	---	---	---	---	---	---	----	------

Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total		
1	0	0	0	0	0	0	1	A - C	
0	1	0	0	0	0	0	1	A - B	
1	1	0	0	0	0	0	2	Total	

3	1	4	Cars
0	1	1	LGV
0	0	0	OGV1
0	0	0	OGV2
0	0	0	P/C
0	0	0	M/C
0	0	0	PSV
3	2	5	Total
B - C	B - A	Total	

6
1
0
0
0
0
0
7
To B

A - Oak Bank (West)

B - Oak Bank Nursing Home

The existing unit has 56 beds. AM 5 in 7 out thus two way 12 and PM 6 in 1 out and again 7 two way.

The above would give an AM trip rate of 0.226 and PM 0.132, these are significantly below a residential trips rate.

Based on the above the two way trips in the peak based on the derived AM trip rate of 0.226 and PM 0.132 for 54 beds, would be 12 two way trips AM and 7 two way trips PM.

The residential use based on the agreed fallback trip levels would be AM 0.583 two way and PM 0.622 two way. For 36 units this would be AM 21 and PM 22.

AM tow way total of 34 and PM 29.

The fall back of 59 in the AM would see a decrease of 25 two way trips and for the PM a net decrease of 35 trip.

The proposal would therefore have little or no discernible impact on the local network over that approved.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.