HIGHWAY RISK ASSESSMNT STATEMENT

APPLICATION SITE:	**LAND TO THE NORTH OF CROSFOEL COURT, RHOSTYLLEN, WREXHAM. LL14 4DR**
PROPOSED DEVELOPMENT:	**CHANGE OF USE OF LAND TO A 4 PITCH FAMILY GYPSY & TRAVELLER SITE (RETROSPECTIVE)**
APPLICANT:	**MR T BERRY**
CONSULTING ENGINEERS:	**PKL CHARTERED BUILDING CONSULTANCY AND STRUCTURAL ENGINEERS**
PLANNING AGENT:	**MR MIKE CARR MSc MRTPI – MAT DESIGN LIMITED**

1. INTRODUCTION

This Highway Risk Assessment Statement has been prepared following the submission to the Local Planning Authority of a holding objection from the Welsh Government Office (WGO), which included a request THAT the applicant is required to complete and submit to the Local Planning Authority a Road Restraint Risk Assessment Process (RRRAP) in accordance with the requirements of CD 377 of the Design Manual for Roads and Bridges (DMRB). No specific reason is identified by the WGO but for the purposes of this assessment, we have assumed that this is because the proposed static homes would be closer than 15m to northbound slip road attached to the junction with the A483 is the reason for the request

The WGO identifies that the requirements of W/2 OF THE Wales National Application Annex (WNAA) of CD 377 within the Design Manual for Roads and Streets (DMRB), are engaged for purposes attached to the consideration of this planning application. Taking this into account, we have fully considered the applicable provisions with CD377 as part of our Risk Assessment, and our conclusions are drawn out at the end of this Statement.

2. THE SITE LOCATION AND HIGHWAY CONFIGURATION

The proposed redevelopment of the land would involve the layout of the site to form 4 Gypsy and Traveller pitches, with access onto the site taken off the B5098. These arrangements show the plans that accompany the planning application, whilst the position of the site to the surrounding highway network (the B5098 and the A483) is shown on the google earth imagery below.

Image 2 shows the site circled red and identifies the development in relation to the slip road that links the B5065 Wrexham Road with the A483 slip road and onwards to the main carriageway.



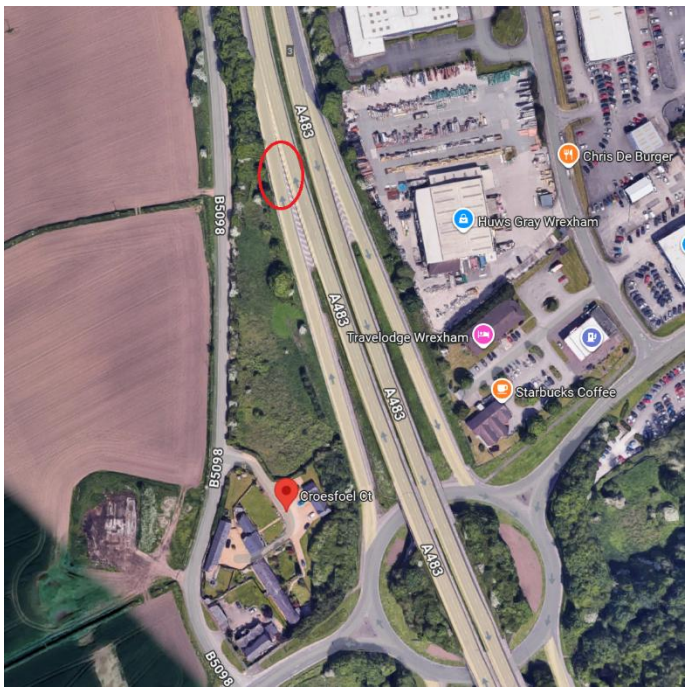
Images 1 & 2 - The development site circled red – Source Google Maps 2025

The proposed layout of the site is shown on plan numbers 02 and 03 attached to the planning application that is being considered by the Local Planning Authority (LPA).

In terms of the proposed site layout and site boundaries to the A483, we would highlight the following aspects of the proposed layout as part of this Risk Assessment:

- The plans for the site show the static home arrangement to be located along the easter side of the site and 3.5m from the site boundary, which is made up of vegetation and a 1m high ranch style fence.
- A grassed highway verge then separates the eastern boundary of the site from the slip road, with the grass verge being 7m wide.
- A separate from the highway to the nearest static home would be 10.5m and this could be increased is necessary
- A similar slip road/highway verge arrangement exists to the eastern side of the A483, where the slip road that takes vehicles off the main carriageway. The grass verge and fence separate the slip road from nearby commercial developments, although it is noteworthy that the Starbucks premises have no barrier protection other than the ranch style wooden fence.
- Traffic flows along the slip road run in a south to north direction and mostly serves traffic that has entered the roundabout system from the east (Wrexham Road A5152) or from the west along the B5065 Wrexham Road.
- Traffic flows around the roundabout from the east or from the west would be slowed down by the roundabout or by the junction from the B5065 with the roundabout junction.

- These highway arrangements significantly reduce the speed of traffic entering the north bound slip road and past the development site, with vehicles using the slip road only merging (at speed) with the A483 after the northern end of the development site.



Highway image 3

3. ACCESS ARRANGEMENT FOR THE DEVELOPMENT SITE

Vehicular access to and from the development site is taken from the B5098 and does not form part of this risk assessment.

4. RISK ASSESSMENT AND CONCLUSIONS

The WGO required a Risk Assessment to be carried out at this stage of the planning application process, to make an assessment as to the potential risks from traffic flow and vehicles movements that may impact on the occupiers of the static homes that are nearest to the highway (the A483 Slip Road in this case).

We have considered the proposed development of the site regarding safety risks that may be posed by vehicles that are using the north bound slip road on the main carriageway, which in this case is the A483.

In addition, we have also considered the existing verge/fence arrangements, along with the one-way route of the slip road and the likely speed of traffic that would use the slip road after entering from the roundabout that serves the A & B Wrexham Road. There may be traffic that leaves the main carriageway and then re-enters, but we consider that it is unlikely to happen.

Overall, we consider that any risk posed to the occupiers of the static homes would be negligible, once all the material highway considerations are considered. The configuration, speed and one-way routing would normally ensure that vehicles would travel in a straight direction along the slip road, which has the benefit of street lighting at 30 – 40mph before it enters the main carriageway.

However, any risk of vehicles running off the slip road and down the embankment cannot be completely ruled out, so we consider that it would be reasonable to include a planning condition in any forthcoming planning permission, that a highway safety barrier be included in any new development to provide added protection to the residential occupation of the site nearest to the highway.

Whilst such an arrangement is not in place to the verge of the southern bound slip road, the commercial developments are not occupied I the same way as the proposed static homes. We therefore consider that such a planning condition would be reasonable in this case and would mitigate against any potential safety risks in this case.