Technical Note

Proposed Residential Development

Stansty Chain Road, Wrexham

Our reference: AM/260432/TN01

Author: Abbie Moore	Date: 08 April 2026	Reviewed: Mark Devenish	Date: 08 April 2026

Introduction

1.1. SCP have been instructed by Castle Green Homes Limited to provide transport planning advice in support of a planning application for a residential development on land to the south west of Stansty Chain Road, in Wrexham.

1.2. An outline planning application was submitted to Wrexham County Borough Council (Reference: P/2019/0923), on the 16th of December 2019, for the '*outline application for residential development and detailed means of access with all other matters reserved*'. This was granted on the 16th of May 2024.

1.3. A reserved matters application has since been submitted to Wrexham County Borough Council (Reference: P/2025/0597), on the 31st of July 2025, for the '*reserved matters pursuant to outline planning permission P/2019/0923 (appearance, landscaping, layout and scale) – erection of 196 dwellings (phase 1)*'. The highways consultation response, dated 17 November 2025, requested further information in relation to the proposed parking provision and refuse collection, as detailed below:

- *A number of plots are shown with a '3' on the driveway but these appear to be only as wide as two parking spaces. Where side-by-side driveways are proposed, these must allow width for pedestrian access as well as parked vehicles. As noted in LPG16, garages will not be counted as contributing towards on-site parking provision. The LHA therefore have significant concerns over the proposed parking provision.*
- *The LHA also advise that swept paths of the internal site layout for an 11m Refuse Collection Vehicle will be required and at the site access points showing movements to/from the site.*

1.4. This Technical Note has been prepared to address the comments raised within the Highways Consultation response.

Parking Provision

1.5. Wrexham County Borough Council's recommended maximum parking standards are set out in their Local Planning Guidance Note 16 'Parking Standards' and require the following standards:

- 1 Bedroom: 1.5 space per dwelling
- 2 Bedroom: 2 spaces per dwelling
- 3/4 Bedroom: 3 spaces per dwelling
- 5 or more Bedrooms: 4 spaces per dwelling
    - *Garages will not be counted as contributing towards on-site parking provision.*

- *The parking provision for housing developments does not always need to be located within the curtilage of individual dwellings. Communal parking areas/courtyards may be an appropriate way to provide some/all of the parking spaces for dwellings, particularly smaller properties.*

- Mobility Spaces:
  - *In order to meet the needs of people with mobility difficulties and those with young children, a minimum of 10% of all car spaces must be provided to ' mobility standard' (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons. The Council will support the provision of additional mobility spaces where this is considered appropriate.*
- Cycle:
  - *Sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas*

1.6. The proposals for Phase One and Phase Two comprise 180 and 188 dwellings respectively, with the unit mix detailed in **Appendix A** and summarised in **Table 1** below.

Table 1: Unit Mix

House Type	**Phase 1**	**Phase 2**
	Affordable	
1-Bedroom dwellings	No. 4	No.8
2-Bedroom dwellings	No.28	No.23
3-Bedroom dwellings	No.11	No.13
4-Bedroom dwellings	No.2	No.3
	Private	
2-Bedroom dwellings	No.12	-
3-Bedroom dwellings	No.72	No.93
4-Bedroom dwellings	No.51	No.48
TOTAL	**180**	**188**

1.7. An assessment of the required and proposed parking for each house type is summarised in **Table 2** below, with the full parking schedule shown in **Appendix B.**

Table 2: Assessment of Parking			
House Type	**Sum of Parking Required**	**Sum of Parking proposed**	**Sum of Shortfall**
Phase 1			
Affordable			
1-Bedroom dwellings	6	4	2
2-Bedroom dwellings	56	60	-4
3-Bedroom dwellings	33	23	10
4-Bedroom dwellings	6	6	0
Private			
2-Bedroom dwellings	24	24	0
3-Bedroom dwellings	215	148	67
4-Bedroom dwellings	153	102	51
Grand Total	**493**	**367**	**126**
Phase 2			
Affordable			
1-Bedroom dwellings	12	8	4
2-Bedroom dwellings	46	46	0
3-Bedroom dwellings	39	31	8
4-Bedroom dwellings	9	9	0
Private			
3-Bedroom dwellings	279	187	92
4-Bedroom dwellings	144	122	22
Grand Total	**529**	**403**	**126**

1.8. For Phase 1 of the development, the total parking requirement is 493 spaces, with 367 spaces proposed, resulting in a provision below the maximum recommended total by 126 spaces. This difference primarily relates to 3-bedroom and 4-bedroom dwellings. The 3-bedroom units account for 77 fewer spaces than recommended, while the 4-bedroom units are slightly below the target by 51 spaces. In contrast, 2-bedroom dwellings slightly exceed policy requirements, providing a surplus of 4 spaces, and 1-bedroom units are marginally below the recommended provision by 0.5 spaces per dwelling.

1.9. For Phase 2, the total requirement is 529 spaces, with 403 spaces proposed, resulting in a provision below the maximum recommended total by 126 spaces. The difference is again most notable for 3-bedroom and 4-bedroom dwellings, each of which is provided with one space fewer than the maximum recommended. These units represent reductions of 100 and 22 spaces, respectively.

1.10. While the provision is below the maximum recommended standards for 3-bedroom and 4-bedroom dwellings, the proposed parking provision aligns broadly with the Council's recommended standards and is considered appropriate for the following reasons:

- The Wrexham County Borough Council's recommended parking standards are given as a maximum and as stated in LPG 16: *'in accordance with national policy the Council has no minimum parking requirements'*.
- Whilst LPG16 notes that garages are not typically counted towards on-site parking provision, this should not rule out their consideration where they are of a sufficient size and are capable of accommodating vehicles. In this instance, the proposed garages are designed to be functional and usable for parking purposes and therefore make a meaningful contribution to the overall parking provision at the site. By including garages as part of the provision, the required parking spaces for three-bedroom and four-bedroom dwellings would be met.

- Given the proposals are 25% affordable, car ownership levels and associated trip generations are lower than conventional residential development. This can be attributed to a number of factors. Affordable housing is an attractive option for young professionals who face financial constraints whilst starting their career, so the financial demands of a car are not viable. As a result, many young professionals choose to live within walking, cycling, or a short public transport journey from their workplace.
- Car ownership levels in the vicinity of the site have been derived from Office for National Statistics Census 2021 Table CT21_0014, which provides a robust, locally specific basis for assessing vehicle ownership by dwelling size and tenure in Gwersyllt South (W05001736). The census data can be seen in **Table 3** below with the full census data contained in **Appendix C**. The identified parking provision, which is below the Council's maximum standards, relates primarily to the private 3- and 4-bedroom dwellings, where 2 spaces per unit are proposed compared with the 3 spaces recommended in the Council's standards. Applying bedroom-based car ownership rates, from the census data to the private housing mix indicates an average of approximately 1.8 vehicles per dwelling. While this is below two vehicles per household, it demonstrates that a large proportion of these dwellings are likely to generate demand for two cars. For the proposed affordable housing mix, census-based car ownership data estimates around 1 vehicle per dwelling. Overall, the proposed parking provision is considered appropriate and aligned with local car ownership patterns.

Table 3: Car Ownership Census data.

Room numbers*	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Private				
1-bed	8%	52%	29%	11%
2-bed	7%	34%	46%	13%
3-bed	5%	37%	45%	13%
4-bed	1%	25%	51%	23%
Affordable				
1-bed	30%	45%	26%	0%
2-bed	25%	45%	26%	4%
3-bed	24%	33%	29%	15%
4-bed	16%	32%	42%	11%

**Note:* *Each dwelling is assumed to have two standard rooms (a living room and a kitchen). Any additional rooms beyond these are considered bedrooms. For example, a 1-bedroom dwelling based on census data is assumed to have a total of 3 rooms.*

- Any prospective purchaser or tenant of the dwellings will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly;
- The general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives.

- As detailed in the highway authority's consultation response for the outline planning application (Reference: P/2019/0923), it was recognised that '*the location of this development in close proximity to local facilities including Plas Coch retail park, Wrexham Glyndwr University, Wrexham FC, train station, bus links make for a very sustainable development in terms of location and active travel.*' Therefore, the proposed development takes full advantage of this highly accessible location, by providing a level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives,
- Paragraph 4.13 of TAN 18 states that maximum parking standards should not be applied so rigidly that they effectively become minimum requirements, and that such standards should allow developers the flexibility to reduce parking provision where appropriate. This reflects a broader policy objective to promote sustainable travel patterns and avoid over-provision of parking, which can encourage increased reliance on private vehicles.

1.11. The proposed parking provision represents a considered, policy-compliant approach, reflecting the site's characteristics, accessibility, and the opportunity to promote alternative modes of transport. Accordingly, it aligns with the guidance in TAN 18, which advocates a flexible application of standards rather than prescribing minimum requirements. As demonstrated, the proposed level of parking is appropriate for the anticipated demand while ensuring inclusive access is maintained.

Internal Road

1.12. The access and internal road network have been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis, of a 11m Refuse Collection Vehicle, has been undertaken of the site access and internal road layout, as shown on drawing SCP/260432/ATR01, SCP/260432/ATR01.1, SCP/260432/ATR01.2 and SCP/260432/ATR01.3, presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site and exit in a forward gear.

Summary

1.13. Having regard to the evidence presented in this Technical Note, the proposed level of parking is considered appropriate. Swept path analysis has also been provided to address the pre-application comments.

S|C|P

APPENDIX A

Scale 1:500

0 10 20 50

STANSTY LODGE LANE

STANSTY CHAIN ROAD

MOLD ROAD

Hatched area indicates an area within the application boundary where no works are proposed as part of this application.

Stansty Lodge

Cattle Grid

Oakhurst

The Hawthorns

Drainage Basin

L.E.A.P

P.O.S

V.L

Dwr y Felin Comprehensive School

A483

SCHEDULE OF ACCOMMODATION

HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
DF1B (Affordable)	1 Bed, Walk up flat - Ground Floor	571 SQFT	2	1.11
DF1B (Affordable)	1 Bed, Walk up flat - First Floor	661 SQFT	2	1.11
Cult (Affordable)	2 Bed, 2 Storey, Undercroft	549 SQFT	2	1.11
MT2B (Affordable)	2 Bed, 2 Storey, Mid Terrace	679 SQFT	15	8.33
MT2B (Affordable)	2 Bed, 2 Storey, End Terrace	684 SQFT	11	6.11
SF3B (Affordable)	3 Bed, 2 Storey, End Terrace	1004 SQFT	11	6.11
SF4B (Affordable)	4 Bed, 2 Storey, Semi Detached	1196 SQFT	2	1.11
Eaton	2 Bed, Semi Detached	771 SQFT	14	7.78
Highfield	3 Bed, 2 Storey, End Terrace	911 SQFT	16	8.89
Oxford	3 Bed, 2 Storey	962 SQFT	9	5.00
Shelford	3 Bed, 2 Storey	1079 SQFT	28	15.56
Henley	3 Bed, 2 Storey	1116 SQFT	15	8.33
Beaumont	4 Bed, 2 Storey	1202 SQFT	28	15.56
Wentworth	4 Bed, 2 Storey	1383 SQFT	25	13.89
TOTAL		**180098 SQFT**	**180**	**100.00**

Gross Site Area	16.36 Acres	6.62 Hectares
Are of Site outside of development	0.29 Acres	0.11 Hectares
POS	2.97 Acres	1.20 Hectares
Existing Landscaping & Buffer	0.22 Acres	0.09 Hectares
Undeveloped/e. Sub Station & SSR	0.46 Acres	0.19 Hectares
NETT SITE AREA:	**12.41 ACRES**	**5.02 HECTARES**
Gross Density:	11.00 Units/Acre	27.19 Units/Hectare
NETT DENSITY:	**14.50 UNITS/ACRE**	**35.84 UNITS/HECTARE**
Gross Footage:	11497.43 SQFT/Acre	2839.42 SQM/Hectare
NETT FOOTAGE:	**15156.97 SQFT/ACRE**	**3479.83 SQM/HECTARE**

Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
- Visibility Splays - 2.4 x 60 & 88m to Site Entrances off Stansty Chain Road
- Indicative Landscaping. - refer to landscaping design for exact details
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with LPA Parking Standards
- Parking space allocation to Frontage Parking Dwellings
- Existing retained hedges/landscaping
- Proposed Landscape Screen to Southern boundary
- Affordable Housing (25%)
- Existing Public Right of Way
- 2.4m high Timber Fence - Refer to Standard detail TF-04-114

REV	DATE	DESCRIPTION
F	11/05/26	Amendments to Road pattern
E	27/02/26	Updated in line with Consultation responses
D	21/08/25	Plot numbers added to Phase 1
C	25/06/25	Attenuation Basin added in Phase 1
B	30/05/25	Footpath connection to Mold Road added
A	14/04/25	Area Schedule Amended

Project Title:
Stansty Chain Road
Wrexham LL11 4YF

Castle Green

Title:
Site Layout - Phase 1

Job No: R1-0000 | Ref: STANCHRD-SL-01 - 01

Scale (A0): 1:500 | Date: 14/04/2025 | Rev: F

This drawing is to be read in conjunction with the relevant Site Specification, Drawings and Standard Details
DO NOT SCALE OFF THIS DRAWING. © Castle Green Homes

SCHEDULE OF ACCOMMODATION

HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
2H1B (Affordable)	1 Bed, Walk up flat - Ground Floor	571 SQFT	4	2.13
2F1B (Affordable)	1 Bed, Walk up flat - First Floor	661 SQFT	4	2.13
4P2B (Affordable)	2 Bed, 2 Storey, Mid Terrace	879 SQFT	16	8.51
4P2B (Affordable)	2 Bed, 2 Storey, End Terrace	894 SQFT	7	3.72
5P3B (Affordable)	3 Bed, 2 Storey, End Terrace	1004 SQFT	11	5.85
5P3B Corner (Affordable)	3 Bed, 2 Storey, End Terrace	1004 SQFT	2	1.06
6P4B (Affordable)	4 Bed, 2 Storey, Semi Detached	1186 SQFT	2	1.06
6P4B (Affordable)	4 Bed, 2 Storey	1197 SQFT	1	0.53
Marlow	3 Bed, Semi Detached	976 SQFT	22	11.70
Oxford	3 Bed, 2 Storey	1034 SQFT	8	4.26
Stratford	3 Bed, 2 Storey	1078 SQFT	31	16.49
Hemley	3 Bed, 2 Storey	1116 SQFT	8	4.26
Wentworth 3	3 Bed, 2 Storey	1383 SQFT	24	12.77
Heatherington	4 Bed, 2 Storey	1420 SQFT	8	4.26
Windsor	4 Bed, 2 Storey	1488 SQFT	19	10.11
Wiltshire	4 Bed, 2 Storey	1711 SQFT	21	11.17
TOTAL		**222977 SQFT**	**188**	**100**
Gross Site Area		20.2 Acres		8.17 Hectares
POS		4.31 Acres		1.74 Hectares
Existing Landscaping		0.38 Acres		0.15 Hectares
Undevelopable: Sub Station & SSR		0.64 Acres		0.26 Hectares
NETT SITE AREA:		**14.87 ACRES**	**6.02**	**HECTARES**
Gross Density:		9.31 Units/Acre	23.00	Units/Hectare
NETT DENSITY:		**12.64 UNITS/ACRE**	**31.24**	**UNITS/HECTARE**
Gross Footage:		11023.61 SQFT/Acre	2530.65	SQM/Hectare
NETT FOOTAGE:		**14974.92 SQFT/ACRE**	**3437.73**	**SQM/HECTARE**

Scale 1:500

0 10 20 50

Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
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- Indicative Landscaping. - refer to landscaping design for exact details
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with LPA Parking Standards
- Parking space allocation to Frontage Parking Dwellings
- Existing retained hedges/landscaping
- Proposed Landscape Screen to Southern boundary
- * Affordable Housing (25%)
- Existing Public Right of Way
- 2.4m high Timber Fence - Refer to Standard detail TF-04-114

Pond

Northcott

Stansty

LC

STANSTY LODGE LANE

STANSTY CHAIN ROAD

Cattle Grid

Oakhurst

The Hawthorns

Existing PROW

Connection to existing PROW

Drainage Basin

L.E.A.P

P.O.S

Hatched area indicates an area within the application boundary where no works are proposed as part of this application.

A483

Clwyd Powys Highway Boundary

REV	DATE	DESCRIPTION
F	11/05/26	Amendments to Road pattern in
E	13/03/26	Updated in line with Consultation responses
D	06/06/25	Fence added to boundary with A483
C	04/06/25	Updated in line with LPA comments
B	15/05/25	Schedule of accomodation updated
A	21/04/25	Access road to Phase 3 amended

Project Title:
Stansty Chain Road
Wrexham LL11 4YF

Castle Green

Title:
Site Layout - Phase 2

Job No: R1-0000
Ref: STANCHRD-SL-01 - 02
Scale (AO): 1:500
Date: 14/04/2025
Rev: F

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S|C|P

APPENDIX B

PHASE 1				
PLOT	**Bedrooms**	**Parking Required**	**Parking proposed**	**Shortfall**
1	3 bed	2	2	0
2	3 bed	3	2	1
3	4 bed	3	2	1
4	4 bed	3	2	1
5	4 bed	3	2	1
6	3 bed	3	2	1
7	4 bed	3	2	1
8	3 bed	3	2	1
9	3 bed	3	2	1
10	4 bed	3	2	1
11	3 bed	3	2	1
12	4 bed	3	2	1
13	3 bed	3	2	1
14	3 bed	3	3	0
15	4 bed	3	2	1
16	3 bed	3	2	1
17	4 bed	3	2	1
18	4 bed	3	2	1
19	4 bed	3	2	1
20	3 bed	3	2	1
21	4 bed	3	2	1
22	3 bed	3	2	1
23	3 bed	3	2	1
24	3 bed	3	2	1
25	4 bed	3	2	1
26	3 bed	3	2	1
27	3 bed	3	2	1
28	3 bed	3	2	1
29	3 bed	3	2	1
30	2 bed	2	16	-2
31	2 bed	2	0	0
32	2 bed	2	0	0
33	2 bed	2	0	0
34	2 bed	2	0	0
35	2 bed	2	0	0
36	2 bed	2	0	0
37	2 bed	2	16	-2
38	2 bed	2	0	0
39	2 bed	2	0	0
40	2 bed	2	0	0
41	2 bed	2	0	0
42	2 bed	2	0	0
43	2 bed	2	0	0
44	3 bed	3	2	1
45	2 bed	2	2	0
46	2 bed	2	2	0
47	1 bed	1.5	1	0.5
48	1 bed	1.5	1	0.5
49	1 bed	1.5	1	0.5
50	1 bed	1.5	1	0.5
51	3 bed	3	2	1
52	3 bed	3	2	1
53	4 bed	3	2	1
54	4 bed	3	2	1
55	3 bed	3	2	1
56	3 bed	3	2	1
57	4 bed	3	2	1
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117	3 bed	3	3	0
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127	2 bed	2	2	0
128	3 bed	3	2	1
129	4 bed	3	2	1
130	4 bed	3	2	1

131	2 bed	2	2	0
132	2 bed	2	2	0
133	3 bed	3	2	1
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139	3 bed	3	2	1
140	3 bed	3	2	1
141	2 bed	2	2	0
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146	2 bed	2	2	0
147	3 bed	3	2	1
148	4 bed	3	3	0
149	4 bed	3	3	0
150	2 bed	2	2	0
151	2 bed	2	2	0
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157	4 bed	3	2	1
158	3 bed	3	2	1
159	4 bed	3	2	1
160	4 bed	3	2	1
161	4 bed	3	2	1
162	4 bed	3	2	1
163	4 bed	3	2	1
164	3 bed	3	3	0
165	3 bed	3	2	1
166	3 bed	3	2	1
167	4 bed	3	2	1
168	3 bed	3	2	1
169	3 bed	3	2	1
170	3 bed	3	2	1
171	4 bed	3	2	1
172	3 bed	3	3	0
173	4 bed	3	2	1
174	4 bed	3	2	1
175	4 bed	3	2	1
176	4 bed	3	2	1
177	4 bed	3	2	1
178	4 bed	3	2	1
179	4 bed	3	2	1
180	4 bed	3	2	1

PHASE 2				
Plot	**Bedrooms**	**Parking Required**	**Parking proposed**	**Shortfall**
181	4 bed	3	3	0
182	2 bed	2	2	0
183	2 bed	2	2	0
184	2 bed	2	2	0
185	2 bed	2	2	0
186	3 bed	3	2	1
187	3 bed	3	2	1
188	3 bed	3	3	0
189	2 bed	2	2	0
190	2 bed	2	2	0
191	3 bed	3	2	1
192	3 bed	3	2	1
193	3 bed	3	2	1
194	3 bed	3	2	1
195	4 bed	3	3	0
196	4 bed	3	2	1
197	4 bed	3	3	0
198	3 bed	3	2	1
199	4 bed	3	2	1
200	3 bed	3	2	1
201	3 bed	3	2	1
202	3 bed	3	2	1
203	4 bed	3	3	0
204	3 bed	3	2	1
205	4 bed	3	3	0
206	3 bed	3	2	1
207	3 bed	3	2	1
208	3 bed	3	2	1
209	3 bed	3	2	1
210	3 bed	3	2	1
211	3 bed	3	2	1
212	4 bed	3	2	1
213	3 bed	3	2	1
214	4 bed	3	2	1
215	4 bed	3	3	0
216	4 bed	3	3	0
217	4 bed	3	2	1
218	4 bed	3	2	1
219	3 bed	3	2	1
220	3 bed	3	2	1
221	3 bed	3	2	1
222	3 bed	3	2	1
223	3 bed	3	2	1
224	3 bed	3	2	1
225	4 bed	3	3	0
226	4 bed	3	2	1
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363	2 bed	2	2	0
364	3 bed	3	2	1
365	1 bed	1.5	1	0.5
366	1 bed	1.5	1	0.5
367	1 bed	1.5	1	0.5
368	1 bed	1.5	1	0.5

S|C|P

APPENDIX C

Office for National Statistics

CT21_0014 - Accommodation type by tenure by number of rooms by car or van availability

Dataset population: All households (excluding caravans or other mobile or temporary structures)
Geographical level: National to Electoral ward

Source: Census 2021 (21 March 2021)

Wales				No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
W05001736 Gwersyllt South	Whole house or bungalow	Owns outright or with a mortgage or loan	1 to 3 rooms	5	33	18	7
			4 rooms	14	70	96	27
			5 rooms	8	57	70	21
			6 rooms	2	48	98	44
			7 rooms	0	5	9	9
			8 or more rooms	0	3	4	3
		Shared ownership; rented or lives rent free	1 to 3 rooms	14	21	12	0
			4 rooms	33	60	35	6
			5 rooms	13	18	16	8
			6 rooms	3	6	8	2
			7 rooms	0	1	1	1
			8 or more rooms	0	1	0	0
	Flat, maisonette or apartment	Owns outright or with a mortgage or loan	1 to 3 rooms	0	7	6	2
		Shared ownership; rented or lives rent free	1 to 3 rooms	38	37	7	0
			4 rooms	2	2	0	0
			6 rooms	0	1	0	0

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APPENDIX D

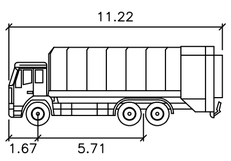
GENERAL ARRANGEMENT



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NOTES



Phoenix 2 Duo Recycler (P2–15W Elite 6x4 Chassis)

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 33.0

- REFER TO SCP/260432/ATR01.1 FOR PHASE 1 INSETS
- REFER TO SCP/260432/ATR01.2 FOR PHASE 2 INSETS

REVISIONS

REV	DESCRIPTION	DATE	BY
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–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
B	VIEWPORTS AND LABELS AMENDED	22.06.26	LB
A	NEW SITE LAYOUT UNDERLAID AND UPDATED SWEPT PATHS	19.06.26	EK

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an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name: CASTLE GREEN HOMES LIMITED

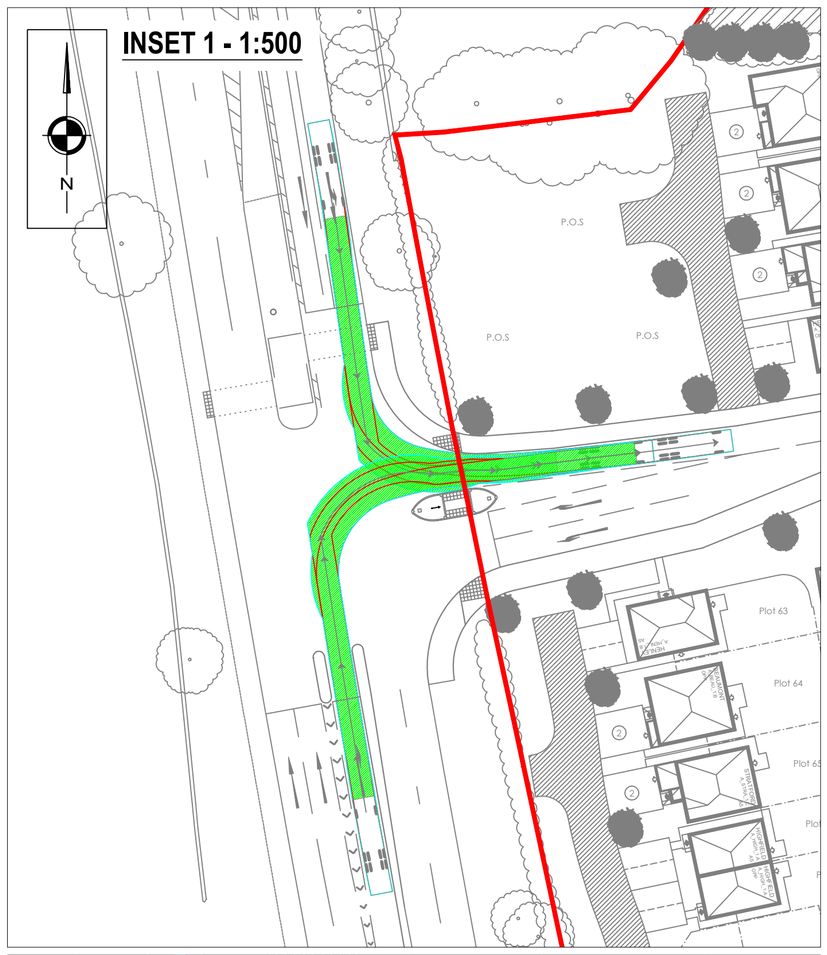
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Drawing Title: SWEPT PATH ANALYSIS LARGE REFUSE VEHICLE GENERAL ARRANGEMENT

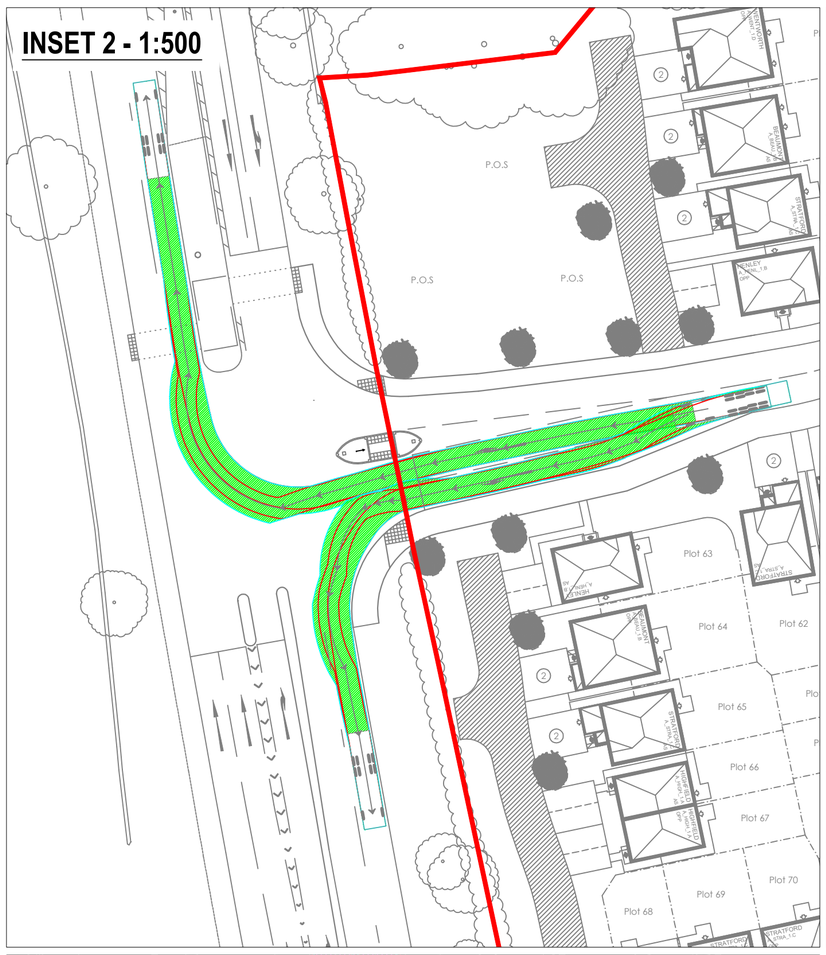
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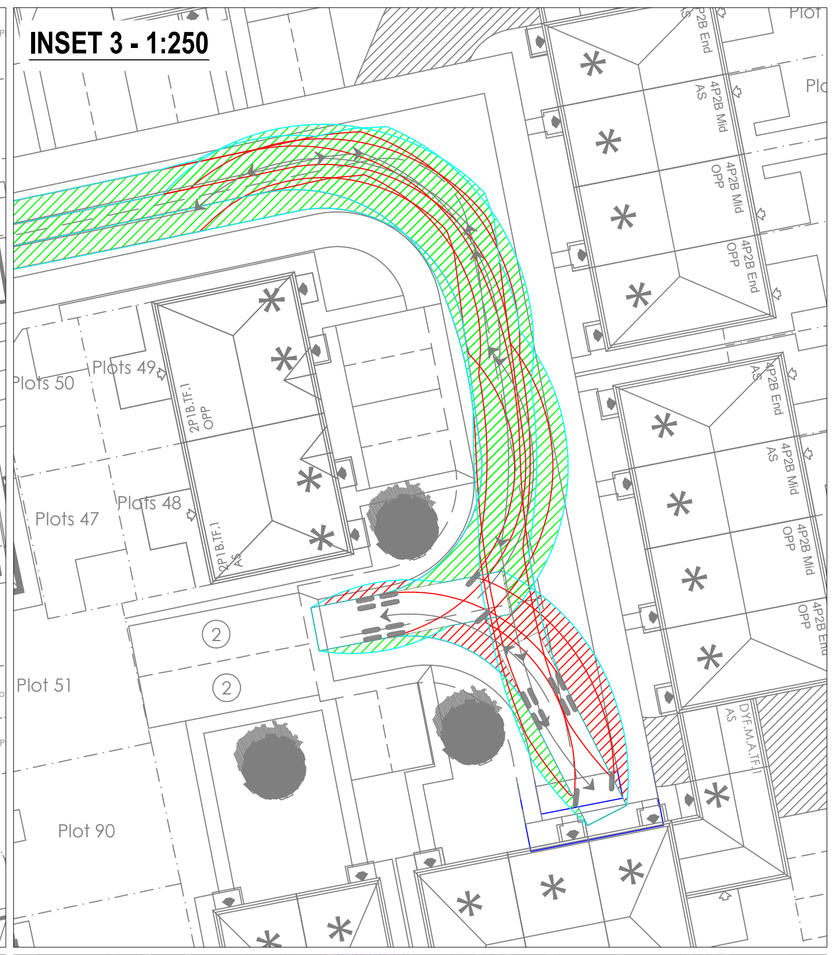
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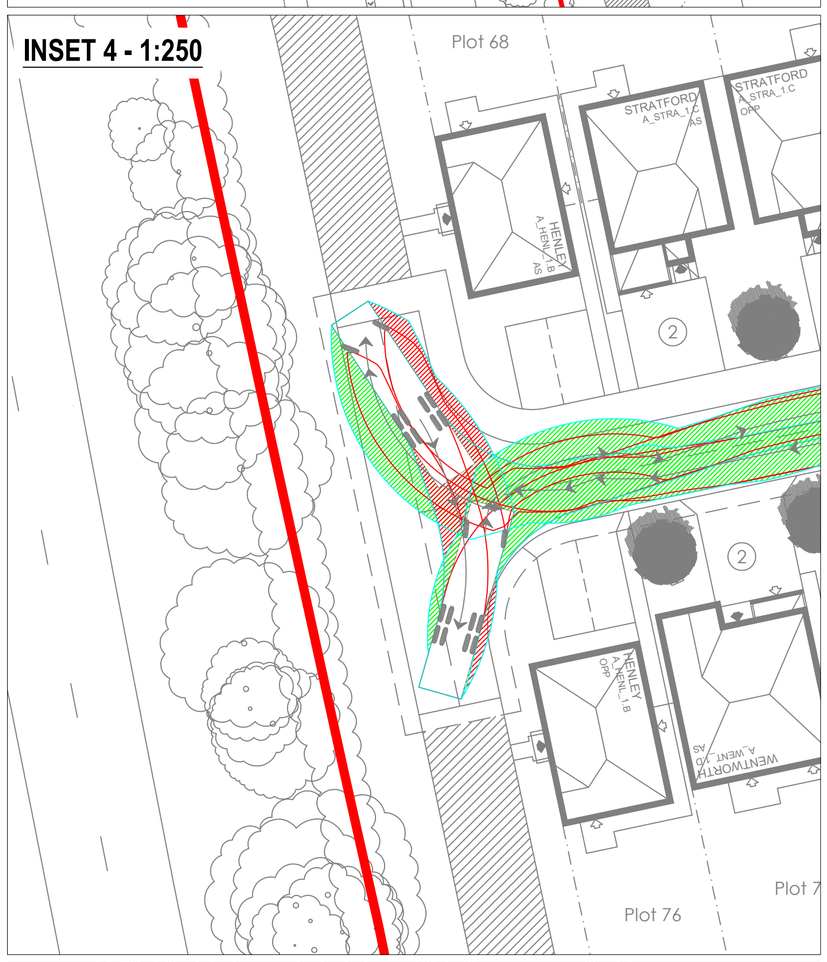
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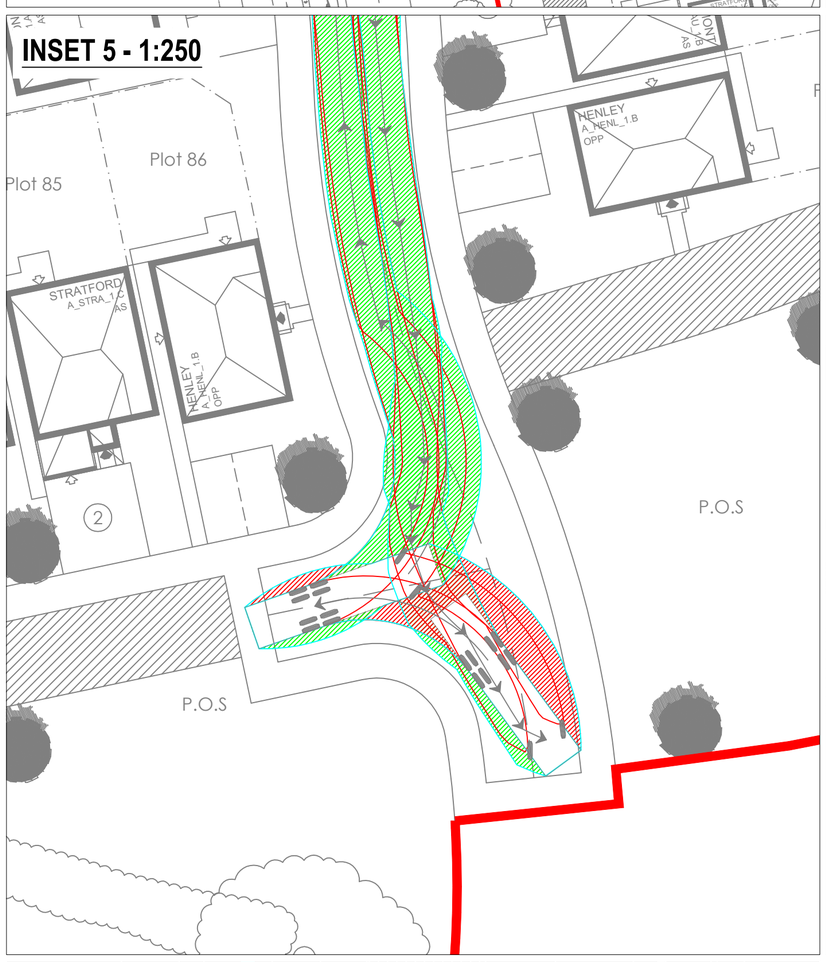
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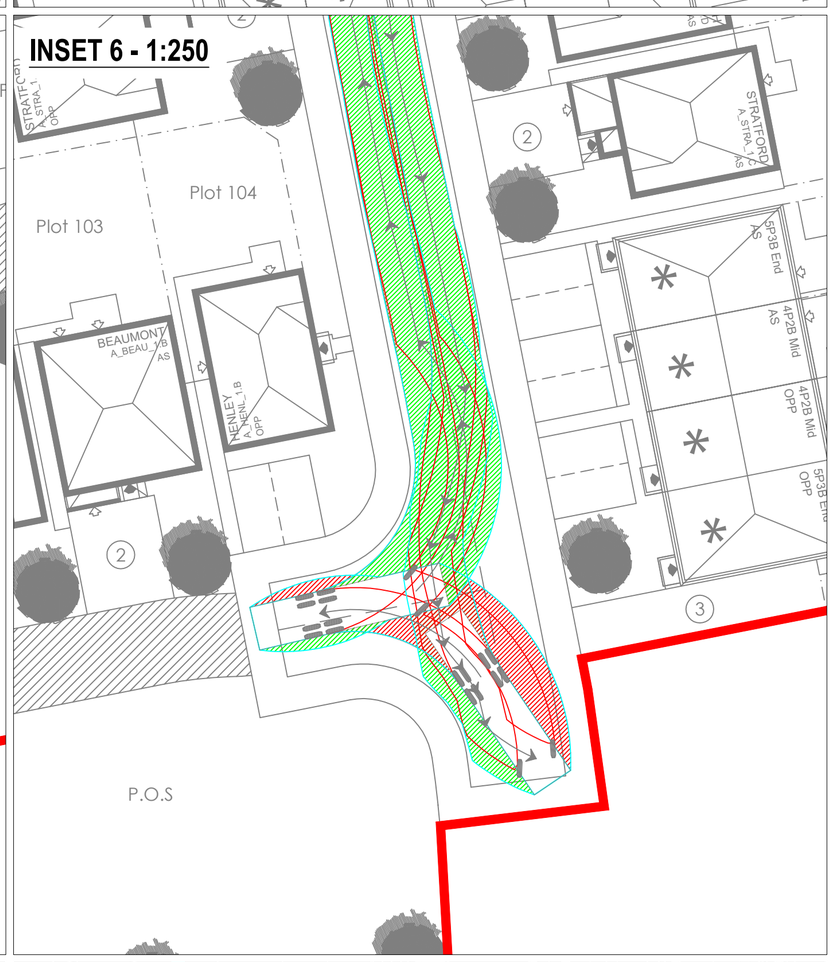
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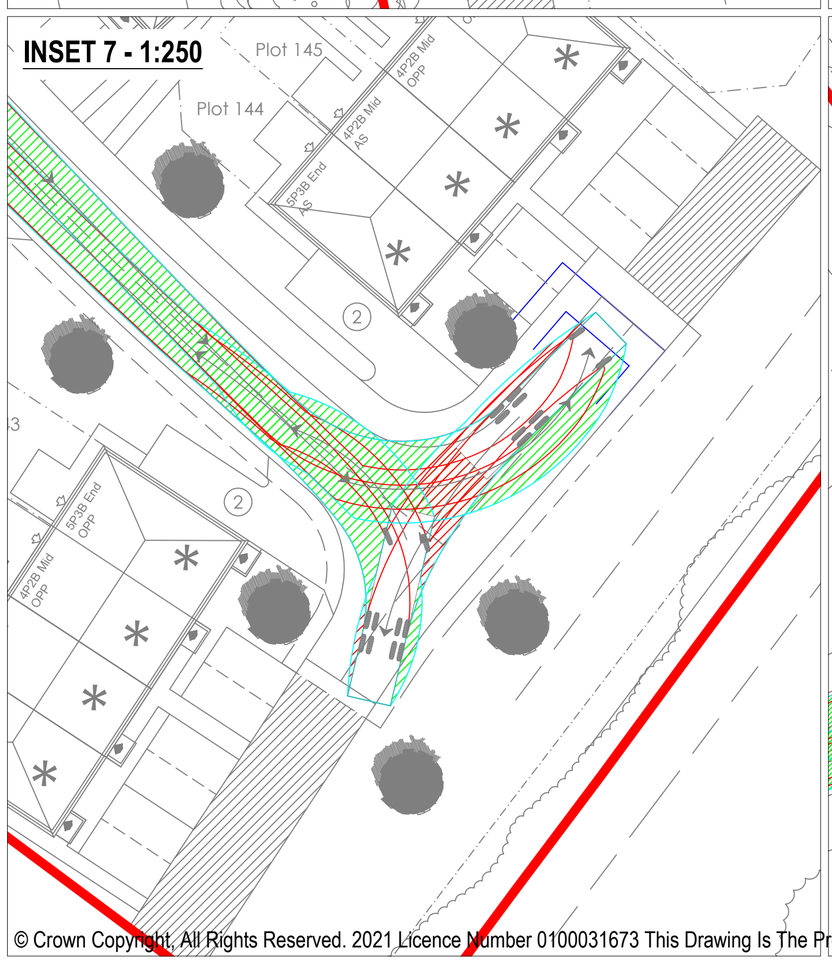
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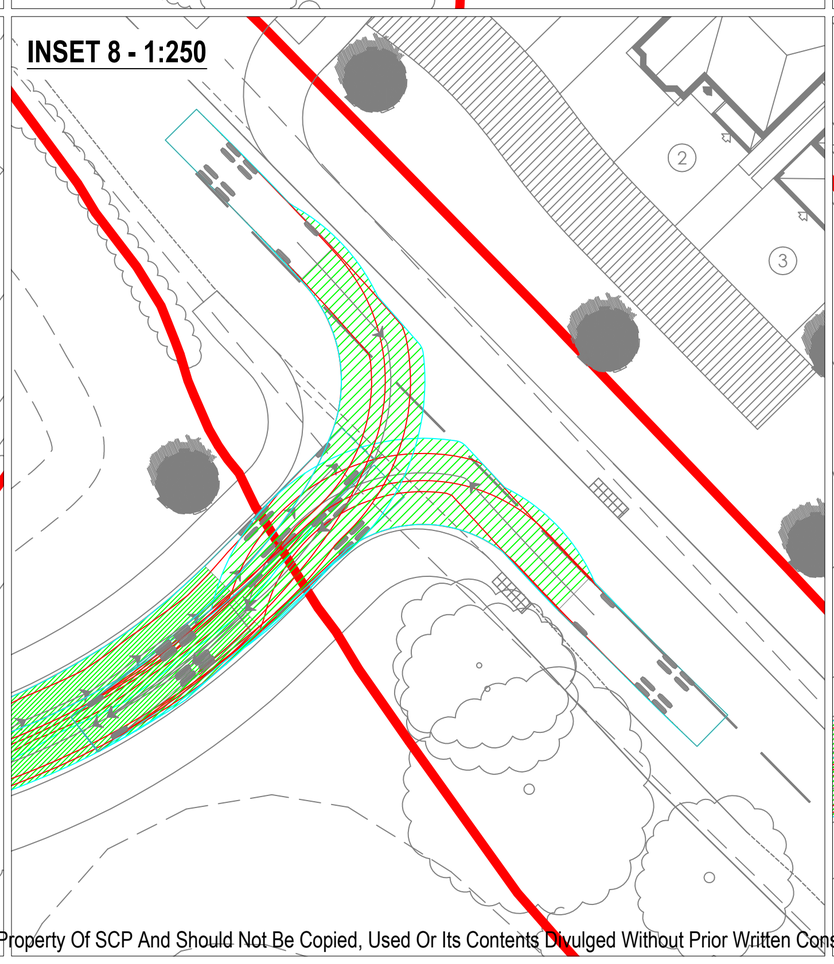
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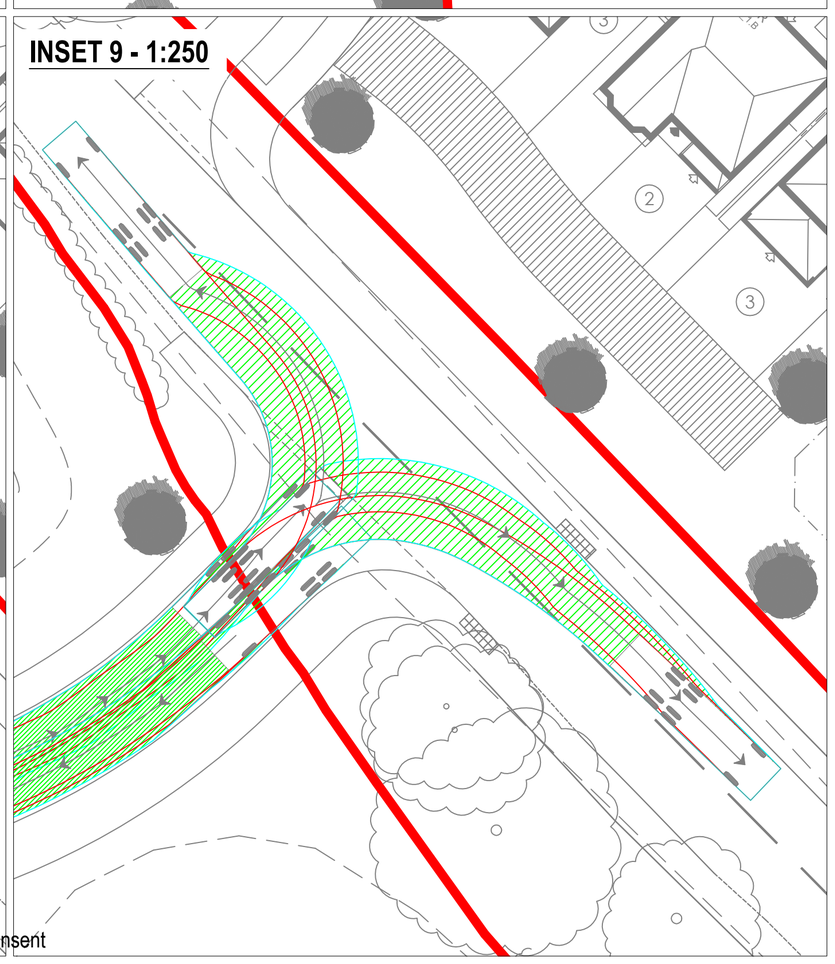
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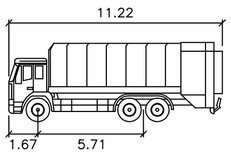


INSET 9 - 1:250



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NOTES



Phoenix 2 Duo Recycler (P2–15W Elite 6x4 Chassis)

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 33.0

—— Proposed carriageway widening

REVISIONS

REV	DESCRIPTION	DATE	BY
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
B	VIEWPORTS AND LABELS AMENDED	22.06.26	LB
A	NEW SITE LAYOUT UNDERLAID AND UPDATED SWEPT PATHS	18.06.26	EK

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Office of Origin: Manchester Tel: 0161 832 4400
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Client Name: CASTLE GREEN HOMES LIMITED

Project Title: STANSTY CHAIN ROAD, WREXHAM

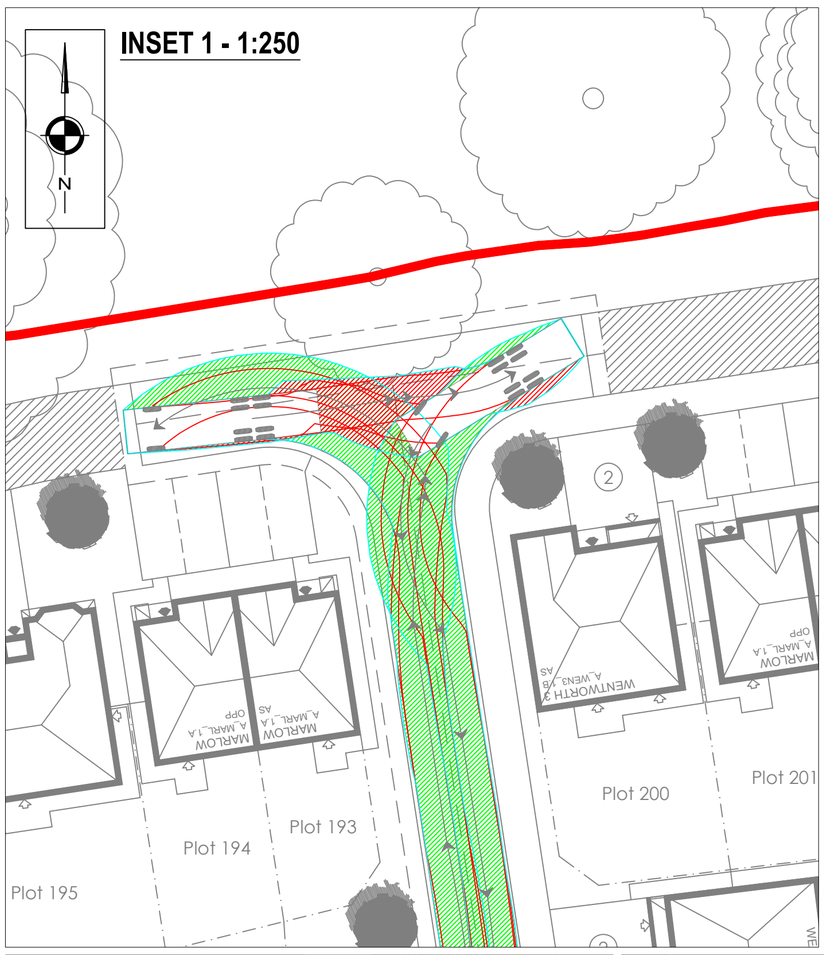
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LD	08.04.2026
Checked:	Scale@A1:
AM	AS STATED
Approved:	Status:
PT	PLANNING

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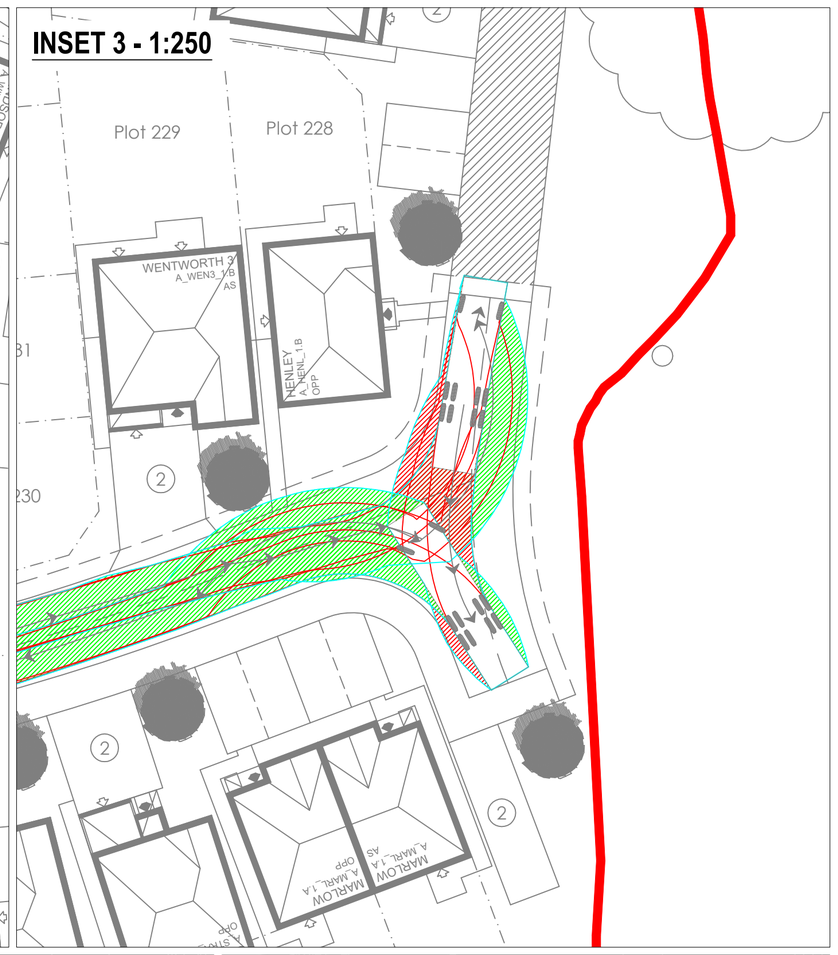
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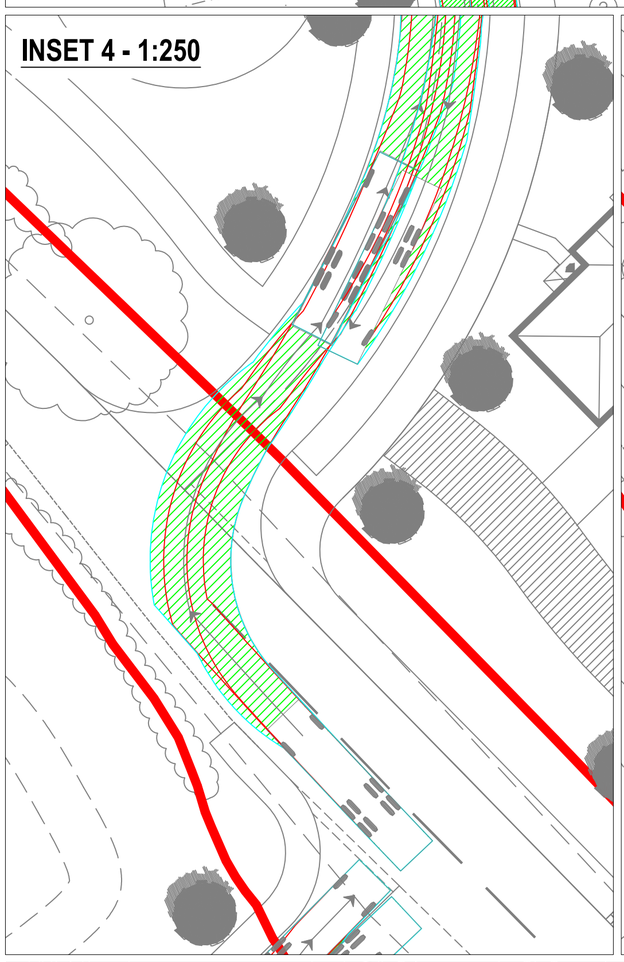
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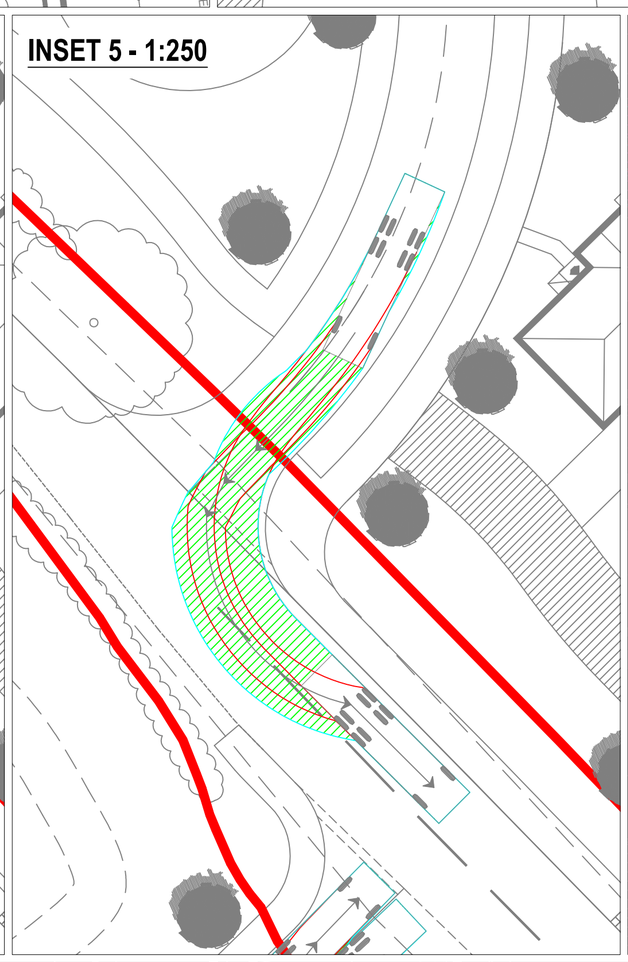
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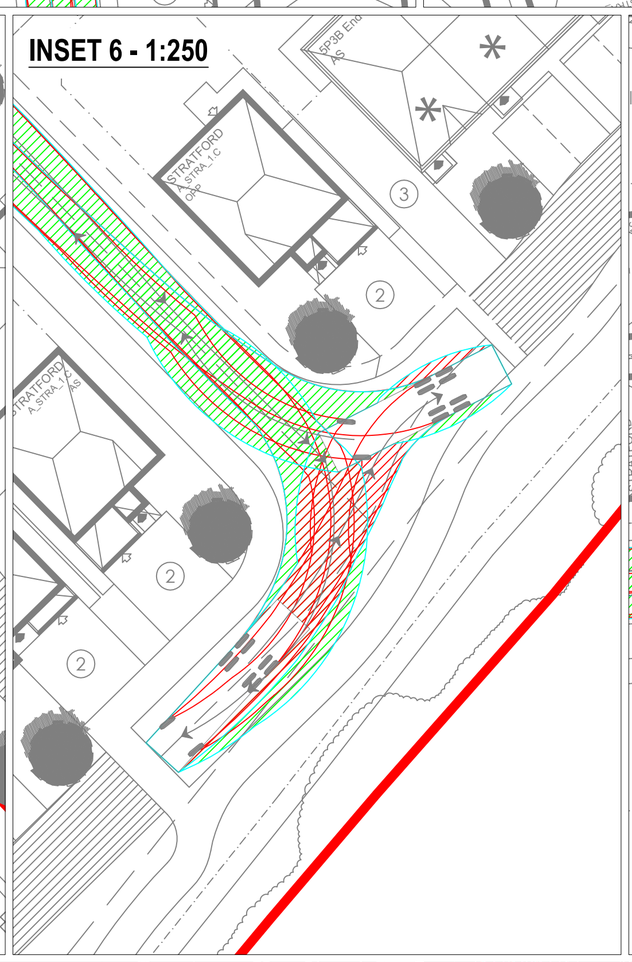
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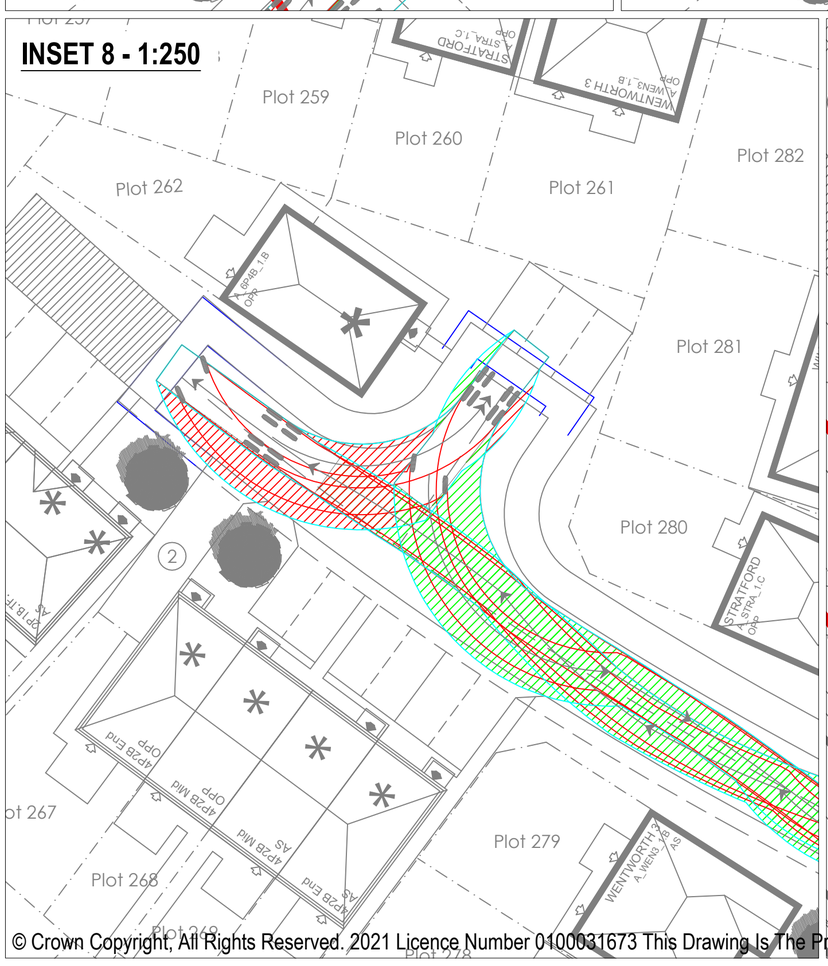
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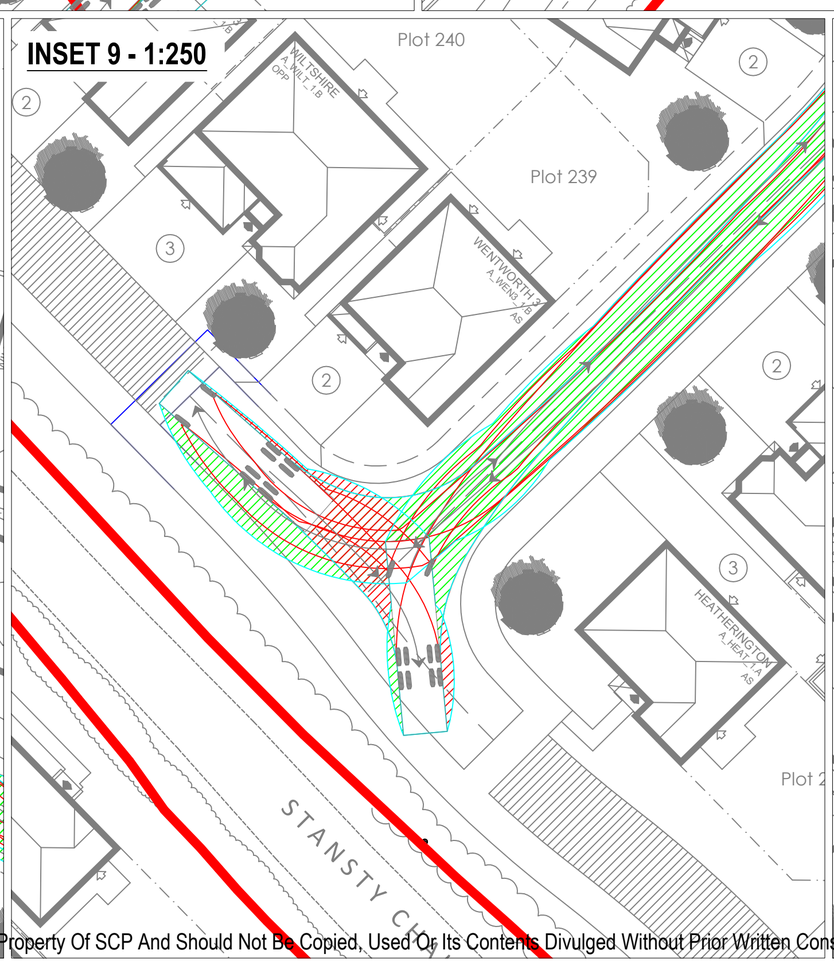
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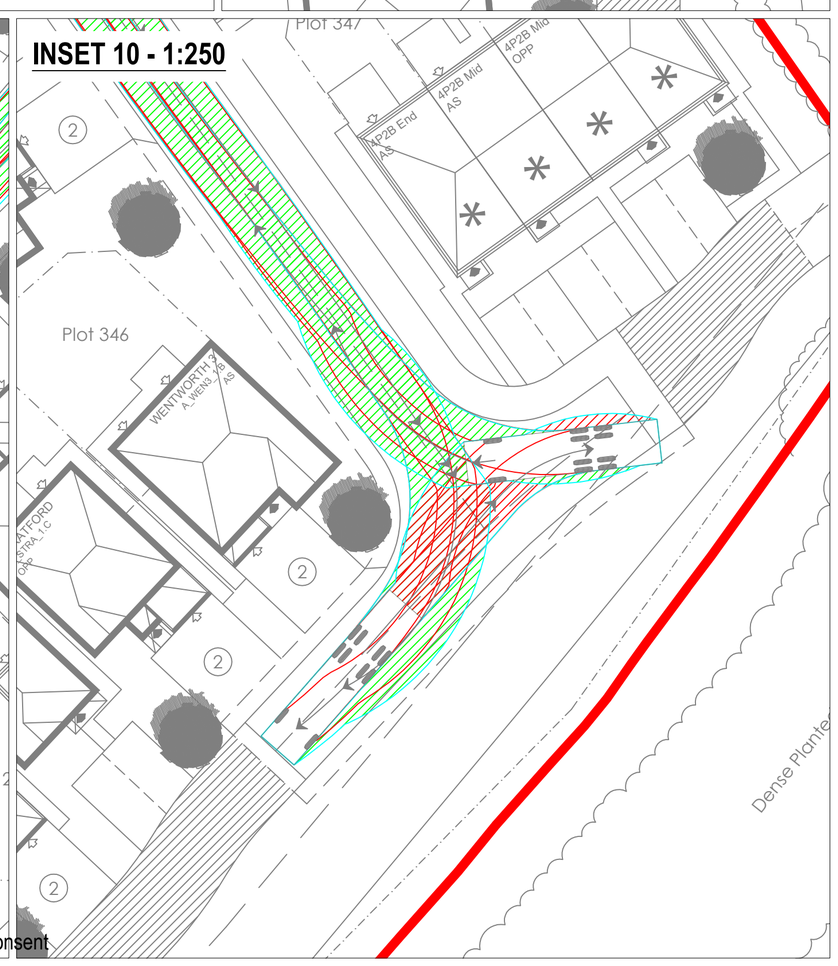
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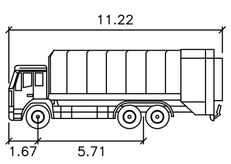


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NOTES



Phoenix 2 Duo Recycler (P2–15W Elite 6x4 Chassis)

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 33.0

Proposed carriageway widening

REVISIONS

REV	DESCRIPTION	DATE	BY
–	–	–	–
–	–	–	–
–	–	–	–
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B	VIEWPORTS AND LABELS AMENDED	22.06.26	LB
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Project Title: STANSTY CHAIN ROAD, WREXHAM

Drawing Title: SWEPT PATH ANALYSIS LARGE REFUSE VEHICLE PHASE 2

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