

# **TRANSPORT PLANNING (YORK) LIMITED**



## **Retirement Living Housing Development Maelgwyn Road/Gloddaeth Street Llandudno**

**Transport Statement**

**November 2021**

RETIREMENT LIVING HOUSING DEVELOPMENT  
MAELGWYN ROAD/GLODDAETH STREET, LLANDUDNO

PLANNING APPLICATION BY  
MCCARTHY & STONE RETIREMENT LIFESTYLES LIMITED

TRANSPORT STATEMENT

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## 1.0 INTRODUCTION

- 1.1 This Statement has been prepared to address the highway and transportation issues raised in association with the proposal by McCarthy & Stone Retirement Lifestyles Limited to build a Retirement Living housing development on land to the south-east of Gloddaeth Street and south-west of Maelgwyn Road, Llandudno. It will accompany the planning application for the proposed development.
- 1.2 The proposed development will comprise 55 Retirement Living apartments (37 one bedroom and 18 two bedroom) with 23 on-site parking spaces (including 1 disabled space and 2 electric vehicle charging points).
- 1.3 The application site is located on land to the south-east of Gloddaeth Street and south-west of Maelgwyn Road, Llandudno. It is bound to the north by Gloddaeth Street, to the east by Maelgwyn Road and to the south and west by residential development. The location of the site is shown on the OS extract below.



- 1.4 The site currently operates as a Pay and Display car park accessed off Maelgwyn Road. It is a privately owned car park which is leased by Conwy Council from the current landowners. The Council's lease to use the land as a car park is due to expire.

- 1.5 In 2010, the Local Planning Authority granted planning permission for a residential development on part of the car park. The residential development comprised 12 self-contained flats on the north-easterly part of the car park and 70 retained public parking spaces on the south-westerly part of the site. The permission was commenced and as such remains extant although the flats have not yet been built.
- 1.6 The proposed Retirement Living housing development will replace the extant planning consent and the current public car park use. It will be served by a modified priority access from Maelgwyn Road utilising the road leading to the rear of the Maelgwyn Road properties. The modifications will provide increased width and radii, as indicated on the illustrative layout plan attached at **Appendix TPL1**.
- 1.7 The vehicular access serving the proposed retirement living development does not utilise any of the existing car park entrance from Maelgwyn Road. The proposal will therefore include the closure of the existing vehicular access serving the car park and its reinstatement to footway once the development access has been modified.
- 1.8 The internal road serving the Retirement Living development will remain private to the west of the existing public highway and will not be offered for adoption as a public highway.
- 1.9 This Transport Statement has been prepared having regard to the advice set out in Planning Policy Wales (2021) and Technical Advice Note 18: Transport (2007). As will be discussed later in this Statement, the proposed Retirement Living housing development on the application site will generate less traffic movements than the current car park use of the site and the extant residential/car parking scheme. Hence, there can be no absolute requirement for either a Transport Statement or Transport Assessment to be prepared to accompany the planning application for the proposed development.
- 1.10 Notwithstanding the above, this Statement provides information on the access, traffic generation and parking demand issues associated with the Retirement Living proposal. It clearly demonstrates that the Retirement Living development can be satisfactorily accessed, that it has sufficient on-site car parking provision to serve the development and that the traffic generated by it will have no adverse impact upon the operation of the adjacent highway network or upon road safety.
- 1.11 This Statement also discusses the loss of public car parking and how this can be offset elsewhere in the town. As identified above, the Council's lease to use the land as a car park is due to expire.

- 1.12 The site is located within convenient walking distances of the existing shopping centre where there is a range of services available to meet the daily needs of the residents of the Retirement Living housing redevelopment. It also fronts a major bus route (Gloddaeth Street), with existing bus stops located within convenient walking distances of the application site.
- 1.13 The application site is also adjacent to public on-street and off-street car parking which can be utilised by visitors to the development should the need arise.
- 1.14 The Statement provides an example of a Travel Pack that will be provided to all residents of the Retirement Living housing development to encourage more sustainable travel choices.
- 1.15 The proposed redevelopment of a Retirement Living housing scheme on the application site will make best use of a brownfield site. The site is in a highly sustainable location and the current proposal is consistent with and will enhance the aims of current development/sustainability policy set out in PPW and TAN18.
- 1.16 The planning authority previously granted planning consent for a similar McCarthy & Stone retirement development around 70.0 metres to the north-east of the present application site. The existing retirement development (Cwrt Gloddaeth) comprises a 44 apartment Retirement Living housing development with on-site parking for some 18 vehicles on land to the north of Gloddaeth Street and the south of Whiston Passage, between York Road and Clement Avenue, Llandudno. This development has been occupied for several years without any highway operational/on-site car parking issues being experienced.
- 1.17 The current Retirement Living proposal will have a similar parking ratio to the existing site on the northern side of Gloddaeth Street. Hence, as discussed later in this Statement, no highway operational/on-site car parking issues would be envisaged with the occupation of the proposed development.
- 1.18 As a consequence, this Statement will conclude that there are no defensible highway reasons why the proposed Retirement Living housing development on the application site should not be granted a planning consent.

## 2.0 DESCRIPTION OF THE APPLICATION SITE AND ADJACENT HIGHWAY

- 2.1 As previously identified, the application site is located on land to the south-east of Gloddaeth Street and south-west of Maelgwyn Road, Llandudno. It is around 500 metres to the west of Llandudno shopping centre and around 700 metres to the north-west of the railway station. It is located on a bus route with bus stops within convenient walking distances of the site.
- 2.2 The site currently operates as a Pay and Display car park accessed off Maelgwyn Road. It is a privately owned car park which is leased by Conwy Council from the current landowners. The Council's lease to use the land as a car park is due to expire.
- 2.3 The vehicular access serving the car park site is onto Maelgwyn Road around 20.0 metres to the south-east of its priority junction with Gloddaeth Street. Egress visibility from the site access is consistent with the recommended splays identified for current guidance, although there is an existing tree within the footway immediately to the south-east of the access.
- 2.4 However, drivers of vehicles egressing the car park can see to the site side of the tree along the southern length of the road. The splays are adequate to ensure their safe operation, particularly as the vehicle speeds approaching them are typically less than the speed limit due to the proximity of the junction with Gloddaeth Street to the north-west and the presence of on-street car parking on both sides of Maelgwyn Road to the south-east of the site, which has a traffic calming influence. No personal injury accidents have been recorded involving vehicles turning into or out of the car park.
- 2.5 Maelgwyn Road is a single carriageway two-way road approximately 200 metres long and running in a north-west to south-east direction. At its northern end it connects with Gloddaeth Street and at its southern end it connects with Lloyd Street; both as priority junctions with Maelgwyn Road being the minor arm of each of the junctions.
- 2.6 The Maelgwyn Road carriageway is approximately 7.3 metres wide, with a 1.8 metre wide footway on its eastern side and a 2.6-3.0 metre wide footway on its western side. The street is relatively straight and flat, subject to a 30 mph speed limit and is lit to main road standards. It serves residential development on both sides. It is subject to on-street parking on both sides of the road which effectively makes it a single lane road with passing of opposing vehicles taking place in the

gaps between parked vehicles. The on-street car parking has a traffic calming influence.

- 2.7 Gloddaeth Street in the immediate vicinity of the application site is a dual carriageway road running in a south-west to north-east direction. The running carriageways are each around 7.3 metres wide separated by around a 6.0 metre wide central reservation which is landscaped (planting and trees) to the west of the application site and hard paved (with vehicle parking intermittent right turn holding lanes for turning vehicles to the east of it). There are wide footways (around 3.6 metres) either side of the carriageway.
- 2.8 In the vicinity of the application site, the horizontal and vertical alignments of Gloddaeth Street are relatively straight and flat. Gloddaeth Street is subject to a 30 mph speed limit and is lit to main road standards. It is subject to on-street parking on both sides of the dual carriageway along much of its length.
- 2.9 Forward visibility along the carriageway is greater than required for the speed limit. The road serves predominantly residential development some with direct vehicular access. There are also side roads connecting to it, which serve predominantly residential development. It is a bus route, with bus stops for both directions of travel, within convenient walking distances of the site.
- 2.10 It is the applicant's policy to locate sites on public transport routes, close to town, district and village centres that provide the range of facilities required by typical residents of its Retirement Living housing developments.
- 2.11 As identified above, the site is located is around 500 metres to the west of Llandudno shopping centre. It is located on a bus route with bus stops within convenient walking distances of the site. It is therefore well located in relation to retail services and facilities to serve the everyday needs of the residents of the proposed development.

### **Personal Injury Accidents**

- 2.12 An examination of the five-year road safety characteristics of the local highway network in the vicinity of the application site has shown that:
- There have been no recorded accidents on Maelgwyn Road during that period,
  - There has been only one slight injury accident recorded on Gloddaeth Street in the immediate vicinity of the application site. This occurred in February 2020.
  - There are no road safety issues that would prevent development of the

application site.

- 2.13 It is considered that the location of the application site, within this residential area of Llandudno, offers the opportunity to fully integrate the proposed development with the existing pedestrian and public transport networks. Furthermore, high quality public transport services (bus and rail) are accessible within acceptable walking distance of the application site.

### 3.0 CONSIDERATIONS RELATING TO SUSTAINABILITY/ACCESSIBILITY

3.1 Prior to discussing the issues relating to sustainability and accessibility, it should be recognised that:

1. The average age of entry to Retirement Living developments has been found by survey to be 78 years of age. Residents occupying the proposed retirement development are unlikely to work or visit the local schools, etc. They will however require access to local services, health facilities and shopping.
2. The nearby M&S Foodhall and Sainsburys Local on Mostyn Street, the Aldi and Asda food stores on Conway Road will satisfy many of the everyday needs of residents of the proposed Retirement Living development. The Mostyn Street food outlets are accessible on foot. The Conway Road retail outlets can be reached by car or public transport.
3. There are other retail outlets and dental/medical services easily accessible from the application site.
4. The Llandudno Railway Station is off Vaughan Street within around 700 metres of the application site. This provides services to the wider area.

3.2 A choice in how people can travel will produce travel patterns that are more sustainable in environmental terms. One of the major benefits which arise from the development of sites within or adjacent to urban areas is the opportunity to provide such a choice in the mode of transport available for residents or employees. A choice of destinations close to home, shopping or the place of work will reduce travel distances and encourage a higher proportion of trips to be made on foot and by bicycle.

3.3 Planning Policy Wales – February 2021 sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy.

3.4 TAN 18, notes that:-

“PPW and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger

economy, improve road safety and foster more sustainable communities. This includes:-

- integration of transport and land use planning;
- integration between different types of transport;
- integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation”.

3.5 In order to deliver the objectives of this guidance, when considering planning applications, Authorities should, amongst other things accommodate housing in locations which are highly accessible by public transport, walking and cycling.

3.6 The application site is within convenient walking distances of the existing shopping area that provides a range of services to meet most of the daily needs of residents of the proposed Retirement Living housing development. It is also located on an existing bus route, which carries regular bus services in both directions. Bus stops for both directions of travel are located within convenient walking distance of the application site.

### **Walking**

3.7 With regard to pedestrian accessibility and walking to local facilities, TAN 18 advises that:

“Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy.”

3.8 There are local stores and medical/dental services within convenient walking distance of the proposed development. The Retirement Living housing development will be designed to promote walking.

3.9 Walking is also an essential part of public transport travel with bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links between the development site and existing public transport facilities. As identified previously, Gloddath Street is a bus route with bus stops for both directions of travel within convenient walking distances of the application site.

3.10 Manual for Streets identifies that walkable neighbourhoods are typically characterised by having a range of facilities which are within ten minutes (up to about 800 metres) walking distance but that this is not an upper limit. Walking offers the greatest potential to replace short car trips, particularly those under 2.0 kilometres. Furthermore, Guidelines for Providing for Journeys on Foot (2000) sets out that the 'preferred maximum' acceptable walking distance to town centres, which may be used for planning and evaluation purposes, should be 800 metres but it recognises:-

*".....that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made."*

3.11 This publication goes on to advise that some 80% of walk journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometre (0.6 miles) and that this differs little by age or by gender.

3.12 The application site is located adjacent to existing residential development. It is within convenient walking distances of existing bus stops on Gloddath Street. The nearby M&S Foodhall and Sainsburys Local on Mostyn Street, both of which are within convenient walking distances of the application site, will satisfy many of the everyday needs of residents of the proposed Retirement Living development.

3.13 There are good quality pedestrian routes on both sides of Gloddath Street and the numerous side streets to the north-east leading to the town centre. As such the site benefits from good pedestrian and public transport accessibility. The proposed development will encourage walking trips within the local area.

4.14 The proximity of the site to other local facilities is likely to encourage a range of connected trips and will help increase sustainable travel and reduce the likely number of single occupancy vehicle trips that would be required, and make the proposed development site accessible and sustainable.

### **Cycling**

3.15 As regards cycling to local facilities, TAN 18 advises that:

*"cycling has potential to act as a substitute for shorter car journeys in urban or rural areas."*

3.16 The DfT Transport Statistics on Cycling in Great Britain state that the average length of a cycle journey is 3.84 kilometres (2.4 miles), while the DfT's LTN 2/08 Cycle

Infrastructure Design (October 2008) states that “many utility cycle journeys are over short distances under three miles (4.8 kilometres), although for commuter journeys, a trip distance of up to five miles (7.2 kilometres) is not uncommon.” As a result, a catchment of 4.0 kilometres (2.5 miles) represents a reasonable cycling distance and a catchment of 8.0 kilometres (5 miles) represents a maximum realistic range for cycle trips. There is a range of locations within easy cycling distance of the proposed development site and the local road network provides a safe cycling environment.

- 3.17 As regards cycling associated with the proposed Retirement Living housing development, given the average age of residents occupying the sheltered apartment development, it is unlikely many will cycle.
- 3.18 A mobility buggy store is provided within the Retirement Living building. This room can also be used to store residents’ cycles. Hence no specific resident cycle parking provision is incorporated in the car park.
- 3.19 Surveys undertaken by Dr Burns of existing McCarthy & Stone developments have indicated that there were only 7 cycles owned by the residents of 242 apartments. This is an ownership rate of 0.0289 cycles per apartment, i.e. approximately 1 cycle per 35 apartments. Hence only 1-2 cycles would be expected to be owned by residents of the proposed development.
- 3.20 However, visitors may cycle to and from the site, particularly members of the resident’s family who will most likely be younger than the resident.
- 3.21 The surveys of existing McCarthy & Stone developments show that, even when visitor cycle movements are included, the number of cycle movements to and from the retirement living developments is extremely low at 1 cycle movement per 43.5 apartments. The proposed development would not be expected to generate significant cycle movements. However, cycle storage for visitors will be incorporated within the car park.

### **Public Transport**

- 3.22 For trips over 5.0 kilometre, public transport is the main alternative mode of transport to the private car. It is recognised however that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot.
- 3.23 Gloddaeth Street is a bus route with bus stops for both directions of travel within convenient walking distances of the application site. The Llandudno railway station

is around 700 metres to the south-east of the application site. Hence, facilities exist for residents to travel further afield by bus or rail.

### **Conclusion**

- 3.24 It is concluded that the proposed development is within a sustainable location in terms of the availability of alternative modes of transport. It will further the aims and objectives of the Government's Sustainable Transport Policy by promoting the use of alternative modes of transport and hence reducing the need to travel by private car.
- 3.25 This is the same conclusion reached when the existing Retirement Living development on the northern side of Gloddath Street (i.e. Cwrt Gloddath) was granted planning consent.

## 4.0 TRAVEL PLANNING

- 4.1 Guidance has given indicative thresholds of development scale when it is considered that transport statements, transport assessments and travel plans should be prepared as part of any proposed development. The thresholds were predominantly based upon traffic generated by the development.
- 4.2 For a Travel Plan to be required for a residential development, most authorities accept a threshold of either 50 or 80 dwellings above which a Travel Plan would qualify. These thresholds of residential development would typically generate around 30-50 trips per hour two-way during the peak traffic hours and around 275-440 trips per day two-way.
- 4.3 As will be shown later in this Statement, the proposed Retirement Living housing development will generate around 4 trips per hour two-way during the morning and evening peak hours and 84 trips per day two-way. The traffic generation is well below the abovementioned Travel Plan thresholds. Hence, there can be no absolute requirement for a Travel Plan to be submitted as part of the proposed development. The thresholds are not “absolutes” and local authorities may interpret them in light of their own circumstances.
- 4.4 The Retirement Living form of development has a number of characteristics. The first of these is the low occupancy of the apartments, averaging approximately 1.2/1.3 persons per apartment. The second characteristic is the age of residents. The average age of entry for Retirement Living type development is some 78 years. A further characteristic is the relatively low car ownership levels and the likelihood the residents will not need to travel during peak traffic hours as they will not be likely to work.
- 4.5 Each of these characteristics contributes to a low multi-modal trip generation. The overall multi-modal trip rate, per 12 hour day, for Retirement Living type developments has been found to be some 2.73 movements. These trips rates include movements by cars, motor cycles, cycles, wheel chairs, buggies and on foot. They do only cover the 12 hour day from 0700 to 1900. However, it was found in a previous study that the 24 hour vehicle generation could be obtained by applying a factor of approximately 1.098 to the 12 hour vehicle generation. Assuming this would apply to movements by all modes, and rounding the growth factor up to 1.1, the above multi-modal generation rates for these forms of accommodation would be 3 movements per day per unit (i.e. around 165 movements per day).

- 4.16 By comparison, the overall trip rate by all modes for “standard” housing is some in the order of 5.24 to 5.54 movements per unit, per 12 hour day. This is a general guide based on data in a TRICS report comparing trip generation per household in England and Wales.
- 4.11 Given this guidance and the analysis outlined above, it is inappropriate to simply apply the normal numerical thresholds of any standards to retirement developments of the type proposed.
- 4.12 It should also be noted that conventional “open-market” residential development generates more movements during the peak traffic hours whereas elderly person accommodation has little impact during these periods. These are the periods when the availability of seating on public transport is generally lower due to commuter demand. Residents generally travel outside of the peaks when the availability of seating is greater.
- 4.13 Also, given the average age of entry to the retirement development, residents will qualify for free bus passes which will further encourage use of public transport rather than the car.
- 4.14 As an alternative to a Travel Plan, at every McCarthy and Stone development, the residents occupying the apartments are provided with a Travel Pack which provides information on available retail/medical/dental services, public transport provision, taxi operators, etc, to encourage residents to give up the use of the car in favour of more environmentally friendly modes of travel.
- 4.15 An example of a typical Travel Pack is attached at **Appendix TPL2**. This has obviously been prepared for a different site but provides an example on the type of information provided to the residents of the apartments. A Travel Pack prepared specifically for the Llandudno site will be distributed to residents of the Retirement Living apartments upon first occupation.

## 5.0 ASSESSMENT OF SITE ACCESS

- 5.1 As identified previously, vehicular access to the proposed Retirement Living development site will be from Maelgwyn Road via the existing access adjacent to No. 26 Maelgwyn Road and leading to the rear of these properties. This existing access will be widened to 6.0 metres and improved radii (6.0 metres) provided. The use of the existing access, suitably widened, moves it further from the junction with Gloddaeth Street and the existing tree in the footway adjacent to the car park access. Egress visibility from the access is wholly within the public highway.
- 5.2 As the vehicular access serving the proposed retirement does not utilise any of the existing car park entrance from Maelgwyn Road, the development proposal includes the closure of the existing car park access and its reinstatement to footway. These footway works will be undertaken once the proposed development access has been modified. The access improvements are shown on the illustrative plan attached at **Appendix TPL1**.
- 5.3 The Retirement Living development is a low traffic generator, particularly during peak traffic periods when traffic on the public highway is higher. As shown later in this Statement, the proposed Retirement Living housing development will generate around the same peak hour trips as the 12 self-contained flats previously granted planning permission but significantly less taking into account the 70 retained parking spaces. It will also generate significantly less vehicles than the current car park use of the site. Hence, there should be no defensible reason why the use of the modified access to serve the Retirement Living development should not be acceptable.
- 5.4 The swept path of a refuse vehicle turning within the application site is shown on the plan attached at **Appendix TPL1**. Hence, the site provides sufficient space for a refuse vehicle to manoeuvre satisfactorily.
- 5.5 It is concluded that the improvements proposed to the existing vehicular access are commensurate with the vehicular use associated with the proposed Retirement Living housing development.

## 6.0 NATURE OF THE PROPOSED RETIREMENT LIVING DEVELOPMENT

6.1 In order to better understand the transport characteristics of the proposed retirement development, it is necessary to have an understanding of the nature of the residents who will occupy it. The proposed development is designed to meet the needs of the elderly, who wish to live a relatively independent life, but in a community that provides security, companionship and assistance, particularly in the case of any emergency.

6.2 McCarthy and Stone has unrivalled experience in developing sheltered housing for the elderly, having implemented over 1300 developments throughout England, Scotland and Wales. The company also retains an on-going interest in the operation of these developments.

6.3 An advice note on “Sheltered Housing for Sale” (House Builders Federation 1988) defines sheltered housing as being:-

*“Housing which is purpose-built or converted exclusively for sale to elderly people with a package of estate management services and which consists of grouped, self-contained accommodation with an emergency alarm system, usually with communal facilities and normally with a resident warden”.*

6.4 Sheltered housing of this form has also been defined as:-

*“grouped flatlets to meet the needs of the less active elderly people”*

The key wording here is “less active elderly people”, although residents are not normally so frail as to be wholly inactive.

6.5 The developments normally take the form of blocks of apartments with a communal residents’ lounge, where the residents can meet other residents or visitors, and can hold social events, a guest suite in the form of an en-suite bedroom, an electric buggy store, car parking and landscaped grounds.

6.6 The apartments have a number of safety features including a “care line” alarm system, allowing the residents to call for assistance, if an emergency arises. There is a house manager who looks after the communal areas and provides residents with general assistance as required. When he or she is on duty, the residents’ alarm system would normally be connected through to the house manager. At other times it is linked to a central control, where the necessary assistance can be organised.

- 6.7 It should be noted, however, that such developments are not nursing homes. The only “full time” member of staff is the house manager, who will not normally have any medical qualifications and who, in the event of illness or an accident, would only provide assistance as a non-qualified person, and who would summon qualified medical assistance. No restaurant facilities are provided within the Retirement Living development.
- 6.8 The age of residents will normally be restricted such that they must be 60 years of age, or over, except that where a resident over the age of 60 has a partner of 55 years of age or over, this partner may also occupy an apartment. This is normally controlled by a planning condition or legal agreement, although it is also a standard clause in the resident’s lease.
- 6.9 Based upon extensive survey work it was found that the average age of entry to McCarthy and Stone developments now stand at 78 years of age. It is believed that this reflects the fact that, in the majority of cases, elderly people do not normally want or need the facilities provided by this form of housing until they are well into their 70s.
- 6.10 As identified previously, the proposal by McCarthy & Stone Retirement Lifestyles Limited comprises 55 Retirement Living apartments (37 one bedroom and 18 two bedroom) with 23 on-site parking spaces. As demonstrated later in this Statement, it is considered that this level of parking will accommodate the anticipated parking demands at all times and ensure no additional on-street parking will occur as a direct consequence of the proposed Retirement Living housing redevelopment.

## 7.0 TRAFFIC CONSEQUENCES OF THE DEVELOPMENT

7.1 The starting point for assessment of the traffic implications of any development is a comparison between the existing and proposed land uses. This approach is consistent with advice set out in the document, "Guidelines for Traffic Impact Assessment". On the question of net impact the Guidelines state:

*"3.3.4 Frequently a new development will be proposed that will replace an existing use. In such cases it will be important to identify as much information as possible about a current activity since the traffic impact of the proposal will be the net change between the two uses."*

7.2 It goes on to state:

*"3.4.10 Many developments are not on greenfield sites and account needs to be taken of the traffic generation of the existing use which is to be replaced. The quantification of traffic generated by the existing use is therefore important and should be separately identified within the assessment of existing conditions."*

7.3 It is also consistent with the advice previously given in the now withdrawn "Guidance on Transport Assessment" (GTA) which acknowledged the quantification of the trips generated from the existing site or, where the site is vacant or partially vacant, the trips which might realistically be generated by any extant planning permission or permitted uses.

7.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless other material considerations indicate otherwise. In the general note on this section in the Encyclopedia of Planning Law, paragraph 9(8) discusses material considerations. Reference is made to the planning history of the site stating that "an existing planning permission may be a material consideration in determining an application". The sub-paragraph goes on:

*"The planning authority are entitled, and indeed obliged, to have regard to the "fall-back" position, i.e. what the applicant could do without any fresh planning permission."*

7.5 Given the site has a legitimate 'fallback' use as a car park and also has an extant planning consent for 12 self-contained flats/70 space retained car park, it is clear that the Authority must pay full and detailed regard to these 'fallback uses',

including making an allowance of the traffic associated with these uses and considering how the site would be accessed.

- 7.6 The 12 self-contained apartments alone would generate around 4-5 vehicle movements two-way during the morning and evening peak traffic hours and around 33 movements per day two-way. With the 70 retained car parking spaces, the peak hour and daily trips would be considerably higher.
- 7.7 As identified previously, the proposed development comprises 55 Retirement Living apartments (37 one bedroom and 18 two bedroom) with 23 on-site parking spaces.
- 7.8 Surveys over a 12 hour period (07:00-19:00) undertaken by Dr Allan Burns in 2015 and 2016 at 6 Retirement Living sheltered housing type developments throughout the country. The results are shown in Table 7.1 below.

**Table 7.1  
Traffic Generation at Retirement Living Housing developments**

Development	Date of Survey	No. of Apartments	Two-way Vehicle movements (12 hour)	Generation per Apartment
Haven Court, Hythe	28 April 2015	36	68	1.89
Hanna Court, Wilmslow	1 August 2016	40	63	1.58
Eadhelm Court, Edenbridge	29 April 2015	34	56	1.65
Pagham Court, Bognor	8 July 2015	36	105	2.92
Lauder Court, Hamilton	29 July 2016	64	55	0.86
Middleton Court, Porthcawl	26 July 2016	60	69	1.15
<b>Totals</b>		<b>270</b>	<b>416</b>	<b>1.54</b>

\* There were no recorded visits by heavy goods vehicles. However, the occasional visit, such as that by the refuse collection vehicle must be expected.

- 7.9 The above table shows that the average traffic generation rate of Retirement Living type developments was found to be 1.54 vehicle movements per 12-hour day per apartment. The surveys also showed very few additional movements outside this 12-hour period, with most, if not all, taking place between 7 pm and 10 pm.

7.10 Based upon the average trip rate of 1.54 trips per apartment two-way per 12 hour day, the 55 Retirement Living housing type apartments would be expected to generate some 84 vehicle movements per 12 hour day (say. 42 in and 42 out). Also based upon the survey data gathered, it is possible to estimate a likely hourly split of this traffic generation. This split of traffic is shown in Table 7.2 below.

**Table 7.2**  
**Distribution of Trips throughout 12 Hour Day**

Time Period	Arrivals %	Departures %	Llandudno Arrivals	Llandudno Departures
0700-0800	1.94	2.38	1	1
0800-0900	3.88	3.81	2	2
0900-1000	10.19	12.86	4	5
1000-1100	13.59	11.43	6	5
1100-1200	14.56	12.38	6	5
1200-1300	16.99	17.14	7	7
1300-1400	7.77	8.57	3	3
1400-1500	5.34	4.76	2	2
1500-1600	7.28	10.95	3	4
1600-1700	9.71	6.67	4	3
1700-1800	5.34	4.76	2	2
1800-1900	3.40	4.28	1	2
Totals	99.99	99.99	42	42

*Rounded to the nearest whole number.*

7.11 Table 7.2 shows a very low peak hour generation, at some 4 vehicle movements per hour two-way, or on average one movement every 15 minutes, during the morning and evening peak hours.

7.12 The vehicle movements associated with the proposed Retirement Living development will be a replacement of the vehicles associated with the existing car park use or the approved self-contained flats/part retained car park use of the site.

By comparing the traffic generation of the Retirement Living development and the vehicle trips associated with the existing car park use and the approved self-contained flats/part retained car park use of the site, the proposed Retirement Living development would result in a reduction in vehicular activity on the public highway during the peak hours and over the day.

7.13

Even ignoring the vehicles associated with the current car park use or the planning permission for the 12 self-contained flats/retained public parking, the modest traffic movements resulting from the Retirement Living proposal will have no material adverse impact upon the operation of the surrounding highway network or upon road safety. Therefore, there can be no traffic generation/capacity/safety related reasons why the proposed Retirement Living development should not be acceptable or refused planning permission on highways grounds.

## 8.0 ON SITE CAR PARKING PROVISION

### Parking Policy

8.1 TAN 18 advises that:

“The availability and price of car parking are key elements in managing car use and a major influence on the choice of means of transport. Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land. It can also generate considerable additional trips if located in an area without public transport. Poor design and layout of car parking can also make it more difficult to provide effective, walking, cycling and public transport links.”

8.2 In relation to parking within new development, TAN 18 advises that:

“Where appropriate, the local parking strategy should link parking levels on new development sites with either the existence or introduction of on-street control regimes. Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels. However, a particular concern with reduced on-site parking is the potential for problems associated with ‘over-spill’ parking.”

8.3 With reference to the current proposal, the site is adjacent to residential development. It is in an accessible location within convenient walking distance of local bus stops and local shopping. As will be demonstrated, it is of a type and use that would only require a limited level of on-site car parking.

### Manual for Streets (March 2007)

8.4 The latest guidance is given in the DoT publication “Manual for Streets” (MfS). Section 8 of this publication deals specifically with parking issues associated with development.

8.5 Paragraph 8.3.2 of this publication quotes:

“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently”.

- 8.6 Paragraph 8.3.6 of MfS states that:
- “Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This will normally be in town and city centres where there will be good public transport and places can be accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition.”*
- 8.7 The proposed Retirement Living development is within convenient walking distance of existing public transport services. It is also within convenient walking distance of the existing local facilities and a short bus journey of a wider range of facilities that will meet the majority of their everyday needs of the residents living on the site. It is clear that residents of the retirement development will be able to reach shops, bus stops, etc, without the need to use a car.
- 8.8 Paragraph 8.3.13 recommends that:
- “...in most circumstances, at least some parking demand in residential and mixed use areas is met with well-designed on-street parking”.*
- 8.9 In paragraph 8.3.15 it states that:
- “...it is not always necessary to provide parking on site (i.e. within curtilage or in off-street parking areas). In some cases it may be appropriate to cater for all of the anticipated demand on-street.”*
- 8.10 Car ownership is low in this form of sheltered housing. This allows a relatively low level of parking provision to be made, when compared with other forms of residential development.
- 8.11 The adequacy of the car parking provision to serve the proposed Retirement Living housing development has been determined on the basis of the Applicant’s unrivalled experience of parking requirements for this type of housing scheme.
- 8.12 Parking surveys have been undertaken, over a period of years, at many of the applicant’s existing Retirement Living housing developments. Surveys of three Retirement Living developments undertaken by Dr Allan Burns have been used to assess the level of resident and visitor parking.
- 8.13 The surveys noted the registration numbers of vehicles parked in the development at the start of the survey (07:00) and it was assumed that the residents owned these

vehicles, unless there was any indication to the contrary. The surveys then noted the registration number and times of all arrivals and departures throughout the day.

- 8.14 Analysing this data shows how many vehicles are parked at any one time and, using the registration number data, these can be split between residents' vehicles and visitors. The peak parking demand for each of these users, i.e. residents and visitors, is shown in Table 8.1, below.

**Table 8.1 - Resident and Visitor Peak Parking Demand**

<i>Development</i>	No of one bedroom apartments	No of two bedroom apartments	Equivalent no of one bedroom apartments	Peak Resident Parking Demand	Peak Visitor Parking Demand
Fareham	39	10	59	16	4
Torquay	28	12	52	9	7
Winnersh	25	9	43	9	4
<b>Totals</b>	<b>92</b>	<b>31</b>	<b>154</b>	<b>34</b>	<b>15</b>

- 8.15 It was found that owners of two bedroom apartments have approximately twice the car ownership of those in one-bedroom apartments. Using this assumption allows us to relate the car parking requirements to the number of bedrooms.
- 8.16 Based on the data from the surveys undertaken at the above three developments, the average demand for resident parking would be 0.22 car spaces per bedroom. The range in this data is from 0.17 at the Torquay development to 0.27 at the Fareham development.
- 8.17 Given the application site is in an accessible location and will be likely to encourage non car borne modes of travel, it is considered appropriate to base the on-site car parking on the lower and average parking ratios of 0.17 and 0.22 car spaces per bedroom obtained from the above surveys (to encourage residents to give up the use of the car). For the current proposal of 55 apartments, of which 18 are two bedroom apartments, this would indicate a requirement for 12 to 16 resident parking spaces.

### **Visitor Parking**

- 8.18 Similarly, based on the data from the same surveys, the average peak demand for visitor parking is 0.12 spaces per apartment. The range is 0.08 at Fareham to 0.175 at Torquay. Using the average parking ratio would suggest a provision of some 6 spaces for visitors.

### **House Manager**

- 8.19 A further on-site parking space is reserved for the House Manager.

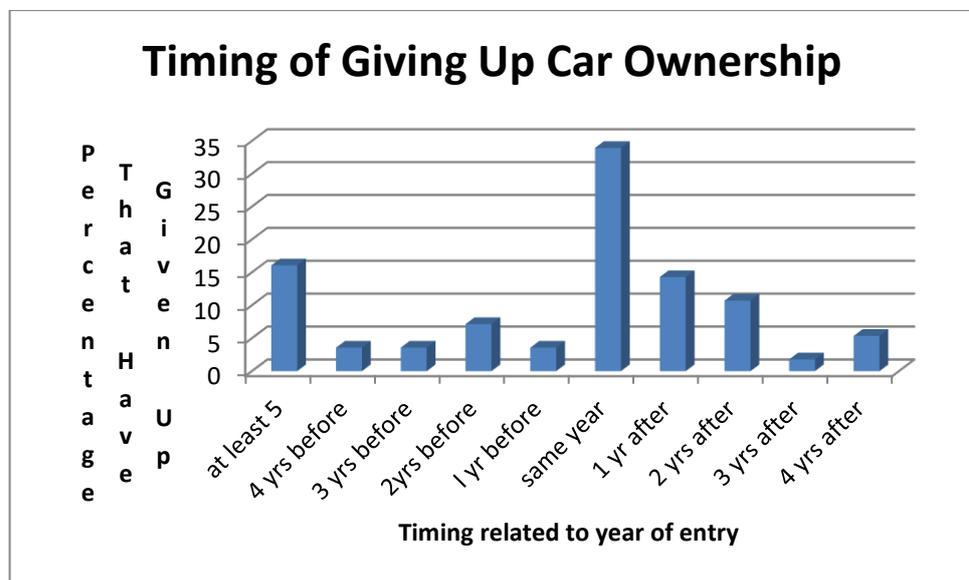
### **Proposed On-Site Car Parking Provision**

- 8.20 The assessment above indicates that the peak demand is likely to be in the order of 19 to 23 spaces, i.e. 12-16 for residents and 6 for visitors and 1 for the House Manager. Some 23 on-site parking spaces are provided within the proposed Retirement Living housing development, in order to account for any daily fluctuation with regard to parking demand. This level of on-site parking provision is considered to be wholly appropriate for this site given its proximity to the town centre and will ensure parking on the adjacent highway is unlikely to occur.
- 8.21 As identified previously, the planning authority previously granted planning consent for a similar McCarthy & Stone Retirement Living development on Gloddaeth Street around 70.0 metres to the north-east of the present application site. The existing Retirement Living development comprises 44 apartments with on-site parking for some 18 vehicles (i.e. a parking ratio of 0.409 parking spaces per apartment). This development has been occupied for several years without any highway operational/on-site car parking issues being experienced.
- 8.22 The current Retirement Living proposal will comprise 55 apartments with on-site parking for 23 vehicles (i.e. a parking ratio of 0.418 parking spaces per apartment). This is a similar parking ratio to the existing site on the northern side of Gloddaeth Street which has operated without incident for several years. Hence, no highway operational/on-site car parking issues would be envisaged with the occupation of the proposed development.
- 8.23 Given the presence of the nearby M&S Foodhall and Sainsburys Local on Mostyn Street and the public transport services all of which are within convenient walking distances of the application site, the on-site parking associated with the Retirement Living proposal is considered to be sufficient to accommodate all anticipated car borne users associated with the proposed Retirement Living development and will not result in any on-street parking on the roads in the immediate vicinity of the site.

8.24 The surveys undertaken by Dr Burns also included questionnaires that have shown that the average age of entry to the development is 78 years and that there is a clear link between entering sheltered housing and giving up car ownership. The chart below, shows the timing of residents giving up their cars, in relation to the timing of entry to their apartments.

8.25 From the surveys undertaken, it is likely that there will be a steady number of residents deciding that car ownership is no longer necessary.

**Timing of giving up Car Ownership**  
expressed as percentage of total that have given up ownership



8.26 The chart shows that some 16% of residents had given up their cars 5 or more years before entry to this form of housing. In the period closer to entrance the percentage giving up 4 years before entry was 3.6%, 3 years before entry was some 3.6%, 2 years before entry was 7.1%, and 1 year before entry was 3.6%. In the year of entry, this rises to 33.9%. A significant number of residents (14.3%) decided to give up car ownership in the year after entry and a further 10.7% in the second year after entry.

8.27 It would be expected that some residents of the proposed Retirement Living development would also give up their cars over their time living in the development.

- 8.28 There is on-street car parking on Gloddath Street adjacent to the site and the York Road car park opposite the site. Hence, if the car park ever was fully occupied, visitors could park in the car park or on street if needed to do so.
- 8.29 Given the level of on-site car parking being provided, it is not envisaged that there will be any problems of vehicles parking on the adjacent highways. The level of on-site car parking provision is considered appropriate for the proposed use and will accommodate all of the parking demands anticipated. It is concluded that there is sufficient on-site car parking to accommodate the parking demands associated with the proposed development without detriment to road safety or operation.

## 9.0 LOSS OF PUBLIC CAR PARKING ON THE SITE

- 9.1 As identified earlier in this Transport Statement, the application site currently operates as an unmarked Pay and Display car park accessed off Maelgwyn Road. It is a privately owned car park which is leased by Conwy Council from the landowners. The Council's lease to use the land as a car park is due to expire.
- 9.2 In 2010, the Local Planning Authority granted planning permission for a residential development on part of the car park. The residential development comprised 12 self-contained flats on the north-easterly part of the car park and 70 retained public parking spaces on the south-westerly part of the site. The permission was commenced and as such remains extant although the flats have not yet been built.
- 9.3 The proposed Retirement Living housing development will replace the extant planning consent and the current public car park use. It will be served by a modified priority access from Maelgwyn Road utilising the road adjacent to No.26 Maelgwyn Road and leading to the rear of these properties. The modifications will provide increased width and radii, as indicated on the illustrative layout plan attached at Appendix TPL1.
- 9.4 The proposed Retirement Living housing development will incorporate on-site car parking provision for the proposed development but the current public car parking provision will cease.
- 9.5 To assess the likely impact of the loss of the public car parking provision on the application site, parking surveys have been undertaken of the use of the Maelgwyn Road car park and a number of the existing car parks in the immediate surrounding area (York Road, Happy Valley and Victoria Centre) together with beat surveys of the on-street parking on The Parade/Promenade.
- 9.6 The parking surveys were undertaken between 0700 and 1900 on Friday 30 July 2021, Saturday 31 July 2021 and Sunday 1 August 2021 (being a weekend in the school summer holiday period and hence a likely worst case). The hourly parking profiles for each of the surveyed car parks for each of the three survey dates are attached at **Appendix TPL3**. The hourly profiles of the cumulative parking of all of the surveyed sites for each of the three survey dates are attached at **Appendix TPL4**.
- 9.7 The parking surveys showed that the busiest period for parking occurs on the Saturday afternoon around 1300-1400 hours. In addition to the parking surveys,

observations have been undertaken at the Town Hall and Dale Road car parks during the peak Saturday afternoon period.

- 9.8 The Maelgwyn Road car park is unmarked and hence it is not clearly defined how many vehicles could park on it. However the traffic sign directing drivers towards this car park states 137 spaces. The number of vehicles parking in this car park varied throughout the day with the peak parking typically being around 1.00 pm – 2.00pm on the Saturday (115 vehicles parked). The parking at all other times was less than this peak use. Even the peak parking on the Friday and Sunday was less than the Saturday peak parking. The peak parking for each of the surveyed days is summarised in the table below:

**Table 9.1 – Peak Parking Maelgwyn Road Car Parking**

Friday 30 July 2021	41 cars
Saturday 31 July 2021	115 cars
Sunday 1 August 2021	106 cars

- 9.9 The residential consent (12 self-contained flats) also retained 70 car parking spaces on part of the existing car park site. Therefore the Council accepted the loss of 67 car parking spaces (137 spaces shown on the traffic sign less 70 retained parking spaces) by virtue of granting that planning permission.

- 9.10 The current Retirement Living development would result in only around 48 parked vehicles on the Saturday over and above the loss previously accepted by the Council and less at all other times.

- 9.11 In addition to Maelgwyn Road car park, the main car parks close to the town centre currently provide the following parking capacity:

York Road	92 spaces
Town Hall	98 spaces
Victoria Centre	366 spaces
Happy Valley	50 spaces
Llandudno Railway Station	128 spaces
Arhosiad hir (Long Stay)	229 spaces
The Parade	340 spaces

Total	1303 spaces
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- 9.12 In addition, the Mostyn Champneys retail park provides a further 1021 spaces, Parc Landudno a further 521 spaces, Dale Road some 109 spaces, Venue Cymru some 160 spaces and there is on-street parking on many roads within convenient walking distances of the town centre
- 9.13 Observations during the Saturday peak parking period at the car parks identified in paragraph 9.12 above showed that there was always spare capacity in these car parks and on-street. Similarly, there was spare capacity in the railway station car park.
- 9.14 The Dale Road car park was under-utilised at all times with around 80 spaces of the 109 spaces available not used. This car park also had an overspill area that was not used at the time of observation.
- 9.15 The Town Hall car park was well utilised with only 6 spaces out of the 98 spaces unoccupied during the peak Saturday afternoon period.
- 9.16 The parking surveys undertaken have shown that the peak cumulative parking demand at the locations identified above (i.e. Maelgwyn Road, York Road, Happy Valley, Victoria Centre and The Parade) totalled 556 parked vehicles on Friday 30<sup>th</sup> July 2021, 834 parked vehicles on Saturday 31<sup>st</sup> July 2021 and 751 parked vehicles on Sunday 1<sup>st</sup> August 2021.
- 9.17 The above car parks surveyed and The Parade provide a total of 848 spaces available. This is adequate to accommodate the loss of parking on the Maelgwyn Road car park on all three surveyed days. The majority of the spare capacity was found to be in the Victoria Centre which is not fully utilised. Hence, parking spaces lost from Maelgwyn Road car park could be accommodated at other car parks in the town centre locality. This conclusion has no regard to the additional on-street parking available or the spare capacity in the additional car parks identified previously which have been observed as having spare capacity even during the busiest Saturday afternoon period.
- 9.18 Furthermore, the cumulative peak parking demand is relatively short duration (around 60 minutes or less) and lower demands are experienced outside of the peak, as borne out by the cumulative parking profiles throughout the day which are attached at **Appendix TPL4**.
- 9.19 As identified above, there are other car parks which have been observed to have spare capacity even during the busy peak holiday weekend. The same applies to

on-street parking within the town centre where there is a regular rotation of vehicles parking to visit the town centre, etc.

- 9.20 The applicant would be willing to fund some dynamic traffic signing to inform drivers where spare car parking spaces are available in the town centre area and particularly The Victoria Centre. Directing vehicles to available spaces would minimise drivers searching for spaces. Dynamic signing could be used to direct motorists to the Victoria Centre as the route to the entrance of this car park is not obvious to visitors.
- 9.21 It is concluded that the Council has already accepted the loss of 67 car parking spaces by virtue of granting a planning consent for 12 self-contained flats on the car park site. Furthermore the parking surveys undertaken during the busy school holiday weekend have shown that the loss of parking on the Maelgwyn Road car park site can be accommodated elsewhere within the town centre.
- 9.22 Hence, there are no grounds to refuse the present proposal on the grounds that it will result in the loss of the Maelgwyn Road car park which is private and subject to a lease that is due to expire.

## 10.0 SUMMARY AND CONCLUSIONS

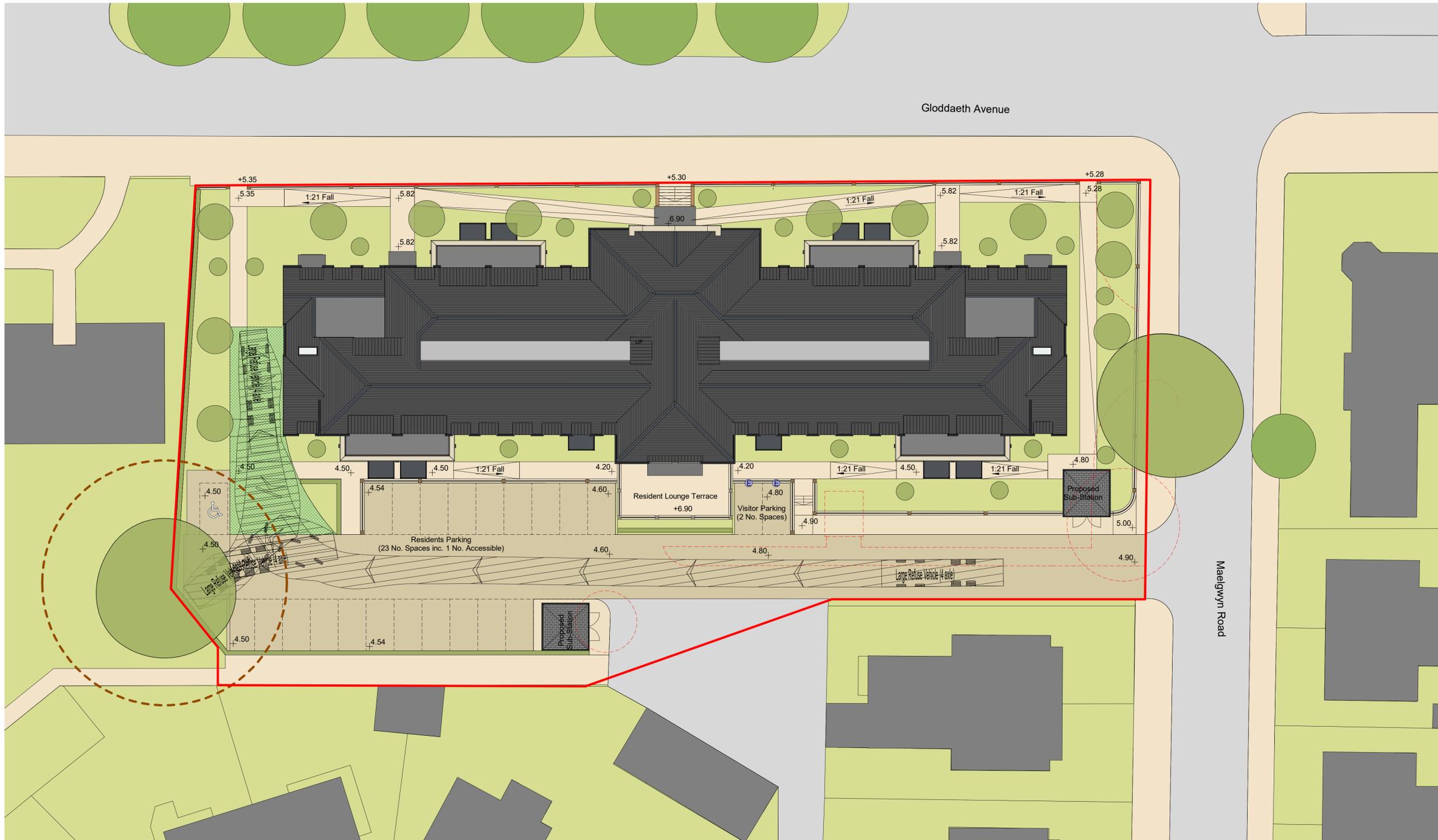
- 10.1 This Statement has been prepared to address the highway and transportation issues raised in association with the proposal by McCarthy & Stone Retirement Lifestyles Limited to build a Retirement Living housing development on land to the south-east of Gloddaeth Street and south-west of Maelgwyn Road, Llandudno. It will accompany the planning application for the proposed development.
- 10.2 The proposed development will comprise 55 Retirement Living apartments (37 one bedroom and 18 two bedroom) with 23 on-site parking spaces (including 1 disabled space and 2 electric vehicle charging points).
- 10.3 The application site is located on land to the south-east of Gloddaeth Street and south-west of Maelgwyn Road, Llandudno. It is bound to the north by Gloddaeth Street, to the east by Maelgwyn Road and to the south and west by residential development.
- 10.4 The site currently operates as an unmarked Pay and Display car park accessed off Maelgwyn Road. It is a privately owned car park which is leased by Conwy Council from the current landowners. The Council's lease to use the land as a car park is due to expire.
- 10.5 In 2010, the Local Planning Authority granted planning permission for a residential development on part of the car park. The residential development comprised 12 self-contained flats on the north-easterly part of the car park and 70 retained public parking spaces on the south-westerly part of the site. The permission was commenced and as such remains extant although the flats have not yet been built.
- 10.6 The proposed Retirement Living housing development will replace the extant planning consent and the current public car park use. It will be served by a modified priority access from Maelgwyn Road utilising the road leading to the rear of the Maelgwyn Road properties. The modifications will provide increased width and radii, as indicated on the illustrative layout plan attached to this Statement.
- 10.7 The vehicular access serving the proposed retirement does not utilise any of the existing car park entrance from Maelgwyn Road. The proposal will therefore include the closure of the existing vehicular access serving the car park and its reinstatement to footway concurrent once the development access has been modified.

- 10.8 The internal road serving the Retirement Living development will remain private to the west of the existing public highway and will not be offered for adoption as a public highway.
- 10.9 This Transport Statement has been prepared having regard to the advice set out in Planning Policy Wales (2021) and Technical Advice Note 18: Transport (2007). As discussed earlier in this Statement, the proposed Retirement Living housing development on the application site will generate less traffic movements than the current car park use of the site and around the same as the extant residential scheme during the peak traffic hours (ignoring the vehicles visiting the retained car park). Hence, there can be no absolute requirement for either a Transport Statement or Transport Assessment to be prepared to accompany the planning application for the proposed development.
- 10.10 Notwithstanding the above, this Statement provides information on the access, traffic generation and parking demand issues associated with the Retirement Living proposal. It clearly demonstrates that the Retirement Living development can be satisfactorily accessed, that it has sufficient on-site car parking provision to serve the development and that the traffic generated by it will have no adverse impact upon the operation of the adjacent highway network or upon road safety.
- 10.11 This Statement also discusses the loss of public car parking (Maelgwyn Road car park) and demonstrates that the loss of parking can be accommodated elsewhere in the town using existing spare car parking capacity. As identified above, the Council's lease to use the land as a car park is due to expire. The applicant is willing to fund some dynamic traffic signing to inform drivers where spare car parking spaces are available in the town centre area and particularly The Victoria Centre. Directing vehicles to available spaces would minimise drivers searching for spaces.
- 10.12 The site is located within convenient walking distances of existing shops where there is a range of services available to meet the daily needs of the residents of the Retirement Living housing redevelopment. It also fronts a major bus route (Gloddath Street), with existing bus stops located within convenient walking distances of the application site.
- 10.13 The application site is also adjacent to public on-street and off-street car parking which can be utilised by visitors to the development should the need arise.
- 10.14 The Statement provides an example of a Travel Pack that will be provided to all residents of the Retirement Living housing development to encourage more sustainable travel choices.

- 10.15 The proposed redevelopment of a Retirement Living housing scheme on the application site will make best use of a brownfield site. The site is in a highly sustainable location and the current proposal is consistent with and will enhance the aims of current development/sustainability policy set out in PPW and TAN18.
- 10.16 Even ignoring the vehicles generated by the present car park use or the 12 self-contained flats consent, the traffic generated by the proposed Retirement Living housing development will have no material impact upon the operation of the local highway network.
- 10.17 It is concluded that there are no defensible highway reasons why planning permission for the proposed Retirement Living housing development should be withheld.

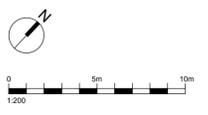
# Appendix TPL1

- Notes:
- DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY.
  - TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS / SPECIALISTS DRAWINGS. REPORT ANY DISCREPANCIES BEFORE AFFECTED WORK COMMENCES.
  - ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.



- Key**
- Site boundary
  - - - Existing features to be demolished
  - - - Root protection zone  
Note: areas of hardstanding within root protection zones to be of no-dig construction.
  - Grasscrete surface for service vehicles
  - E Electric charging point

**Proposed Site Plan**  
1 : 200



REVISIONS	DATE	DRAWN
A	Updated for Planning Submission	20/10/21 SM SJL

<b>CLIENT</b>	McCarthy Stone
<b>PROJECT</b>	Maelgwyn Road, Llandudno
<b>PROJECT NO.</b>	20614
<b>TITLE</b>	Proposed Site Layout (Coloured)
<b>DWG NUMBER</b>	NO -2717-3-AR-002-1
<b>REVISION</b>	A
<b>STATUS</b>	Planning
<b>SCALE</b>	As indicated @ A1
<b>DATE</b>	19/10/21
<b>DRAWN BY</b>	SM
<b>CHECKED BY</b>	SJL

# Appendix TPL2



Artist impression - Gardens indicate several years growth. Development may be subject to variations in appearance.

# Local Transport and Door-to-Door Services

**Trinity Court**  
Oxford Road, Halifax

  
**McCarthy & Stone**  
Later Life. Greater Life

# Bus Services

With a number of local bus services operating throughout the Halifax area, together with regional and local rail services provided by the towns central station, you should have no problem getting to where you want to be.

The nearest bus stops to our new development 'Trinity Court' are located close to the junction of Skircoat Road and Oxford Road. North bound routes provide services to Portland Place and Halifax Town Centre, Southbound services provide routes along Skircoat Road to Hunger Hill.

The main bus interchange is located at Halifax Bus Station, Winding Road, Halifax, West Yorkshire HX1 1UU. Arriva, First West Yorkshire, The Halifax Bus Company, Halifax Joint Committee, Huddersfield Bus Company, T.J.Walsh and National Express are the main bus operators providing services throughout Halifax and the Calderdale region.

**For bus enquiries and time tables call MetroLine on 0113 245 7676 (open 7am-10pm, seven days a week, except Christmas Day, Boxing Day and New Year's Day) or Email: [metroline@wypte.gov.uk](mailto:metroline@wypte.gov.uk).**

## More Destinations by Bus

Should you wish to travel further a field by bus, more non – local destinations can be accessed through National Express Coaches from stops at Halifax Bus Station. For more information visit: [www.nationalexpress.com](http://www.nationalexpress.com)

# Doorstep Delivery Services

A number of local businesses in Halifax are able to provide a 'door to door' service for the residents of our development Trinity Court.

These include:

**Boots - Chemist – Market Street – Telephone 01422352009.**

**Pegasus – Home Furnishings – Skircoat Road - Telephone: 01422 330220**

**Cohens – Chemist – Savile Park Street – Telephone: 01422 352450**

In addition to the above Asda, Sainsbury and Tescos supermarkets will deliver to the development from their online shopping services.

Other non delivery services include:

**Boulevard Medical Practice – Doctors – Savile Park Road – Telephone: 01422 365533**

**Boots Chemist – Opticians – Market Street – Telephone: 01422352009.**

**Prescott Street Dental Practice – Prescott Street HX1 2QW – Telephone: 01422 354147**

**Trinity Court**  
Oxford Road, Halifax

## Rail Services

Located in the town centre, the nearest railway station is at Horton Street, Halifax HX1 1QE. The train station is on the Caldervale Line, providing services to Leeds, Bradford Interchange, Brighouse, Hebden Bridge, Huddersfield, Blackburn, Preston, Blackpool, Rochdale and Manchester Victoria.

For information regarding destinations and train times visit the [National Rail Enquiries web site](#) or Telephone: National Rail Enquiries 08457 48 49 50 or for local and regional information call MetroLine on 0113 245 7676 or visit [www.wymetro.com/](http://www.wymetro.com/)

## Airports

The nearest Airport is Leeds Bradford Airport. With many International destinations the airport is 16.3 miles from Halifax and can be easily reached by car, local bus services or taxi. Alternatively, Manchester International Airport, 43 miles, is one of the UK's leading domestic and international gateways and has excellent bus and rail links.

For more information on flights and services visit: [www.leedsbradford.co.uk](http://www.leedsbradford.co.uk) or [www.manchesterairport.co.uk](http://www.manchesterairport.co.uk)

## Taxi Services

There are numerous local Taxi services operating throughout the Halifax area, providing residents with a door-to-door service, to both local and non-local destinations.

**A. Star Private Hire, 262, Gibbet St, Halifax – Telephone: 01274 614374**

**Express Cars, 7-8 Wards End, Halifax – Telephone: 01422 322245**

**Premier Taxi, 4 Bull Green, Halifax – Telephone: 01422 384242**

**Ziggy Cars, 20 King Cross St, Halifax – Telephone: 01422 364219**

## Car Hire

There are a number of car hire services in Halifax, some offering pickup and delivery service, a small number have been listed below for your convenience.

**Auto Hire, King Cross St, Halifax, HX1 2SH – Telephone: 01422 344400**

**Enterprise Long Term Rental, Skircoat Moor Rd, Kings Cross, HX3 0HA – Telephone: 01422 323030**

**United Rental Group, Commercial Street, Northgate, Halifax, HX1 1HJ – Telephone: 0800 975 0310**

**Trinity Court**  
Oxford Road, Halifax

# Shop Mobility

AccessBus is a dial-a-ride; door to door bus service for people who have difficulty using conventional public transport. The buses have either low floor, ramped access or are fitted with a passenger lift. Both types of vehicle are fitted with the most up-to-date safety equipment.

AccessBus is free of charge to residents of West Yorkshire and you can find out more information on the Metro website at [www.wymetro.com](http://www.wymetro.com). Passengers wishing to travel must register with Metro's booking service, who will advise on the availability of the service in their area. If a space is free, passengers may reserve their place on that trip on an ongoing basis. A flat fare of £3 per journey applies to travel on AccessBus. Passengers over 60 and disabled people holding English National Concessionary Fare passes travel free of charge.

## Registering for AccessBus

You can register for AccessBus in the following ways:

- Download an AccessBus registration form (Word, 33k)
- Telephone: 0113 348 1903 (7.30am until 4pm, Monday to Friday)
- Email: [accessbus@wypte.gov.uk](mailto:accessbus@wypte.gov.uk)

**Trinity Court**  
Oxford Road, Halifax



Sir George Young, formerly Secretary of State for Transport and now member of Parliament for North West Hampshire, is a keen cyclist and regularly pedals to the House of Commons.

“Motoring is not the enjoyable pursuit it once was. Our roads are becoming ever more congested, whilst travel times are becoming extended. The motorist is increasingly being targeted as a source of additional revenue for local and central government, as they seek to fund public transport alternatives.

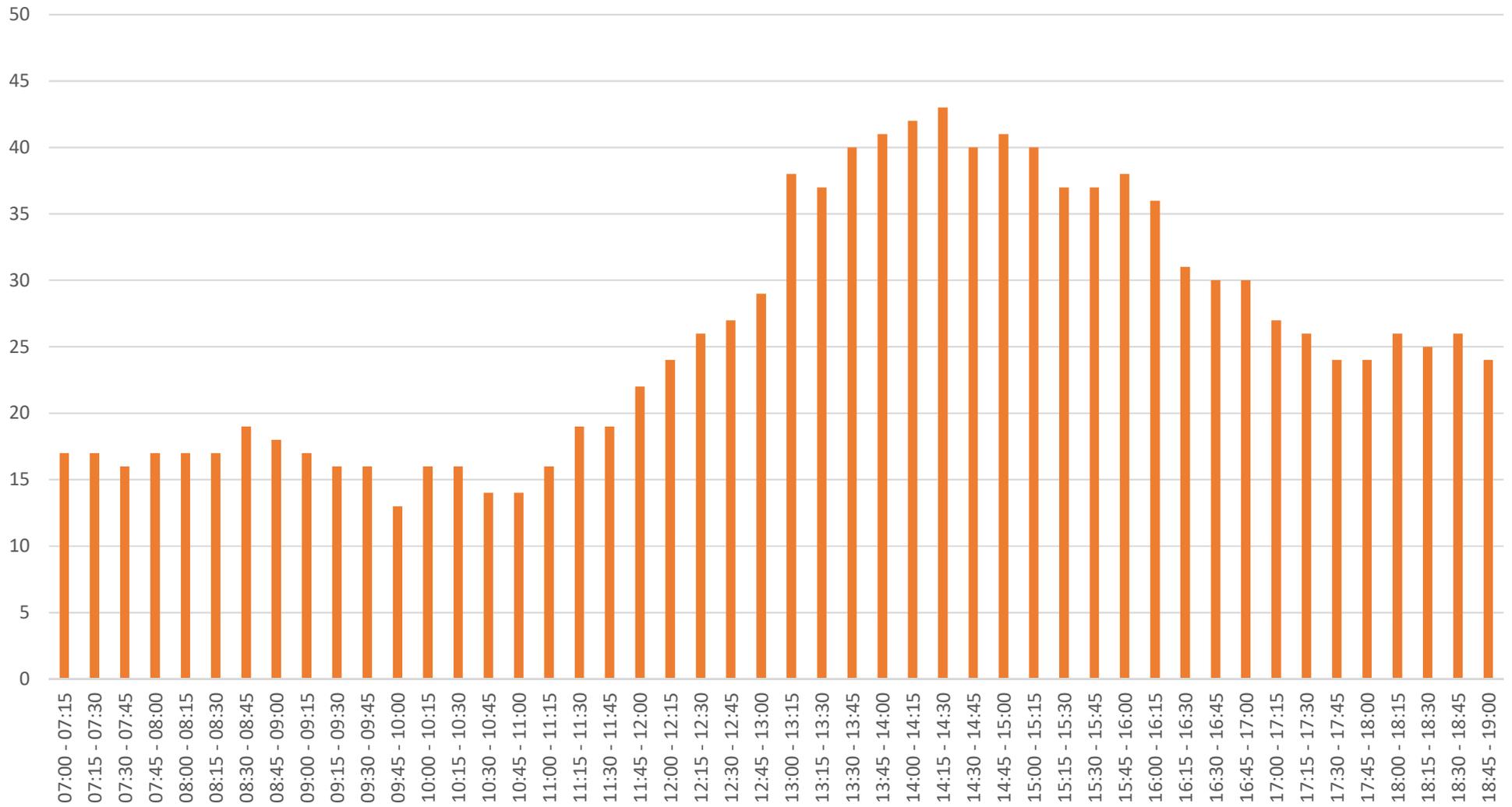
McCarthy & Stone’s “Green Transport Plan” is an initiative that will be welcomed by environmentalists and all those who support the concept of sustainable housing. It will help residents, many of whom have sold their cars, to make the best use of alternative transport and delivery services, of which there is a surprising variety in the area.

Residents at established McCarthy & Stone developments also find it can be worth pooling appointments with visiting practitioners like chiropodists and hairdressers; and most major supermarkets now offer a local delivery service for a nominal sum. These initiatives can often significantly reduce traffic movements and make a contribution towards reducing some of the problems society is now facing.

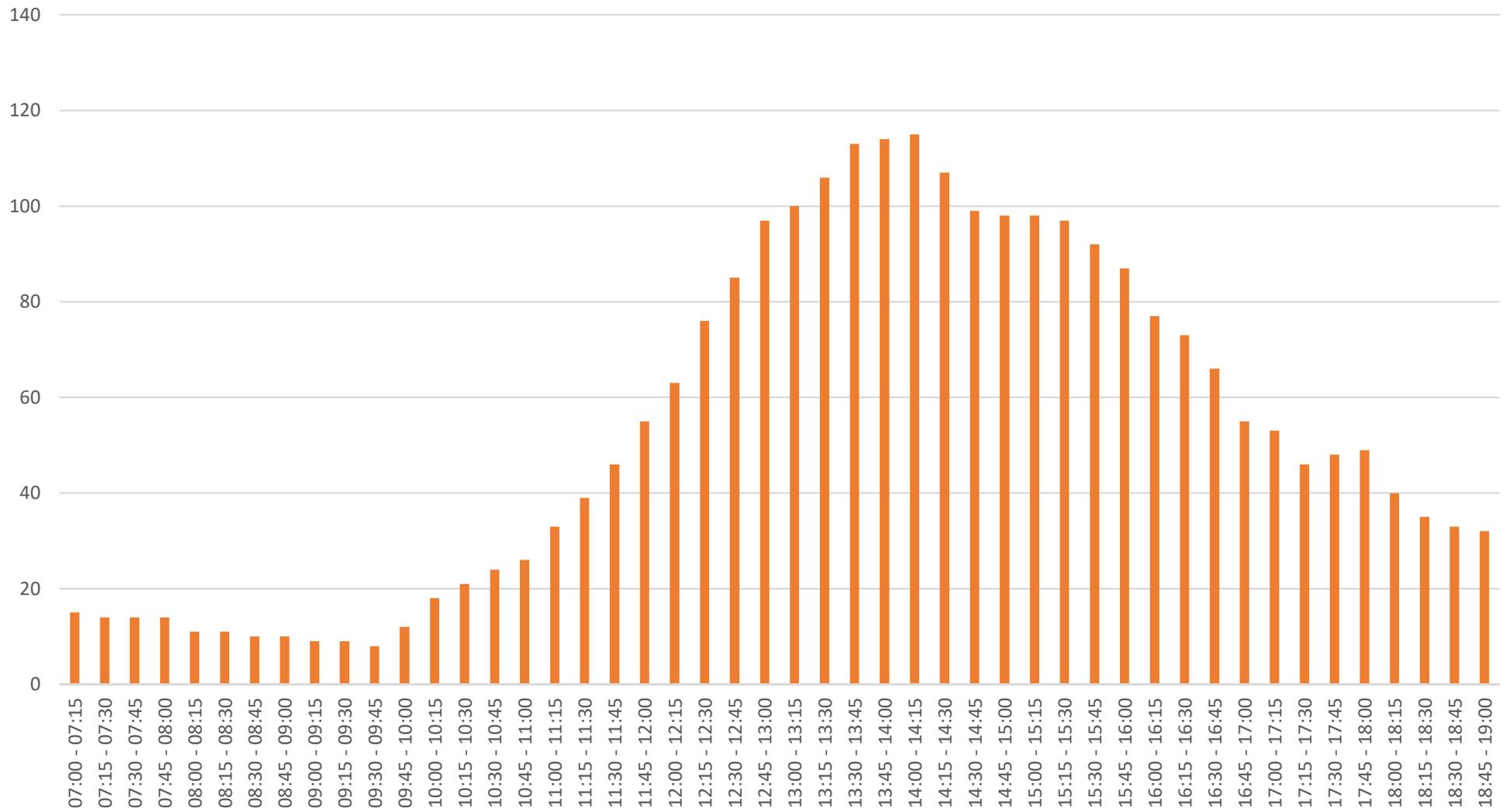
Choosing alternatives to the private motorcar does not, of course, mean losing independence - far from it. I commend the Green Transport Plan to you and wish you much happiness in your McCarthy & Stone apartment.”

# Appendix TPL3

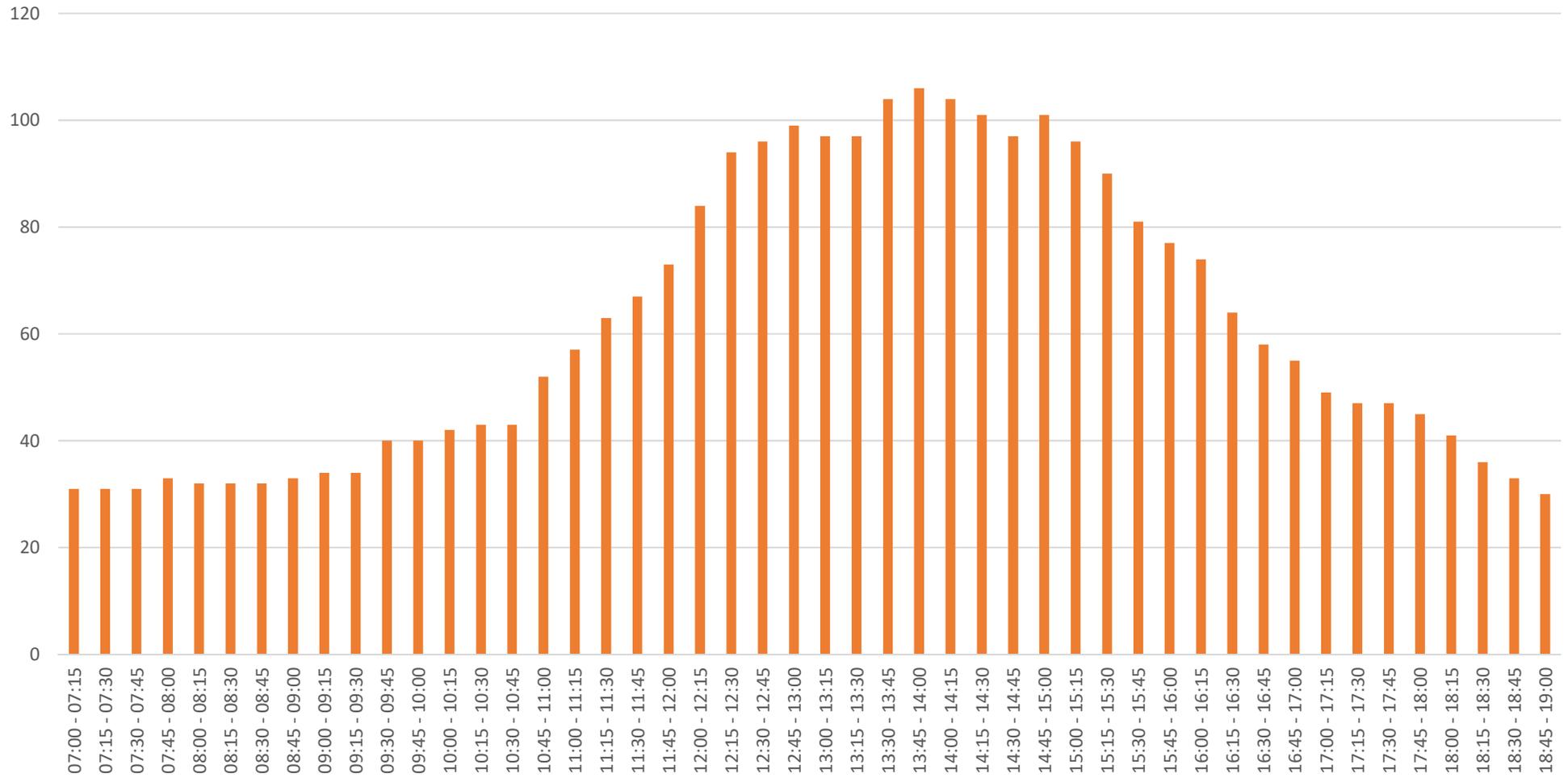
MAELGWYN ROAD CAR PARK (137 SPACES)  
FRIDAY 30TH JULY 2021  
Vehicles Parked



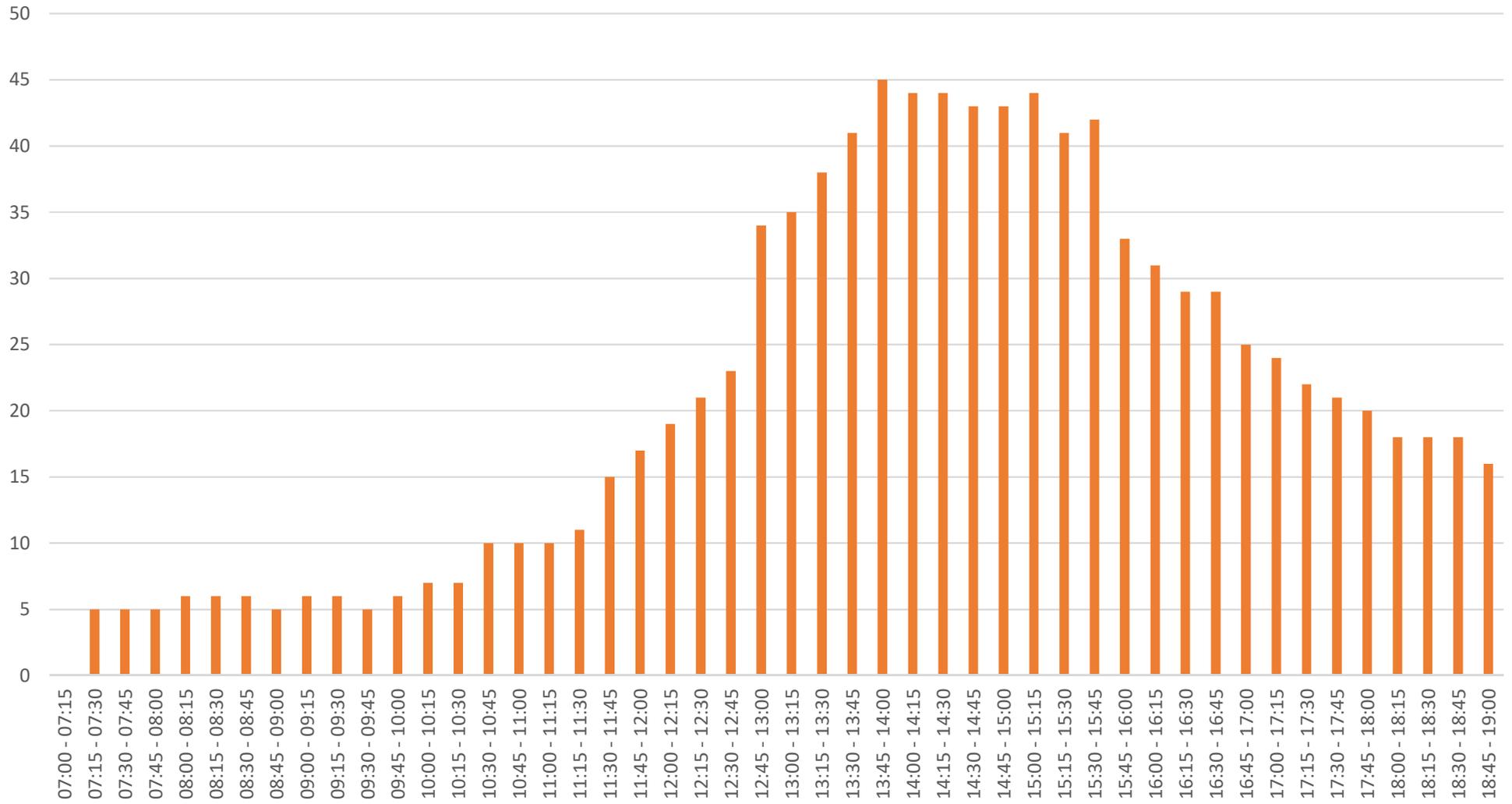
MAELGWYN ROAD CAR PARK (137 SPACES)  
SATURDAY 31ST JULY 2021  
Vehicles Parked



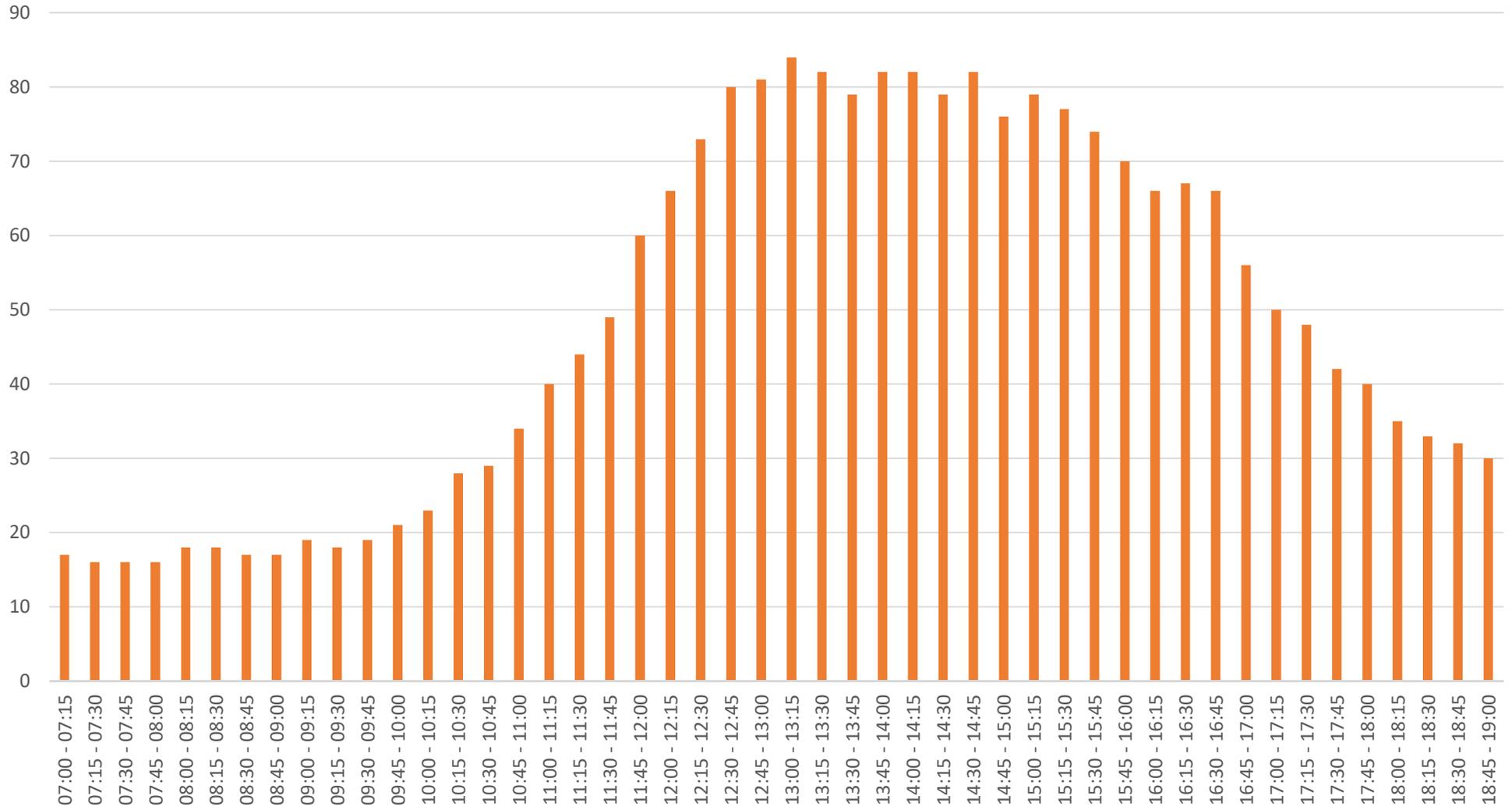
MAELGWYN ROAD CAR PARK (137 SPACES)  
SUNDAY 1ST AUGUST 2021  
Vehicles Parked



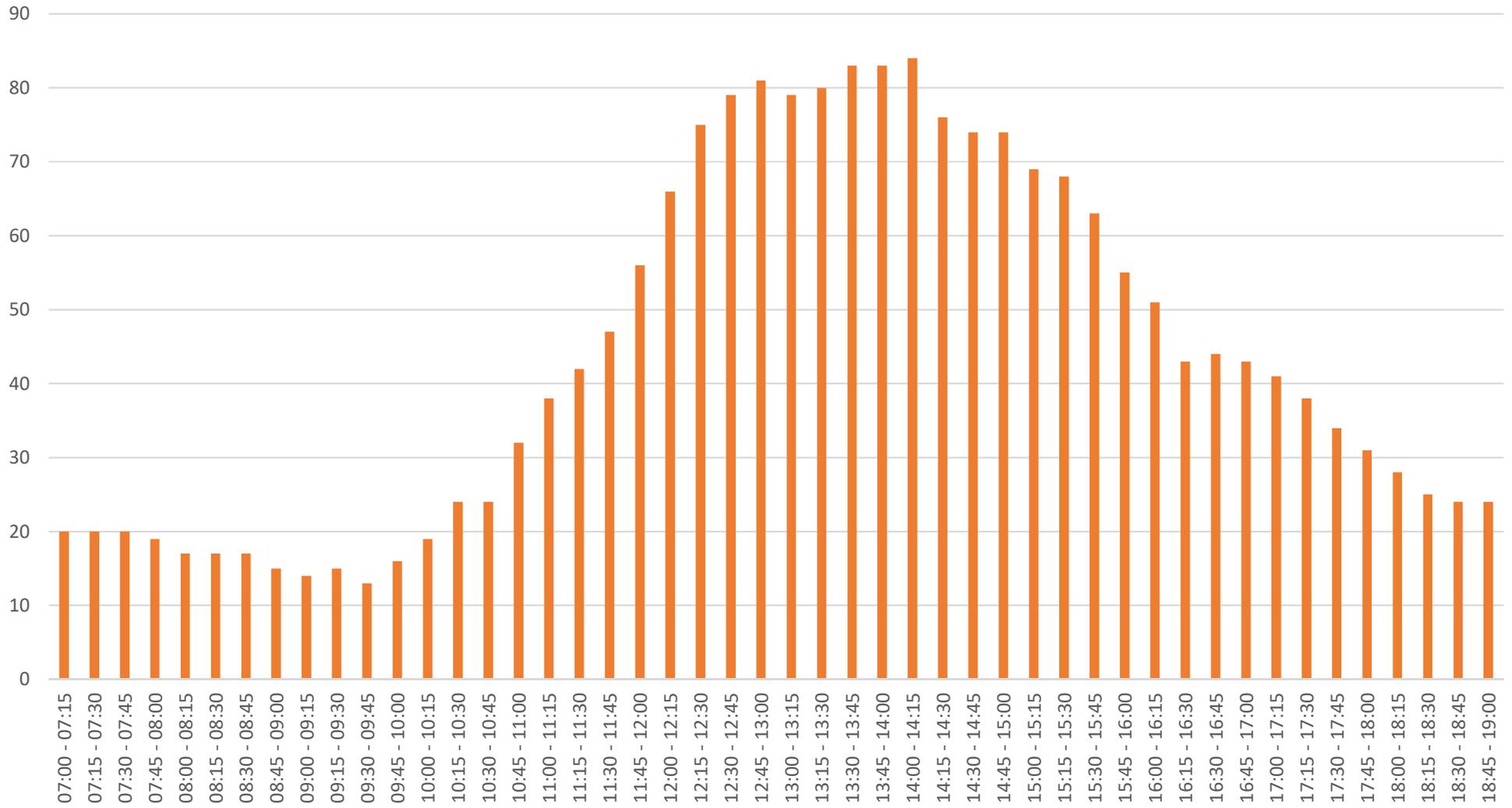
YORK ROAD CAR PARK (92 SPACES)  
FRIDAY 30TH JULY 2021  
Vehicles Parked



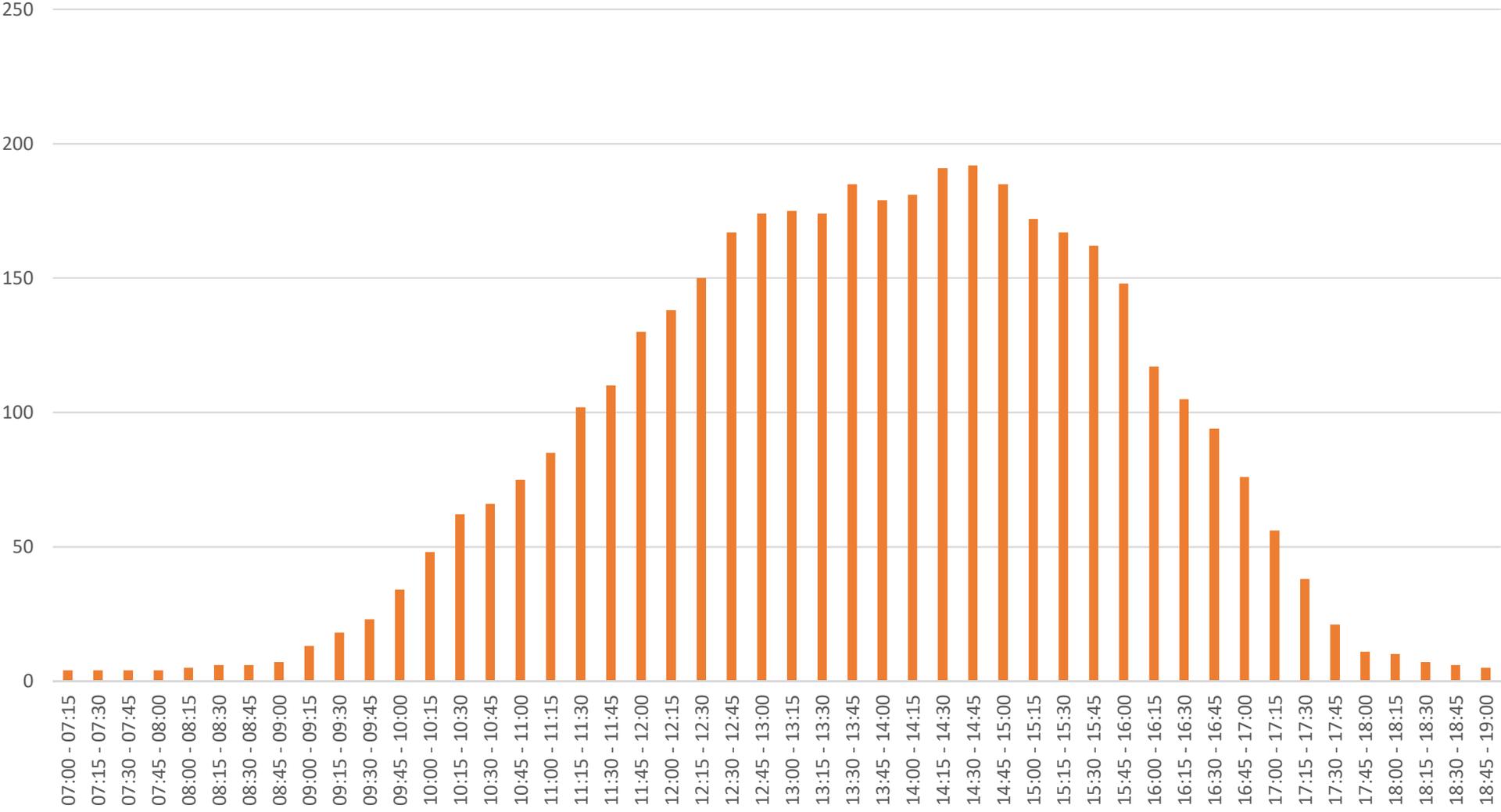
YORK ROAD CAR PARK (92 SPACES)  
SATURDAY 31ST JULY 2021  
Vehicles Parked



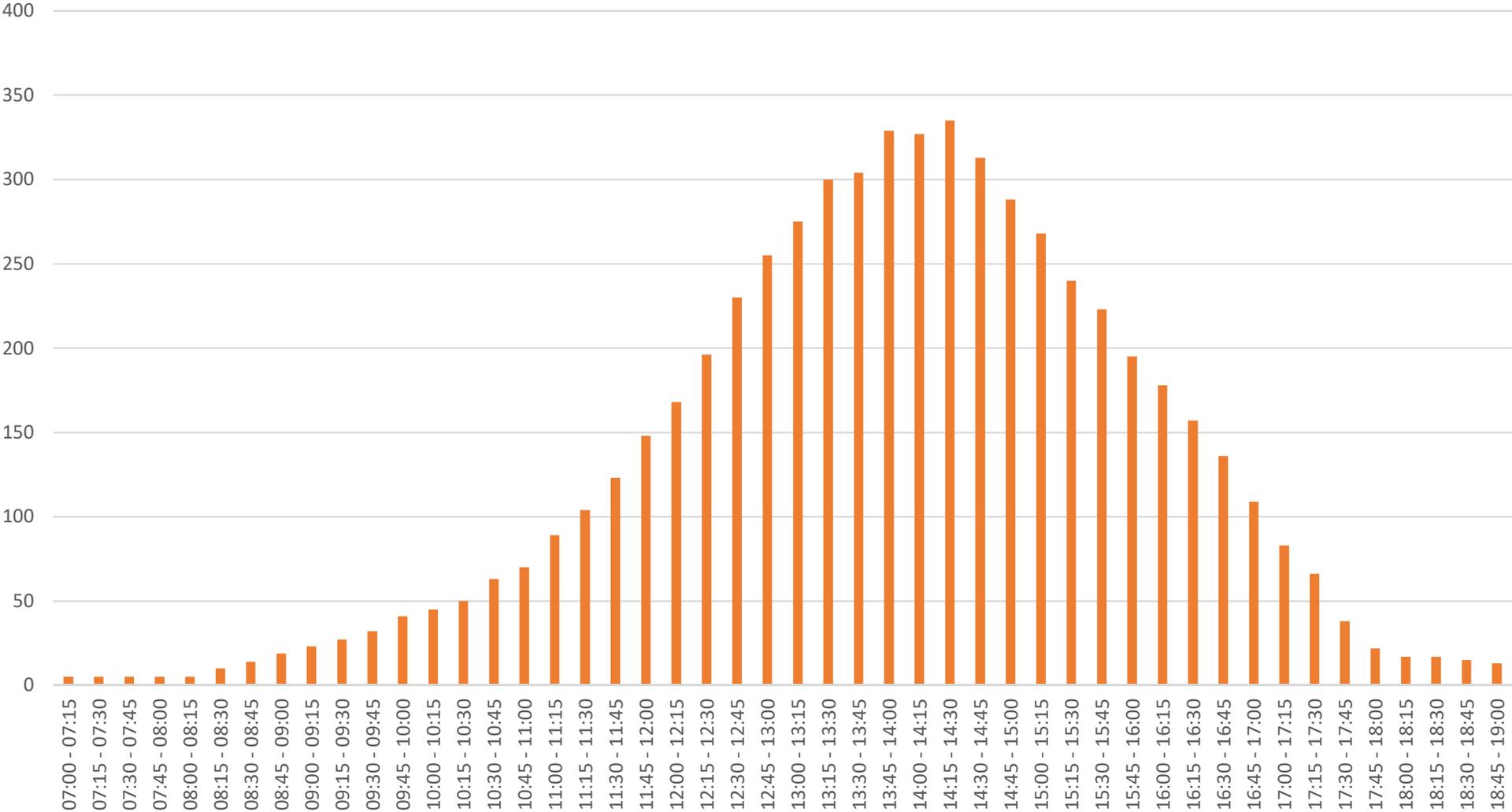
YORK ROAD CAR PARK (92 SPACES)  
SUNDAY 1ST AUGUST 2021  
Vehicles Parked



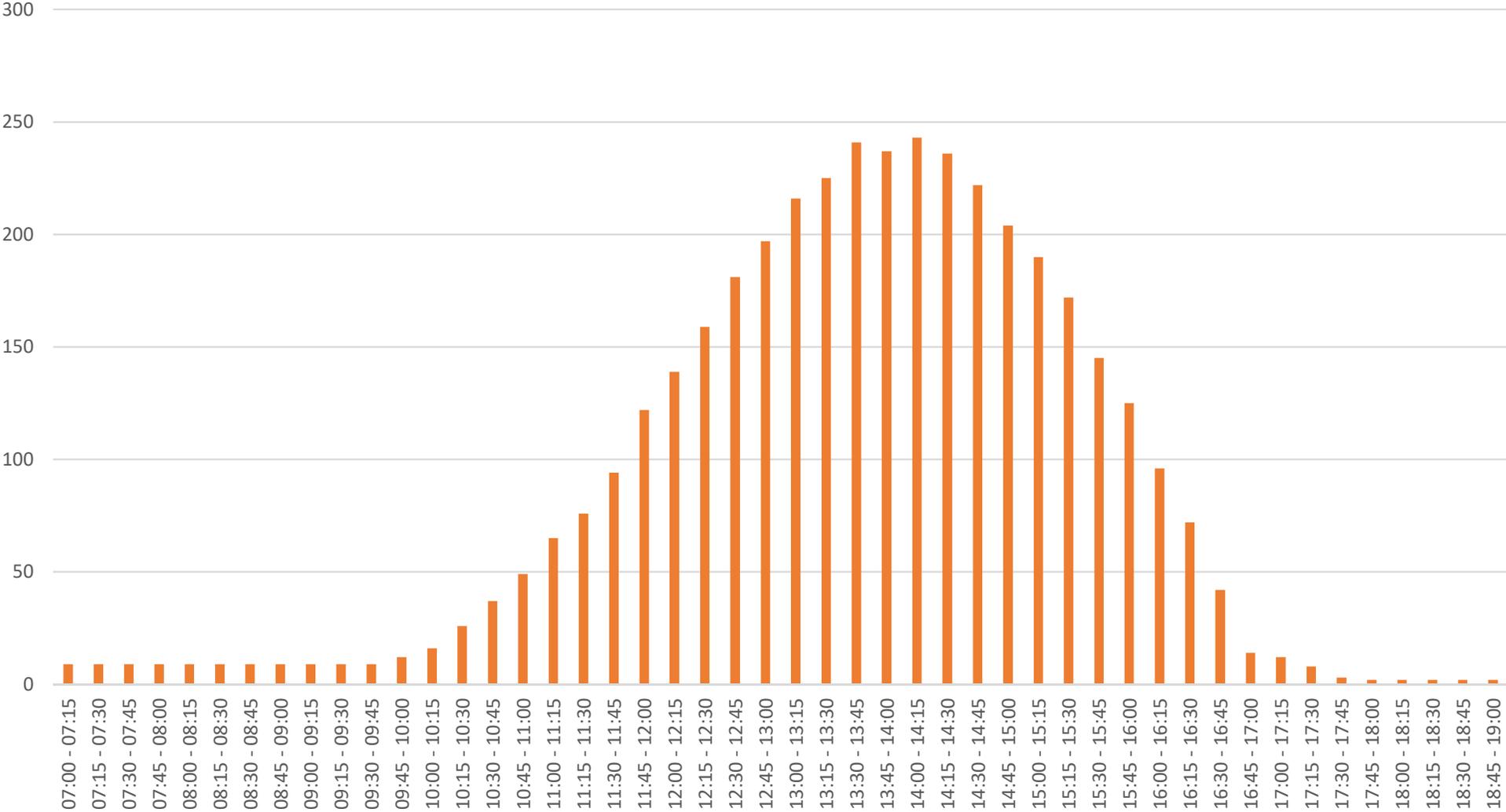
VICTORIA CENTRE CAR PARK (366 SPACES)  
FRIDAY 30TH JULY 2021  
Vehicles Parked



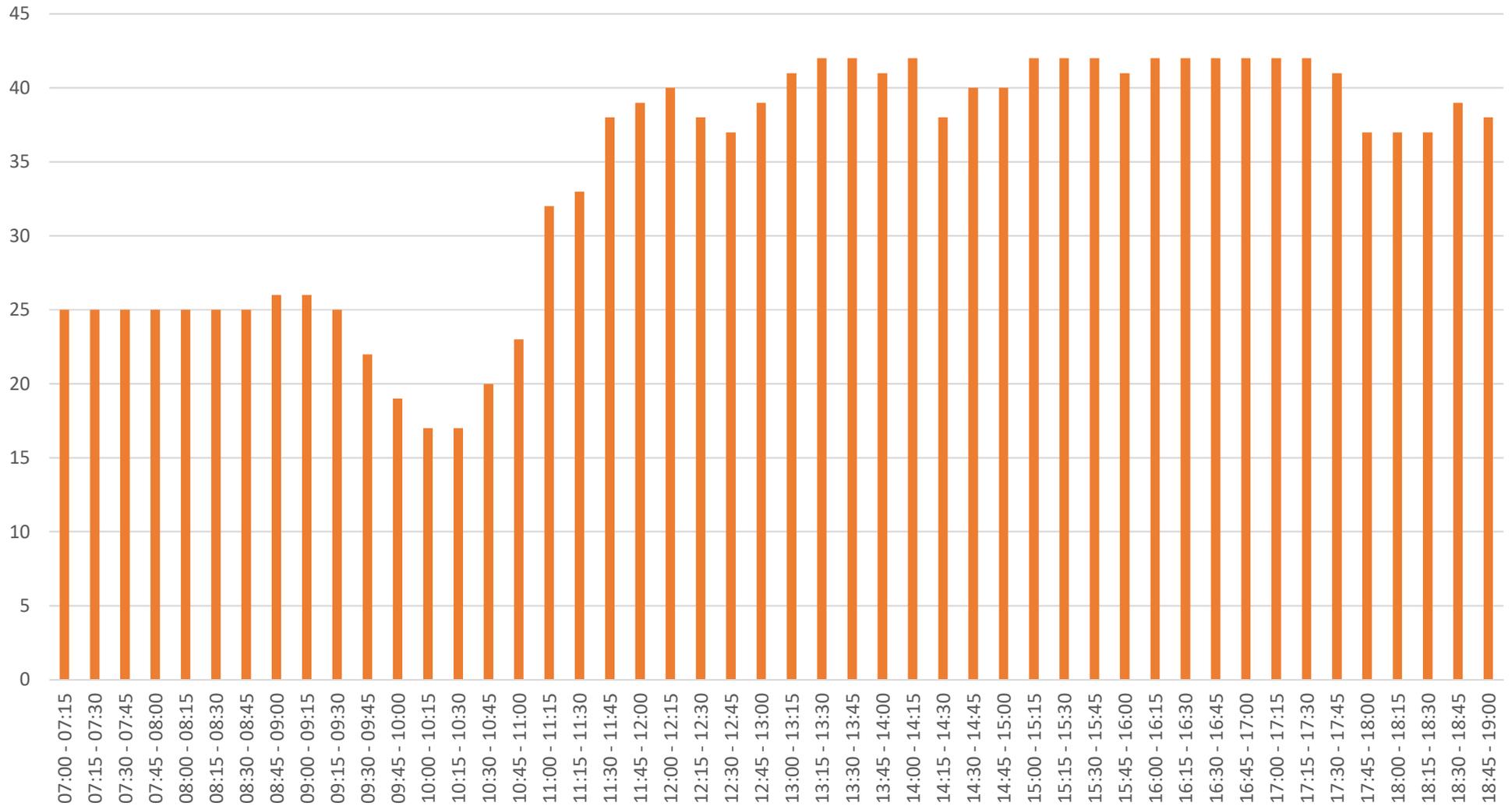
VICTORIA CENTRE CAR PARK (366 SPACES)  
SATURDAY 31ST JULY 2021  
Vehicles Parked



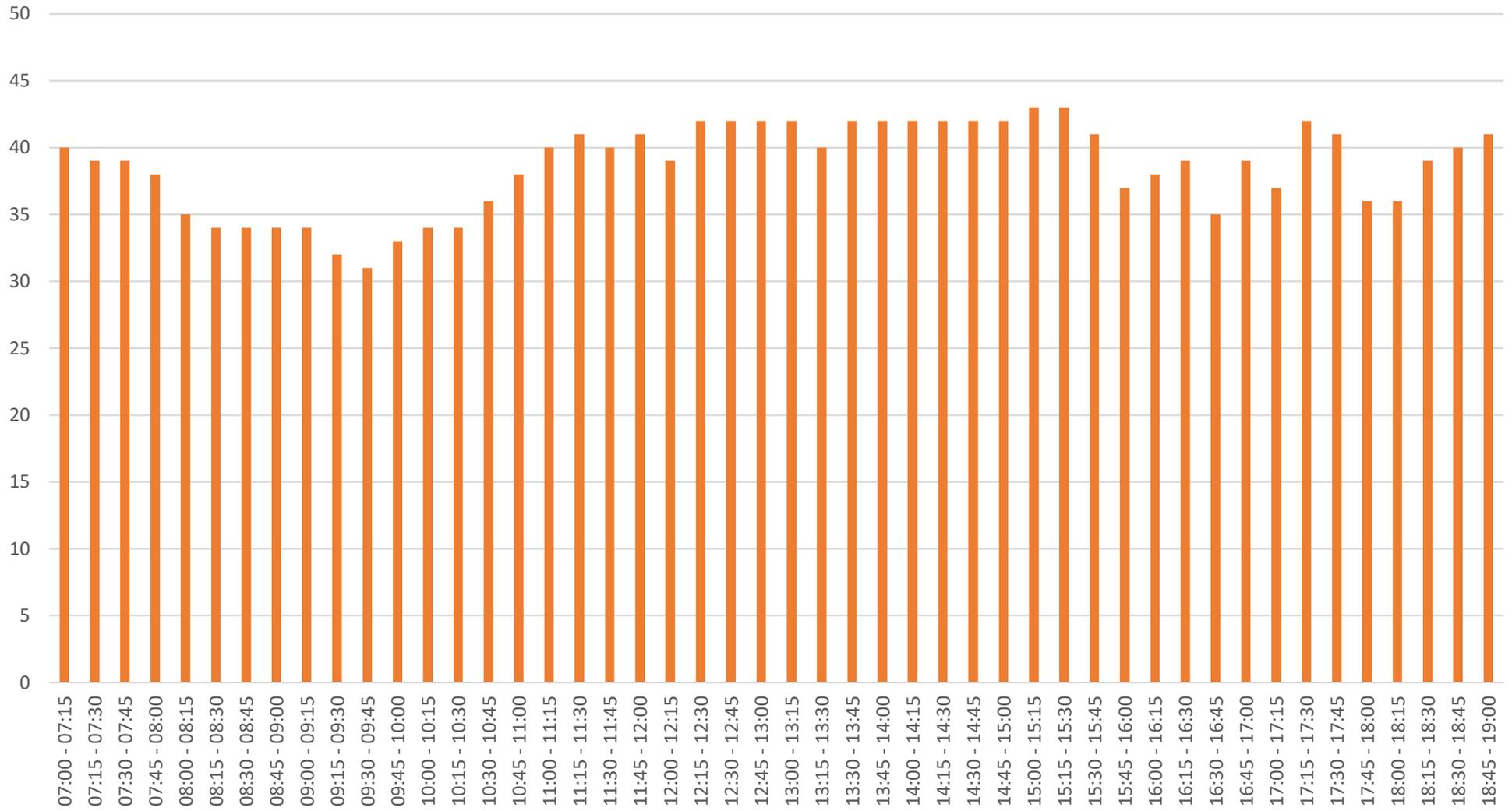
VICTORIA CENTRE CAR PARK (366 SPACES)  
SUNDAY 1ST 2021  
Vehicles Parked



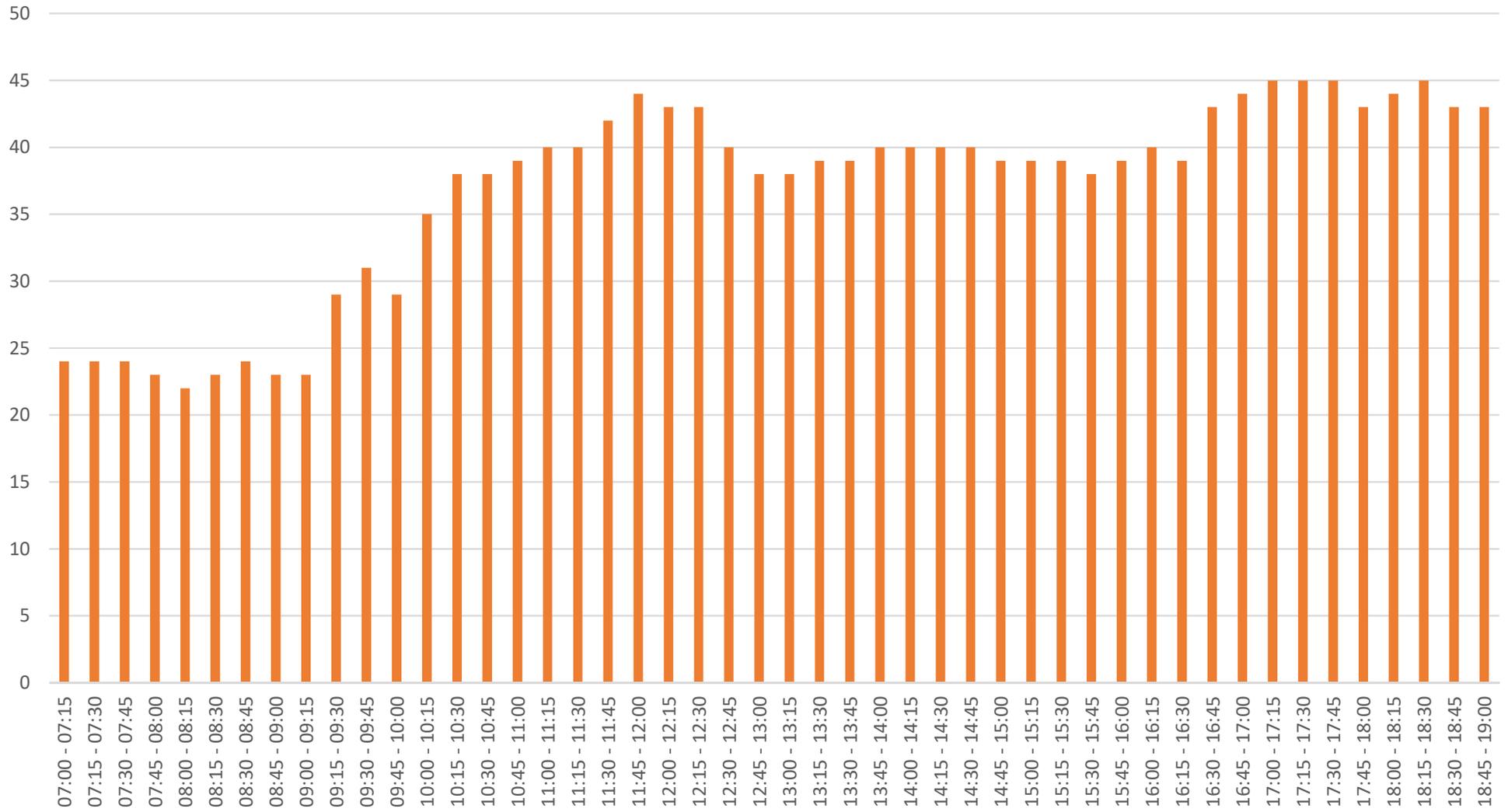
HAPPY VALLEY CAR PARK (50 SPACES)  
FRIDAY 30TH JULY 2021  
Vehicles Parked



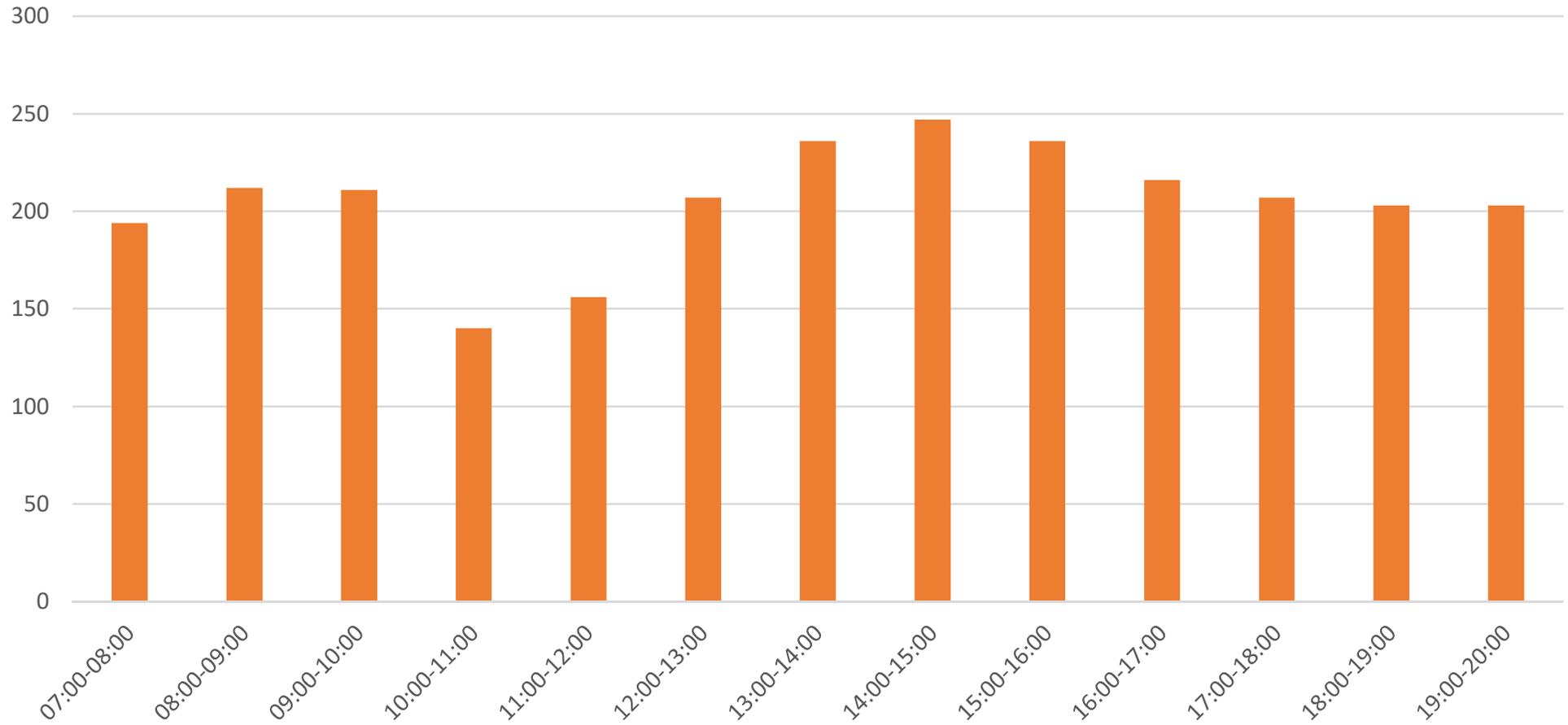
HAPPY VALLEY CAR PARK (50 SPACES)  
SATURDAY 31ST JULY 2021  
Vehicles Parked



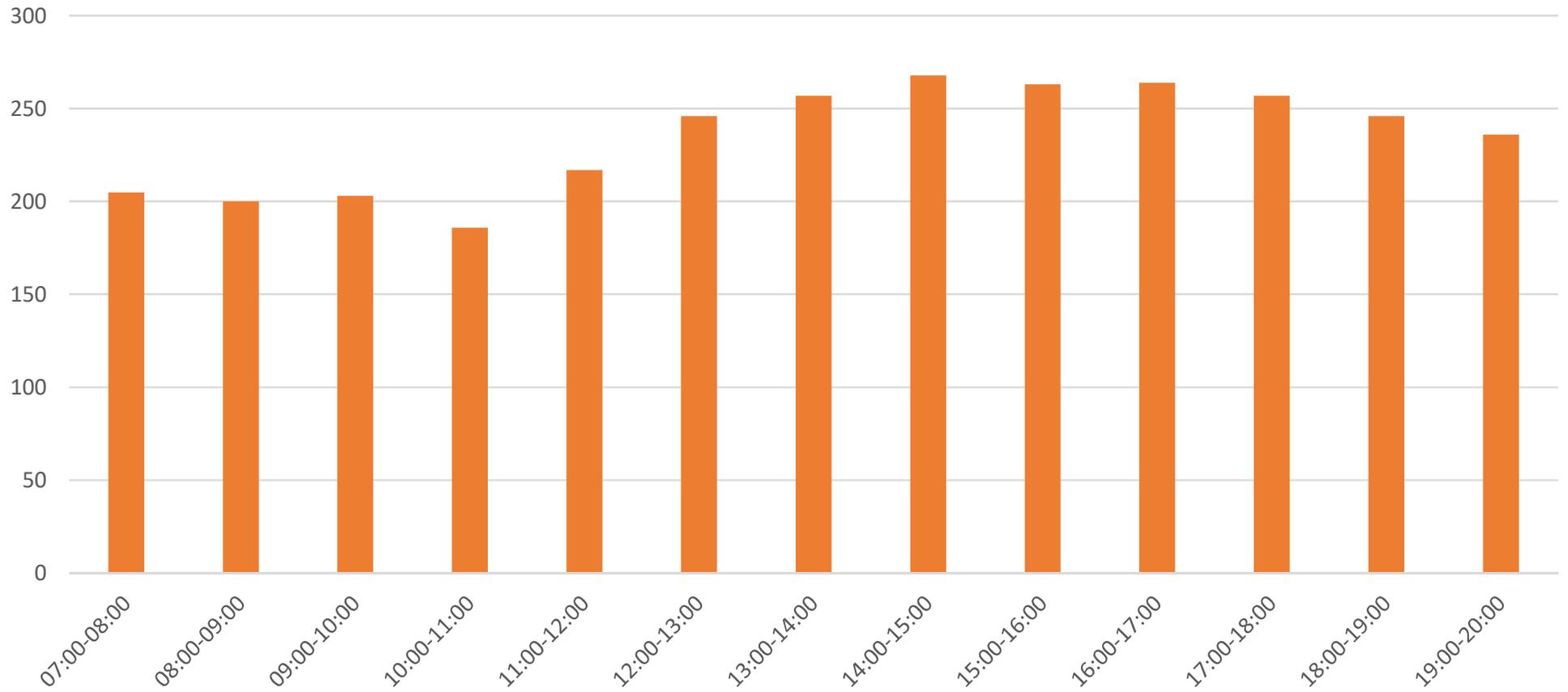
HAPPY VALLEY CAR PARK (50 SPACES)  
SUNDAY 1ST AUGUST 2021  
Vehicles Parked



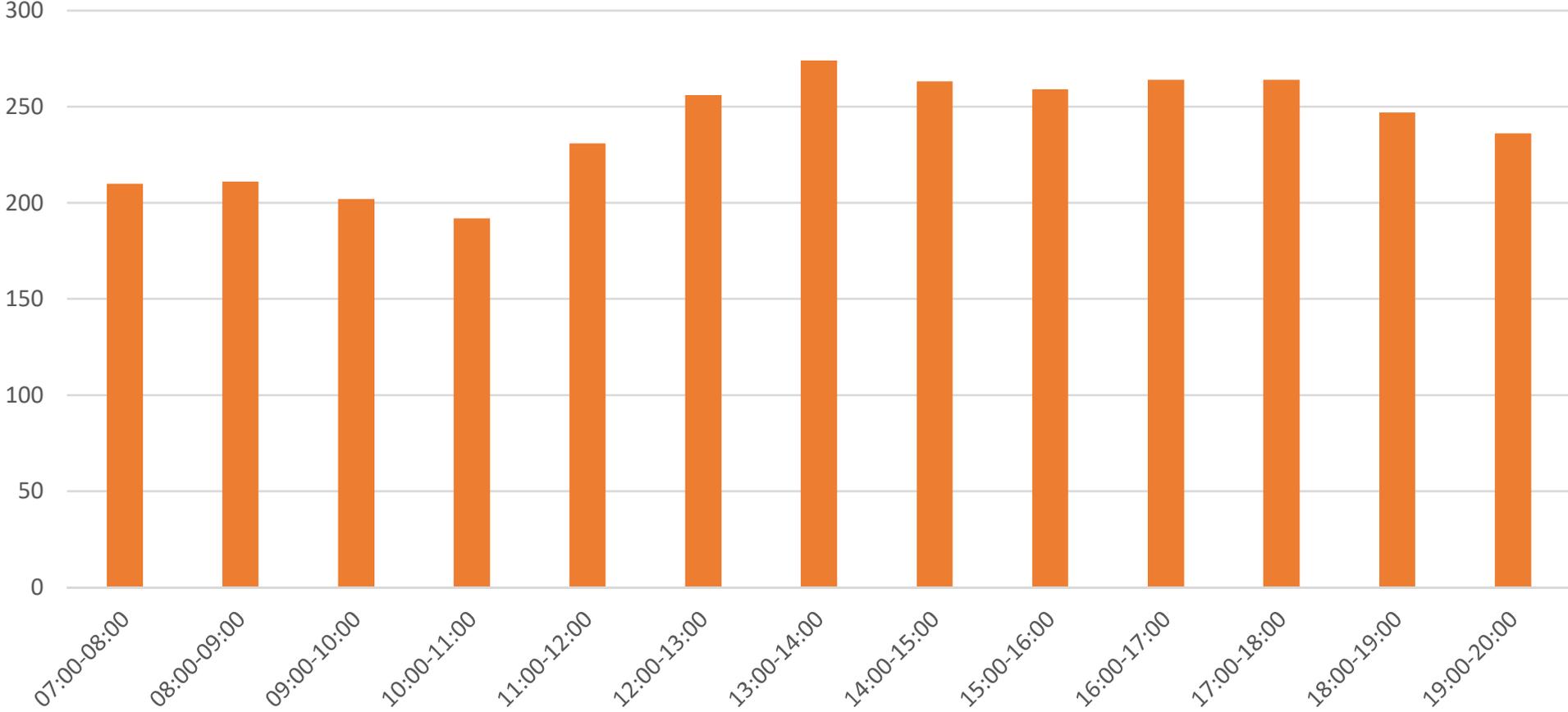
THE PARADE  
FRIDAY 30TH JULY 2021  
Vehicles Parked



THE PARADE/PROMENADE  
SATURDAY 31ST JULY 2021  
Vehicles Parked

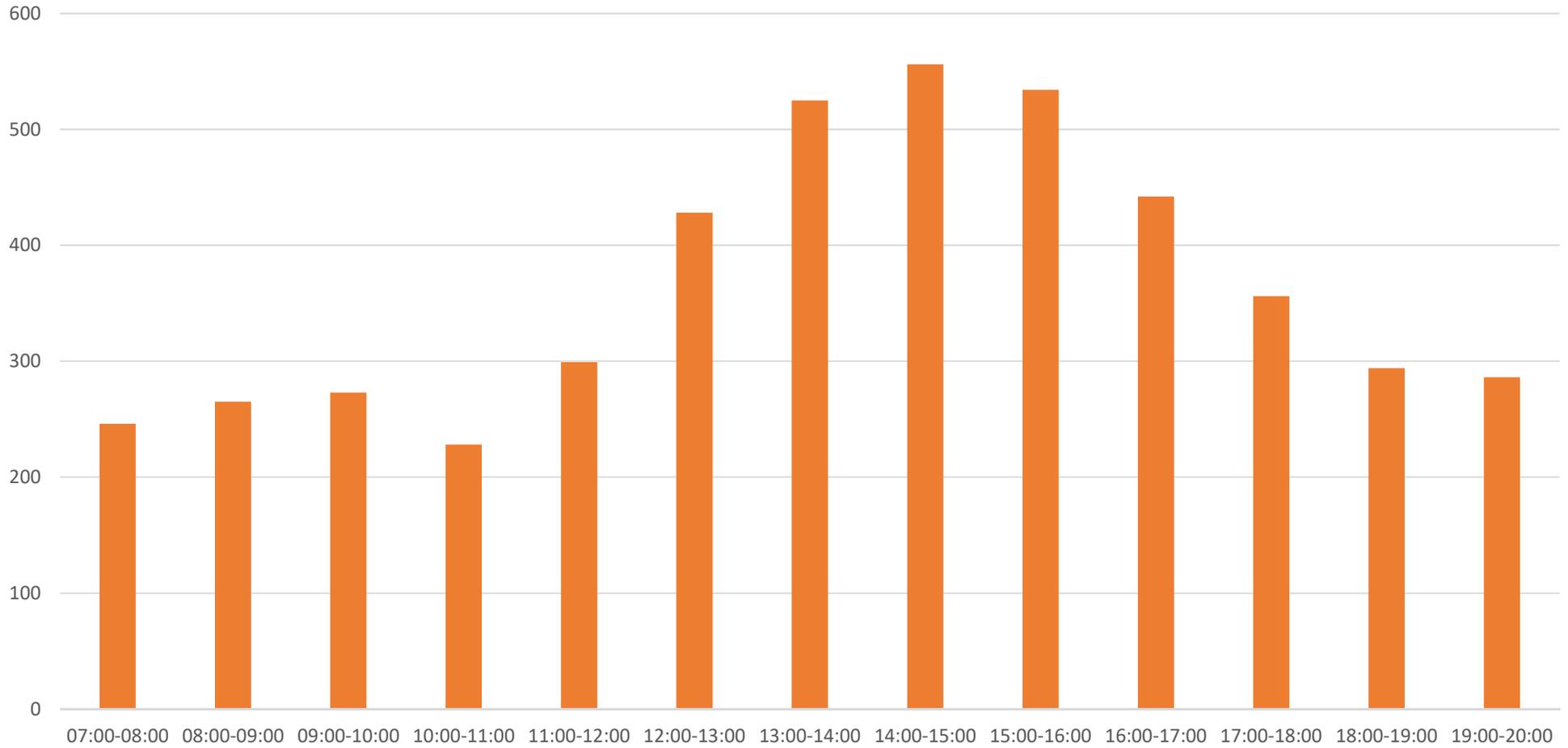


THE PARADE/PROMENADE  
SUNDAY 1ST AUGUST 2021  
Vehicles Parked

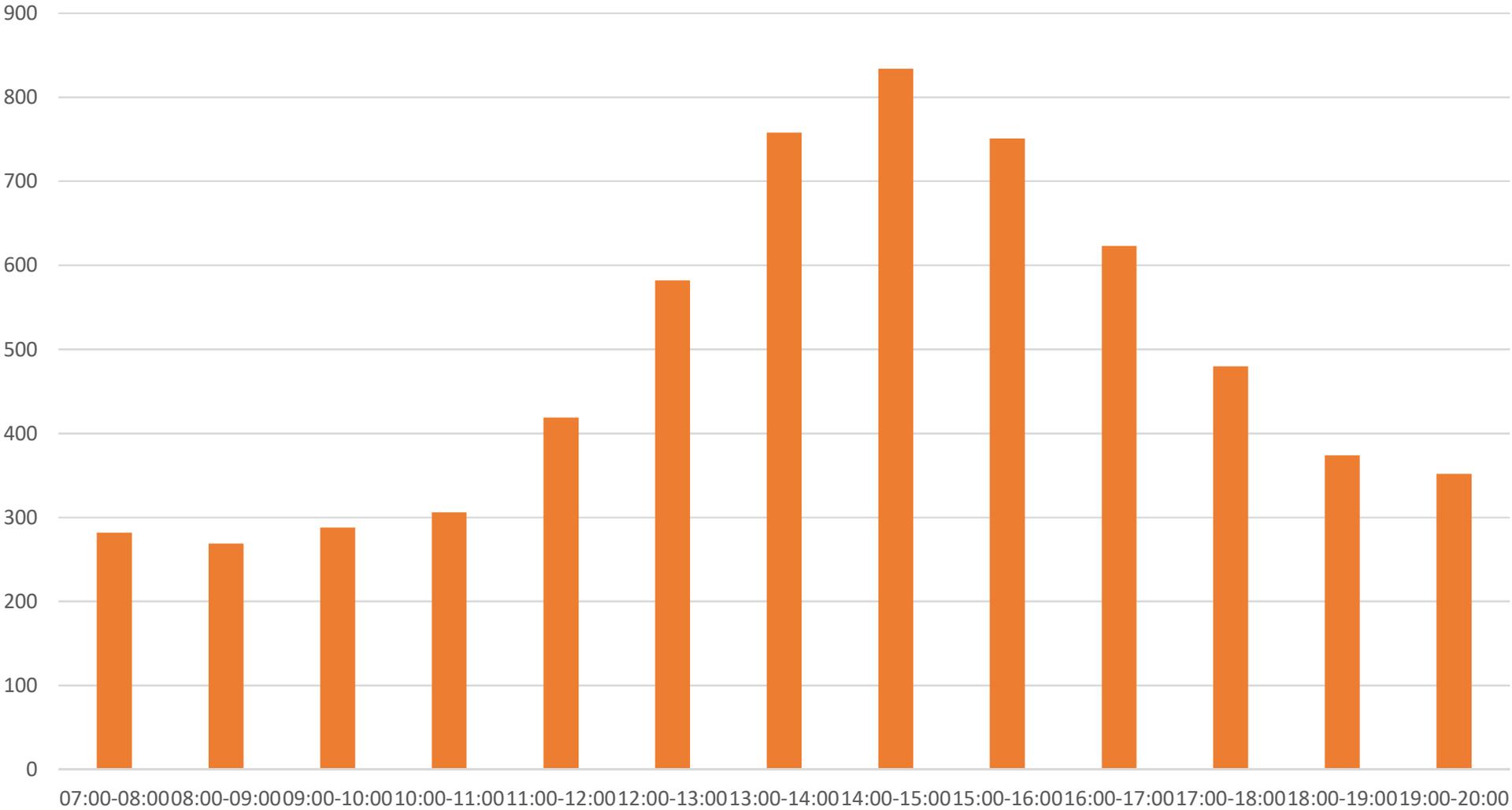


# Appendix TPL4

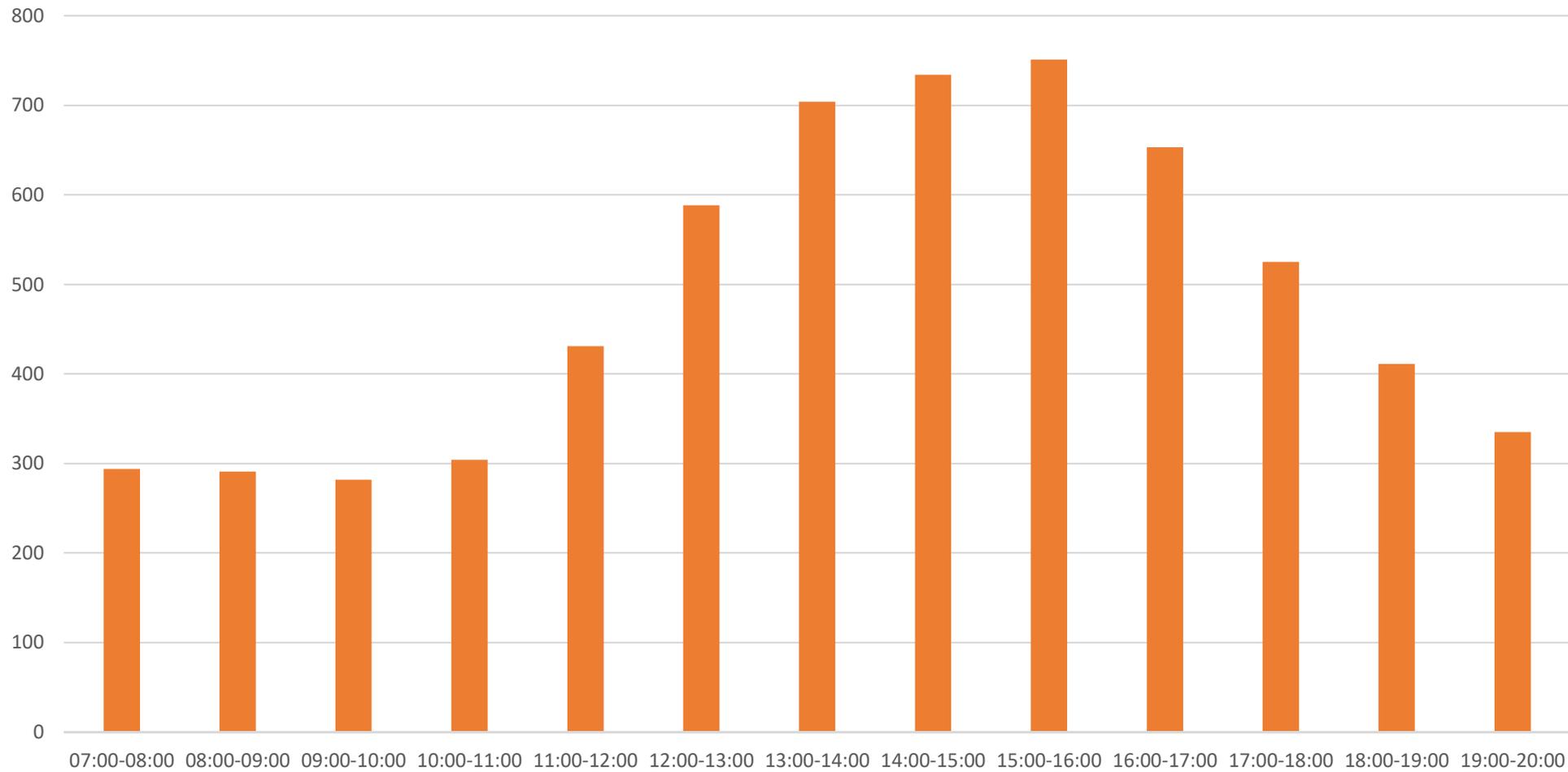
CUMULATIVE PARKING  
FRIDAY 30TH JULY 2021  
Vehicles Parked



CUMULATIVE PARKING  
SATURDAY 31ST JULY 2021  
Vehicles Parked



CUMULATIVE PARKING  
SUNDAY 1ST AUGUST 2021  
Vehicles Parked



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