

Residential Development
Tan Y Bont, Rhosrobin, Wrexham

CASTLE GREEN HOMES

Transport Statement
November 2021



REPORT

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Plan 2	Proposed Site Layout
Plan 3	Geometric Parameters Plan
Plan 4	Swept Path Analysis



1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft Eddisons have been instructed by Castle Green Homes to advise on the traffic and transport issues relating to a reserved matters planning application for a residential development on land to the east of Tan Y Bont off Main Road in the Rhosrobin area of Wrexham.
- 1.1.2 The site has the benefit of outline planning permission for residential development. This Transport Statement is prepared to support a reserved matters planning application.
- 1.1.3 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.4 Following this introduction, Section 2 provides a description of the existing site and the planning history of the site, whilst Section 3 discusses the pertinent issues with the proposals including vehicular access and the internal site layout.
- 1.1.5 Finally, Section 4 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Site Location

- 2.1.1 The site covers an area of around 15.78 hectares. The residential development benefits from its strategic location in relation to the A483(T), Wrexham town centre and the local distributor routes of the B5425 Llay Road, Rhosrobin Road and Plas Acton Road.
- 2.1.2 The site is bordered by Plas Acton Way to the east, the A483 to the south New Road to the west and the Wrexham-Chester railway line to the north.

2.2 Planning History

- 2.2.1 An outline planning application (App Ref No P/2016/0189) was submitted for residential development in 2016 and subsequently refused for a number of reasons, none of which were highways based.
- 2.2.2 The application was then considered at appeal (app ref: APP/HY955/A/17/3182282). The Welsh Government endorsed the Inspector's decision to allow the appeal in June 2019 and grant planning consent for up to 189 residential dwellings, subject to a number of planning conditions.
- 2.2.3 Those of relevance are listed below:

5. The access into the site shall be laid out in accordance with drawing No. 074-01/GA-02 prior to the occupation of any dwelling erected on the site under the terms of this planning permission.



12. No development shall commence until a scheme detailing the provision of a footway/cycleway link across the site from Main Road to the junction of Plas Acton Road with Blue Bell Lane and a timetable for its completion has been submitted to and agreed in writing by the local planning authority. The footway/cycleway link shall be completed in accordance with the approved details.

16. No development shall take place until a scheme detailing the provision of a traffic controlled junction at the Llay New Road junction with Plas Acton Road has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the occupation of the first dwelling hereby approved.

- 2.2.4 As detailed in Condition 5, the site will be accessed via a new roundabout from Main Road. The Section 278 design process has commenced and will be progressed with highways officers at the Council.
- 2.2.5 The other two conditions refer to specific off site highway works that are required by the consent. These refer to the provision of a footway/cycleway link across the site from Main Road to the junction of Plas Acton Road with Blue Bell Lane and the provision of a traffic controlled junction at the Llay New Road junction with Plas Acton Road.
- 2.2.6 Again the Section 278 design process for the off site works is ongoing with the relevant officers at the Council to ensure that these works are progressed and in place.
- 2.2.7 Of additional relevance is confirmation that the site is in a sustainable location and acceptable on transport and highways grounds. Paragraph 16 of the Decision Notice states the following:



'It is in a sustainable location being well related to local services and facilities and accessible by sustainable means of transport. The proposal provides a realistic opportunity to accommodate residential growth in a sustainable location'.

2.2.8 On the same theme, paragraph 38 states the following:

'It is considered the appeal site, whilst located outside the settlement boundary, is in a sustainable location in terms of access to services, amenities and public transport.'

2.2.9 More generally, the Minister confirmed that the proposals were acceptable from a traffic impact point of view in paragraph 28, as below:

'The development would result in increased traffic on the local highway network and the representations made by interested parties raised concerns that this would exacerbate existing traffic congestion problems. The Inspector is satisfied that the highway improvements associated with the scheme would benefit the wider community as well as residents of the site'.

2.2.10 The reserved matters are therefore intended to be determined in accordance with and pursuant to the outline planning permission.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 The number of units proposed with this reserved matters application is the same as the outline planning application at 189 dwellings. As such, no additional analysis on this issue is required. This section of the report will therefore briefly describe the vehicular access to the site and the internal layout of the site.

3.2 Vehicular Access

- 3.2.1 As detailed previously, the site will be accessed via a new roundabout junction from Main Road. The general arrangement plan of this junction is shown on **Plan 1** (Drawing Number 074-01/GA-02).
- 3.2.2 This is covered by Condition 5 of the outline planning consent and the Section 278 design of the junction is currently being progressed.

3.3 Internal Site Layout

- 3.3.1 The site will be served by a main spine road which runs east from the Main Road access roundabout. This access road will consist of a formal 5.5 metre wide access road and 2 metre wide footways on both sides.
- 3.3.2 At the eastern end of the main access spine road will be a formal turning head with footways surrounding it to allow delivery and refuse vehicles to manoeuvre around safely.

- 3.3.3 Off the main spine road are a number of shorter cul-de-sacs. Most of these continue the geometric parameters of the main spine road with 5.5 metre wide roads and footways on both sides of 2 metre widths. Some of the shorter cul-de-sacs have a reduced road width of 4.8 metres wide with a footway of 2 metres width on one side and a service strip on the other. These will reduce speeds in these areas.
- 3.3.4 Connecting some of these shorter cul-de-sacs are a small number of shared surface roads where all road users can travel safely with much reduced vehicular speeds and changes of surfacing to denote these shared spaces.
- 3.3.5 At each end of an adopted section of road will be a formal turning areas for refuse and delivery vehicles to ensure they enter and leave the adopted roads within the site in forward gear. All roads within the site will be offered for formal adoption by the Council.
- 3.3.6 The proposed site layout is shown in **Plan 2**.
- 3.3.7 In order to fully advise the local highway authority an illustration of the visibility at junctions and on the bends within the site has been undertaken. This is included at **Plan 3** and demonstrate appropriate geometry is provided. All areas within the visibility envelopes will need to be offered for adoption to ensure that these areas are kept clear of obstruction.

3.4 Service Access

- 3.4.1 To demonstrate that adequate delivery and refuse vehicle provision is made within the site a swept path analysis has been undertaken of a 11.3m refuse vehicle which is a standard Wrexham refuse vehicle. This is larger than most delivery HGVs and also larger than a standard fire tender so would be the largest vehicle likely to require access to the site.



- 3.4.2 The analysis, included on **Plan 4**, demonstrates that a delivery and refuse vehicle can safely manoeuvre within the proposed site layout.
- 3.4.3 In conclusion, the proposed vehicular access and internal site layout should be considered appropriate to serve the residential development.



4 CONCLUSIONS

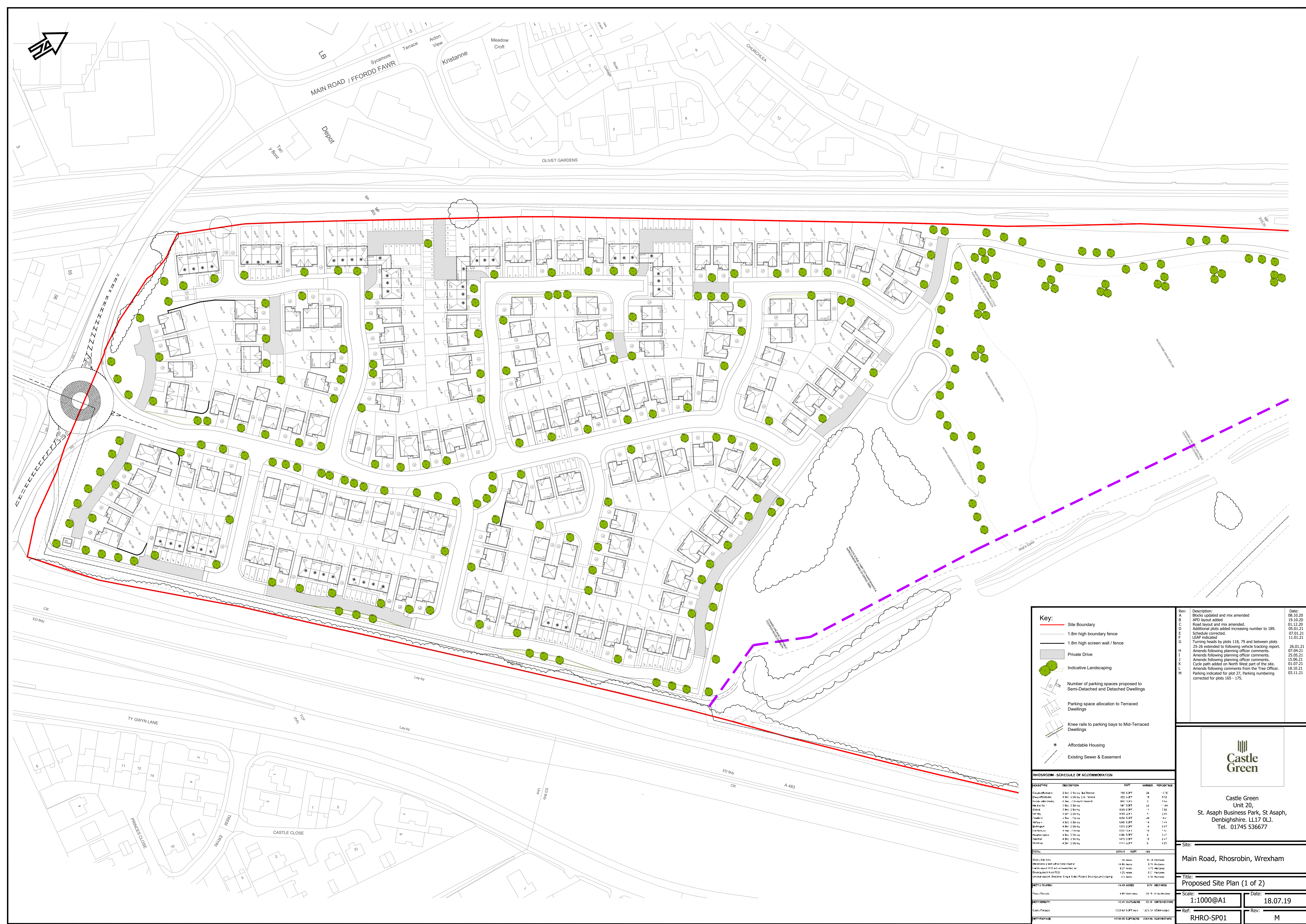
4.1.1 Croft Eddisons have been instructed by Castle Green Homes to advise on the traffic and transport issues relating to a reserved matters planning application for a residential development on land to the east of Tan Y Bont off Main Road in the Rhosrobin area of Wrexham.

4.1.2 A number of conclusions can be drawn from the report, namely:

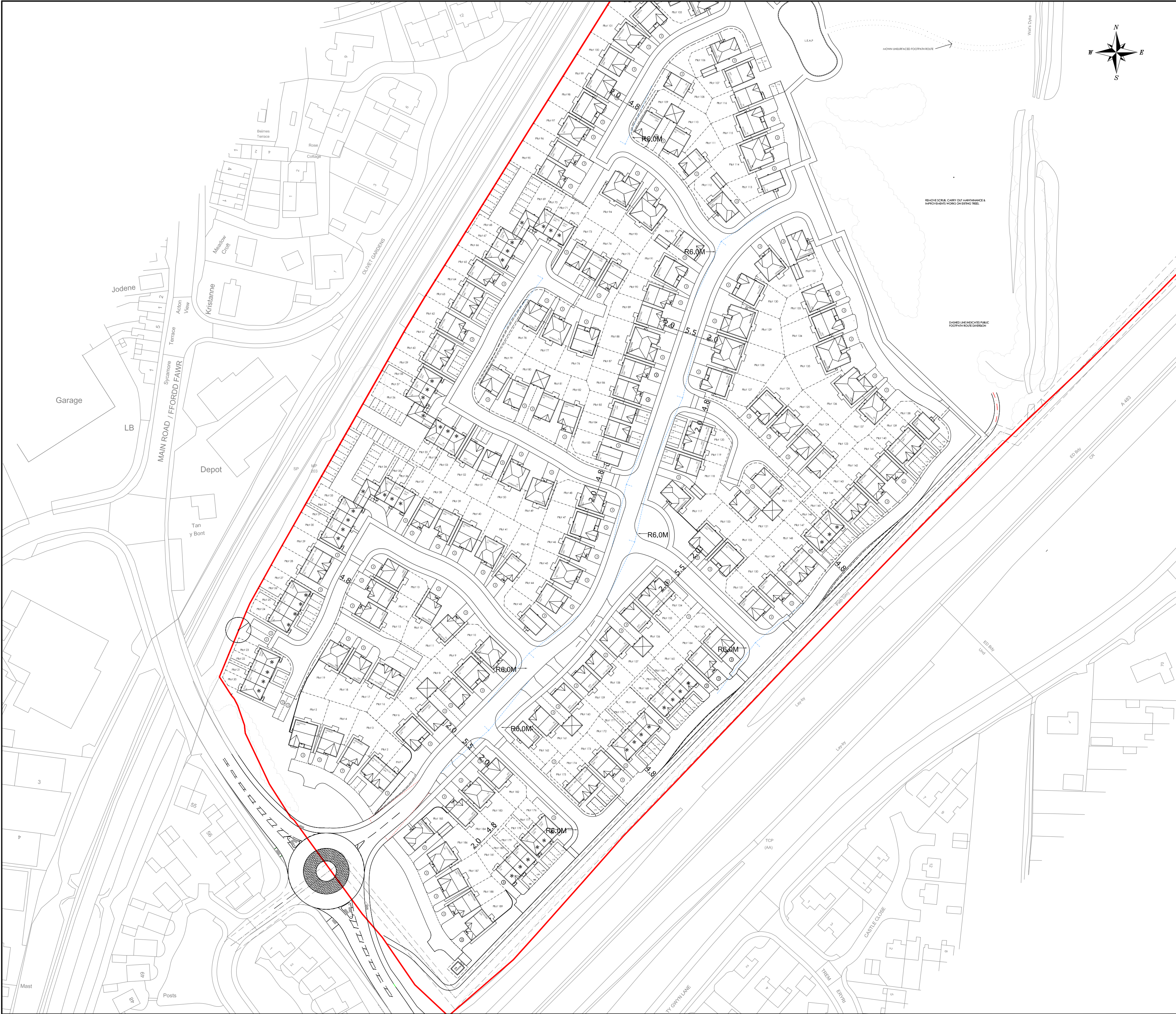
- The site has the benefit of outline planning consent for up to 189 dwellings.
- The proposed vehicular access to the site is acceptable.
- The proposals include off site works that will be progressed through the Section 278 by the applicant.
- The site remains in a sustainable location.
- The proposed site layout can accommodate the swept path requirements of a refuse vehicle.
- The proposed site layout meets the requirement for fire and rescue service vehicles.

4.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

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NOTES

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

CASTLE GREEN

PROJECT:

TAN Y BONT, MAIN ROAD, RHOSROBIN, WREXHAM

DRAWING TITLE:

VISIBILTY SPLAYS

SCALES:

1:1000 @ A2

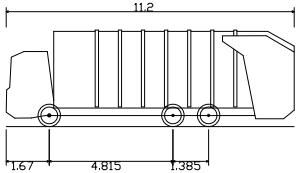
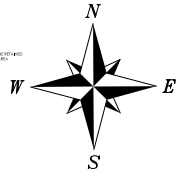
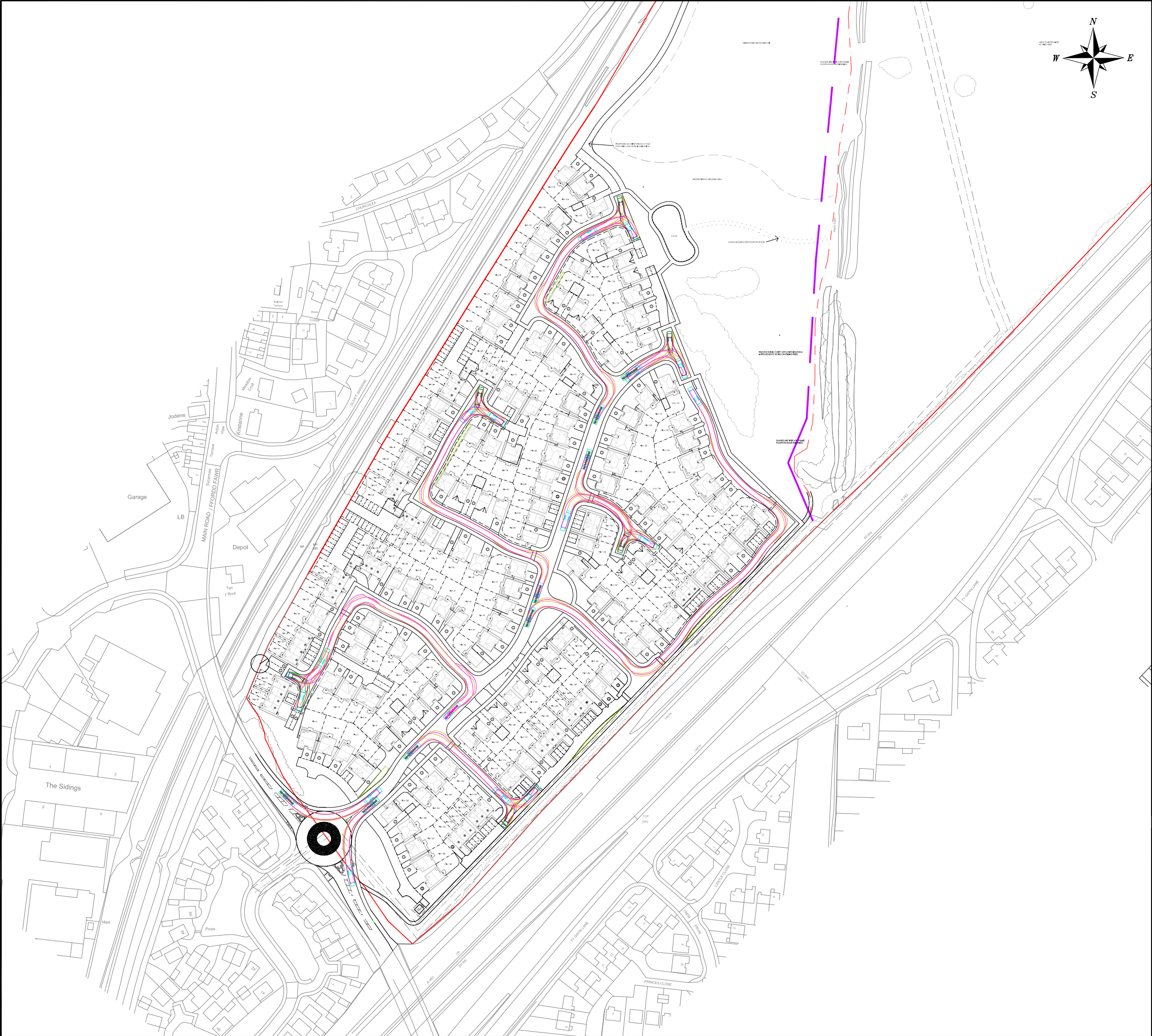
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: CASTLE GREEN				
PROJECT: TAN Y BONT, MAIN ROAD, RHOSROBIN, WREXHAM				
DRAWING TITLE: SWEPT PATH ANALYSIS				
SCALES: 1:2000 @ A3				
DRAWN:	HZ	CHECKED:	GM	DATE: NOV 21
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