

Technical Note

Proposed Residential Development

Stansty Chain Road, Wrexham

Our reference: LB/220743/TN01 Rev E

Author: Liam Bessell

Reviewed: Peter Todd

Date: 15 September 2026

Introduction

- 1 SCP have been appointed by Castle Green Homes to provide specialist transport planning and engineering advice in support of a proposed residential development at Stansty Fields, Mold Road, Gwersyllt. The proposed development will provide 83 dwellings comprising a mix of 1-bedroom apartments and 2 to 4 bedroom houses.
- 2 A planning application for the scheme was submitted Wrexham County Borough Council (WCBC) under Local Planning Application (LPA) ref. P/2023/0050 and validated on 25th January 2025. The Local Highway Authority (LHA) at WCBC reviewed the supporting TS and provided a consultation response dated 25th March 2026, a copy of which is provided in **Appendix A** for reference.
- 3 This Technical Note (TN) has been produced in response to WCBC'S comments and provides clarification / additional information where required.

Response to Comments

- 4 The below table provides a summary of WC's comments, along with SCP's response.

WC Comments	SCP Response
The proposed site access is onto Mold Road. The proposed access arrangement is shown on SCP/220743/SK01 in Appendix C of the TS and is a priority junction, with Mold Road as the major arm, and the site access as a 5.5m carriageway with 3m shared footway/cycleway at the junction (which drops to a 2m footway within the site. A separate right turn pocket is provided to accommodate vehicles turning out of the site.	It is confirmed that the applicant is willing to provide a reduction in the speed limit with Drawing SCP/220743/SK01 Rev G provided in Appendix B showing the proposed speed change which will be relocated approximately 275m south of the existing speed change along the A541 Mold Road and approximately 80m south of the junction with Stansty Chain Road. The proposed speed change relocation will result in a speed reduction to a 40mph zone within the vicinity of the application site including the proposed site access.

At the point of the proposed site access, Mold Road is a 50mph classified road with a central reservation, and a shared footway/cycleway along the eastern side. It is effectively therefore one-way on the nearside carriageway (southbound). As such, the visibility splay is only required looking to the north (right side) out of the site. The visibility splay shown on drawing SCP/220743/SK01 is 4.5m X 158m. It is noted that the 'Y' distance is drawn to the midpoint of the exit lane on the St Giles Park / Mold Road Roundabout rather than the nearside kerbline. The commensurate 'Y' distance would extend beyond the upstream roundabout and therefore the LHA are satisfied that the appropriate 'Y' distance can be achieved.

In the previous response, the LHA requested a reduction in the speed limit. The applicant has since suggested that there is no technical justification for such a change. However, the LHA does not agree with the Transport Statement's conclusion that a reduction to 40mph in the vicinity of the site access is unjustified.

The delivery of this development, along with other committed sites nearby, will materially alter the character of the area, resulting in a more built-up environment. In addition, the proposals will introduce a new conflict point on the network in the form of the site access junction, which does not currently exist. The TS also acknowledges the potential for increased journeys by foot and by bicycle; this will intensify the use of Mold Road by vulnerable road users.

For these reasons, the LHA recommends that the applicant pursues a reduction in the speed limit to 40mph in the vicinity of the site access and sets out the proposed mechanism for delivering this change. Any required amendments to road markings, signage, and the associated Traffic Regulation Order would need to be undertaken at the developer's expense.

The site access is shown as allowing only right turns from the site access road. The access plan shows no right turn into the site. The LHA agree that the right turn into the site should not be permitted, but are concerned that the arrangement as shown may still offer the ability for a non-complying driver to make the right turn in. **A more self-enforcing configuration is therefore required to be demonstrated.**

The drawing provided in **Appendix B** shows the revised access arrangement which provides an increased length on the right turn arrangement within the central reserve and additional hatchings along the A541 Mold Road northbound in order to make the turning manoeuvre more arduous and deter non-complying drivers attempting to turn right into the site.

The access will include a footway/cycleway either side of the carriageway which will tie into the existing facilities along the eastern side of the A541 Mold Road. Signage will be provided at the access to inform users of the shared footway/cycleway.

As stated in the LHA consultation response in August 2024, the proposed access road layout is acceptable in principle. However, it was requested that the developer ensure a width of 5.5m is maintained throughout the length of the access roads alongside 2m wide footways (to both sides) where there are residential frontages. The site layout does not contain any dimensions, so it is not possible to confirm if this is the case. A drawing showing the dimensions of the internal road network including turning heads should be provided. It was stated in the previous LHA response that some of the turning heads provided do not meet the WCBC standards and therefore should be amended to ensure vehicles, including Refuse Collection Vehicles (RCV) can turn safely within the site. It is recognised that the site layout plan has changed, however, no dimensions have been shown on the site layout drawings and therefore it is not possible to confirm if the turning heads are designed to standard. The applicant should submit a drawing with the appropriate dimensions clearly shown so that these can be checked by the LHA. The swept path assessments provided in the TS clearly show the RCV over-running the footway in places. This is unacceptable from a road safety perspective and is not considered safe. The dimensions of the turning head and bends should be amended to ensure a refuse vehicle can turn without overrunning the footway.	The revised site layout plan provided in Appendix C includes the dimensions of the roads including turning headings and demonstrates the internal spine road has a carriageway width of 5.5m and footways with widths of 2.0m either side. Swept path analysis of a refuse collection vehicle (RCV) is shown on drawings SCP/220743/ATR02 Rev F and SCP/220743ATR03 Rev F provided in Appendix D and demonstrates that a RCV can turn safely within the site. Whilst there is some minor body overhang of the RCV, pedestrian trips at these locations will be low, particularly at locations where there is overhang of service strips opposed to footways.
The LHA has previously raised concerns regarding the proximity of the proposed private shared drive access to the main site entrance onto Mold Road, a classified road. The current layout places this access point within 15 metres of the junction, which is considered unacceptable on highway safety grounds. This requirement is supported by principles outlined in Manual for Streets (MfS), particularly in Section 7 – Street Geometry, which emphasizes the need for adequate spacing between junctions and private accesses to: • Minimise conflict between turning movements. • Maintain clear visibility for all road users • Ensure safe operation of the junction, especially on classified roads with higher traffic volumes. While MfS does not prescribe a fixed minimum distance, the 20m minimum spacing ensures:	The proposed private shared drive access has been setback 20m from the main site entrance as shown on the revised site layout plan provided in Appendix C.

• Safe ingress and egress for vehicles • Reduced risk of rear-end collisions or turning conflicts. • Compliance with visibility splay requirements (e.g. 2.4m x 25m for internal junctions) In this context, a suggested 20m setback is necessary to ensure the safe and efficient operation of the site access and to align with both national guidance and local highway design standards. The updated site layout submitted with the TS has not addressed the LHA previous comments regarding the private shared drive within 15m of the main site access onto Mold Road which is a classified road. As previously stated, this is not acceptable on highway safety grounds, and it should be set back to beyond 15m but a recommended 20m.	
Internal Site Junctions There are a number of proposed internal site junctions. Commensurate visibility splays must be provided for all internal access junctions. It is noted that some internal access junctions have trees to one or both sides. It is requested that areas within the visibility splay must be free of items in excess of 600mm in height.	Internal visibility splays of 2.0m x 25m are shown on drawing SCP/220743/SK04 Rev D provided in Appendix E. Visibility splays will be free of items in excess of 600mm in height and this can be conditioned.
Internal Site Layout Linked to the above, a plan showing the boundary treatment for all properties that border the internal road that is to be adopted, must be provided to ensure that any boundary treatment will not affect vehicular or pedestrian intervisibility.	It is confirmed that the boundary treatment will not impact on vehicular or pedestrian visibility, with a plan showing the proposed boundary treatment to be submitted under separate cover.

Car Parking Provision

The Council's car parking standards are set out within Local Planning Guidance Note No 16. This LPG sets out that two parking spaces are required per 2-bedroom dwelling, three car parking spaces are required per 3- or 4-bedroom dwelling. As stated in LPG16, the council has no minimum parking requirements, however, in cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the levels of demand, without undermining requirements for inclusive access.

Garages are not counted as parking spaces unless they meet minimum internal dimensions of typically 2.7m x 5.5m.

The cycle parking standards set out in LPGN No 16 require space to be provided for at least two secure cycle parking spaces per dwelling. For those dwellings with communal gardens and without garages, cycle parking should be provided via safe and secure cycle parking areas.

- Plots 1–2 are 4 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plots 7 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 23 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plots 30–33 are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 34 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 38 is a 4 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.

An assessment of the required and proposed parking for each house type is summarised in **Table 1** of **Appendix F**, with the full parking schedule shown in **Table 2** of **Appendix F**. The parking spaces per dwelling are also shown on the revised layout plan provided in **Appendix C**.

The total parking requirement is 186 spaces, with 179 spaces proposed including 8 visitor spaces, resulting in a provision below the maximum recommended total by 7 spaces. This shortfall only relates to 1-bedroom and 3-bedroom dwellings. The 1-bedroom units account for 6 fewer spaces than recommended, while the 3-bedroom units account for 13 fewer spaces than recommended. In contrast, 2-bedroom dwellings slightly exceed policy requirements, providing a surplus of 4 spaces, and 4-bedroom units meets the requirements exactly, whilst 8 visitor parking spaces are also provided.

While the provision is slightly below the maximum recommended standards for 1-bedroom and 3-bedroom dwellings, the proposed parking provision aligns broadly with the Council's recommended standards and is considered appropriate for the following reasons:

- The Wrexham County Borough Council's recommended parking standards are given as a maximum and as stated in LPG 16: *'in accordance with national policy the Council has no minimum parking requirements'*.
- Given the proposed dwellings are all affordable, car ownership levels and associated trip generations are lower than conventional residential development. This can be attributed to a number of factors. Affordable housing is an attractive option for young professionals who face financial constraints whilst starting their career, so the financial demands of a car are not viable. As a result, many young professionals choose to live within walking, cycling, or a short public transport journey from their workplace.
- Car ownership levels in the vicinity of the site have been derived from Office for National Statistics Census 2021 Table CT21_0014, which provides a robust, locally specific basis for assessing vehicle ownership by dwelling size and tenure in Gweryllt South (W05001736). The census data can be seen in **Table 3** of **Appendix F** with the full census data also contained in **Appendix F**. The identified parking provision, which is below the Council's maximum

- Plot 43 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 46 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plots 48–51 are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- Plots 55–57 are 3 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 58 is a 4 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 59 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 60 is a 2-bed semi-detached dwelling with 3 parking spaces. The WCBC parking standards require 2 spaces. The current provision exceeds the standard and should be amended.
- Plots 67–68 are 3 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- Plots 76–79 are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- Plot 83 is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.

standards, relates primarily to the private 3- and 4-bedroom dwellings, where 2 spaces per unit are proposed compared with the 3 spaces recommended in the Council's standards. Applying bedroom-based car ownership rates, from the census data to the private housing mix indicates an average of approximately 1.8 vehicles per dwelling. While this is below two vehicles per household, it demonstrates that a large proportion of these dwellings are likely to generate demand for two cars. For the proposed affordable housing mix, census-based car ownership data estimates around 1 vehicle per dwelling. Overall, the proposed parking provision is considered appropriate and aligned with local car ownership patterns.

****Note:** Each dwelling is assumed to have two standard rooms (a living room and a kitchen). Any additional rooms beyond these are considered bedrooms. For example, a 1-bedroom dwelling based on census data is assumed to have a total of 3 rooms.*

- Any prospective purchaser or tenant of the dwellings will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly;
- The general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives.
- As detailed in the previously submitted TS, the proposed development takes full advantage of this highly accessible location being with walking distance of Gwersyllt village and cycle distance of Wrexham town centre, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives,

	• Paragraph 4.13 of TAN 18 states that maximum parking standards should not be applied so rigidly that they effectively become minimum requirements, and that such standards should allow developers the flexibility to reduce parking provision where appropriate. This reflects a broader policy objective to promote sustainable travel patterns and avoid over-provision of parking, which can encourage increased reliance on private vehicles. • The proposed parking provision represents a considered, policy-compliant approach, reflecting the site's characteristics, accessibility, and the opportunity to promote alternative modes of transport. Accordingly, it aligns with the guidance in TAN 18, which advocates a flexible application of standards rather than prescribing minimum requirements. As demonstrated, the proposed level of parking is appropriate for the anticipated demand while ensuring inclusive access is maintained. In accordance with WCBC LPGN 16 this does not include parking within a garage. All garage internal dimensions, both detached and integral, to be in excess of 2.7x5.5m. All driveways to be minimum width of 3.2m (single drives) and 5.6m (double drives), and a minimum length of 5.5m where in front of a garage, all in accordance with WCBC LPGN 16 minimum standards. Cycle parking will be provided in accordance with LPGN No. 16 with a minimum provision of two secure cycle parking spaces per dwelling.
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Active Travel

As stated in the previous LHA response, the applicant is required to demonstrate that this site is in a sustainable location. The TS acknowledges the need for active travel improvements but fails to deliver a comprehensive or policy-compliant response. The proposed improvements to the Mold Road crossing are limited in scope and the applicant has not met LHA's request for a continuous active travel link along Stansty Chain Road. The TS dismisses this route due to ecological and space constraints but does not explore alternative alignments or mitigation. **Engagement with WCBC's Active Travel Lead is therefore strongly recommended.**

Mold Road presents a significant severance issue for both east-west and southbound pedestrian and cycle movements. The LHA welcomes that the applicant has acknowledged that improvements to the crossing on Mold Road are required and are necessary, but the proposed mitigation strategy which comprises tactile paving only, is not considered adequate on a road which has a 50mph speed limit and in excess of 2,000 two-way PCU movements during peak hours - as stated in Table 2.1 of the TS. The LHA considers this mitigation to be inappropriate given the traffic conditions and that the absence of a designated safe crossing point will result in key desire lines and destinations such as the bus stops on Old Mold Road being inaccessible for vulnerable road users such as children and individuals with visual impairments or those with limited mobility. The lack of footway provision on the eastern side of Mold Road further restricts safe access to destinations to the south - which may offer an alternative to Stansty Chain Road. The TS states that the footway on the western side of the road could be used, however without a safe crossing point, destinations on the western side of Mold Road cannot be classed as being accessible.

In line with Welsh Active Travel Guidance, the LHA would recommend that a signal-controlled crossing be provided at this location to ensure safe and inclusive access for active travel modes. If this is not provided, the site cannot be considered to have safe pedestrian or cycle access or accessible for those residents wishing to access local bus services.

As covered in the previously submitted TS, additional pedestrian infrastructure along Stansty Chain Road up to the P/2019/0923 development does not appear deliverable within the available verge/highway and would also result in a significant loss of mature hedgerow/trees which may have wider ecological impacts. Notwithstanding this, development of the application site would form an extension to the village of Gwersyllt, which benefits from an array of amenities such as a supermarket, education establishments, health care facilities, eateries, leisure facilities as well as transport links etc., as detailed earlier, which are much closer than facilities in Wrexham. Therefore, the majority of prospective residents would route north to access the facilities in Gwersyllt, which will meet the majority of their day to day needs so they would not be reliant on the private car. However, Mold Road offers an alternative pedestrian link to the south which also benefits from street lighting, unlike Stansty Chain Road, and provides an opportunity for prospective residents to route into Wrexham on foot should they wish too.

As per the Councils suggestion, the crossings along the A541 Mold Road will be upgraded to include to include signal (toucan) crossing facilities which will allow vulnerable road users to easily access the western side of Mold Road including the existing bus stops, footways and continuous walking route towards Wrexham town centre.

The proposed signalised (toucan) crossing upgrade is shown on drawing SCP/220743/SK03 Rev G provided in [Appendix G](#).

As mentioned previously, the 40mph speed limit is proposed to be relocated approximately 275m south of the existing speed change along the A541 Mold Road and approximately 80m south of the junction with Stansty Chain Road. The proposed speed change relocation will result in a speed reduction to a 40mph zone within the vicinity of the application site and crossings along the A541 Mold Road, providing traffic calming and a safer environment for all road users at this location.

SCP has attempted to make contact with the Active Travel Lead but are yet to receive a response.

Multi-modal Trip Generation The applicant has undertaken a multimodal trip generation assessment as part of the TS, considering forecast movements by walking, cycling, and public transport. The submitted assessment quantifies the expected person-trips by these modes during the AM and PM peak hours. • Pedestrian trips are forecast as 4 arrivals and 8 departures in the AM peak, and 5 arrivals and 2 departures in the PM peak. • Cycling trips are forecast as 0 arrivals and 2 departures in the AM peak, and 1 arrival and 1 departure in the PM peak. • Public transport trips are forecast as 0 arrivals and 4 departures in the AM peak, and 2 arrivals and 0 departures in the PM peak. Given the forecast pedestrian, cycling, and public transport trips identified in Table 5.2, it remains essential that the applicant demonstrates the site is supported by safe, direct, and policy-compliant active travel connections. In this context, and noting the deficiencies set out above regarding Mold Road crossings, the lack of a continuous active travel link along Stansty Chain Road, and the absence of adequate mitigation to overcome severance, ensuring strong and direct connections to nearby bus stops, as well as to surrounding walking and cycling infrastructure, is paramount to encouraging trips by these modes.	
Drainage The eastern end of the site sits within a known boggy / waterlogged ground close to the a watercourse, therefore the LHA would remind the applicant that if our flood concerns aren't resolved satisfactorily within the design of the scheme, then WCBC may decline adoption of the proposed highway within the site.	To be addressed under separate cover.

Refuse Collections As stated previously, bin collection and storage locations should be added to the site layout plan. The WCBC Waste Management team do not reverse vehicles further than 12m and operatives will walk no further than 15m to collect a bin, and it is considered that 15m is the maximum distance a resident should walk to move a bin. The Waste Management team may choose not to access private roads.	To be addressed under separate cover.						
Landscaping There are areas of landscaping shown within the site, the LHA requests confirmation that a management company will maintain all landscaping within the site and within the required visibility splays.	To be addressed under separate cover.						
Trip Generation and Highway Impact The Transport Statement (TS) provides a trip generation and highway impact assessment based on TRICS-derived trip rates and historic traffic flow data. While the methodology is broadly acceptable, there are several areas where the assessment needs to be strengthened to ensure full compliance with current best practice and to reflect up-to-date local conditions. The TS relies on traffic flow data from 2020, sourced from a previous Transport Assessment for a nearby development (Griffiths Road, LPA Ref: P/2015/0790). This data predates the COVID-19 pandemic and may not accurately reflect current traffic conditions or post-pandemic travel behaviour, particularly given the changes in commuting patterns and modal shift observed in recent years. The absence of updated traffic counts is a significant limitation in the assessment, as it undermines confidence in the baseline conditions used to evaluate the development impact. To ensure the robustness and relevance of the analysis, the Local Highway Authority recommends that new traffic surveys be undertaken on the A541 Mold Road and Stansty Chain Road to provide an accurate and contemporary understanding of existing traffic volumes and network performance. The use of the TRICS database is appropriate, and the filtering criteria (edge-of-town, privately owned houses, weekday surveys) are reasonable. However, Appendix H of	TAN18 states that a Transport Assessment is required for residential development sites which provides more than 100 dwellings. Given the proposals only comprise 83no. dwellings, detailed capacity assessments are not required in order to support this application. The traffic data used in the previously submitted TS was only used in order to demonstrate the percentage impact, relative to the existing baseline flows. In addition, the TS submitted with the pre-application consultation (PAC) (ref. P/2023/0050) was for a 96-dwelling scheme and the Highway Officer raised no concern with the associated highway impact. Given the current scheme proposes a reduced number of 13 dwellings, the associated highway impact will be reduced and therefore is considered acceptable. Notwithstanding this, in order to quantify the level of background traffic growth that could occur on the local network between 2020 and 2026, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors based on the Wrexham 003 Middle Super Output Area (MSOA), have been extracted. The resultant TEMPRO growth factors are summarised in <table><tr><td></td><td>AM Peak</td><td>PM Peak</td></tr><tr><td>2020 - 2026</td><td>1.0281</td><td>1.0244</td></tr></table>		AM Peak	PM Peak	2020 - 2026	1.0281	1.0244
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the updated TA does is not include the TRICS output. The data used within TRICS to generate the trip results has not been supplied and therefore is requested to ensure the data supplied is robust. The directional distribution of trips, with 75% assumed to travel southbound toward Wrexham and the A483, is based on a comparable local development and is considered reasonable. However, the assessment would be strengthened by validating these assumptions through updated traffic counts. The TS estimates that the proposed development will generate approximately 41 two-way vehicle movements during the AM peak hour and 37 during the PM peak hour. The TS concludes that this would equate to roughly one vehicle every 1–2 minutes with the projected increase in flow being no more than 2% in the AM peak and 1.8% in the PM peak. These figures fall within the range of normal daily variation. However, as stated above, the LHA requires an assessment to be undertaken using up to date traffic counts and therefore it is not possible at this time to have confidence in the highway impact assumptions set out in the TS.	The growth factors demonstrate an increase in traffic and when applied to the 2020 data which would result in an even lower percentage impact to that presented in the Transport Statement, when compared to the proposed development flows. As a result, the highway impact of the scheme is still considered to be negligible.
Travel Plan Should permission be granted, a planning condition requiring a full residential travel plan will be necessary.	Noted.

- 5 Having regard to the above, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme and agreement on this position is sought.

S|C|P

APPENDIX A

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO:	Philip Mullineux
Our Ref:	ET/DC/AC/P/2023/0050	Your Ref:	P/2023/0050
Date:	25 th March 2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DATBLYGIAD PRESWYL O 85 ANNEDD AC ISADEILEDD CYSYLLTIEDIG / RESIDENTIAL DEVELOPMENT OF 85 NO. DWELLINGS AND ASSOCIATED INFRASTRUCTURE

LOCATION: LAND AT STANSTY FIELDS MOLD ROAD WREXHAM LL11 4AX
Grid Ref: E 332242.3 N 352545.8

In refer to your consultation in respect of the above. The Local Highway Authority (LHA) have reviewed the following information when considering the impact of this application from a highway perspective.

- **SCP Transport Statement Dated 19/11/2025 (Ref: LB/220743/TS/3)**

The Transport Statement (TS) is a revision of a previous TS submitted to the LHA in February 2023. The LHA in response, requested additional information and further assessment be undertaken. This consultation response references sections of the previous LHA response where appropriate.

Proposals

It is the LHA understanding that the proposals are a full application for the development of 83 dwellings and associated infrastructure. New roads are to be provided within the site alongside car parking provision. Access will be via a new priority junction located on Mold Road.

The proposals plan show the following types of dwellings will be provided:

- 2 no of 2 Bed Bungalows
- 12 no of 1 Bed Flats
- 37 no of 2 Bed Semi-detached Houses
- 22 no of 3 Bed, 2 Storey Houses
- 10 no of 4 Bed, 2 Storey Houses

The TS states that all housing on the site will be affordable.

Site Access and Visibility Splay

The proposed site access is onto Mold Road. The proposed access arrangement is shown on SCP/220743/SK01 in Appendix C of the TS and is a priority junction, with Mold Road as the major arm, and the site access as a 5.5m carriageway with 3m shared footway/cycleway at the junction

(which drops to a 2m footway within the site. A separate right turn pocket is provided to accommodate vehicles turning out of the site.

At the point of the proposed site access, Mold Road is a 50mph classified road with a central reservation, and a shared footway/cycleway along the eastern side. It is effectively therefore one-way on the nearside carriageway (southbound). As such, the visibility splay is only required looking to the north (right side) out of the site. The visibility splay shown on drawing SCP/220743/SK01 is 4.5m X 158m. It is noted that the 'Y' distance is drawn to the midpoint of the exit lane on the St Giles Park / Mold Road Roundabout rather than the nearside kerbline. The commensurate 'Y' distance would extend beyond the upstream roundabout and therefore the LHA are satisfied that the appropriate 'Y' distance can be achieved.

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The delivery of this development, along with other committed sites nearby, will materially alter the character of the area, resulting in a more built-up environment. In addition, the proposals will introduce a new conflict point on the network in the form of the site access junction, which does not currently exist. The TS also acknowledges the potential for increased journeys by foot and by bicycle; this will intensify the use of Mold Road by vulnerable road users.

For these reasons, the LHA recommends that the applicant pursues a reduction in the speed limit to 40mph in the vicinity of the site access and sets out the proposed mechanism for delivering this change. Any required amendments to road markings, signage, and the associated Traffic Regulation Order would need to be undertaken at the developer's expense.

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Access Road Layout

As stated in the LHA consultation response in August 2024, the proposed access road layout is acceptable in principle. However, it was requested that the developer ensure a width of 5.5m is maintained throughout the length of the access roads alongside 2m wide footways (to both sides) where there are residential frontages. The site layout does not contain any dimensions, so it is not possible to confirm if this is the case. **A drawing showing the dimensions of the internal road network including turning heads should be provided.**

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The swept path assessments provided in the TS clearly show the RCV over-running the footway in places. **This is unacceptable from a road safety perspective and is not considered safe.** The dimensions of the turning head and bends should be amended to ensure a refuse vehicle can turn without overrunning the footway.

The LHA has previously raised concerns regarding the proximity of the proposed private shared drive access to the main site entrance onto Mold Road, a classified road. The current layout places this access point within 15 metres of the junction, which is considered unacceptable on highway safety grounds. This requirement is supported by principles outlined in Manual for Streets (MfS), particularly

in Section 7 – Street Geometry, which emphasizes the need for adequate spacing between junctions and private accesses to:

- Minimise conflict between turning movements.
- Maintain clear visibility for all road users
- Ensure safe operation of the junction, especially on classified roads with higher traffic volumes.

While MfS does not prescribe a fixed minimum distance, the 20m minimum spacing ensures:

- Safe ingress and egress for vehicles
- Reduced risk of rear-end collisions or turning conflicts.
- Compliance with visibility splay requirements (e.g. 2.4m x 25m for internal junctions)

In this context, a suggested 20m setback is necessary to ensure the safe and efficient operation of the site access and to align with both national guidance and local highway design standards.

The updated site layout submitted with the TS has not addressed the LHA previous comments regarding the private shared drive within 15m of the main site access onto Mold Road which is a classified road. **As previously stated, this is not acceptable on highway safety grounds, and it should be set back to beyond 15m but a recommended 20m.**

Internal Site Junctions

There are a number of proposed internal site junctions. Commensurate visibility splays must be provided for all internal access junctions. It is noted that some internal access junctions have trees to one or both sides. It is requested that areas within the visibility splay must be free of items in excess of 600mm in height.

Internal Site Layout

Linked to the above, a plan showing the boundary treatment for all properties that border the internal road that is to be adopted, must be provided to ensure that any boundary treatment will not affect vehicular or pedestrian intervisibility.

Car Parking Provision

The Council's car parking standards are set out within Local Planning Guidance Note No 16. This LPG sets out that two parking spaces are required per 2-bedroom dwelling, three car parking spaces are required per 3- or 4-bedroom dwelling. As stated in LPG16, the council has no minimum parking requirements, however, in cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the levels of demand, without undermining requirements for inclusive access.

Garages are not counted as parking spaces unless they meet minimum internal dimensions of typically 2.7m x 5.5m.

The cycle parking standards set out in LPGN No 16 require space to be provided for at least two secure cycle parking spaces per dwelling. For those dwellings with communal gardens and without garages, cycle parking should be provided via safe and secure cycle parking areas.

The following comments are made with regards to plots where parking provision is below or exceeds the maximum standards:

- **Plots 1–2** are 4 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plots 7** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 23** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.

- **Plots 30–33** are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 34** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 38** is a 4 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 43** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 46** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plots 48–51** are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- **Plots 55–57** are 3 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 58** is a 4 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 59** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 60** is a 2-bed semi-detached dwelling with 3 parking spaces. The WCBC parking standards require 2 spaces. The current provision exceeds the standard and should be amended.
- **Plots 67–68** are 3 bed, 2-storey dwellings with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.
- **Plots 76–79** are 1 bed flats with 1 parking space. The WCBC parking standards require 1.5 spaces. The current provision does not meet the standard and will need to be amended.
- **Plot 83** is a 3 bed, 2-storey dwelling with 2 parking spaces. The WCBC parking standards require 3 spaces. The current provision does not meet the standard and will need to be amended.

Active Travel

As stated in the previous LHA response, the applicant is required to demonstrate that this site is in a sustainable location. The TS acknowledges the need for active travel improvements but fails to deliver a comprehensive or policy-compliant response. The proposed improvements to the Mold Road crossing are limited in scope and the applicant has not met LHA's request for a continuous active travel link along Stansty Chain Road. The TS dismisses this route due to ecological and space constraints but does not explore alternative alignments or mitigation. **Engagement with WCBC's Active Travel Lead is therefore strongly recommended.**

Mold Road presents a significant severance issue for both east–west and southbound pedestrian and cycle movements. The LHA welcomes that the applicant has acknowledged that improvements to the crossing on Mold Road are required and are necessary, but the proposed mitigation strategy which comprises tactile paving only, is not considered adequate on a road which has a 50mph speed limit and in excess of 2,000 two-way PCU movements during peak hours - as stated in Table 2.1 of the TS. The LHA considers this mitigation to be inappropriate given the traffic conditions and that the absence of a designated safe crossing point will result in key desire lines and destinations such as the bus stops on Old Mold Road being inaccessible for vulnerable road users such as children and individuals with visual impairments or those with limited mobility. The lack of footway provision on the eastern side of Mold Road further restricts safe access to destinations to the south – which may offer an alternative to Stansty Chain Road. The TS states that the footway on the western side of the road

could be used, however without a safe crossing point, destinations on the western side of Mold Road cannot be classed as being accessible.

In line with Welsh Active Travel Guidance, the LHA would recommend that a signal-controlled crossing be provided at this location to ensure safe and inclusive access for active travel modes. If this is not provided, the site cannot be considered to have safe pedestrian or cycle access or accessible for those residents wishing to access local bus services.

Drainage

The eastern end of the site sits within a known boggy / waterlogged ground close to the a watercourse, therefore the LHA would remind the applicant that if our flood concerns aren't resolved satisfactorily within the design of the scheme, then WCBC may decline adoption of the proposed highway within the site.

Refuse Collections

As stated previously, **bin collection and storage locations should be added to the site layout plan.** The WCBC Waste Management team do not reverse vehicles further than 12m and operatives will walk no further than 15m to collect a bin, and it is considered that 15m is the maximum distance a resident should walk to move a bin. The Waste Management team may choose not to access private roads.

Landscaping

There are areas of landscaping shown within the site, the LHA requests confirmation that a management company will maintain all landscaping within the site and within the required visibility splays.

Trip Generation and Highway Impact

The Transport Statement (TS) provides a trip generation and highway impact assessment based on TRICS-derived trip rates and historic traffic flow data. While the methodology is broadly acceptable, there are several areas where the assessment needs to be strengthened to ensure full compliance with current best practice and to reflect up-to-date local conditions.

The TS relies on traffic flow data from 2020, sourced from a previous Transport Assessment for a nearby development (Griffiths Road, LPA Ref: P/2015/0790). This data predates the COVID-19 pandemic and may not accurately reflect current traffic conditions or post-pandemic travel behaviour, particularly given the changes in commuting patterns and modal shift observed in recent years. The absence of updated traffic counts is a significant limitation in the assessment, as it undermines confidence in the baseline conditions used to evaluate the development impact. To ensure the robustness and relevance of the analysis, the Local Highway Authority recommends that new traffic surveys be undertaken on the A541 Mold Road and Stansty Chain Road to provide an accurate and contemporary understanding of existing traffic volumes and network performance.

The use of the TRICS database is appropriate, and the filtering criteria (edge-of-town, privately owned houses, weekday surveys) are reasonable. However, Appendix H of the updated TA does not include the TRICS output. The data used within TRICS to generate the trip results has not been supplied and therefore is requested to ensure the data supplied is robust.

The directional distribution of trips, with 75% assumed to travel southbound toward Wrexham and the A483, is based on a comparable local development and is considered reasonable. However, the assessment would be strengthened by validating these assumptions through updated traffic counts.

The TS estimates that the proposed development will generate approximately 41 two-way vehicle movements during the AM peak hour and 37 during the PM peak hour. The TS concludes that this would equate to roughly one vehicle every 1–2 minutes with the projected increase in flow being no more than 2% in the AM peak and 1.8% in the PM peak. These figures fall within the range of normal daily variation. However, as stated above, the LHA requires an assessment to be undertaken using up to date traffic counts and therefore it is not possible at this time to have confidence in the highway impact assumptions set out in the TS.

Multi-modal Trip Generation

The applicant has undertaken a multimodal trip generation assessment as part of the TS, considering forecast movements by walking, cycling, and public transport. The submitted assessment quantifies the expected person-trips by these modes during the AM and PM peak hours.

- Pedestrian trips are forecast as **4 arrivals and 8 departures in the AM peak**, and **5 arrivals and 2 departures in the PM peak**.
- Cycling trips are forecast as **0 arrivals and 2 departures in the AM peak**, and **1 arrival and 1 departure in the PM peak**.
- Public transport trips are forecast as **0 arrivals and 4 departures in the AM peak**, and **2 arrivals and 0 departures in the PM peak**.

Given the forecast pedestrian, cycling, and public transport trips identified in Table 5.2, it remains essential that the applicant demonstrates the site is supported by safe, direct, and policy-compliant active travel connections. In this context, and noting the deficiencies set out above regarding Mold Road crossings, the lack of a continuous active travel link along Stansty Chain Road, and the absence of adequate mitigation to overcome severance, ensuring strong and direct connections to nearby bus stops, as well as to surrounding walking and cycling infrastructure, is paramount to encouraging trips by these modes.

Travel Plan

Should permission be granted, a planning condition requiring a full residential travel plan will be necessary.

Summary and Conclusion

While the Transport Statement attempts to address some of the LHA's previous comments, it fails to resolve key safety, accessibility, and design concerns. The proposal does not currently comply with: Manual for Streets, LPGN 16 (Parking Standards), Welsch Active Travel Guidance, or WCBC design expectations. The following areas of assessment should be assessed by the applicant in a concise technical not as opposed to resubmitting an amended Transport Statement:

Summary of Required Actions

- **Access and Visibility**
 - Provide mechanism for reducing the speed limit to 40mph near the site access, including Traffic Regulation Order and signage proposals.
- **Internal Site Layout**
 - Provide a dimensioned drawing of the internal road layout, including road widths and turning heads.
 - Amend turning head dimensions to ensure refuse vehicles can turn without overrunning footways.
 - Relocate the private shared drive access to be more than 15m from the main site access onto Mold Road.
- **Parking and Refuse**
 - Ensure all plots meet WMBC parking standards (1.5 spaces for 1 bed flat, 2 spaces for 2-bed, 3 spaces for 3- and 4-bed dwellings).
 - Provide secure cycle parking for each dwelling, including communal cycle storage where appropriate.
 - Add bin collection and storage locations to the site layout plan, ensuring compliance with WCBC Waste Management standards.
- **Active Travel**
 - Upgrade the Mold Road crossing to a signalised facility to ensure safe pedestrian and cycle access.
- **Transport Assessment**
 - Undertake new traffic surveys on A541 Mold Road and Stansty Chain Road to reflect current conditions.
 - Provide TRICS Outputs for review.
- **Travel Plan**

- Should permission be granted, a planning condition requiring a full residential travel plan will be necessary.
- **Drainage and Landscaping**
 - Confirm that a management company will maintain all landscaping, including areas within visibility splays.

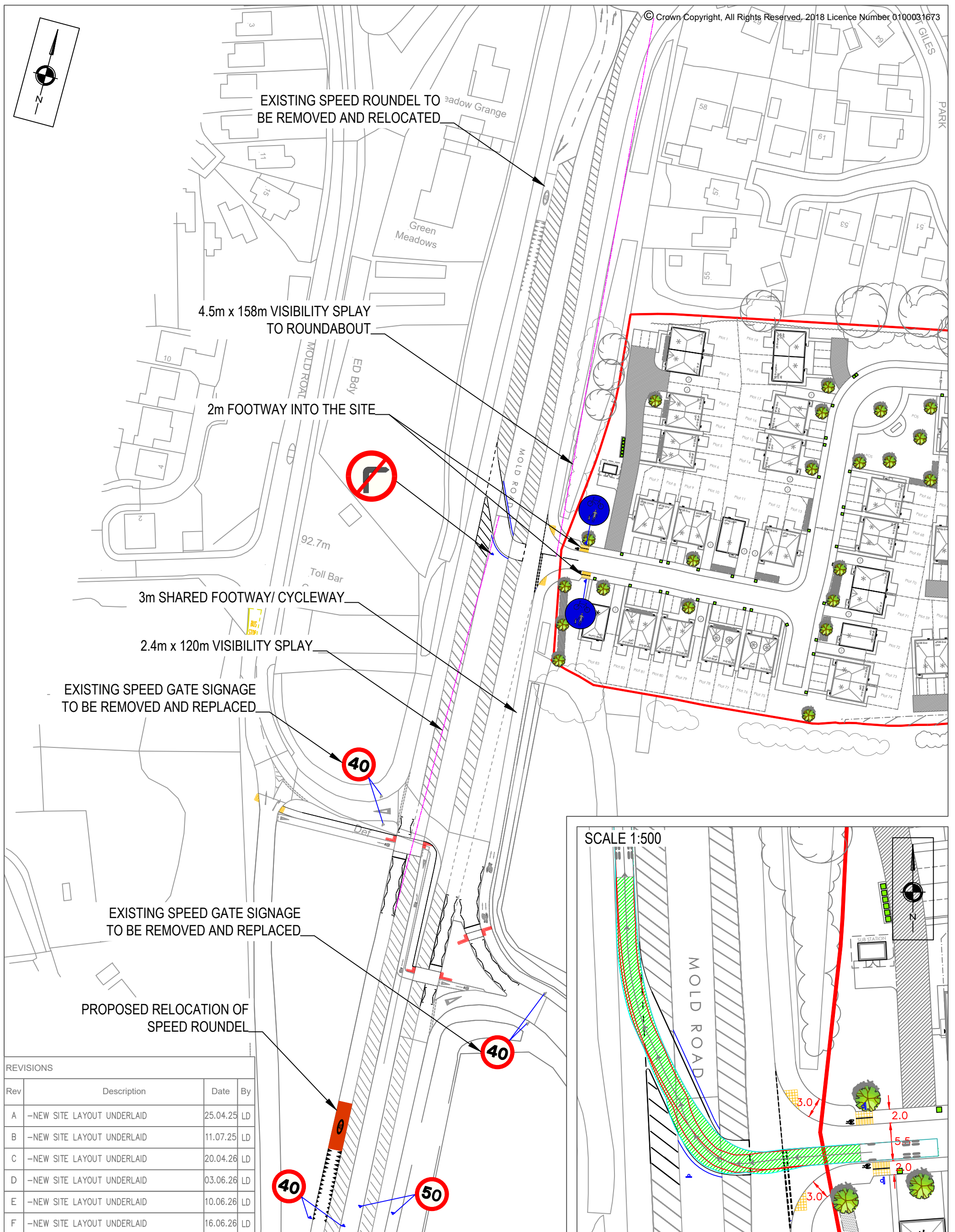
Until the issues are fully addressed and the outstanding information is provided then the development should not be supported on transport or highway grounds

A handwritten signature in blue ink, appearing to read 'K. O'Neill', is positioned above the title.

Chief Officer, Environment & Technical

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APPENDIX B



REVISIONS			
Rev	Description	Date	By
A	-NEW SITE LAYOUT UNDERLAID	25.04.25	LD
B	-NEW SITE LAYOUT UNDERLAID	11.07.25	LD
C	-NEW SITE LAYOUT UNDERLAID	20.04.26	LD
D	-NEW SITE LAYOUT UNDERLAID	03.06.26	LD
E	-NEW SITE LAYOUT UNDERLAID	10.06.26	LD
F	-NEW SITE LAYOUT UNDERLAID	16.06.26	LD

S C P Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client CASTLE GREEN HOMES LTD	Drawing Title PROPOSED ACCESS ARRANGEMENT	Scale 1:1000 @ A3 UNLESS STATED	By WB	Drawing No. SCP/220743/SK01
	Project Title MOLD ROAD, GWERSYLLT, WREXHAM		Date 25.11.2022	Checked LB	
	Approved/ Unapproved -		Status PLANNING	Revision F	

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APPENDIX C



SCHEDULE OF ACCOMMODATION				
HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
2P1B - Affordable	1 Bed, Walk up flat - Ground Floor	562 SQFT	2	2.41
2P1B - Affordable	1 Bed, Walk up flat - First Floor	652 SQFT	2	2.41
4P2B - Affordable	2 Bed, 2 Storey, Semi Detached	884 SQFT	13	15.66
5P3B - Affordable	3 Bed, 2 Storey, Semi Detached	1004 SQFT	2	2.41
5P3B CT - Affordable	3 Bed, 2 Storey, Corner Turner	1004 SQFT	1	1.20
6P4B - Affordable	4 Bed, 2 Storey	1197 SQFT	1	1.20
2P1B	1 Bed, Walk up flat - Ground Floor	562 SQFT	4	4.82
2P1B	1 Bed, Walk up flat - First Floor	652 SQFT	4	4.82
2B Bungalow	2 Bed, 1 Storey, Semi-Detached	627 SQFT	2	2.41
4P2B	2 Bed, 2 Storey, Semi Detached	884 SQFT	30	36.14
5P3B	3 Bed, 2 Storey, Semi Detached	1004 SQFT	7	8.43
5P3B CT	3 Bed, 2 Storey, Corner Turner	1004 SQFT	7	8.43
6P4B - Semi Detached	4 Bed, 2 Storey, Semi-Detached	1186 SQFT	4	4.82
6P4B	4 Bed, 2 Storey	1197 SQFT	3	3.61
6P4B CT	4 Bed, 2 Storey	1197 SQFT	1	1.20
TOTAL		74347 SQFT	83	100.00

Gross Site Area	7.73 Acres	3.13 Hectares
GCN Mitigation area	1.46 Acres	0.59 Hectares
POS	1.36 Acres	0.55 Hectares
Undev. - Site Entrance & SSR, Pump & Sub Stations	0.27 Acres	0.11 Hectares

NETT SITE AREA:	4.64 ACRES	1.88 HECTARES
-----------------	------------	---------------

Gross Density:	10.74 Units/Acre	26.53 Units/Hectare
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NETT DENSITY:	17.89 UNITS/ACRE	44.20 UNITS/HECTARE
---------------	------------------	---------------------

Gross Footage:	9617.98 SQFT/Acre	2207.96 SQM/Hectare
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NETT FOOTAGE:	16023.06 SQFT/ACRE	3678.35 SQM/HECTARE
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Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
- Visibility Splays - 4.5x158m to Site Entrance
- 2.4x25m to all internal estate road junctions and private drives, as shown. Private vehicle entrances to have visibility splay of 2.4x2.4m onto footways (not shown) to ensure pedestrian/ cyclist safety.
- Indicative Landscaping
- Number of parking spaces proposed to Dwellings noted thus. In accordance with WCBG LPGN 16 this does not include parking within a garage. All garage internal dimensions, both detached and integral, to be in excess of 2.7x5.5m. All driveways to be minimum width of 3.2m (single drives) and 5.0m (double drives), and a minimum length of 5.5m where in front of a garage, all in accordance with WCBG LPGN 16 minimum standards.
- Parking space allocation to Dwellings in leu of driveway. Each bay size to be a minimum of 2.4m x 4.8m in accordance with WCBG LPGN 16.
- Knee rails to parking bays to terraced Housetypes
- Affordable Housing - 25% to WCBG Policy
- Affordable Housing - Additional Provision over & above Policy
- Existing retained landscaping

Rev:	Description:	Date:
A	Layout revised, latest product added.	02.03.22
B	Sub station added, Pump station added, affordable units mixed up.	06.04.22
C	Pump Station adjusted to suit vehicle tracking.	26.04.22
D	Mixed amended, numbers increased from 90 to 96	17.10.22
E	Amends following planning officer comments	17.11.22
F	Amends following meeting with Local Authority re: GCN	01.10.24
G	Mix changed and numbers increased from 72 to 85	18.02.25
H	S106 affordable plots indicated	02.04.25
I	Design amendments in line with Planning Officer	27.06.25
J	Plots 7 & 68 roof design changed to hip.	15.07.25
K	Build frontages & orientations amended in line with Planning Officer	08.09.25
L	Amended in line with Highways comments	08.04.26
M	Amended in line with Tree Officer	12.05.26
N	Turning head adj. Plot 32 amended	09.06.26
O	Turning head adj. Plot 74 & Sub Station amended	21.07.26

Castle Green
Unit 20,
St. Asaph Business Park, St Asaph,
Denbighshire. LL17 0LJ.
Tel. 01745 536677

Site: **Mold Road, Gwersyllt**

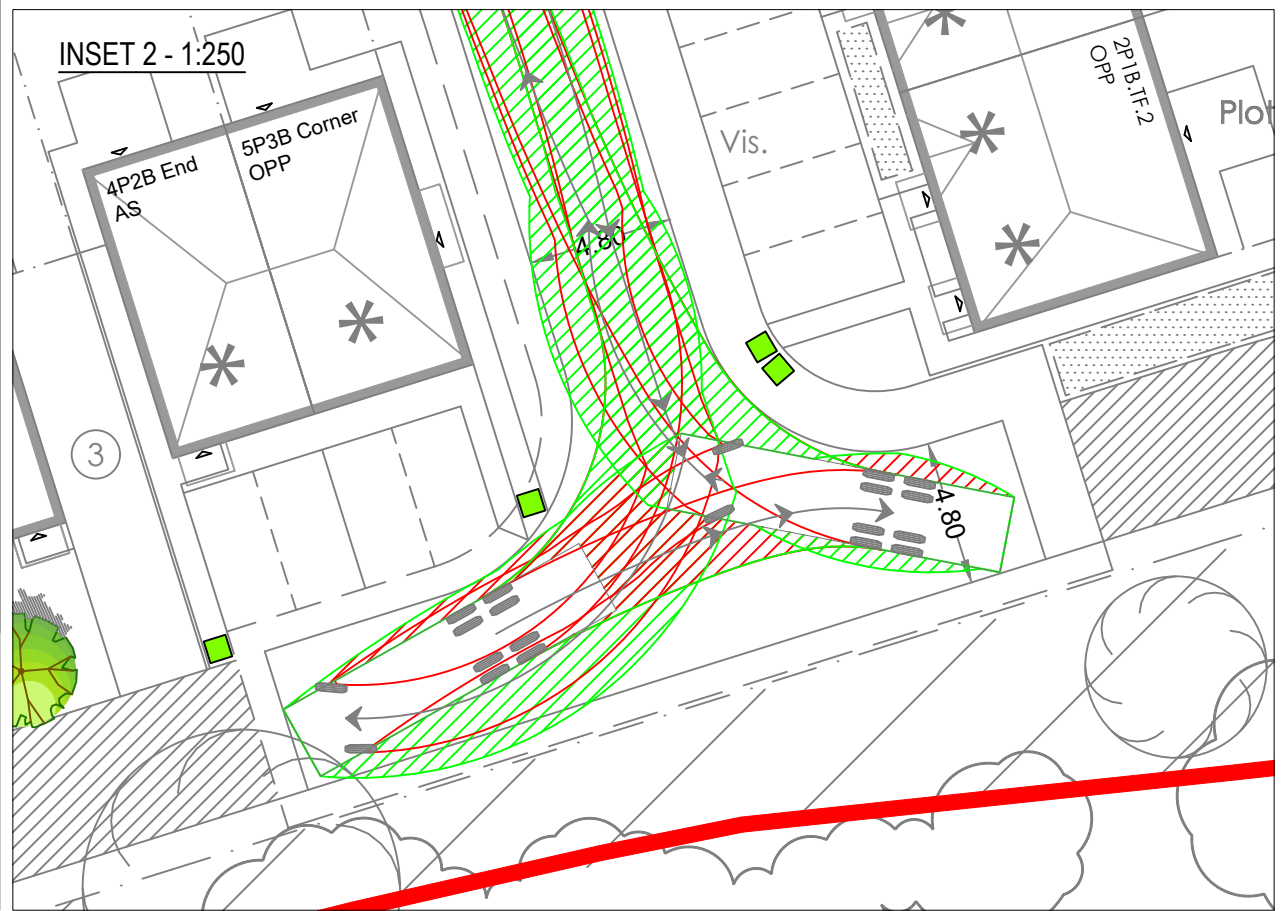
Title: **Site Layout**

Scale: **1:500 at A1** Date: **26/02/2020**

Ref: **MRGWR-SP.01** Rev: **0**

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APPENDIX D



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F	NEW SITE LAYOUT UNDERLAID	14.09.26	LD	Drawn By: LD	Date: 08.04.2025	Client Name: CASTLE GREEN HOMES LIMITED	Drawing Title: SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE	Drawing No. SCP/220743/ATR02	SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com
E	NEW SITE LAYOUT UNDERLAID	16.06.26	LD						
D	NEW SITE LAYOUT UNDERLAID	10.06.26	LD	Checked: LB	Scale@A3: AS STATED				
C	NEW SITE LAYOUT UNDERLAID	03.06.26	LD						
B	NEW SITE LAYOUT UNDERLAID	20.04.26	LD	Approved: PT	Status: PLANNING	Project Title: MOLD ROAD, GWERSYLLT, WREXHAM			
Rev	Description	Date	By						
REVISIONS									

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Rev	Description	Date	By
F	NEW SITE LAYOUT UNDERLAID	14.09.26	LD
E	NEW SITE LAYOUT UNDERLAID	16.06.26	LD
D	NEW SITE LAYOUT UNDERLAID	10.06.26	LD
C	NEW SITE LAYOUT UNDERLAID	03.06.26	LD
B	NEW SITE LAYOUT UNDERLAID	20.04.26	LD
REVISIONS			

Drawn By:	LD	Date:	29.04.2025
Checked:	LB	Scale@A3:	1:250
Approved:	PT	Status:	PLANNING

Client Name:	CASTLE GREEN HOMES LIMITED
Project Title:	MOLD ROAD, GWERSYLLT, WREXHAM

Drawing Title:	SWEPT PATH ANALYSIS - 7.5t RIGID VEHICLE
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Drawing No.	SCP/220743/ATR03
Rev.	F

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APPENDIX E

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APPENDIX F

Table 1: Assessment of Parking - Summary				
Dwelling Type	Number of Dwellings Proposed	Sum of Parking Required	Sum of Parking Proposed	Sum of Shortfall
1-Bedroom dwellings	12	18	25	-3
2-Bedroom dwellings	39	78	73	-7
3-Bedroom dwellings	22	66	51	-4.5
4-Bedroom dwellings	10	30	22	-0.5
Grand Total	83	192	171	-15

Table 2: Assessment of Parking - Full Analysis				
Plot #	Dwelling Type	Parking Required Based on Council's	Parking Proposed	Difference
1	4-bed	3	3	0
2	4-bed	3	3	0
3	2-bed	2	2	0
4	2-bed	2	2	0
5	2-bed	2	2	0
6	2-bed	2	2	0
7	3-bed	3	2	-1
8	2-bed	2	2	0
9	2-bed	2	2	0
10	2-bed	2	3	1
11	4-bed	3	3	0
12	2-bed	2	3	1
13	3-bed	3	3	0
14	3-bed	3	3	0
15	2-bed	2	2	0
16	2-bed	2	2	0
17	3-bed	3	3	0
18	2-bed	2	2	0
19	2-bed	2	2	0
20	3-bed	3	2	-1
21	2-bed	2	2	0
22	2-bed	2	2	0
23	3-bed	3	2	-1
24	2-bed	2	2	0
25	2-bed	2	2	0
26	1-bed	1.5	1	-0.5
27	1-bed	1.5	1	-0.5
28	1-bed	1.5	1	-0.5
29	1-bed	1.5	1	-0.5
30	4-bed	3	3	0
31	2-bed	2	2	0
32	3-bed	3	2	-1
33	3-bed	3	2	-1
34	2-bed	2	2	0
35	2-bed	2	2	0
36	2-bed	2	2	0
37	2-bed	2	3	1
38	2-bed	2	3	1
39	3-bed	3	2	-1
40	2-bed	2	2	0
41	2-bed	2	2	0
42	3-bed	3	2	-1
43	4-bed	3	3	0
44	1-bed	1.5	1	-0.5
45	1-bed	1.5	1	-0.5
46	1-bed	1.5	1	-0.5
47	1-bed	1.5	1	-0.5
48	2-bed	2	2	0
49	2-bed	2	2	0
50	2-bed	2	2	0
51	3-bed	3	2	-1
52	2-bed	2	2	0
53	2-bed	2	2	0
54	3-bed	2	2	0
55	2-bed	2	2	0
56	3-bed	3	3	0
57	2-bed	2	2	0
58	2-bed	2	2	0
59	3-bed	3	2	-1
60	1-bed	1.5	1	-0.5
61	1-bed	1.5	1	-0.5
62	1-bed	1.5	1	-0.5
63	1-bed	1.5	1	-0.5
64	2-bed	2	2	0
65	2-bed	2	2	0
66	3-bed	3	2	-1
67	2-bed	2	2	0
68	2-bed	2	2	0
69	3-bed	3	2	-1
70	4-bed	3	3	0
71	4-bed	3	3	0
72	4-bed	3	3	0
73	3-bed	3	2	-1
74	3-bed	3	2	-1
75	2-bed	2	2	0
76	2-bed	2	2	0
77	2-bed	2	2	0
78	2-bed	2	2	0
79	2-bed	2	2	0
80	2-bed	2	2	0
81	2-bed	2	2	0
82	2-bed	2	2	0
83	4-bed	3	3	0
Visitor Parking			8	8
Total		186	179	-7

Table 3: Car Ownership Census Data for Gwersyllt South (W05001736) Based on Table CT21_0014				
Room numbers*	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Private				
1-bed	8%	52%	29%	11%
2-bed	7%	34%	46%	13%
3-bed	5%	37%	45%	13%
4-bed	1%	25%	51%	23%
Affordable				
1-bed	30%	45%	26%	0%
2-bed	25%	45%	26%	4%
3-bed	24%	33%	29%	15%
4-bed	16%	32%	42%	11%

Office for National Statistics

CT21_0014 - Accommodation type by tenure by number of rooms by car or van availability

Dataset population: All households (excluding caravans or other mobile or temporary structures)

Geographical level: National to Electoral ward

Source: Census 2021 (21 March 2021)

Wales				No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
W05001736 Gwersyllt South	Whole house or bungalow	Owns outright or with a mortgage or loan	1 to 3 rooms	5	33	18	7
			4 rooms	14	70	96	27
			5 rooms	8	57	70	21
			6 rooms	2	48	98	44
			7 rooms	0	5	9	9
			8 or more rooms	0	3	4	3
		Shared ownership; rented or lives rent free	1 to 3 rooms	14	21	12	0
			4 rooms	33	60	35	6
			5 rooms	13	18	16	8
			6 rooms	3	6	8	2
			7 rooms	0	1	1	1
			8 or more rooms	0	1	0	0
	Flat, maisonette or apartment	Owns outright or with a mortgage or loan	1 to 3 rooms	0	7	6	2
		Shared ownership; rented or lives rent free	1 to 3 rooms	38	37	7	0
			4 rooms	2	2	0	0
			6 rooms	0	1	0	0

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APPENDIX G

