

Intended for
Wrexham County Borough Council

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WESTERN GATEWAY, DEVELOPMENT ACCESS ROAD, WREXHAM

DESIGN AND ACCESS STATEMENT

**WESTERN GATEWAY, DEVELOPMENT ACCESS ROAD,
WREXHAM
DESIGN AND ACCESS STATEMENT**

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1. INTRODUCTION

The Western Gateway development site is a long-term development led by Wrexham County Borough Council (WCBC) to expand the Wrexham Technology Park in the west of the town in order to create new and better paid jobs and deliver a number of new high quality homes.

Some of the short-term benefits of the project are the new sustainable transport and infrastructure works which will deliver a number of road and footpath improvements to the area.

This Design and Access Statement covers one element of the new sustainable transport and infrastructure works notably the design of a new access road to service future development plot. This new facility has been designed so as to allow future development of the Western Gateway site in accordance with the master plan and the aspirations of WCBC.

2. SITE LOCATION AND DESCRIPTION

The proposed site lies to the north of Ruthin Road and is on the west side of Croesnewydd Road. The site is bounded to the north and west by the A483 and is crossed by the River Gwenfro. The proposed access road is 250m long with a roundabout at its western end. The eastern end ties in with a recently constructed junction along Croesnewydd Road.



Aerial Shot of Western Gateway



Newly Constructed Junction on Croesnewydd Road

3. CONTEXT

The overall scale of the project has been designed so that it fits well with the surrounding area, whilst also providing scope for the Western Gateway future works projects to be easily accessible (see Appendix 1). The development will ensure a high level of accessibility, opening up land for development and encouraging sustainable transport.

4. VISION AND DESIGN OBJECTIVES

The vision of the design is to achieve an access road that provides/allows easy and safe access to the Western Gateway future development projects either side of the A483.

In addition, the project aims to achieve an environmentally sustainable design by careful consideration of movement in and around the development whilst also providing access for sustainable transport including footways and cycle ways.

The design aims to ensure safe and efficient access is available from the surrounding area for a variety of transport methods.

5. ACCESS AND MOVEMENT IN, AND TO, THE DEVELOPMENT

Access to the road will tie into an existing junction (proposed traffic signalled cross road facility). This recently constructed facility was provided as part of the new and realigned Croesnewydd Road scheme. The proposed access road is designed in accordance with the national standards contained within the Design Manual for Roads and Bridges (DMRB). The access road provides a 7.3m wide single lane carriageway with a 2.0m wide footway and 1.0m grassy verge on one side and a 3.0m wide footway/cycleway and 1.0m grassy verge on the other. The proposal is in accordance with the Wrexham County Borough Council Engineers Design Guide.

Visibility for pedestrians and vehicular drivers is in accordance with the DMRB requirements. Intervisibility at the Croesnewydd road traffic signal junction (designed by others) appears to be adequate.

The 2.0m – 3.0m footway/cycleway will tie in to the existing footway/cycleway along Croesnewydd road, meaning safe access from nearby public transport routes is available on foot and bicycle.

Footway encourages pedestrian movement within the development which increases sustainable transport. A short walk to nearby bus stops means access to the site from public transport is viable for any future works projects.

Disabled wheelchair accessibility is fully incorporated into the design of the footway/cycleway, ensuring disabled access to any future works projects.

6. APPEARANCE AND CHARACTER

The proposed road shall be constructed using standard materials such as pre-cast concrete kerbing, asphalt surfacing and thermoplastic road markings. All works will be delivered to the national Specification for Highway Works (SHW).

The proposed road will tie into the recently constructed and realigned Croesnewydd Road scheme. That scheme was designed and constructed using a standard material approach in accordance with national standards. This is an approach commonplace in the Wrexham area. The proposed new access road facilities will therefore blend and fit in with the surrounding area.

The road is designed to deliver to its functional purpose and link into the highway network.

7. PUBLIC SAFETY

7.1 Vehicle

The standard 7.3m-wide carriageway provides sufficient space for private cars, public service vehicles, eg buses and refuse vehicles and larger Heavy Goods Vehicles to use with ease.

The relatively straight highway alignment of the road in combination with a high level of clear visibility allows safe access from the connecting junction which mitigates the risk of Road Traffic Accidents.

The Roundabout junction to the west of the new access road has been designed to accommodate additional arms to the junction as and when the future developments are constructed and ready for traffic.

7.2 Pedestrian

The access road has 2.0m wide footway on the south side and a 3.0m footway/cycleway on the north side. The footway/cycleway provides a safe low risk route for cyclists and pedestrians along the new road through the future development plots.

These new footway/cycleway facilities tie into the existing footway on Croesnewydd road thus providing connectivity with the local area thus reducing the risk to these vulnerable road users.

The width of this footway is sufficient for two persons in wheelchairs to pass each other as well.

The gradients of the new access road are such that they provide unimpeded access for wheelchair users and those who require the use of a mobility vehicle to get around.

The new access road will maintain connectivity to the north via existing footway cyclepath.

8. THE FINAL DESIGN

The proposed access road design complies with the relevant sections of the Design Manual for Roads and Bridges (DMRB) and has been specified in accordance with the Manual for Contract documents for Highway Works (MCHW) Volume 1 - Specification for Highway Works.

The proposed road will need to cross the River Gwenfro via a new box culvert arrangement which will be screened by existing tree planting. A structural survey is to be undertaken to determine if the existing culvert can be utilised, subject to NRW approval. There are several other existing trees along the new link road that will need to be protected throughout the construction works as they are subject to Tree Protection Orders.

The proposed highway drainage will include a new attenuation pond which will improve the water quality of the storm water drainage before it enters back into the existing watercourse. This pond will likely become a wildlife habitat.

The proposed access road shall tie into the recently constructed junction along Croesnewydd Road. This cross road junction will be upgraded and provided with controlled traffic signals.

APPENDIX 1
GENERAL ARRANGEMENT DRAWING

