

Redrow Homes

Land East of Monmouth

SLR Project No.: 425.000722.00001

8 March 2024

Revision: V4

RE: LEASBROOK, DIXTON ROAD, MONMOUTH - TRANSPORT AND HIGHWAY UPDATE – MARCH 2024

Introduction

Overview

1. This Note has been prepared by SLR Consulting Limited on behalf of Redrow Homes to set out additional transport matters associated with the proposed residential site at Leasbrook, Monmouth. A residential development of up to 270 homes is proposed with access taken from Dixon Road to the south. The Candidate Site Reference Number is CS0182.

Note Structure

2. The structure of this note is as follows:
 - Site Access
 - Emergency Access
 - Pedestrian Access with Hereford Road
 - Wider Pedestrian Connectivity

Site Access

3. Site access for all modes is proposed from Dixon Road (A466) which provides the southern boundary to the site. A priority junction with a ghost island right turn facility has been designed that accords with current design standards. Connections to the local bus stop; Priory End; will be considered alongside the site access junction. The proposed junction

form will be supported with the appropriate junction modelling as part of any future planning application.

4. The location of the site access on Dixon Road enables direct and convenient access to the Trunk Road Network (A40) and thus reduces the likelihood of development traffic routing through the centre of Monmouth for destinations outside of Monmouth. Traffic accessing and egressing from the site only has to route along a short section of Dixon Road before reaching the A40 which provides connectivity regionally. As such, the majority of vehicle trips (71% based on previously undertaken vehicle trip distribution) associated with the development will be able to avoid local roads in Monmouth.
5. The location and form of the junction is considered appropriate for the scale of the development proposed. An emergency access route will be available via Priory Lane to the north west of the site, while a further pedestrian and cycle connection is proposed via Dixon Close to the west.
6. Monmouthshire County Council (MCC) do not have any specific policy or guidance in relation to the number of dwellings that can be served from a single access. In the context of the wider masterplan and local connections, the site ties in active travel connections, particularly into the centre of Monmouth and there is no formal need for a second general vehicle access.
7. There is also no threshold specified in best practice design guidance for residential developments – Manual for Streets (MfS) (2007). It is usually at the Highway Authority's discretion to set a threshold for development from a single access. MfS Chapter 4: Layout and Connectivity (specifically para. 4.2.5) advises that for people friendly movement networks to deliver legible and safe links, secondary routes enabling network resilience with multiple accesses would be required. With reference to the guidance in MfS, the access strategy for the site benefits from a number of access points for movement by all modes, meaning there is ample opportunity to travel between the site and the many local facilities within Monmouth by sustainable travel modes.
8. It is commonplace for a development of 270 units in this type of location to be served from a single access alongside an emergency access. It is worth noting that the advice contained in MfS is open to interpretation and there is some variance across England and Wales in terms of the dwelling threshold for a second access.



9. Some examples of residential schemes served by a single access are as follows:
- Wonastow Road, Monmouth County Council – 370 units (450 allocation) served by a single access;
 - Coed Hirwaun, Port Talbot CBC – 465 units served by a single access;
 - Sudbrook, Caldicot (MCC) – 212 units served by a single access;
 - Ystrad Barwig, RCT – 600 units + Primary School (not delivered but no Highway objection to the access strategy)
 - Somerdale, Keynsham – 700 homes served from one access with two emergency access points;
 - Minerva Heights, Chichester – 750 homes served from one access plus an emergency access;
 - Fremington Camp, North Devon – circa 300 homes.
10. In Oxfordshire, up to 400 dwellings could be served by one access, with larger developments than this requiring a second access point. This is set out in Oxfordshire County Council's Street Design Guide.
11. In summary, there is no technical design reason that a single access from Dixton Road is inappropriate to support 270 homes on either road safety or capacity grounds.

Emergency Access

12. The site includes an emergency access route via Priory Lane which routes to the north of the site to A466 Hereford Road. This route can be used by an emergency vehicle in the event that the main site access is impassable due to floodwater or another emergency event.
13. Priory Lane comprises an existing private road which serves the residential street, The Rickfield, as well as Priory Farm. Priory Lane joins Hereford Road at a priority junction and this marks the boundary of adopted highway. Priory Lane falls within the same ownership as the main site and its use as an emergency access has been agreed.
14. It is proposed that to form the emergency route to the site, Priory Lane is extended southwards, routing to the west of Priory Farm and connecting into the site through an existing field. This field does not form part of the site but an access route has been discussed and agreed with the land owner as part of the site promotion.
15. Access to the development is proposed to be restricted by a dismountable bollard which can be lowered and raised by the emergency services as required. There will be no general



vehicular access to the site via this route, though a walking and cycling route will be available.

16. The route between Hereford Road and the site is shown in SLR Drawings *425.000722.00001_SK01 – General Arrangement – Emergency Vehicle Access* and *425.000722.00001_AT_B01 – Swept Path Analysis - Emergency Vehicle Access Fire Tender*. Copies of both drawings are provided in **Appendix A**.

Pedestrian Access with Hereford Road

17. The emergency route detailed above will also act as a walking and cycling route, connecting the development with A466 Hereford Road. This will support access to the Vine Acre bus stops which are accessible via Priory Lane. The Vine Acre southbound bus stop is located approximately 25m south of the Priory Lane junction and includes a flag, raised kerbs and bus cage. The northbound bus stop is located approximately 100m south of the junction with Priory Lane.
18. The first 50m of Priory Lane from its junction with Hereford Road serves The Rickfield. There are 14 properties which take vehicle access from The Rickfield and three directly from Priory Lane excluding Priory Farm. The majority of the route between the site and Hereford Road will therefore be provided on a very lightly trafficked route, whilst the final connection to Hereford Road will share the pedestrian access with that of The Rickfield.

Wider Pedestrian Connectivity

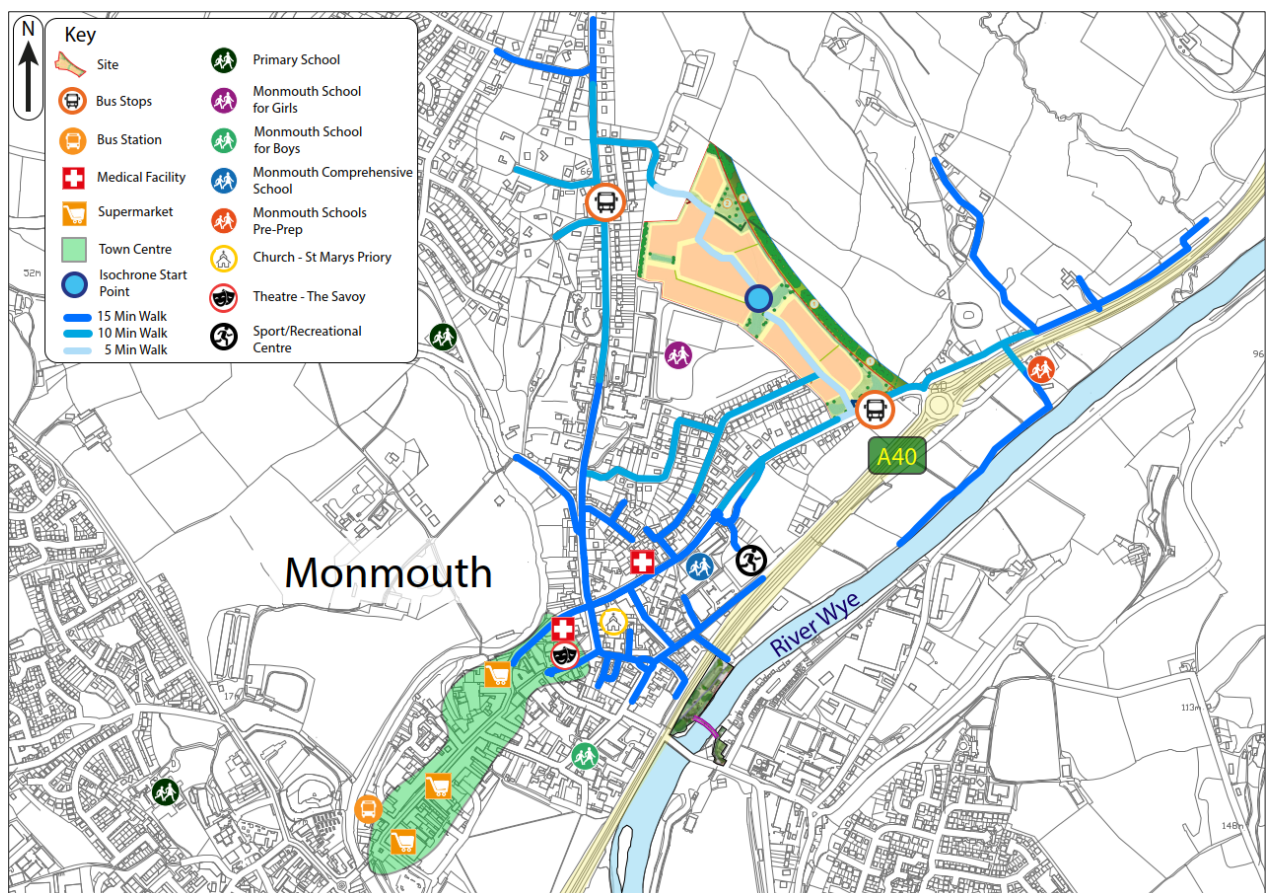
19. The site is located on the eastern side of Monmouth and there are a range of facilities located within a 15 minute walk of the site. The majority of Monmouth town centre is also located a marginally longer walking distance away.
20. The walking route between the site and Monmouth town centre follows Dixon Road and Priory Street. Footways are typically 1.5m to 2m in width. Vegetation overgrowth reduces the effective width in some locations though this could be resolved with management. Crossing points include dropped kerbs and tactile paving on the route between the site and the town centre.
21. Monmouth town centre has recently been improved with new public realm provided on Monnow Street, Agincourt Square, Agincourt Street and Prior Street. The works were



completed in 2020 and provide wider footways using high quality materials. These contribute to the wider pedestrian connectivity within the town centre.

22. The delivery of the proposed new active travel bridge across the River Wye will support improved access between the site and National Cycle Network (NCN) Route 423 which routes along the eastern side of the River Wye connecting to Symonds Yat East. The bridge has secured funding and is awaiting planning consent.
23. The site shown in the context of Monmouth is illustrated in **Figure 1**.

Figure 1 – Leasbrook, Monmouth – Site Context



Summary and Next Steps

24. This Note has been prepared by SLR Consulting Limited on behalf of Redrow Homes to set out additional transport matters associated with Leasbrook, Monmouth.

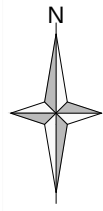


25. An emergency access route is available for the site via Priory Lane to the north, connecting to Hereford Road. Swept path analysis has been undertaken to demonstrate the functionality and alignment of this route, whilst landowner consent has also been obtained.
26. The location and form of the junction is considered appropriate for the scale of the development proposed. An emergency access route will be available via Priory Lane to the north west of the site. There is no technical design reason that a single access from Dixon Road is inappropriate to support 270 homes on either road safety or capacity grounds.
27. Further information has been set out in relation to the pedestrian connectivity of the site. The forthcoming Transport Assessment will consider multimodal trip generation associated with the site and consider the traffic effect on the local highway network.



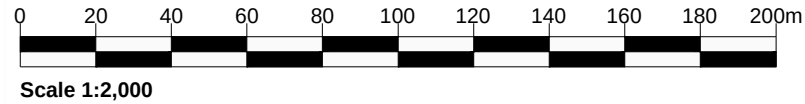
Appendix A - SLR Drawings





Refer to AT_B01 for
Emergency Access
Swept Path Analysis.

Indicative Alignment
and Emergency
Vehicle Routing.



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Drawing Status & Suitability Code			
Designed	Drawn	Checked	Authorised
KR	KR	EW	EW
Date	Date	Date	Date
09.01.24	09.01.24	09.01.24	09.01.24
Drawing Number		Rev.	
SK01		-	

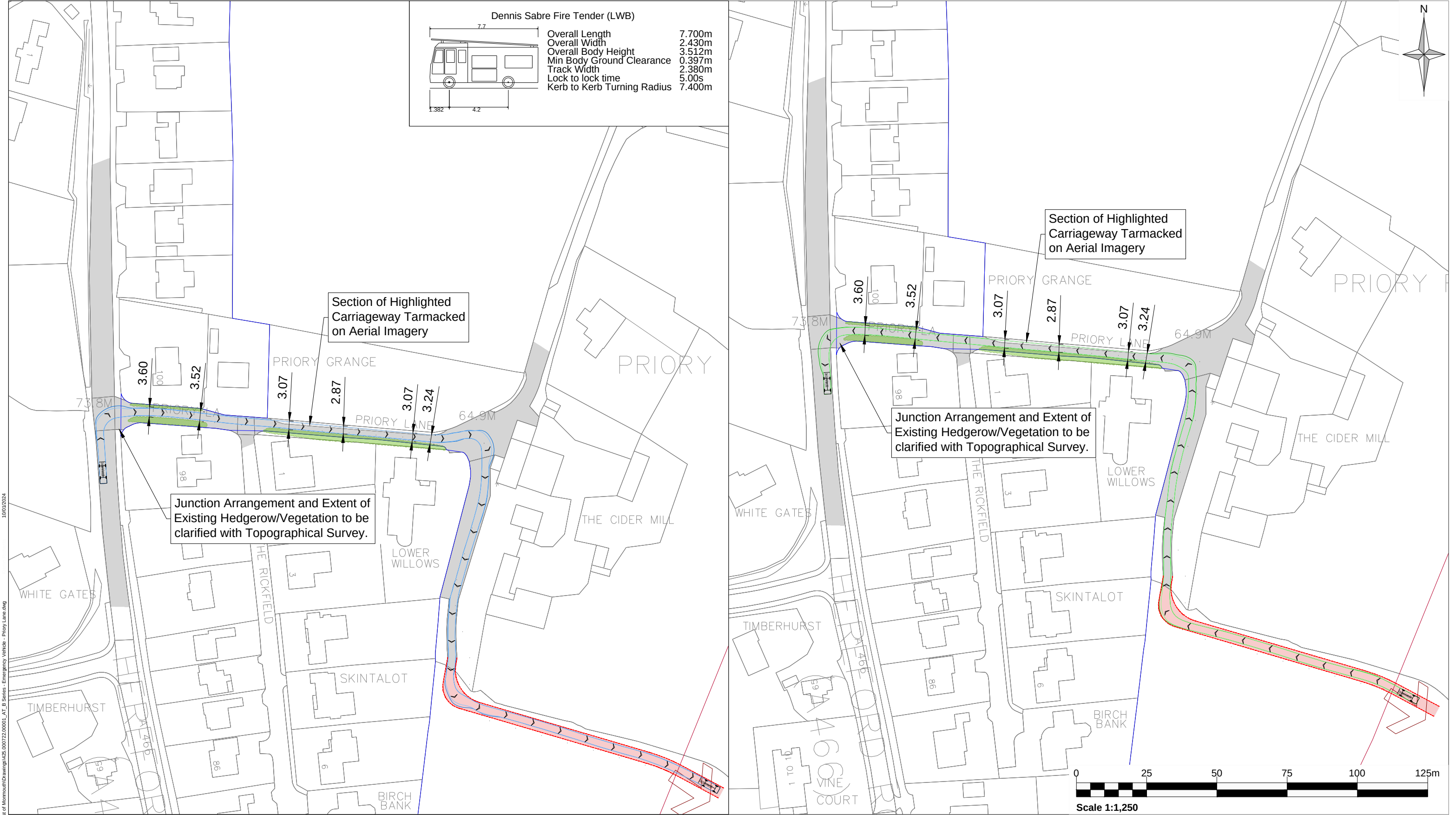
Client	Redrow Homes
Project	Land East of Monmouth
Drawing Title	General Arrangement Emergency Vehicle Access
Scale	1:2000 @ A3
SLR Project No.	425.000722.00001

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Notes:
1.

Legend:
Planning Boundary Extents Title Plan Boundary - CYM84055 Existing Carriageway Indicative Carriageway



Dennis Sabre Fire Tender (LWB)

Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

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www.slrconsulting.com				Project Land East of Monmouth																																			
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