



Transport Statement

**Proposed Residential Development
Upper Denbigh Road, St Asaph**

Prepared for Castle Green Homes Ltd

January 2023

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Prepared by: LB

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1.0 INTRODUCTION

General

- 1.1 SCP have been appointed by Castle Green Homes to provide specialist transport planning and engineering advice in support of a proposed residential development located to the east of the A525 Upper Denbigh Road, St Asaph. The application site forms Phase 2 of a wider residential site which is allocated for 201 residential dwellings in the Denbighshire Local Plan (ref 'Additional land at HM Stanley').
- 1.2 The proposed development will provide 28 dwellings comprising a mix of 2-4 bedroom houses. Further details of the proposed development are provided in Chapter 3 later.

Planning Background

- 1.3 The application site currently comprises the St Kentigern Hospice Ambulance Centre and part of the recently approved Phase 1 development.
- 1.4 Planning permission for Phase 1 was granted in September 2022 under planning reference 46/2021/1161 and comprises 113 dwellings and construction of a new vehicular access along the A525 Upper Denbigh Road. The proposals will include minor amendments to a small number of units on the Phase 1 to provide vehicular access to the proposals in Phase 2.

Scope and Structure of Report

- 1.5 This Transport Statement (TS) has been prepared to support the planning application for Phase 2 and has produced in accordance with guidance contained in TAN 18. In addition, the structure of this report is consistent with the Transport Assessment (TA) which supported the approved application for Phase 1.
- 1.6 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.
- 1.7 The structure of this report is as follows:
- Chapter 2 – provides an appraisal of the existing conditions of the site including an appraisal of the local highway network, existing traffic conditions and road safety record;
 - Chapter 3 – provides an appraisal of the development proposals including the proposed site access arrangements, servicing arrangements and car parking;

- Chapter 4 – presents a review of the accessibility of the site by walking, cycling and public transport modes;
- Chapter 5 – presents an assessment of the impact of the development on the operational performance of the local highway network; and
- Chapter 6 – provides summary and conclusions to this TS derived from the analysis presented in the above chapters.

2.0 SITE LOCATION AND EXISTING CONDITIONS

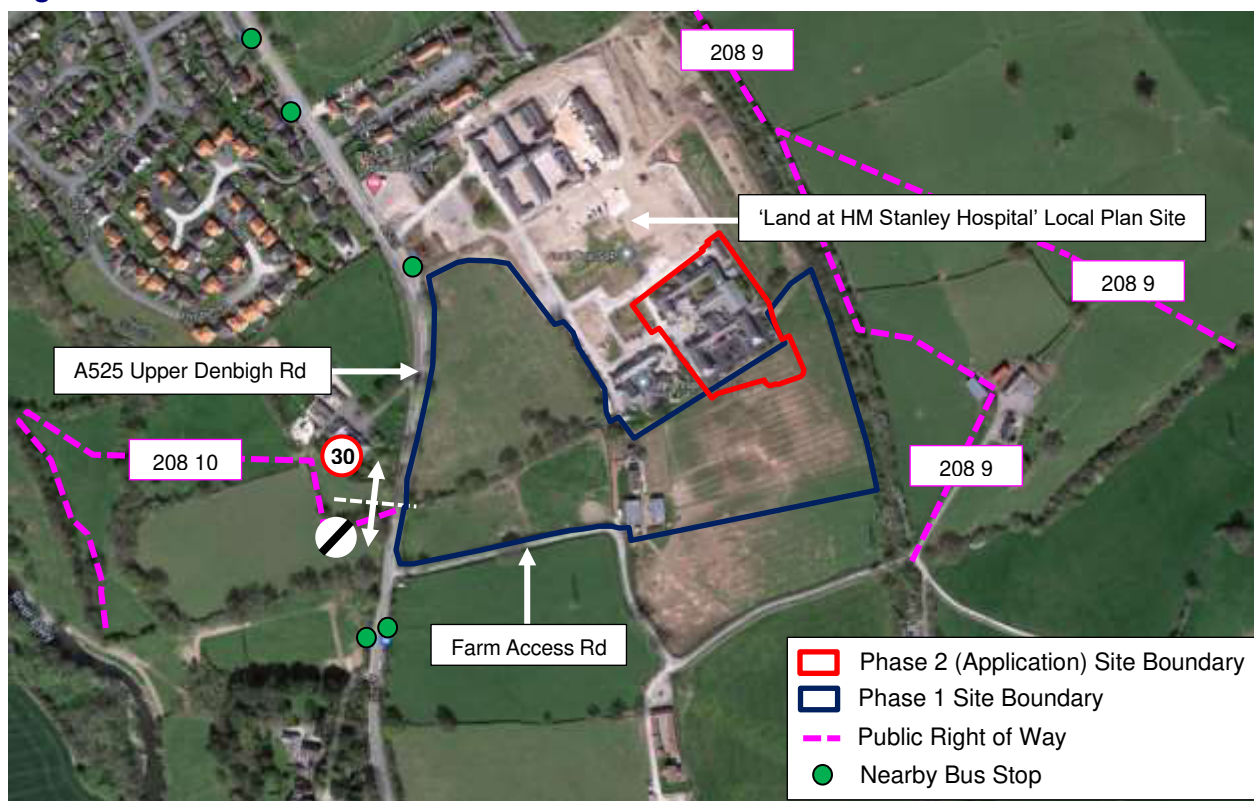
Site Location

- 2.1 The application site comprises an irregular shaped plot of land located to the east the A525 Upper Denbigh Road, St Asaph.
- 2.2 The application site forms Phase 2 of the Upper Denbigh Road residential development and the wider site forms part of the 'Additional land at HM Stanley' site in Denbighshire Local Plan which is allocated for 201 residential dwellings.
- 2.3 The site is currently occupied by St Kentigern Hospice Ambulance centre and part of the recently approved Phase 1 development which will be amended to accommodate the proposals in Phase 2.
- 2.4 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below and the site boundary in relation to the local highway network is shown in red on **Figure 2.2** overleaf.

Figure 2.1 – Site Location – Wider Highway Network



Figure 2.2 – Site Location Plan – Local View



- 2.5 The application site is bounded by the recent built residential development (former HM Stanley Hospital site) to the north, north-east and west, and the Phase 1 residential development to the south. The HM Stanley Hospital site is also allocated in the Denbighshire Local Plan (referred to as 'Land at HM Stanley Hospital') and is currently under construction (planning ref: 46/2014/0126). The site will deliver up to 158 units and based on DCC's Housing Trajectory dated 2021, 91 units have been built.
- 2.6 There are a number of Public Rights of Way (PROW) which surround the application site. PROW 208 10 is located to the west of the site and provides a link between the A525 Upper Denbigh Rd in the vicinity of the application site and A525 High Street in St Asaph centre to the north-west. PROW 208 9 is located to the east of the site and provides a link between the farm access road to the south and St Asaph Leisure Centre to the north-west.
- 2.7 Vehicular access to the site is currently provided along the northern boundary of the site via the HM Stanley Hospital site access road. As detailed in this report, this access will be closed off and vehicular access will be provided to the south via Phase 1 instead.
- 2.8 A525 and the farm access road via gated farm accesses on the north-western and southern boundaries of the site.

Local Highway Network

A525

- 2.9 The A525 Upper Denbigh Road is a distributor road located along the western boundary of the site and provides a link between High Street in St Asaph to the north and Trefnant in Denbigh to the south.
- 2.10 Within the vicinity of the site, the A525 Upper Denbigh Road has a carriageway width of between 6.8-11.1m and benefits from a footway along the western section of the carriageway, a footway along the eastern section of the carriageway to the north of the application site boundary and benefits from street lighting.
- 2.11 As shown on **Figure 3.2** above, the speed limit along the A525 Upper Denbigh Road changes from the national speed limit (south-bound) to a mandatory 30mph (north-bound) approximately 40m north of the farm access junction.
- 2.12 Nearby bus stops are provided along the A525, approximately 0.2-0.3 miles to the north-west and south-west of the site for both northbound and southbound services. Further details on public transport are provided in Chapter 3 of this report.
- 2.13 As part of the approved Phase 1 proposals, vehicular access will be provided along the A525 approximately 165m to the south-east of Bryn Elwy and will take the form of a priority-controlled ghost island right turn lane junction, which requires some localised widening on the A525 Upper Denbigh Road.

Road Safety

2.14 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period (approx.), ending in December 2021 and is summarised in **Figure 2.3**.

Figure 2.3 – Accident Summary



2.15 The accident analysis is summarised as follows:-

- Once slight accident occurred at the Bryn Elwy junction; and
- No other accidents occurred within the study area.

2.16 Based on the very low number of accidents, the existing accident record does not present a concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development will provide up to 28 dwellings comprising a mix of 2, 3 and 4 bedroom houses. The development proposals are shown on the site layout plan presented in **Appendix A**.
- 3.2 It is proposed that Plot 98 (4-bed house) of Phase 1 will be replaced by 4no. 2-bed houses. As a result, the proposals for Phase 2 will result in a net increase of 27 dwellings.

Proposed Access Arrangements

- 3.3 Vehicular access to the development will be provided via an extension to Phase 1, as shown on the site layout plan presented in **Appendix A**. The access will include a 4.8m wide carriageway and a 2m wide footway along the western side of the carriageway.
- 3.4 As detailed in the TA which supports the application, access to Phase 1 will be provided along the A525 Upper Denbigh Road through the introduction of a new priority-controlled ghost island right turn lane junction, which requires some localised widening on the A525 Upper Denbigh Road. The applicant has agreed the details of the proposed access arrangements with the highway officer with a subsequent Section 278 design package showing the works has been submitted to DCC under sperate cover.
- 3.5 Pedestrian and cycle access to the application site will be provided at the same location as the vehicular access. In addition, pedestrian and cycle access will be provided via the St Kentigern Hospice site to the west and Ffordd Brenig to the east.

Internal Site Layout and Servicing

- 3.6 The internal road network has been designed to ensure the movements of service and refuse vehicles will be accommodated without allowing their requirements to dominate the layout of the site.
- 3.7 Swept path analysis has been undertaken which demonstrates that the movements of a large refuse vehicle can be accommodated within the proposed development, as shown on drawing number SCP/210584/ATR03 presented in **Appendix B**.

Parking

- 3.8 Car Parking Standards for new developments are outlined in DCC's Supplementary Planning Guidance Note: Parking Requirements in New Development document (published October 2014), as summarised below:

Houses and Apartments

Residents: 1 space per bedroom (maximum requirement 3 spaces)

Visitors: 1 space per 5 units

- 3.9 The parking spaces per dwelling is shown on the proposed site layout plan presented in **Appendix A** and demonstrates the proposed houses provide an average of 2-3 spaces per unit which is in accordance with DCC's standards.

4.0 SUSTAINABLE TRANSPORT APPRAISAL

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM ‘Minister for Economic Development and Transport’ in his foreword to the 2003 “*Walking and Cycling Strategy for Wales*” document:

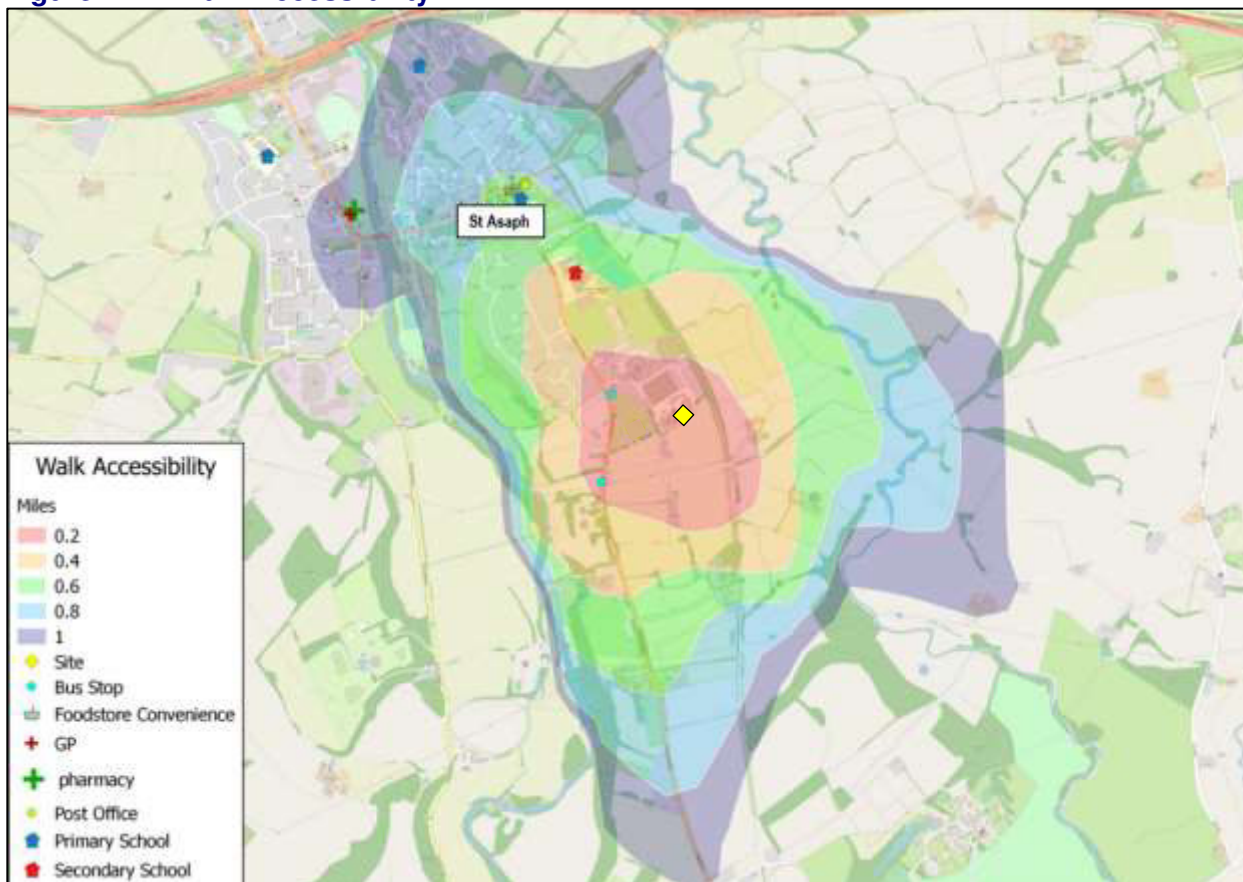
Table 4.1 – Walk / Cycle Distance Thresholds

Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

Pedestrian Accessibility

- 4.3 The roads at the site access to the west, the site benefit from footpaths on both sides of the road as well as street lighting and natural surveillance from the existing residential properties that abut the main walking routes into St Asaph.
- 4.4 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping figures. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 1 mile of the site. The areas located within 1-mile walking distance of the site are shown below on **Figure 4.1**.

Figure 4.1 – Walk Accessibility



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4.5 **Figure 4.1** demonstrates that the site is within acceptable walking distance of St Asaph which includes an array of facilities including the following:-

Table 4.2 – Local Facilities

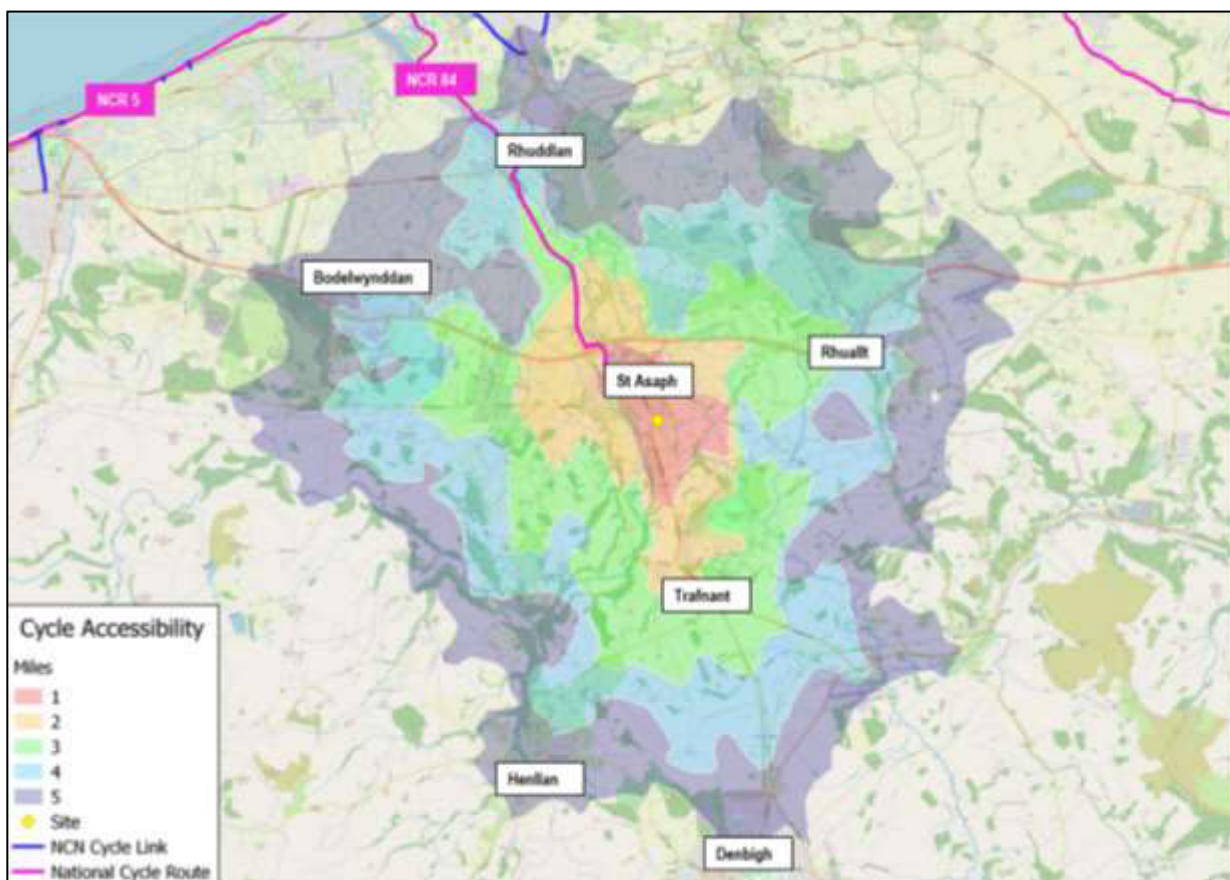
Facility	Details	Distance from the Development Site (miles)
Bus Stop	A525 Upper Denbigh Rd	0.2-0.3miles
Leisure Centre/ Secondary School	St Asaph Leisure Centre, Upper Denbigh Rd	0.4
Primary School	St Asaph V P Infant School	0.5
Post Office	St Asaph Post Office, Chester St	0.6
Convenience Store	Premier Store, Chester St	0.6
Independent School	Fairhome Prep School	0.9
Doctors	Pen Y Bont Surgery, The Roe	1.0
Pharmacy	Rowlands Pharmacy, The Roe	1.0
Supermarket	Co-op Food - St Asaph, Lower Denbigh Rd	1.0
Library	St Asaph Library, The Roe	1.0

4.6 High Street is also within an acceptable walking distance and includes a selection of public houses, cafes, restaurants, and take-outs.

Cycle Accessibility

- 4.7 The Walking and Cycling Strategy for Wales identifies that “*Cycling can offer viable and attractive alternatives*” for short trips and as a substitute for shorter car journeys.
- 4.8 TRACC software has been used to assess the accessibility of the development by bicycle from the site. Isochrones illustrating the areas which lie within 5 miles of the site can be seen on the **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility



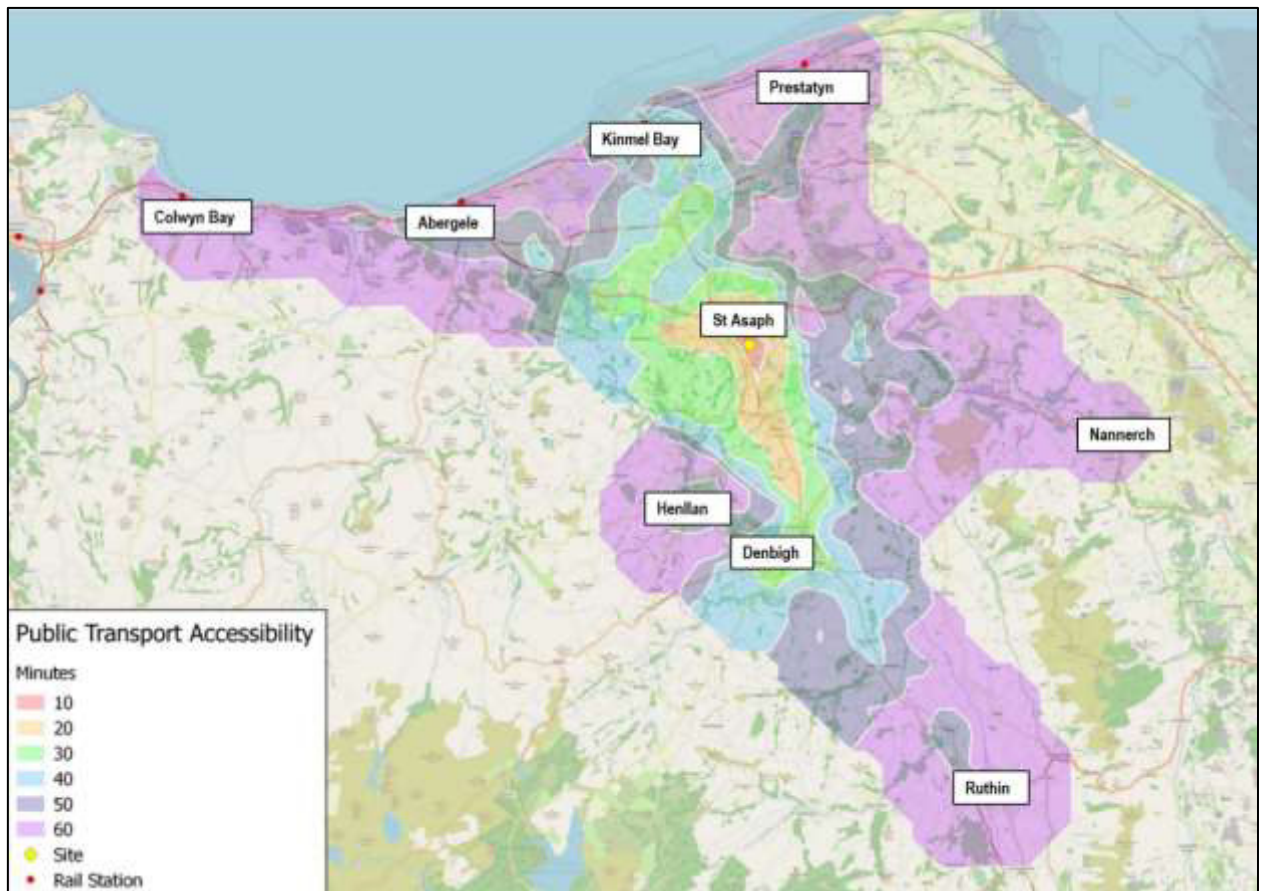
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- 4.9 **Figure 4.2** demonstrates that, the nearby areas of Bodelwynddian, Rhualt and Denbigh, amongst others, are all located within the 5-mile cycle catchment area from the development site.
- 4.10 National Cycle Route (NCR) 5 and 84 are located in close proximity to the site. NCR 84 is located approximately 0.7 miles north of the site, which connects St Asaph to Rhyl. NCR 5 is located approximately 6.0 miles to the north of the site along the coast and provides a mostly traffic free route to the nearby areas within a 5-mile catchment mentioned previously.

Public Transport

- 4.11 The nearest bus stops to the site are located along Upper Denbigh Road approximately 0.2-0.3 miles from the site. The bus stops are served by bus service 51 MAX, 51B, 52 and 54 bus services which provide access to locations including Denbigh and Rhyl. Further bus stops are provided along Upper Denbigh Road approximately 0.7miles from the site which are served by the 51MAX, 51B, 52 and 54 services which provide up to 2 services per hour in either direction with connections to Rhyl.
- 4.12 Rhyl Railway Station is located approximately 6.6 miles cycle distance to the north of the site. Sheltered cycle parking with CCTV is provided at the station. Rhyl Bay Railway Station provides frequent services throughout the week to locations including Holyhead, Birmingham International, Shrewsbury, Manchester Airport and Llandudno.
- 4.13 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops and rail station.

Figure 4.3 – 60-minute Public Transport Accessibility



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4.14 **Figure 4.3** shows that Colwyn Bay, Abergele, Rhyl, Ruthin, Denbigh and Prestatyn, amongst others, are in an acceptable 60-minute commute time.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation

5.2 To estimate the trip generating potential of the development, trip rates have been taken from the approved Phase 1 development (LPA Ref 46/2021/1161). The multi modal trip rates are summarised in **Table 7.1** below.

Table 7.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Residential Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.111	0.318	0.293	0.138
Cycles	0.007	0.021	0.013	0.005
Pedestrians	0.052	0.116	0.066	0.030
Pub. Trans.	0.001	0.038	0.018	0.005

5.3 The estimated trip generation associated with the proposed development is therefore as summarised in **Table 7.2** below.

Table 7.2 – Estimated Trip Generation – Based on Net Increase of 27 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	9	8	4
Cycles	0	1	0	0
Pedestrians	1	3	2	1
Pub. Trans.	0	1	1	0

Anticipated Highway Impact

- 5.4 The maximum number of vehicular trips arising from the development will be 12 during both the AM and PM peak hours. Volumetrically, this equates to roughly one additional vehicle movement every 5 minutes on the local highway network during both peak hours.

- 5.5 This increase in traffic will not be material when having regard to the daily fluctuations in traffic and will not have an impact on the operation or safety of the local highway network.

6.0 SUMMARY AND CONCLUSION

- 6.1 SCP have been appointed by Castle Green Homes to provide specialist transport planning and engineering advice in support of a proposed residential development located to the east of the A525 Upper Denbigh Road, St Asaph. The application site forms Phase 2 of the Upper Denbigh Road residential development and the wider site forms part of the 'Additional land at HM Stanley' site in Denbighshire Local Plan which is allocated for 201 residential dwellings.
- 6.2 The proposed development will provide 28 dwellings comprising a mix of 2-4no. bedroom houses.
- 6.3 Vehicular access to the development will be provided via an extension to Phase 1. The access will include a 4.8m wide carriageway and a 2m wide footway along the western side of the carriageway. Pedestrian and cycle access will be provided at the same location as the vehicular access. In addition, pedestrian and cycle access will be provided via the St Kentigern Hospice site to the west and Ffordd Brenig to the east.
- 6.4 The most recently available five-year road safety record of the local highway network surrounding the site has been examined and does not represent a material concern in the context of the development.
- 6.5 It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by foot and by bicycle and is served by good bus services.
- 6.6 It is estimated that the maximum number of vehicular trips arising from the development will be 12 during both the AM and PM peak hours. Volumetrically, this equates to roughly one additional vehicle movement every 5 minutes on the local highway network during both peak hours. This increase in traffic will not be material when having regard to the daily fluctuations in traffic and will not have an impact on the operation or safety of the local highway network.
- 6.7 Having regard to the above, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

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APPENDIX A



NO.	DESCRIPTION	AREA	UNIT	NO.	NO.
1	1 Bed Villa to 1st Ground Floor	515 SQFT	2	1	1.41
2	2 Bed Villa to 1st Floor	846 SQFT	2	1	1.41
3	2 Bed 2 Storey End Terrace	605 SQFT	3	1	0.71
4	2 Bed 2 Storey End Terrace	1015 SQFT	3	1	1.43
5	2 Bed 2 Storey End Terrace	705 SQFT	20	1	14.10
6	2 Bed 2 Storey End Terrace	801 SQFT	10	1	7.14
7	2 Bed 2 Storey End Terrace	651 SQFT	12	1	8.87
8	2 Bed 2 Storey End Terrace	961 SQFT	10	1	7.14
9	2 Bed 2 Storey End Terrace	1104 SQFT	7	1	8.00
10	2 Bed 2 Storey End Terrace	1050 SQFT	19	1	13.87
11	2 Bed 2 Storey End Terrace	1224 SQFT	14	1	10.29
12	2 Bed 2 Storey End Terrace	1345 SQFT	8	1	9.71
13	2 Bed 2 Storey End Terrace	1500 SQFT	4	1	2.86
14	2 Bed 2 Storey End Terrace	1501 SQFT	8	1	9.71
15	2 Bed 2 Storey End Terrace	1500 SQFT	2	1	1.42
16	2 Bed 2 Storey End Terrace	1507 SQFT	12	1	8.87
TOTAL		18623	SQFT	148	
Gross Site Area		11431 Acres	0.53 Hectares		
Existing Landscaped & Buffer		2.6 Acres	0.24 Hectares		
GCD		2.05 Acres	0.83 Hectares		
Unserviceable Site Areas & GSR		0.52 Acres	0.13 Hectares		
Existing Farm Buildings & Land		0.51 Acres	0.08 Hectares		
Buffer to St Kentigern Hospice & Access		0.20 Acres	0.17 Hectares		
NET SITE AREA		18.87 ACRES	4.88 HECTARES		
Gross Density		15.24 UNITS/ACRE	25.31 UNITS/HECTARE		
NET DENSITY		13.88 UNITS/ACRE	34.33 UNITS/HECTARE		
Gross Footage		10996.56 SQFT/ACRE	2524.44 SQM/HECTARE		
NET FOOTAGE		14617.81 SQFT/ACRE	3423.82 SQM/HECTARE		

- Key:**
- Site Boundary
 - 1.8m high boundary fence
 - 1.8m high screen wall / fence
 - Private Drive
 - Visibility Splays - 2.4x43m to Site Entrances
 - Indicative Landscaping: Refer to landscaping design for exact details
 - Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with LPA Parking Standards
 - Parking space allocation to Frontage Parking Dwellings
 - * Affordable Housing
 - Existing retained hedges/landscaping
 - Landscaped Buffer to St Kentigern Hospice

REV.	DESCRIPTION	DATE
A	Internal design review	11/06/21
B	Plot Sub & Buffer to Hospice added	22/07/21
C	Amended in line with Engineering appraisal & Tree Survey info added	24/08/21
D	Internal Design Review	27/08/21
E	Access to Hospice Buffer removed	20/10/21
F	Schedule of Accommodation corrected	09/11/21
G	Internal design review	28/02/22
H	Wiltshire, Alderton & Chatsworth block amended	04/07/22
I	Plots 2 and 12 handed & PGS footprint added	13/07/22
J	Attenuation basin corrected	20/07/22
K	Former Ambulance Centre Site Added	25/07/22
L	Amended following technical review	
M	& Plot numbers increased	21/09/22
N	Plots 93 - 99 Moved	17/10/22
O	Plots 51 - 91 (affordables) renumbered	08/11/22
	Footpath in PGS amended	05/12/22

Castle Green

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

Site:
Land off Upper Denbigh Road, St Asaph

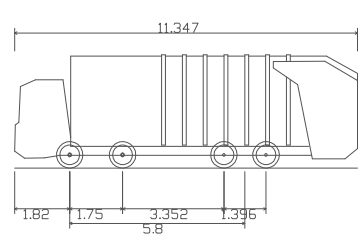
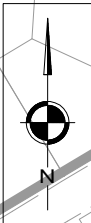
Title:
Proposed Site Plan

Scale: **1:500@A0** Date: **11.06.21**

Ref: **UPD-STA-SP01** Rev: **0**

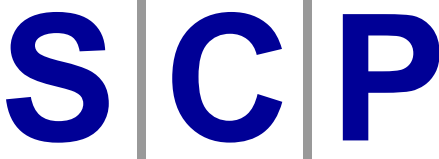
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APPENDIX B



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m

Rev	Description	Date	By

 Transportation Planning : Infrastructure Design <small>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</small>	Client CASTLE GREEN HOMES LTD	Drawing Title SWEPT PATH ANALYSIS	Scale 1:250 @ A3	By WB	Drawing No. SCP/210584/ATR03
	Project Title UPPER DENBIGH ROAD, ST ASAPH	Date 10.01.2023	Checked LB	Status PLANNING	Revision -