



Transport Statement

**Proposed Residential Development
Stansty Fields, Gwersyllt**

Prepared for Castle Green Homes

November 2022

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1.0 INTRODUCTION

General

- 1.1 SCP have been appointed by Castle Green Homes to provide specialist transport planning and engineering advice in support of a proposed residential development at Stansty Fields, Mold Road, Gwersyllt. The proposed development will provide 96 dwellings comprising a mix of 2, 3 and 4 bedroom houses. Further details of the proposed development are provided in Chapter 3 later.
- 1.2 Guidance contained in Technical Advice Note (TAN) 18: Transport Wales confirms that Transport Assessments (TAs) should be secured for developments that generate significant levels of movement or are likely to have significant effects on existing patterns of movement, suggesting a threshold of >100 dwellings for when a TA is required. The proposed development falls below the threshold for when a TA is required and therefore, the traffic impact of the proposed development is not likely to be significant and only a Transport Statement (TS) is considered sufficient to support the planning application
- 1.3 This TS has been prepared to support the planning application and demonstrates that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.

Structure of Report

- 1.4 The structure of this report is as follows:
- Chapter 2 – provides an appraisal of the existing conditions of the site including an appraisal of the local highway network, existing traffic conditions and road safety record;
 - Chapter 3 – provides an appraisal of the development proposals including the proposed site access arrangements, servicing arrangements and car parking;
 - Chapter 4 – presents a review of the accessibility of the site by walking, cycling and public transport modes;
 - Chapter 5 – presents estimates of the trip generating potential of the scheme and provides an assessment of the impact on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location

- 2.1 The application site comprises an undeveloped plot of land located on the south-eastern edge of the town of Gwersyllt and less than 3km to the north-west of Wrexham Town Centre.
- 2.2 The site is bounded by the A541 Mold Road to the west, detached residential dwellings which form part of the recently built St Giles Park development to the north and undeveloped land to the east and south.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below and the site boundary in relation to the local highway network is shown in red on **Figure 2.2** overleaf.

Figure 2.1 – Site Location – Wider Highway Network

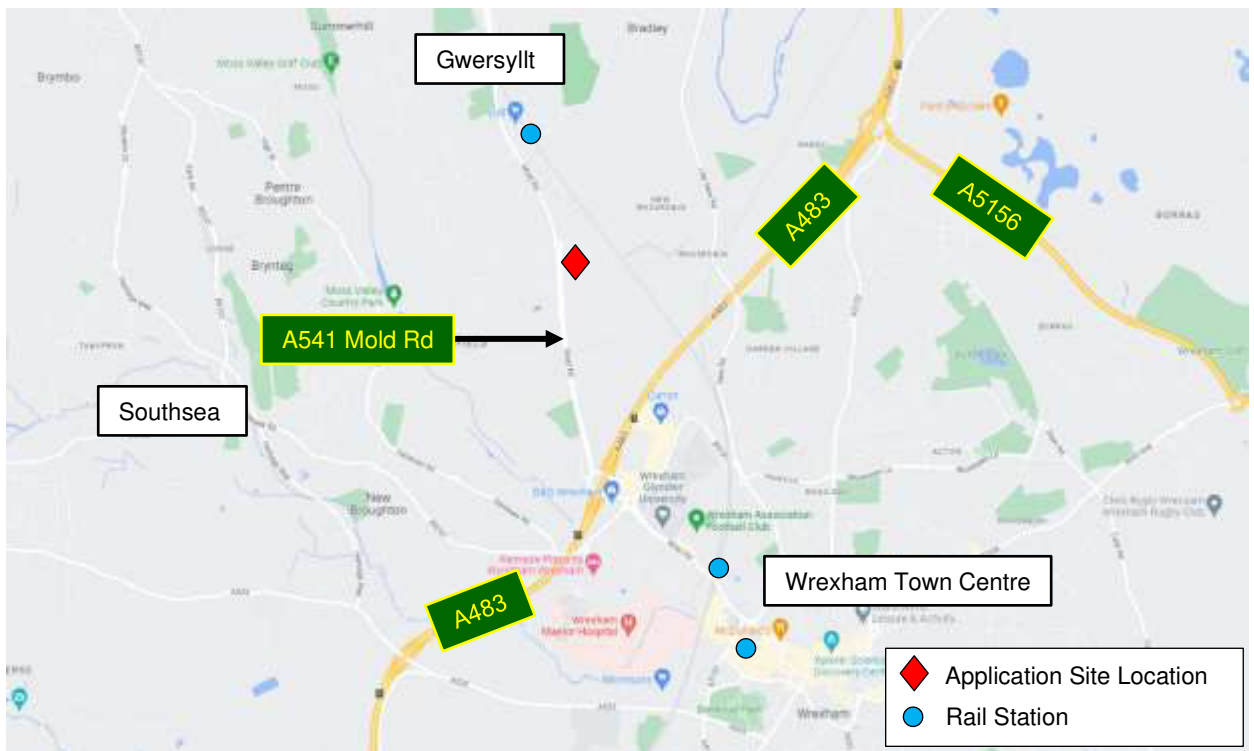
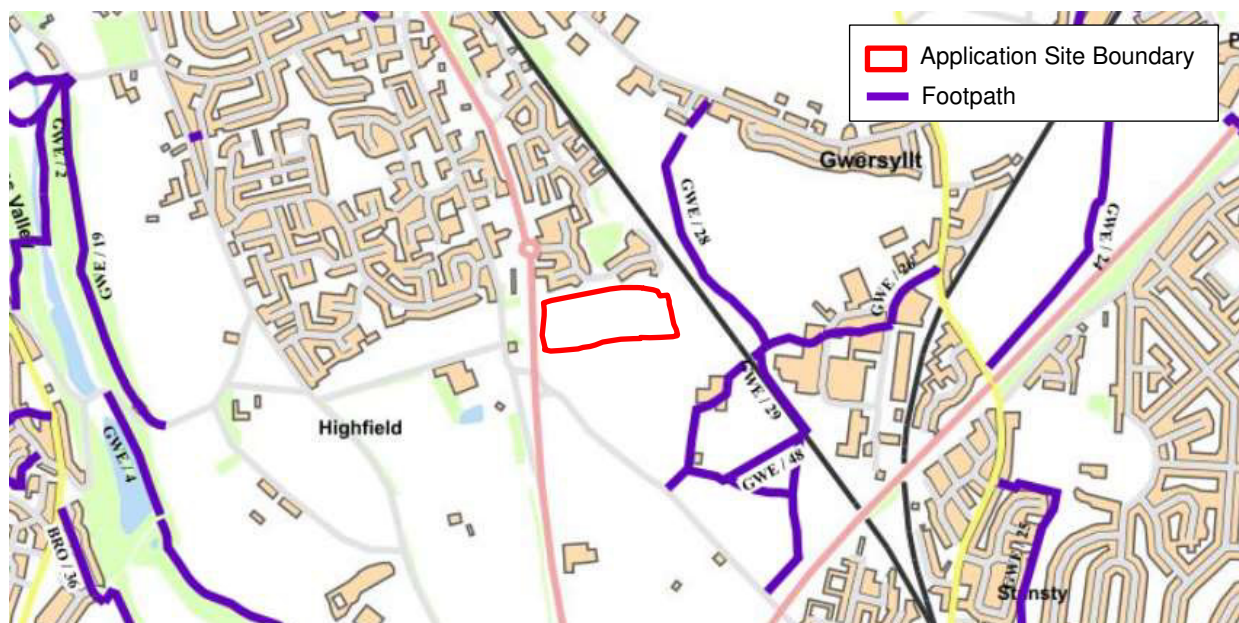


Figure 2.2 – Site Location Plan – Local View



- 2.4 The only existing vehicular access to the site is via a field access to the south. There is currently no vehicular access to the site via the surrounding adopted highway network.
- 2.5 The Public Right of Way within the vicinity of the site are shown on **Figure 2.3** below.



Source: WCBC

- 2.6 As shown on **Figure 2.3** above, footpath GWE / 28 runs to the east of the site and provides a link between Rhosrobin Road to the north-east and New Road to the east via footpath GWE / 26 as well as Stansty Chain Road to the south-east via footpaths GWE / 27 and GWE / 29.

Local Highway Network

- 2.7 The A541 Mold Road is located along the western boundary of the site and provides a link between the A5152 to the south-east in Wrexham Town Centre and the A525 in Trefnant to the north-west via Mold. Within the vicinity of the site, the A541 takes the form of a dual two carriageway and benefits from a shared footway/cycleway along the eastern side of the carriageway and is street lit.
- 2.8 The speed limit of the A541 varies within the vicinity of the site. As shown on **Figure 2.2** previously the speed limit changes from a mandatory 50mph to a mandatory 40mph at the north-western corner of the application site on the approach to the St Giles roundabout.

Traffic Data

- 2.9 Traffic flows along the A541 Mold Road have been taken from the Transport Assessment associated with the recently built residential development at Griffiths Road (LPA Ref: P/2015/0790) and in 2020 it is assessed that Mold Road will carry the following flows:

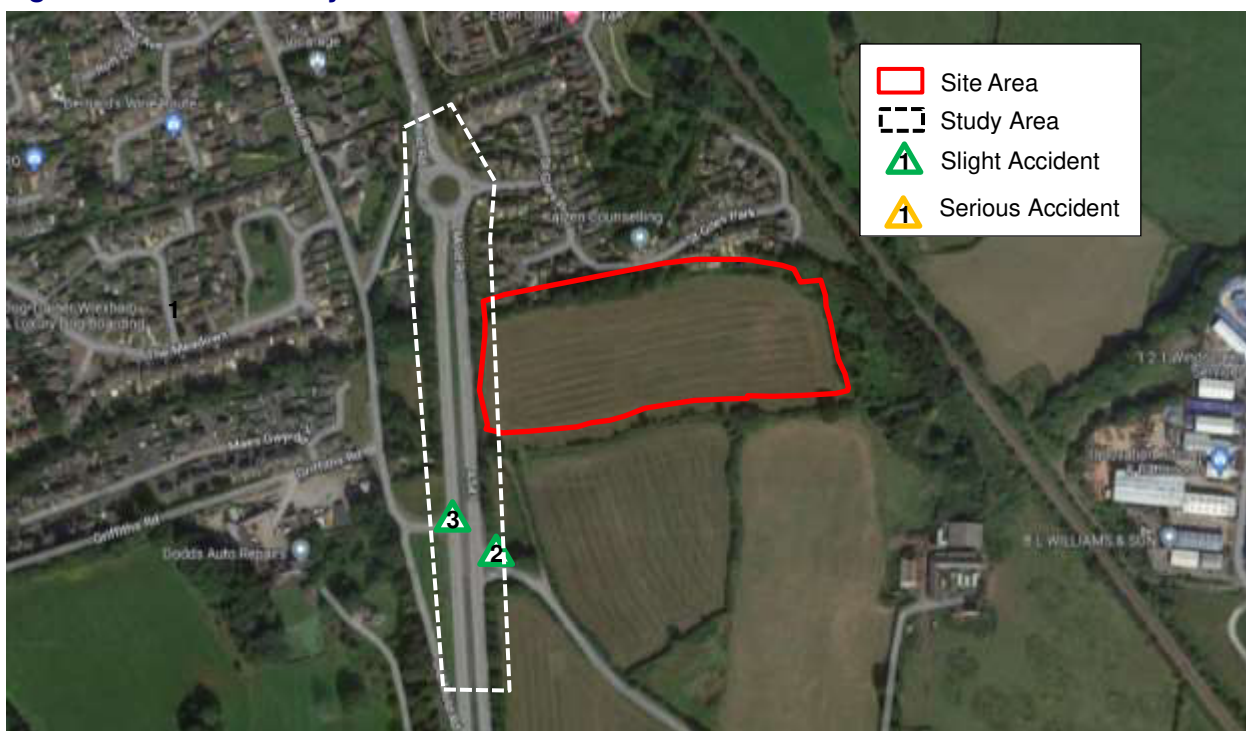
Table 2.1 – 2020 Surveyed Vehicular Flows along the A541				
Direction of Flow	Am Peak		Pm Peak	
	Northbound	Southbound	Northbound	Southbound
Mold Road (North Of Stansty Chain Road)	849 pcu	1162 pcu	1215 pcu	827 pcu
Stansty Chain Road	2 pcu	226 pcu	13 pcu	69 pcu

Note pcu = passenger car unit

Road Safety

2.10 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period (approx.), ending in 31st December 2021. The location and severity of any accidents within the study area during this period, are shown on **Figure 2.3** and summarised in **Table 2.3** below.

Figure 2.3 – Road Safety Plan



2.11 The key points from the accident data analysis are as follows:-

- Three accidents occurred at the A541 (northbound) / Old Mold Road junction which were all of slight severity; and

- Two accidents occurred at the A541 (southbound) / Stansty Chain Road junction which were both of slight severity;

2.12 As can be seen from the above, the surrounding road network has a relatively low accident occurrence (average of 1 slight accident per year) and were all of slight severity. In particular, no accidents occurred along the site's boundary or at the St Giles roundabout. On this basis, it is concluded that there are no recurring highway safety problems on the local highway network that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

3.1 The development proposals consist of the construction of a residential development, comprising 96 dwellings, on land located at Stansty Fields, Gwersyllt. The proposed site layout plan is contained in **Appendix A** and the proposed housing mix consists of:

- 20no. 2-bed houses;
- 47no. 3-bed houses; and
- 29no. 4-bed houses.

3.2 The total includes 28 affordable dwellings.

Proposed Site Access Arrangements

3.3 Vehicular access to the site will be provided from the A541 Mold Road via a priority access arrangement. The proposed access arrangement will include a 5.5m carriageway, 3.0m wide shared cycleway/footways either side of the carriageway which will tie into the existing pedestrian/cycle facilities along the A541 Mold Road and 10m radii, as shown on Drawing Number SCP/220743/SK01 presented in **Appendix B**.

3.4 The proposed access arrangement has been designed to allow left and right turns out from the site with left turn into the site only. A separate right turn lane will be provided along the central reserve in order to allow vehicles to turn right from the proposed site access onto the A541 (northbound). The overall width available to accommodate the right turn out of the site is around 14m and is suitable to allow the right turn to take place in turn movements. In addition, the width is suitable to allow a 12m long rigid HGV or a refuse vehicle to turn right out from the site and swept path analysis of a refuse vehicle is shown on Drawing Number SCP/220743/ATR01 presented in **Appendix C**.

3.5 As reported earlier the speed limit along the site frontage is 50 mph, however the limit to the north of the site is reduced to 40mph on the exit from the St Giles Park roundabout. Based upon the speed limit visibility of 4.5m x 120m in the leading direction would be considered to be suitable and safe to accommodate an access and is shown on the drawing presented in **Appendix B**.

3.6 The access is located around 200m to the south of the St Giles Park roundabout and therefore it is considered that the right turn into the site can be accommodated via a U turn at the roundabout without undue delay, as detailed later in this report.

3.7 Pedestrian and cycle access into the site will be provided at the same location as the vehicular access via the provision of a 3.0m wide shared cycleway/footways either side of the carriageway which will tie into the existing pedestrian/cycle facilities along the A541 Mold Road. The footway will narrow down to 2.0m internally.

Internal Site Layout and Servicing

3.8 The internal road network has been designed to ensure the movements of service and refuse vehicles will be accommodated without allowing their requirements to dominate the layout of the site. Swept path analysis has been undertaken of the site access and internal road layout, which demonstrates that the movements of a large refuse vehicle can be accommodated within the proposed development.

3.9 Swept path analysis of a refuse vehicle is shown on the drawing presented in **Appendix C**.

Parking

3.10 Car Parking Standards for new developments in Wrexham are outlined in the Wrexham Local Planning Guidance Note No. 16 document and are summarised below:-

Figure 3.1 – Parking Standards Summary

Dwelling Type	Parking Standard		Parking Requirement	
	Car	Cycle	Car	Cycle
2 bedrooms	2 car spaces per unit	2 cycle spaces per unit	40	40
3/4 bedrooms	3 car spaces per unit		228	152

3.11 The parking spaces per dwelling is shown on the proposed site layout plan presented in **Appendix A** and demonstrates the proposals provided parking in accordance with WCBC’s standards.

4.0 ACCESSIBILITY

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM 'Minister for Economic Development and Transport' in his foreword to the 2003 "*Walking and Cycling Strategy for Wales*" document:

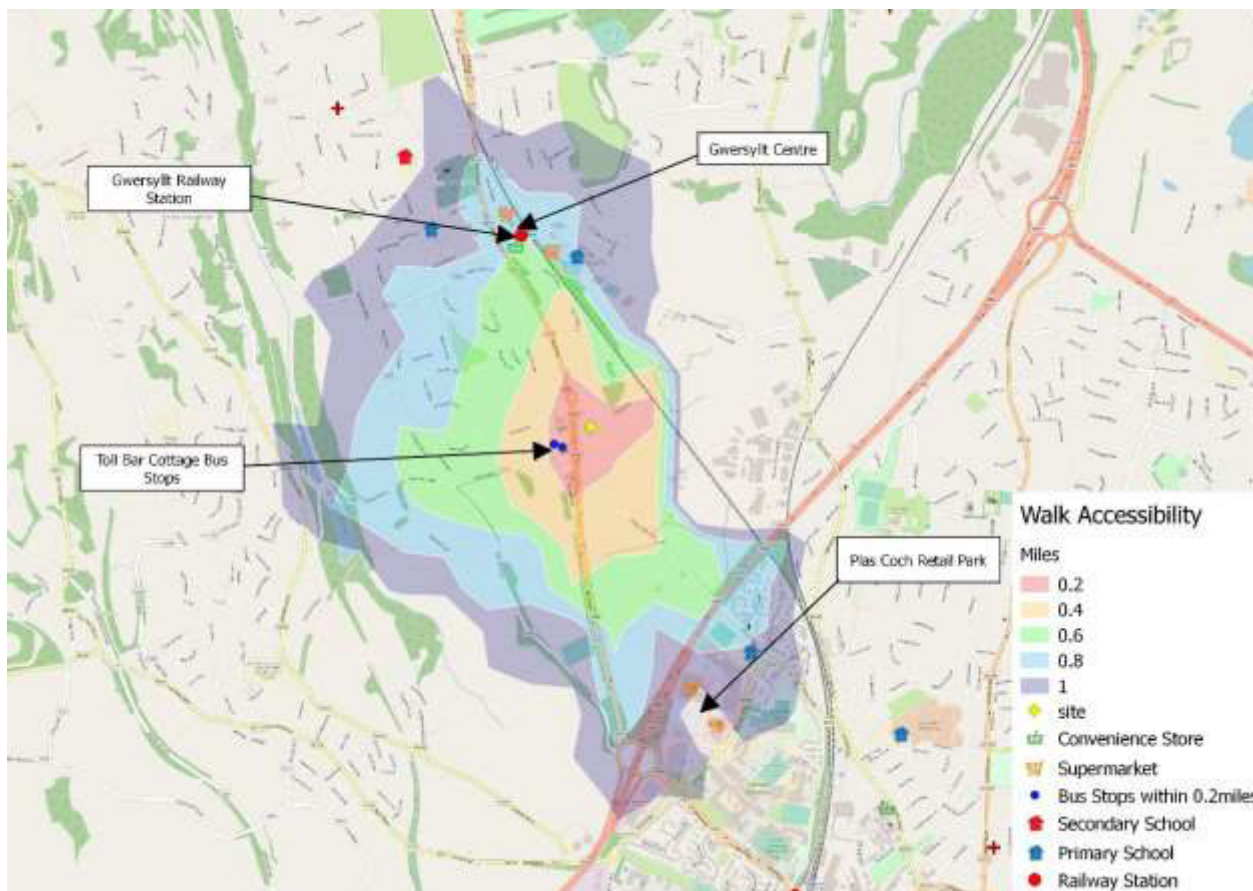
Table 5.1 – Walk / Cycle Distance Thresholds

Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

Pedestrian Accessibility

- 4.3 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping figures. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 1 mile of the site. The areas located within 1-mile walking distance of the site are shown below on **Figure 4.1**.

Figure 4.1 – Walk Accessibility



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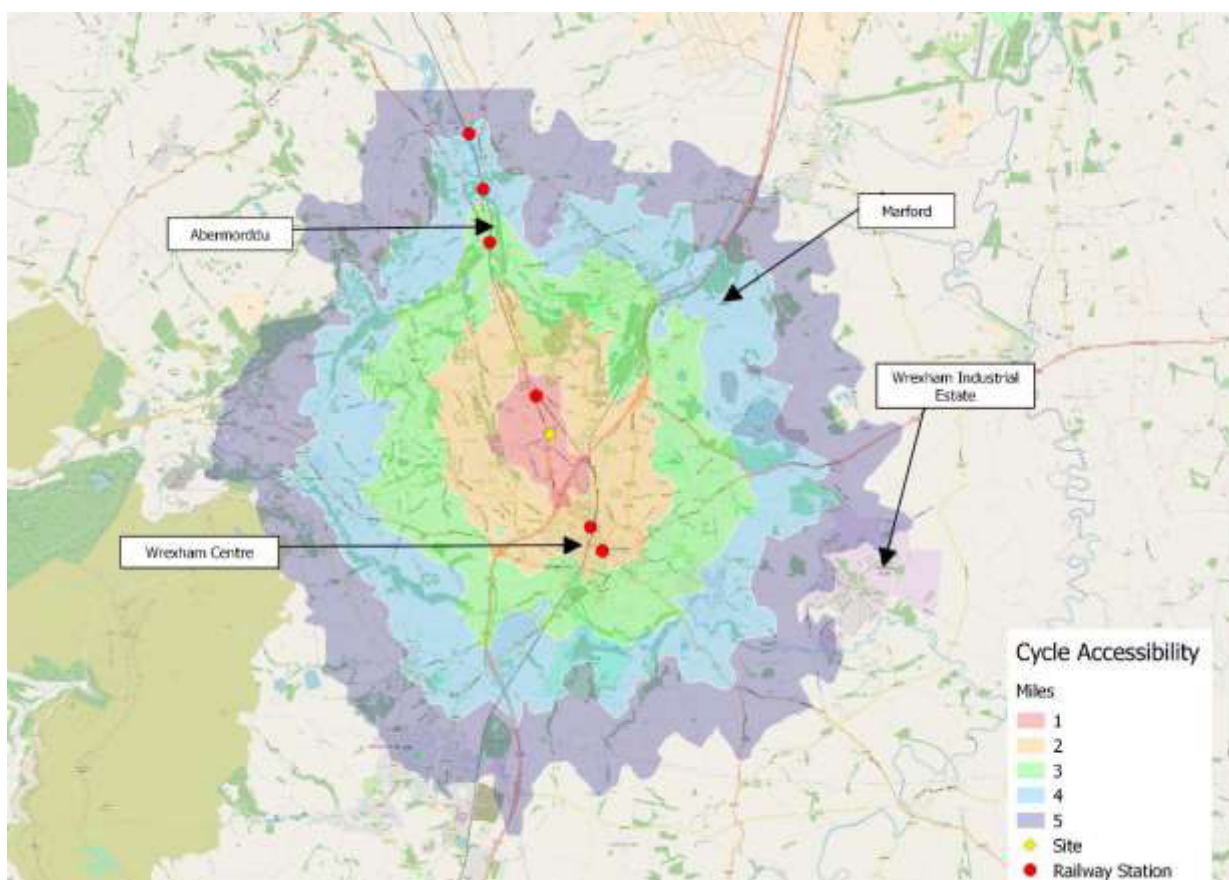
4.4 **Figure 4.1** illustrates walking distance from the centre of the site up to 1 mile in length. The majority of the available services within Gwersyllt are located to the north of the site. The facilities include a general store, discount food stores, ATM, employment sites, day nursery, primary and secondary schools, dental care centre, health centre, pub and restaurants, leisure centre, parks as well as bus stops and the train station.

4.5 It can be seen that the train station in Gwersyllt is around 0.6 mile from the site as is the discount foodstore. There is a primary school within 0.8 miles of the site and the secondary school is just over 1 mile for the site.

Cycle Accessibility

- 4.6 The Walking and Cycling Strategy for Wales identifies that “*Cycling can offer viable and attractive alternatives*” for short trips and as a substitute for shorter car journeys.
- 4.7 TRACC software has been used to assess the accessibility of the development by bicycle from the site. Isochrones illustrating the areas which lie within 5 miles of the site can be seen on the **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility

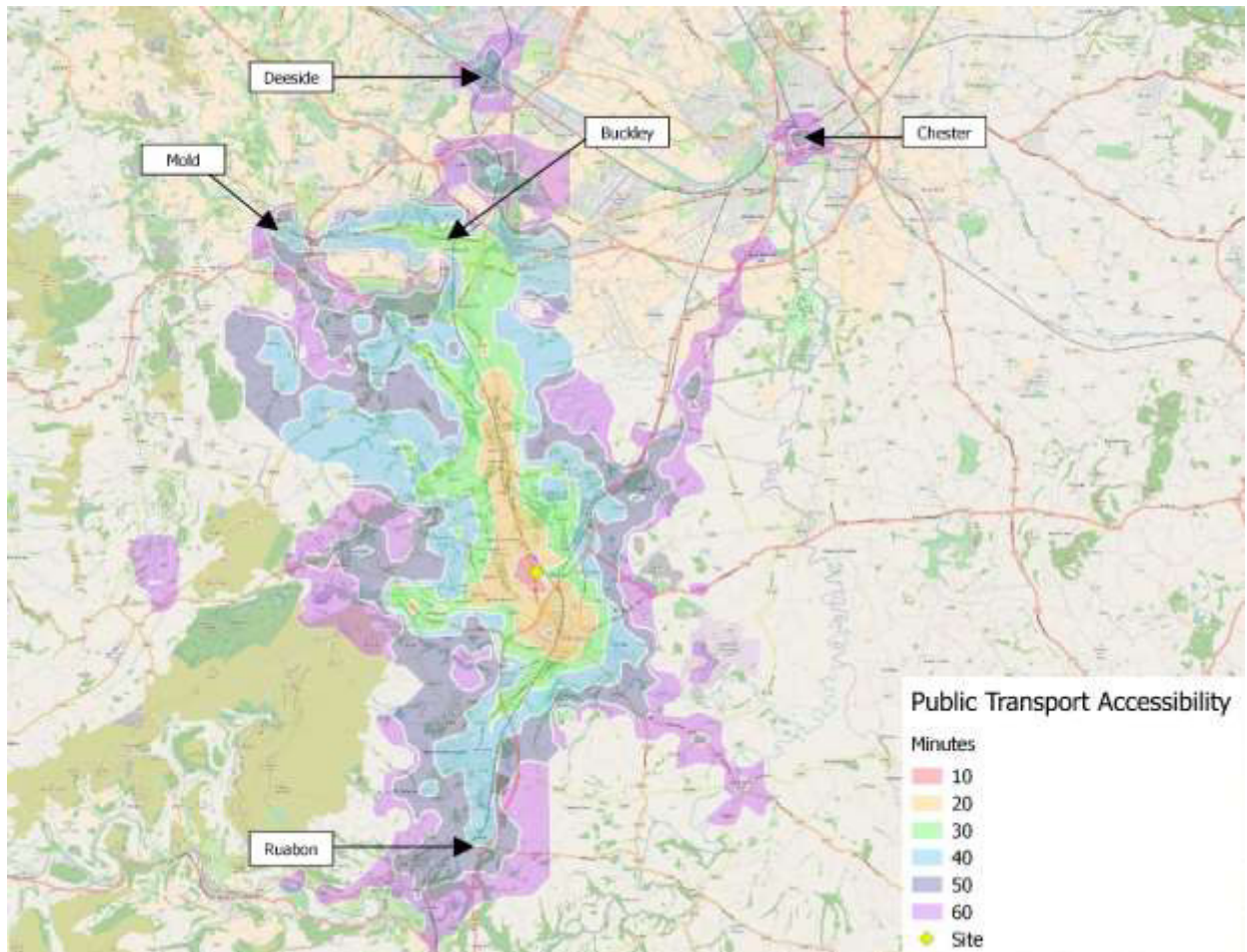


- 4.8 **Figure 4.2** demonstrates that, the whole of Gwersyllt is available within a suitable cycle distance as is Wrexham. There is a large variety of facilities available with Wrexham including Maelor Hospital, food and non food superstores, train station, and general retail, banking, leisure, University, employment and schools.
- 4.9 As noted previously cyclists would be able to benefit from the existing cycle infrastructure available in Gwersyllt and also the quiet route into Wrexham using Stansty Chain Road.

Public Transport

- 4.10 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.11 The nearest bus stops to the site are located along Old Mold Road, approximately 250m/0.2miles walking distance to the west of the site access. The nearby bus stops are therefore located within the recommended walking distance.
- 4.12 The bus stops are served by the 27 bus service which runs an hourly service Monday to Saturday between approximately 6:30am to 6:30pm.
- 4.13 Gwersyllt Railway Station is located approximately 0.8 miles walking distance to the north-west of the site and is therefore within an acceptable walking/cycling distance. The station can also be accessed via bus service 27 which routes past the site.
- 4.14 Gwersyllt Railway Station provides frequent services throughout the week between Bidston and Wrexham via Upton, Buckley and Hope, amongst other locations.
- 4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops and rail station.

Figure 4.3 – 60-minute Public Transport Accessibility



4.16 **Figure 4.3** shows that Wrexham is available within 20 minutes and the centre of Chester is available within 50 minutes by public transport.

Summary

4.17 It is considered that the site is situated in a suitable location to provide a realistic choice of mode of travel.

5.0 TRIP GENERATION AND HIGHWAY IMPACT

General

5.1 This Chapter provides an estimation and comparison of the trip generating potential of the proposed residential development during the worst-case weekday highway peak hours.

Trip Generation

5.2 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

- Residential;
- Houses Privately Owned;
- Multi modal surveys;
- Sites in Greater London, Ireland excluded;
- Selection by number of dwellings (50-100);
- Weekday surveys only; and
- Only sites in 'Edge of Town' locations have been selected.

5.3 The multi modal TRICS outputs for the proposed residential development are presented in **Appendix D** and are summarised in **Table 5.1** below:-

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.135	0.350	0.297	0.143
Cycles	0.006	0.020	0.012	0.007
Pedestrians	0.046	0.102	0.057	0.030
Pub. Trans.	0.003	0.050	0.023	0.002

5.4 The estimated trip generation associated with the proposed 96 dwellings is therefore as summarised in **Table 5.2** below:-

Table 5.2 – Estimated Trip Generation – 96 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	13	34	29	14
Cycles	1	2	1	1
Pedestrians	4	10	5	3
Pub. Trans.	0	5	2	0

- 5.5 As detailed above, it is estimated that the scheme will generate a total of 47 two-way vehicle movements in the AM peak hour and 43 two-way vehicle movements during the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 1-2 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 It should be noted that the above trip generation estimates are considered robust given that travel patterns have inevitably changed due to the current COVID-19 pandemic, with many people continuing to work from home, reducing the number of people traveling to work in the peak hours. Whilst it is not possible to accurately predict future travel patterns, it is reasonable to assume that there will be a reduction in future commuters on the network, when compared to recent years (when the majority of TRICS surveys were undertaken), as a result of workplaces providing flexibility to more employees to work from home.
- 5.7 In addition, the above trip rates assume all dwellings to be privately owned houses that do not include affordable housing which are considered likely to generate slightly less vehicular traffic. Given the current proposals accommodate approximately 29% of the overall development, the above trip rates and trip generation analysis are considered highly robust.
- 5.8 The assumed assignment of traffic movement to and from the site has been based upon the work carried out in relation to the site at Griffiths Road which identified around 75% of the site generated traffic would travel south along the A541 Mold Road. This reflects the attraction of Wrexham and the A483.

5.9 **Table 5.3** below identifies the assumed turning movements associated with the site:

Table 5.3 – Assumed Turning Movements					
		Weekday AM Peak Hour		Weekday PM Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Northbound		10	25	21	10
Southbound		3	8	7	3

5.10 As mentioned previously, the proposed access has been designed to allow left and right turns out from the site with left turn into the site only. The proposed access is located around 200m to the south of the St Giles Park roundabout and therefore it is considered that the right turn into the site can be accommodated via a U turn at the roundabout without undue delay. Based upon the assessment carried out previously the roundabout would experience an additional 3 vph undertaking a U turn during the morning peak hour and an additional 7 vph undertaking a U turn during the evening peak hour

5.11 The anticipated impact upon the A541 Mold Road of the site generated traffic has been assessed and based upon the above access proposal there would be no more than a 2.3% increase in flow along Mold Road during the morning peak hour and no more than a 2.1% increase during the evening peak hour.

5.12 This level of increase cannot be considered to represent a material impact along Mold Road and is lower than the day to day variation in flow that would normally be anticipated to be experienced along roads such as Mold Road.

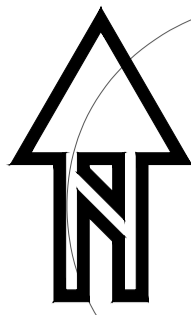
6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been appointed by Castle Green Homes to provide specialist transport planning and engineering advice in support of a proposed residential development for 96 dwellings at Stansty Fields, Mold Road, Gwersyllt.
- 6.2 Vehicular access to the site will be provided from the A541 Mold Road via a priority access arrangement. The proposed access arrangement will include a 5.5m carriageway, 3.0m wide shared cycleway/footways either side of the carriageway which will tie into the existing pedestrian/cycle facilities along the A541 Mold Road. The proposed access arrangement has been designed to allow left and right turns out from the site with left turn into the site only. A separate right turn lane will be provided along the central reserve in order to allow vehicles to turn right from the proposed site access onto the A541 (northbound).
- 6.3 The most recently available five-year road safety record of the local highway network surrounding the site has been examined and does not represent a material concern in the context of the development.
- 6.4 The accessibility of the site has been assessed by walk, cycle, and bus and train modes. Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be wholly reliant on the private car to travel for employment, education, leisure and retail purposes.
- 6.5 As detailed above, it is estimated that the scheme will generate a total of 47 two-way vehicle movements in the AM peak hour and 43 two-way vehicle movements during the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 1-2 minutes or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

- 6.6 The proposed access is located around 200m to the south of the St Giles Park roundabout and therefore it is considered that the right turn into the site can be accommodated via a U turn at the roundabout without undue delay. Based upon the assessment carried out previously the roundabout would experience an additional 3 vph undertaking a U turn during the morning peak hour and an additional 7 vph undertaking a U turn during the evening peak hour. The anticipated impact upon the A541 Mold Road of the site generated traffic has been assessed and based upon the above access proposal there would be no more than a 2.3% increase in flow along Mold Road during the morning peak hour and no more than a 2.1% increase during the evening peak hour. This level of increase cannot be considered to represent a material impact along Mold Road and is lower than the day to day variation in flow that would normally be anticipated to be experienced along roads such as Mold Road.
- 6.7 Having regard to the above, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme and the proposed development is therefore recommended for approval.

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APPENDIX A



HOUSETYPE	DESCRIPTION	SGFT	NUMBER	PERCENTAGE
4P2B (affordable)	2 Bed, 2 Storey, Semi Detached	895 SGFT	14	14.58
4P2B DM (affordable)	2 Bed, 2 Storey, Semi Detached	897 SGFT	2	2.08
SP3B (affordable)	3 Bed, 2 Storey, End Terrace	1015 SGFT	6	6.25
SP3B Semi (affordable)	3 Bed, 2 Storey, Semi Detached	1015 SGFT	2	2.08
Dakley	2 Bed, 2 Storey, Mid Terrace	705 SGFT	4	4.17
Highfield	3 Bed, 2 Storey, End Terrace	821 SGFT	4	4.17
Marlow	3 Bed, 2 Storey, Semi Detached	987 SGFT	14	14.58
Parad	3 Bed, 2 Storey	1040 SGFT	6	6.25
Hensley	3 Bed, 2 Storey	1040 SGFT	7	7.29
Evesham	3 Bed, 2 Storey	1134 SGFT	8	8.33
Beaumont	4 Bed, 2 Storey	1234 SGFT	14	14.58
Wentworth	4 Bed, 2 Storey	1344 SGFT	15	15.63
TOTAL		102394 SGFT	96	
Gross Site Area	7.73 Acres	3.13 Hectares		
POS	0.9 Acres	0.36 Hectares		
Existing Landscaping & Buffer zone / Sub-station	0.15 Acres	0.06 Hectares		
Site Entrance & Single-Sided Road	0.07 Acres	0.03 Hectares		
NETT SITE AREA:	6.61 ACRES	2.68 HECTARES		
Gross Density:	12.42 Units/Acre	30.69 Units/Hectare		
NETT DENSITY:	14.52 UNITS/ACRE	35.89 UNITS/HECTARE		
Gross Footage:	13246.31 SGFT/Acre	3040.91 SQM/Hectare		
NETT FOOTAGE:	15490.77 SGFT/Acre	3556.14 SQM/HECTARE		

Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
- Visibility Splays - 4.5x120m to Site Entrance
- 2.4x25m to all internal estate road junctions and private drives, as shown. Private vehicle entrances to have visibility splay of 2.4x2.4m onto footways (not shown) to ensure pedestrian/cyclist safety.
- Indicative Landscaping
- Number of parking spaces proposed to Dwellings noted thus. In accordance with WCBC LPGN 16 this does not include parking within a garage. All garage internal dimensions, both detached and integral, to be in excess of 2.7x5.5m. All driveways to be minimum width of 3.2m (single drives) and 5.6m (double drives), and a minimum length of 5.5m where in front of a garage, all in accordance with WCBC LPGN 16 minimum standards.
- Parking space allocation to Dwellings in lieu of driveway. Each bay size to be a minimum of 2.4m x 4.8m in accordance with WCBC LPGN 16.
- Knee rails to parking bays to terraced House types
- Affordable Housing
- Existing retained hedges/landscaping

Rev:	Description:	Date:
A	Layout revised, latest product added.	02.03.22
B	Sub station added, Pump station added, affordable units mixed up.	06.04.22
C	Pump Station adjusted to suit vehicle tracking.	26.04.22
D	Mixed amended, numbers increased from 90 to 96	11.10.22

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Denbighshire. LL17 0LJ.
Tel. 01745 536677

Site:
Mold Road, Gwersyllt

Title:
Site Layout

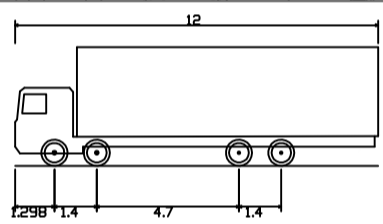
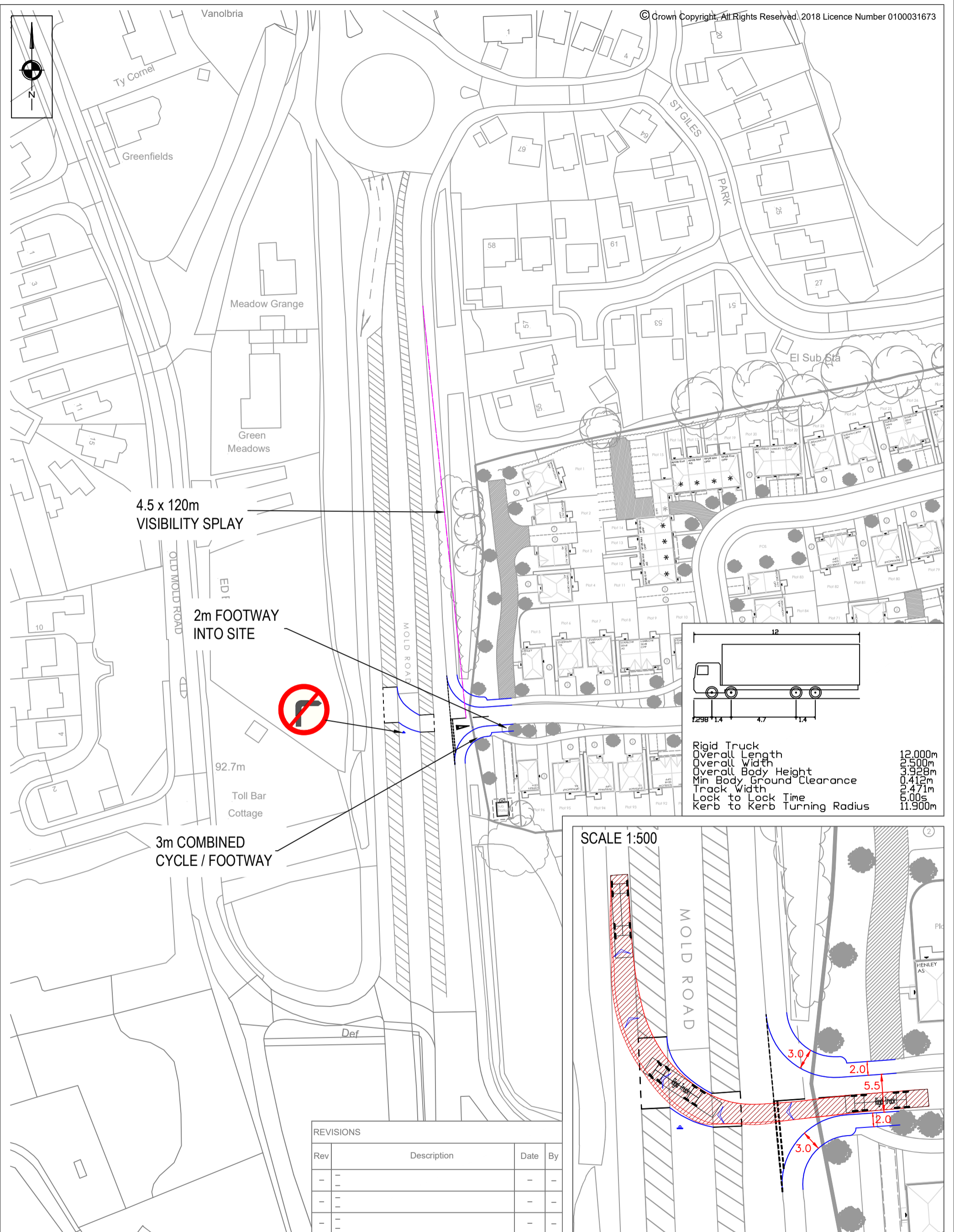
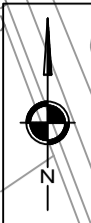
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Ref: MRGWR-SP.01 Rev: D

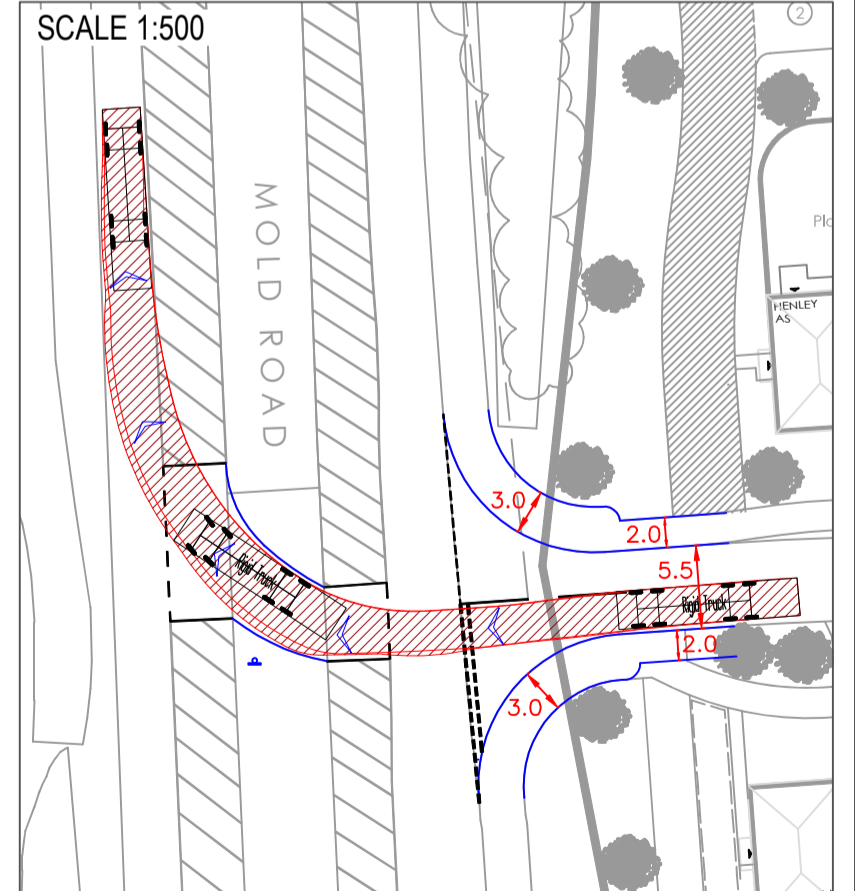


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APPENDIX B



Rigid Truck
 Overall Length 12.000m
 Overall Width 2.500m
 Overall Body Height 3.928m
 Min Body Ground Clearance 0.412m
 Track Width 2.471m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 11.900m



REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

SCP
 Transportation Planning : Infrastructure Design
 Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400.
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Client
CASTLE GREEN HOMES LTD
 Project Title
**MOLD ROAD,
 GWERSYLLT, WREXHAM**

Drawing Title
**PROPOSED ACCESS
 ARRANGEMENT**

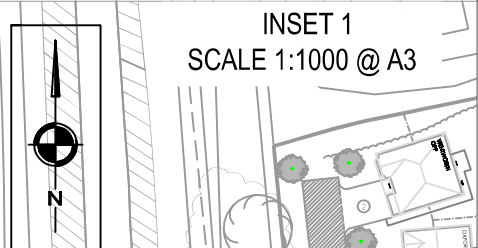
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 Approved/
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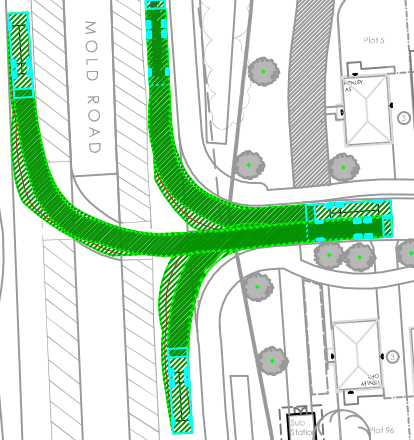
Drawing No.
SCP/220743/SK01
 Revision
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S|C|P

APPENDIX C



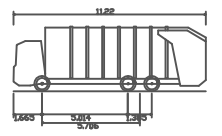
INSET 1
SCALE 1:1000 @ A3



SEE INSET 1

SEE INSET 2

SEE INSET 3



Phoenix 2 Dup Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.22m
 Overall Width 2.50m
 Overall Body Height 3.75m
 Min Body Ground Clearance 0.25m
 Track Width 2.00m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.550m



INSET 2
SCALE 1:500 @ A3

INSET 3
SCALE 1:500 @ A3

SCALE 1:1000 @ A3



Client	CASTLE GREEN HOMES LTD
Project Title	MOLD ROAD, GWERSYLLT, WREXHAM

Drawing Title	SWEPT PATH ANALYSIS
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Scale	VARIES @ A3
Date	11.11.2022
Approved/Unapproved	-

By	WB
Checked	LB
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	SCP/220743/ATR01
Revision	-