

ADDENDUM TO DESIGN & ACCESS STATEMENT

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Access Arrangements

March 2020



Introduction

This addendum document updates the Design & Access Statement (DAS) that accompanies the outline planning permission (ref: P/2013/0545) for Land at Bangor Road, Johnstown, Wrexham. The update relates to a change in the proposed access arrangements off Bangor Road from the permitted roundabout to a priority controlled junction into the Site.

Previous Illustrative Masterplan (Revision H)

Illustrative masterplan (4355-P-05 revision H) with permitted site access roundabout junction on Bangor Road.



Updated Illustrative Masterplan (Revision L)

Updated illustrative masterplan (4355-L-05 revision L) with proposed priority controlled junction on Bangor Road.



Access Strategy

A Transport Assessment (TA) was submitted by Ashley Helme Associates (AHA) as part of the original planning application, while Technical Note 3 has since been prepared by AHA to support a S.73 application for a change to the access arrangements located off Bangor Road.

The key features of the proposed Site access include:

- Priority controlled junction with ghost island right turn lane (please refer to Figure 1/drawing no 1232/21/B);
- 5.5m wide Site access road'
- 3.0m wide shared footway/cycleway on both sides of the road;
- 15.0m corner radii;
- Introduce pedestrian refuge at Site access;
- 2.4m x 160m visibility splays in both directions for vehicles emerging from the Site access;

- 3.2m wide through lanes in both directions on Bangor Road;
- 3.2m wide ghost island right turn lane;
- 15m direct taper length;
- 55m deceleration length;
- 10m turning length;
- Introduce kerbed islands at both ends of ghost island right turn lane.

For further information please refer to Technical Note 3 (January 2020).

Vehicular Access

There is a cohesive 'package' of development access arrangements for differing modes of travel, comprising, walk, cycle, bus and motor vehicles. Key elements of the identified masterplan access strategy include:

- Vehicle access onto the B5426 Bangor Road in the form of a priority controlled junction to serve the proposed residential/employment uses, while also accommodating pedestrians and cyclists;
- Complementary 6no additional links to the surrounding area for pedestrians and cyclists;
- Good pedestrian/cycle routes and infrastructure through and within the masterplan area; and
- Emergency access (if required by WCBC), on Hafod Road, that is available in any case for pedestrians/ cyclists.

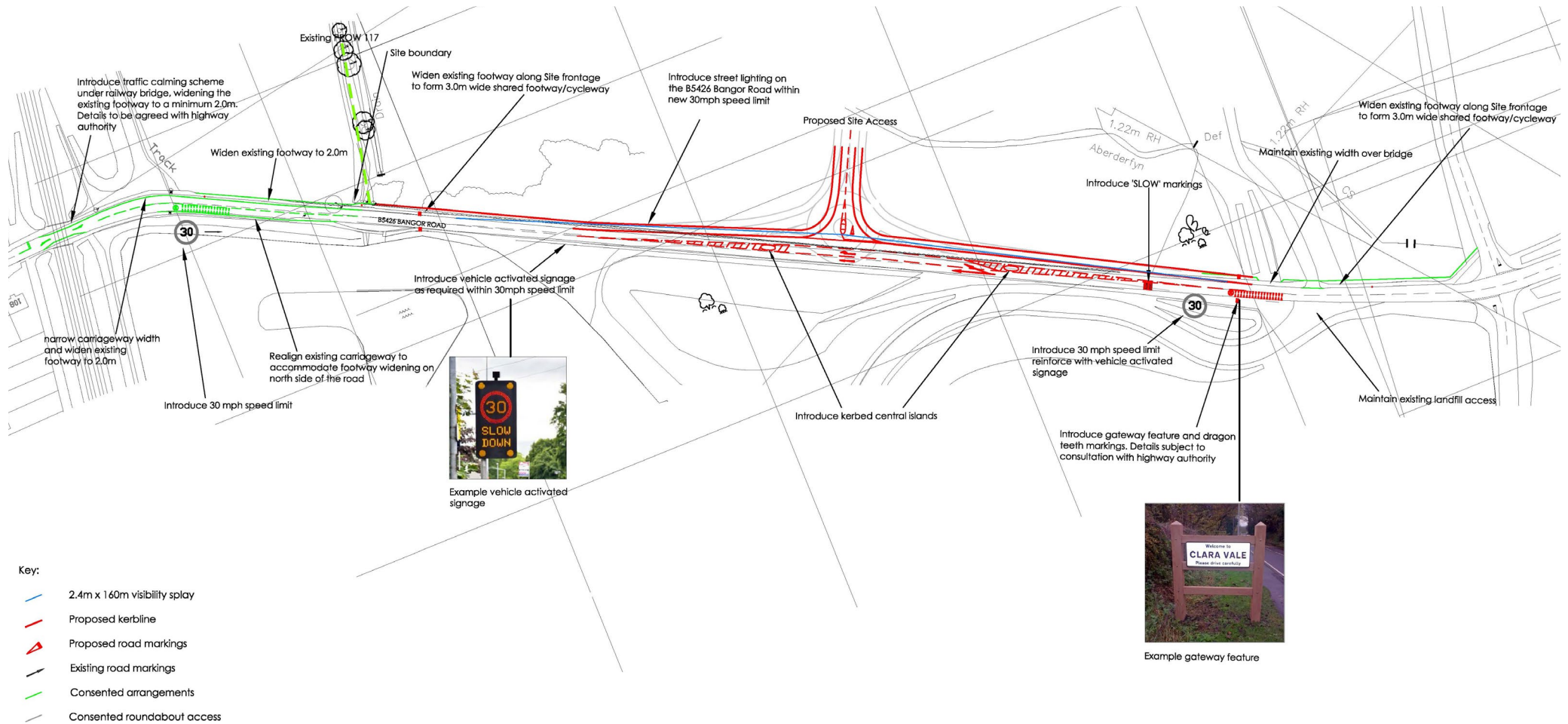


Figure 1: Proposed Access Arrangements (drawing no 1232/21/B, Technical Note 3, Ashley Helme Associates, January 2020)