



TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT AT THE SITE ADJECENT TO CROWN STREET, GWALCHMAI

JUNE 2022
Suitability S1
Revision P02

Prepared on Behalf of:

A M P Construction

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SUITABILITY	REV	DATE	DESCRIPTION	Org.	Chk'd	App'd
S1	P01	24.06.2022	First Issue.			

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1.0 Introduction

1.1 Project Background

1.1.1 Cadarn Consulting Engineers Ltd have been appointed by AMP Construction and Groundworks Ltd to provide a transport statement to support a planning application for the proposed residential development at the site adjacent to Crown Street, Gwalchmai (National Grid Reference: **SH 39404 75966**). Refer to the drawing enclosed in **Appendix A** for the proposed site location plan.

1.2 Scope of Transport Statement

1.2.1 This transport statement has been prepared to assess the existing highway transportation network within the vicinity of the site, together with pedestrian and vehicular access.

1.2.2 The Welsh Government's Technical Advice Note (TAN) 18: Transport (2007) states that a Transport Assessment is only required for domestic applications of greater than 100 units. Furthermore, the levels of daily and hourly traffic by the development is unlikely to have any material impact upon the operation of the Highway network in the vicinity of the site. As such, there can be no absolute requirement for a Transport Statement to accompany the planning application for the proposed development. Nevertheless, this Statement has been prepared to provide information on the accessibility available to local residents, through different transport modes, to nearby facilities and amenities, and how the proposed development will complement these existing arrangements.

1.2.3 Cadarn Consulting Engineers Ltd reserve the right to re-assess the transport implications associated with this proposed development, if works on site have not commenced within twelve months of the approval of the development's planning application.

2.0 Application Site & Local Transport Network

2.1 Existing Site

2.1.1 The proposed development is located on an existing greenfield site, currently being used for agricultural purposes. There is currently an existing dropped kerb vehicular crossing access from the existing highway which forms the northern-west boundary of the site.

2.2 Proposed Development

2.2.1 The proposed development involves the construction of 33 no. dwellings with associated car parking and garden spaces, together with pedestrian and vehicular access. The proposed development is to be constructed in two phases, Phase I consists of 22 No. properties, whereas Phase II consists of the remaining 11. The proposed site layout is illustrated within **Appendix B**.

2.2.2 The proposed access into the site will be formed from Crown Street, location approx. 19m east of the of the existing site entrance (centreline to centreline). While this junction also serves as the primary pedestrian access into the site, an additional pedestrian link will be provided further west of the proposed access from phase II of the development.

2.3 Local Transport Network

2.3.1 Crowns street, which forms the northern-western boundary of the site continues in an easterly direction and communication with Holyhead Road, the A5, 500m east of the site, and continues in a westerly direction through Gwalchmai up to a crossing with the A55 dual carriageway where it transformed into an unnamed road. This road is a 30mph road, which changes to a 50mph at the junction with the A5 and to the national speed limit located at the bridge over the A55.

2.3.2 Footways exist along both sides of crown street, the footway which abuts the site is generally 1.5m wide (front face of kerb to boundary wall) but widens to 3.2m at the radius located in northernmost point of the site. The footway on the opposite side of the highway to the site is varies from 3.0m to the west of the site, to 1.4m at the centre of the site and widening back to 2m to the east of the site.

- 2.3.3 To the east of the site the footway on the opposite side of the highway terminates 40m beyond the north corner of the site and the footway which abuts the site terminates 80m beyond the north corner of the site. In a westerly direction both footways extend circa 440m with several crossing points along the way.
- 2.3.4 There are several traffic calming features within the Crown Street, including road cushions & white lining (specifically slow markings). Adjacent to the site there are two sets of speed cushions, one being adjacent to the western corner of the site and the other adjacent to the north section of these site, these features have been highlighted on the existing highway arrangement plan contained within **Appendix C**.
- 2.3.5 There are two bus stops located within the vicinity of the site, Old Toll House bus stop located on the A5 600m east of the site and Waverley bus stop located 350m west of the site. The Waverley bus stop is regularly served by bus service no. 4B, 4R, 544, X4 providing a transport service between, Holyhead and Llangefni, with a the 544 running once per day, from this stop to Bangor. The Old Toll House bus stop provides a similar service but is served by an additional bus service number 45, which runs between Llangefni and Rhosneiger.
- 2.3.6 There are no rail services within the vicinity of the site, with the nearest being Ty Croes, Railway station located 7.2km south-west of the site. This train station is linked to the national rail network, thus providing regular services to and from local and nationwide locations.
- 2.3.7 As part of the 'Sustrans' National Cycle Network, 8 connect Holyhead to Reading and Cardiff, respectively. This route is located 2.7km south-west of the site, there are no other national cycle routes within the vicinity of the site.
- 2.3.8 The Anglesey Council Map Mon indicates there are two public footpaths located opposite the site, foot traffic to access to A5 and the remainder of Gwalchmai, as noted in **Section 2.3.2**, the footways on Crown Street do not extend to the A5.

3.0 Integration of Development with Transport Network.

3.1 Guiding Principles & Highway Requirements

3.1.1 In order to deliver the objectives of the Welsh Government's TAN 18: Transport (2007), residential accommodation should, amongst other things, be located in locations which are highly accessible by public transport, walking and cycling.

3.1.2 This section will consider how the above objectives have been met as part of the proposed development, along with how the safety of local residents from any transport risks will be considered as part of the layout of the proposed development.

3.1.3 Early engagement with the Highway authority has identified improvement works which are required to the existing highway network in order to facilitate the development, a copy of the correspondence is contained within **Appendix D** and the points raised are listed below.

- Include a bus stop close to the area.
Reason – Although there is a bus stop 300m away to the left as you would exit the estate and another 700m to the right, it would not only benefit this development but would benefit Maes Meurig and Llain Delyn.
- The idea of a more conveniently places crossing point. Especially when walking towards Gwalchmai itself.

3.1 Walking

3.1.1 The proposed development will include pedestrian footways (minimum width of 2m) along both edges of the site-serving road. The footways will serve all properties within the development.

3.1.2 Pedestrian crossing points will also be provided at suitable locations within the site and immediately off-site, thus providing a safe means for residents to walk within the development and towards either the centre of Gwalchmai and Gwalchmai Uchaf.

3.1.3 As requested within the Highway response a tactile crossing on Crown Street is proposed adjacent to the site entrance to allow residents access to the public footpaths on the opposite side of the highway, which direct foot traffic towards Gwalchmai.

3.1.4 Therefore, the provision of pedestrian footways and suitable crossing points, both within the development site and at the point of entry / exit, is expected to encourage residents to walk to reasonable locations.

3.2 Public Transport

3.2.1 As noted within **Appendix D** and summarised within **Section 3.1**, it has been requested by the highway authority that as part of the proposal a bus stop should be provided outside the development to benefit the development and surrounding properties including Maes Meurig and Llain Delyn, the service which will be provided will be the same as the Waverley bus stop located 350m west of the site but will reduce walking times for the surrounding residents.

3.2.2 These bus stops provide services to the centre of Holyhead or Llangefni, thus providing suitable public transport links to nearby facilities and amenities. From here, users can travel to other nearby destinations or further afield via bus or train by regular services on a daily basis. As such, it is considered that residents of the proposed development will be encouraged to utilise the local public transport services.

3.3 Cycling

3.3.1 Given the proximity of the proposed development to the National Cycle Network and that suitable, traffic-controlled access to the network already exists, there is no intention or requirement to provide a formal cycle route extending from the development to the cycle routes.

3.4 Personnel Safety through Highway Design

- 3.4.1 The vehicular junction to the proposed development will be constructed to provide suitable visibility in both directions. To achieve this, a minimum of 40m of visibility will be provided in either direction from an offset of 2.4m from the site junction (in accordance with Table B of *Technical Advice Note (TAN) 18: Transport*). This visibility envelope has been indicated on the proposed visibility layout contained within **Appendix E**.
- 3.4.2 Providing crossing points at suitable locations within the site and immediately off-site also provides a safe means of accessing all areas of the site and minimises the risk to personnel safety.
- 3.4.3 Sufficient parking spaces will also be provided for each plot on the proposed development. As such, it is deemed that the level of parking provision is adequate and there is little or no likelihood of any car parking occurring outside of the site as a consequence of the proposed development. Furthermore, the presence of footways on both edges of the site-serving road not only provides safe means of access to the development's properties but is also likely to minimise on-road parking, therefore further reducing the risk to personnel safety.

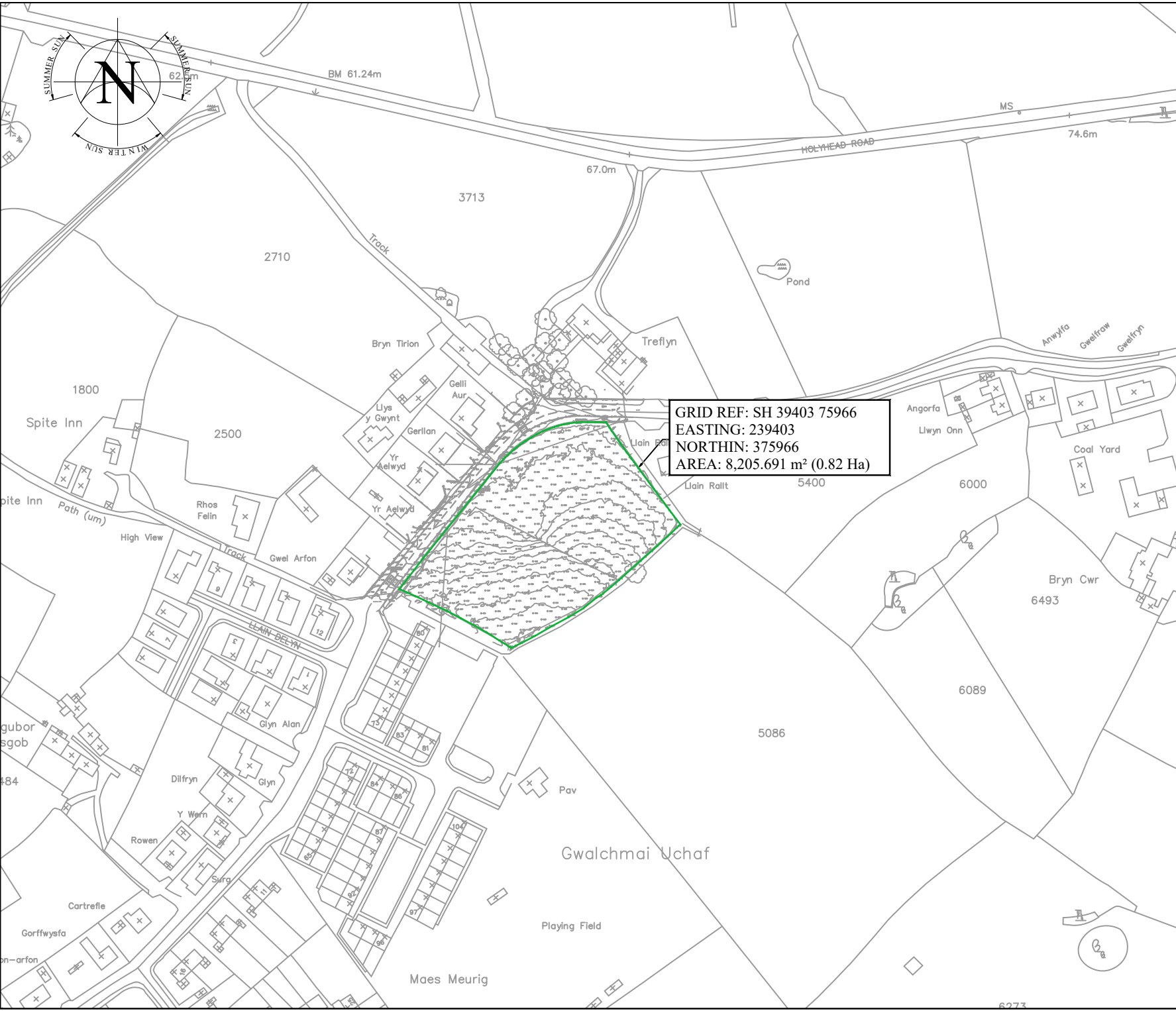
4.0 Summary & Conclusion

- 4.1.1 This Transport Statement has been prepared to address the Highway and transportation issues associated with the proposed residential development located adjacent to Crown Street, Gwalchmai. This statement will accompany the planning application for the proposed development.
- 4.1.2 The proposed development involves the construction of 33 no. dwellings with associated car parking and garden spaces, together with pedestrian and vehicular access and a public amenity area. Access to the site will be via the existing junction from Crown Street. Due to the scale of the development, the levels of daily and hourly traffic generated by the development is unlikely to have any material impact upon the operation of the Highway network in the vicinity of the site.
- 4.1.3 The location of the site makes it accessible by a range of travel modes and promotes sustainable modes of travelling. It is within walking distance to the centre of Gwalchmai, the local primary school and is within minimal distances to public transport services, thus providing access to nearby and wider facilities and amenities. Furthermore, Routes 8 of the National Cycle Network lie in close proximity to the proposed site and provide a sustainable means of accessing the wider local region.
- 4.1.4 The highway designs for the site has also considered the health and safety implications associated with the proposed development. Suitable vehicular visibility is provided at the development's junction and new pedestrian crossing points will be located at suitable locations. Sufficient parking spaces are also provided on site to likely eliminate the need for any off-site parking.
- 4.1.5 It is therefore concluded that, subject to providing the highway and transport features detailed in this statement, there are no reasons relating to the highway design why the proposed development should not be granted planning consent.

APPENDICES

APPENDIX A

SITE LOCATION PLAN



GRID REF: SH 39403 75966
 EASTING: 239403
 NORTHING: 375966
 AREA: 8,205.691 m² (0.82 Ha)

NOTES

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KEY

█ DENOTES PROPOSED SITE BOUNDARY.

S1	P01	10.06.22	FIRST ISSUE				
SUITABILITY	REV	DATE	DESCRIPTION	Org	Clk'd	App'd	Auth'd

DRAWING STATUS:
 PROJECT TITLE:
LAND ADJ TO CROWN STREET, GWALCHMAI

DRAWING TITLE:
SITE LOCATION PLAN

PROJECT	ORIGINATOR	VOL.	LOC.	TYPE	ROLE
09422	CCE	V1	XX	40:40:01	C
CLASSIFICATION	No.	SUITABILITY	REVISION		
50:30	0001	S1	P01		

ORIGINATOR:	DATE:	SCALE:	ORIGINAL SIZE:
B.Thorne	10.06.2022	1:2500	A4



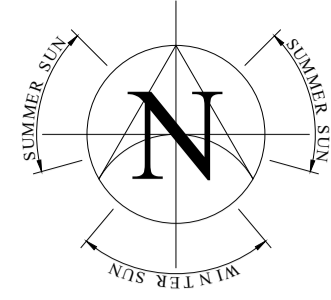
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APPENDIX B

Proposed Site Layout

APPENDIX C

Existing Highway Arrangement



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- KEY**
- DENOTES LOCATION OF EXISTING STREET LIGHTING COLUMNS.
 - DENOTES LOCATION OF EXISTING TELEGRAPH POLES.
 - DENOTES LOCATION OF EXISTING ROAD CUSHION.

DENOTES LOCATION OF EXISTING TELEGRAPH POLES.

PROPOSED WALL TO TIE INTO EXISTING WALL.
EXISTING JUNCTION TO BE REMOVED.

SI	NO	DATE	DESCRIPTION	By	CHKD	Appr	Auth
1	01	14.06.22	FIRST ISSUE				

PROJECT TITLE:
LAND ADJ TO CROWN STREET, GWALCHMAI

DRAWING TITLE:
EXISTING HIGHWAY ARRANGEMENT LAYOUT

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50:30	0016	S1	P01		

ORIGINATOR	DATE	SCALE	ORIGINAL SIZE
M.Jones	14.06.2022	1:250	A1

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APPENDIX D

Highway Correspondence

Byron Thorne

From: Ifan W. Hughes <IfanHughes@ynysmon.gov.uk>
Sent: 10 June 2022 14:52
To: Byron Thorne; Evan D. Jones
Cc: Ifan Rowlands
Subject: RE: 09422 - Gwalchami - AMP

Follow Up Flag: Follow up
Flag Status: Completed

Afternoon Byron,

- Having looked at the submitted plan along with a view of the surrounding area, the condition of the current footway seems to be acceptable, however I will be inspecting properly once an application is submitted.
- I would also look into the idea of including a bus stop close to the area.
Reason – Although there is a bus stop 300m away to the left as you would exit the estate and another 700m to the right, it would not only benefit this development but would benefit Maes Meurig and Llain Delyn.
- Also the idea of a more conveniently places crossing point. Especially when walking towards Gwalchmai itself
- The plan in itself in relation to parking etc. more than meets the parking standards.

Personally I'm not aware of any major traffic issues in the area due to the road being a duel carriageway and there is a convenient means of access from the A5 so I wouldn't have any objections with a transport statement unless Evan is aware of traffic issues in the area.

Hope this helps,

Ifan Wyn Hughes BA (Hons)

Peiranydd Rheoli Datblygiadau – Development Control Engineer
Adran Briffyrdd – Highways Department
Gwasanaeth Priffyrdd, Gwastraff ac Eiddo – Highways, Waste and Property Service
Cyngor Sir Ynys Môn – Isle of Anglesey County Council
LL77 7TW

Ebost/Email: IWHHT@ynysmon.gov.uk



From: Byron Thorne <byron@cadarnconsulting.co.uk>
Sent: Friday, June 10, 2022 2:10 PM
To: Evan D. Jones <EvanJones@ynysmon.gov.uk>; Ifan W. Hughes <IfanHughes@ynysmon.gov.uk>

Cc: Ifan Rowlands <ifan@cadarnconsulting.co.uk>

Subject: 09422 - Gwalchami - AMP

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/yddiried yn yr anfonwr.

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Afternoon Gents,

We are currently working on the above project for North Wales Housing and AMP Construction, looking to make the formal planning submission for the end of the month (ref attached architects layout – **not final layout**)

Can you please confirm what you will be looking for, so that we can prepare this prior to submitting.

- Are there any highway improvement works required?
- Will you require a Traffic Statement or a full traffic impact assessment (TIA)?

Kind Regards,

Byron Thorne BEng (Hons), Engtech MICE
Uwch Beiriannydd / Senior Engineer

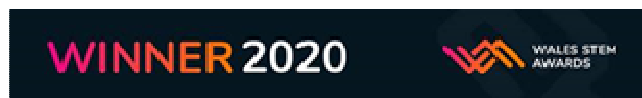


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Mae'r neges e-bost hon a'r ffeiliau a drosglwyddyd ynghlwm gyda hi yn gyfrinachol ac efallai bod breintiau cyfreithiol ynghlwm wrthynt. Yr unig berson sydd 'r hawl i'w darllen, eu copio a'u defnyddio yw'r person y bwriadwyd eu gyrru nhw ato. Petaech wedi derbyn y neges e-bost hon mewn camgymeriad yna, os gwelwch

yn dda, rhwch wybod i'r Rheolwr Systemau yn syth gan ddefnyddio'r manylion isod, a pheidiwch datgelu na chopio'r cynnwys i neb arall.

Mae cynnwys y neges e-bost hon yn cynrychioli sylwadau'r gyrrwr yn unig ac nid o angenrheidrwydd yn cynrychioli sylwadau Cyngor Sir Ynys Mon. Mae Cyngor Sir Ynys Mon yn cadw a diogelu ei hawliau i fonitro yr holl negeseuon e-bost trwy ei rwydweithiau mewnol ac allanol.

Croeso i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

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APPENDIX E

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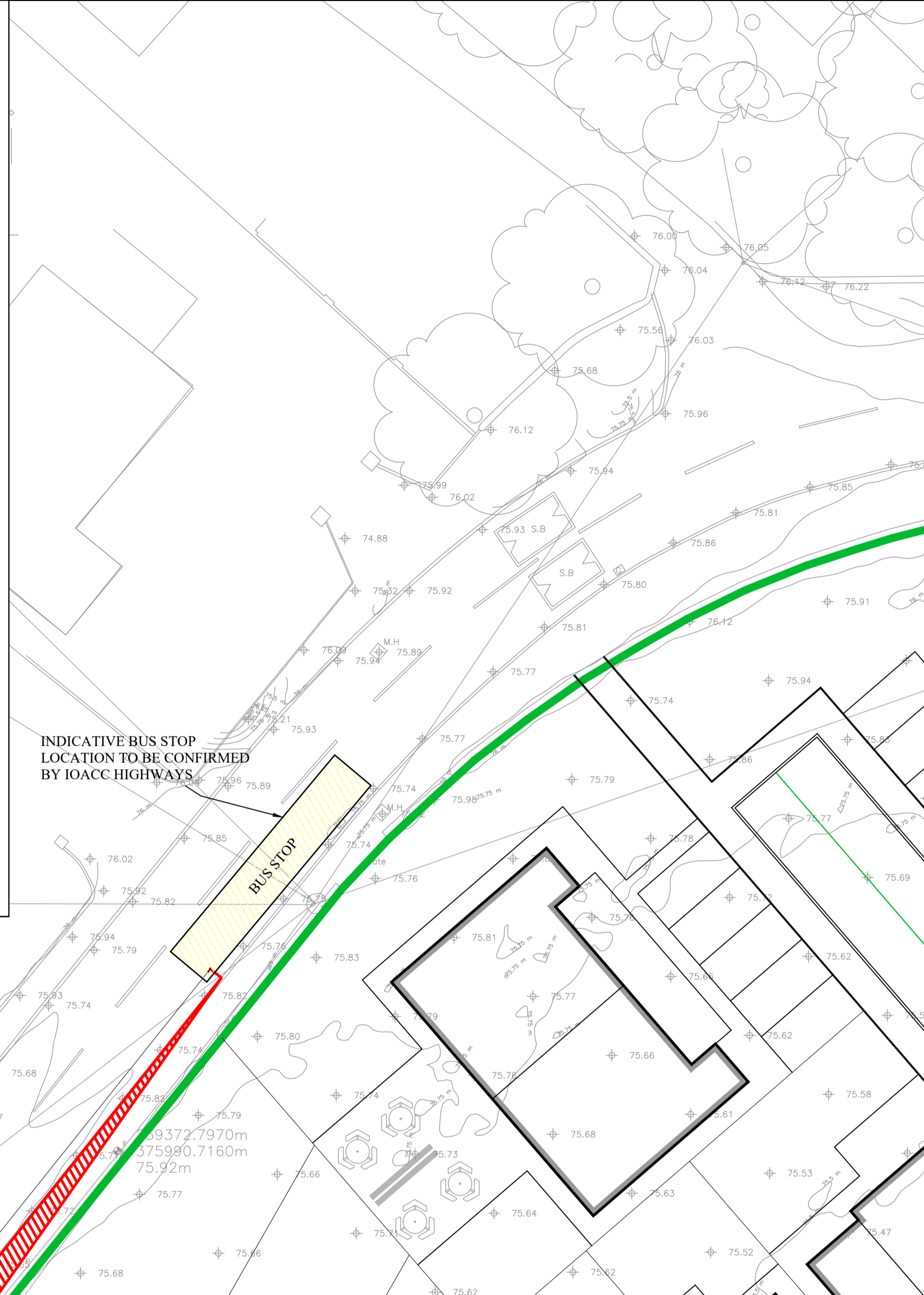
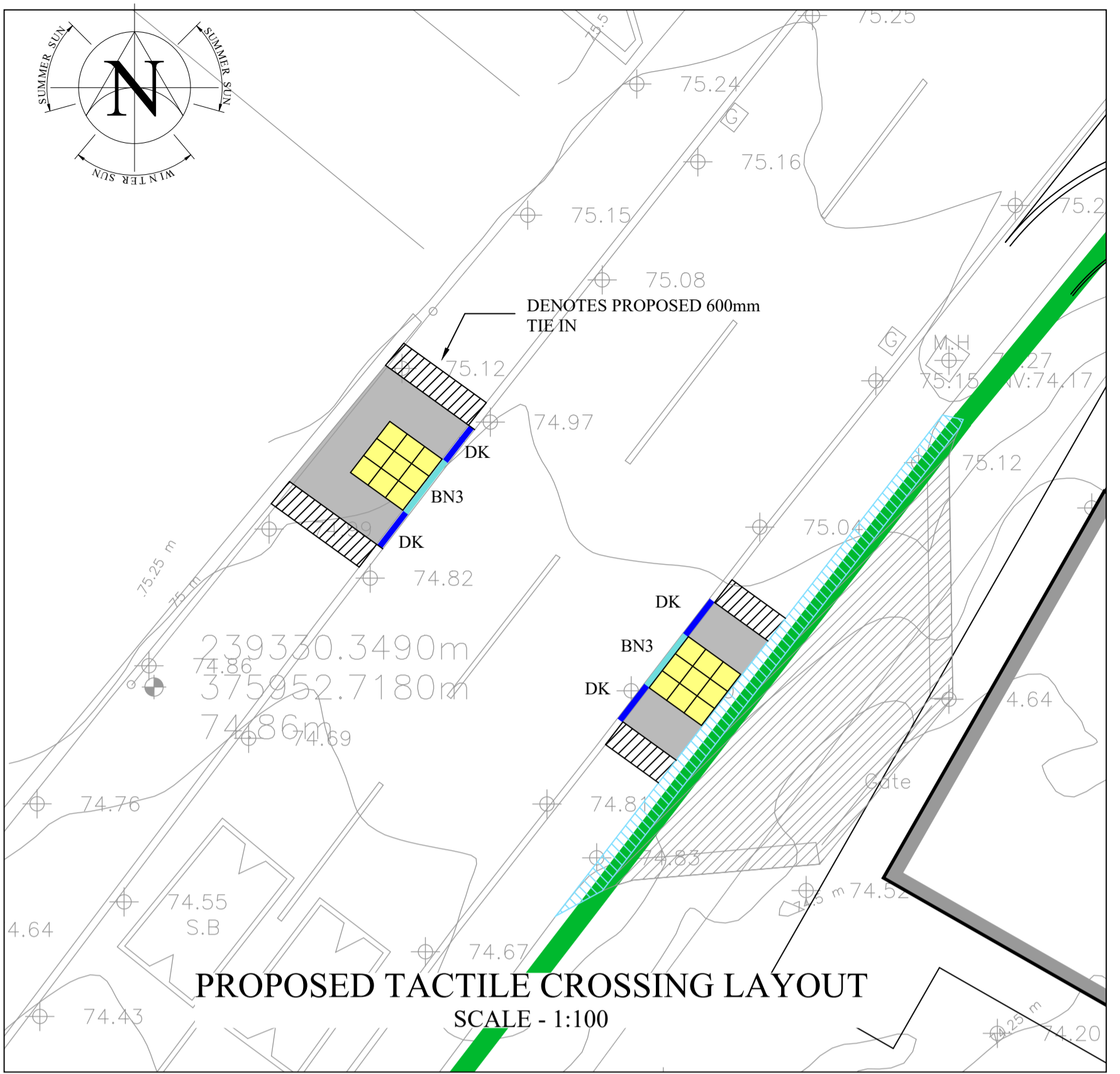
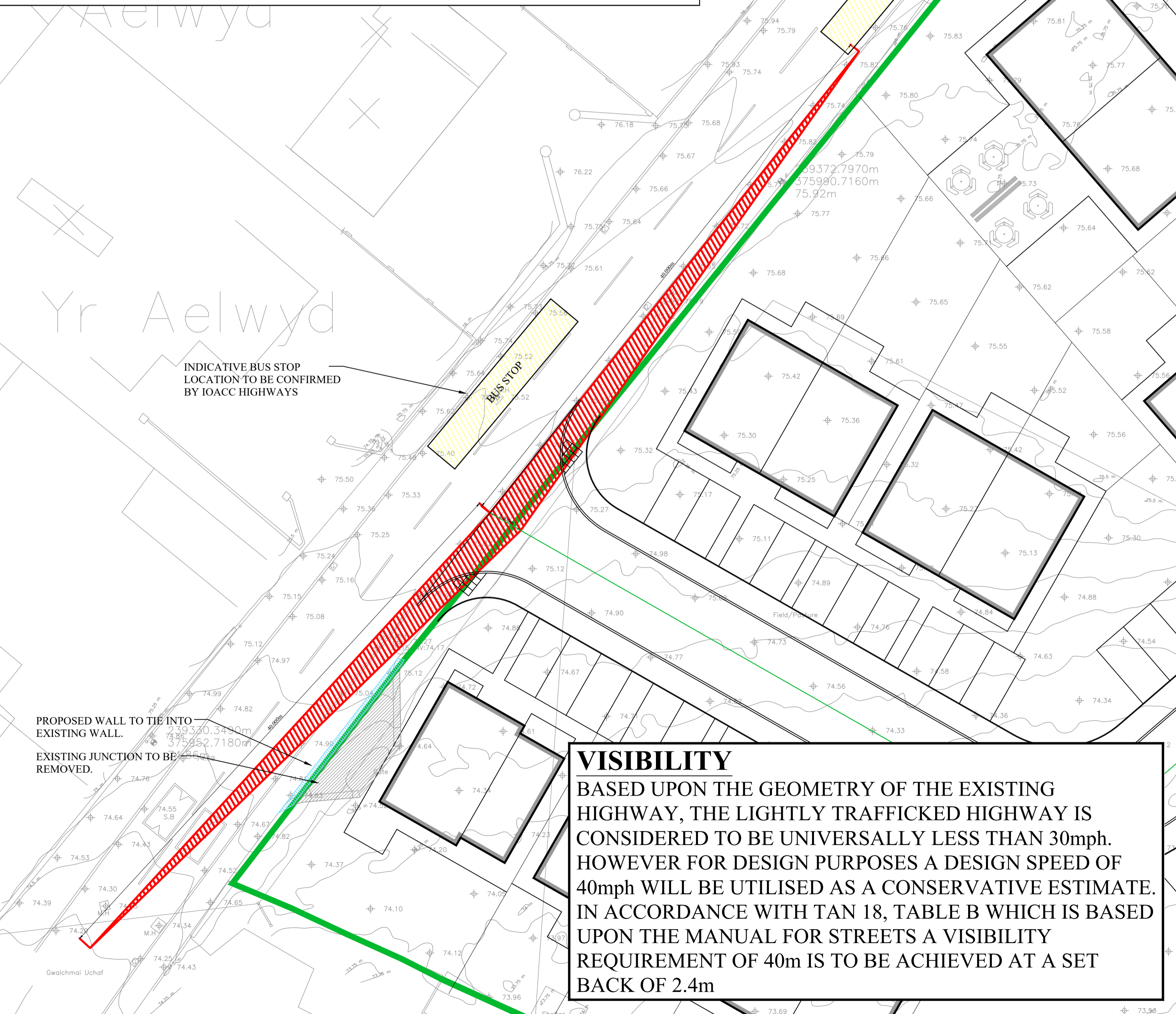


FIGURE 1. FROM ENTRANCE LOOKING SOUTH-WEST



FIGURE 2. FROM ENTRANCE LOOKING NORTH-EAST



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DRAWING TITLE:							
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