SLR Consulting Limited

Harthill Homes Ltd

Proposed Development at Bryn Estyn Road

SLR Project No.: 410.065631.00001

June 2024

Revision: TS01a

RE: PROPOSED DEVELOPMENT AT BRYN ESTYN ROAD

1.0 Introduction

Background

1.1 SLR has been appointed to provide transport and highways advice in relation to a proposed development of a site south of Bryn Estyn Road, Wrexham.

1.2 The site is presently occupied by a single dwelling (22 Bryn Estyn Road). The site location is shown in **Figure 1**.



Figure 1: Site Location

1.3 The site is in an established residential area and is surrounded by residential properties, except for land to the east which is presently undeveloped.

1.4 It is noted that the land to the east is allocated for residential development as part of a planned strategic urban expansion.

1.5 The site has been the subject of a previous planning application (Ref 2017/0892) for residential development. The application sought the redevelopment of the plot and proposed two residential dwellings served by an access from Bryn Estyn Road.

1.6 This note considers the existing highway characteristics, and the development's potential impact on existing highway characteristics to appraise the Council of the development in terms of transport and movement.

2.0 Local Highway Network

Bryn Estyn Road (West of Site)

2.1 Bryn Estyn Road features a carriageway of approximately 6m in width. Street lighting is provided, and the road is subject to a 20mph speed limit. Existing residential properties have direct frontage.

2.2 There is a continuous footway on the southern side of the carriageway which extends to approximately 30 – 40m from the site access.

2.3 The short section of route which does not have a footway is shown in the images below. The carriageway is approximately 4.7m in width at this location with observations suggesting that there is space for road users to see and accommodate one another in a low flow, low speed environment.

2.4 The route has generally good forward visibility and this would be expected to be a low speed section of route (it is within the 20mph speed limit). Street lighting extends to this section of Bryn Estyn Road.

	
View from the West	View from the East

	View from the West

2.5 The route is identified by the Council as being an advisory cycle route providing links between residential areas and the Wrexham industrial Estate.

2.6 Approximately 180m to the west of the site, Bryn Estyn Road links to the wider highway network at the 'Greyhound' roundabout, which is a five-arm priority-controlled roundabout.

Bryn Estyn Road (East of Site)

2.7 To the east of the site, Bryn Estyn Road is rural in nature. The route provides access to a limited number of properties, along with the Wrexham Rugby Club. It is not a through route for motor vehicles.

2.8 The carriageway is approximately 4.0 – 4.5m in width and is subject to National Speed Limit, although observations suggest that speeds are controlled by the available width and alignment. No footways are provided, and street lighting is not present.

2.9 Whilst it is bounded to the north by residential properties, these are accessed from the north. There is limited direct frontage along the eastern section of the route.

2.10 Approximately 280m to the east of the site, Bryn Estyn Road provides access to a segregated pedestrian / cycle route which leads through the residential areas to the north and links to Stryt Holt / Holt Road.

Highway Safety Review

2.11 A review of accident records for the highway network has been undertaken using data available on the Crashmap website.

2.12 Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

2.13 The Crashmap analysis has been undertaken for the 5-year period between 2018 and 2022 which is the latest for which data is available. The data is summarised in **Figure 2**.

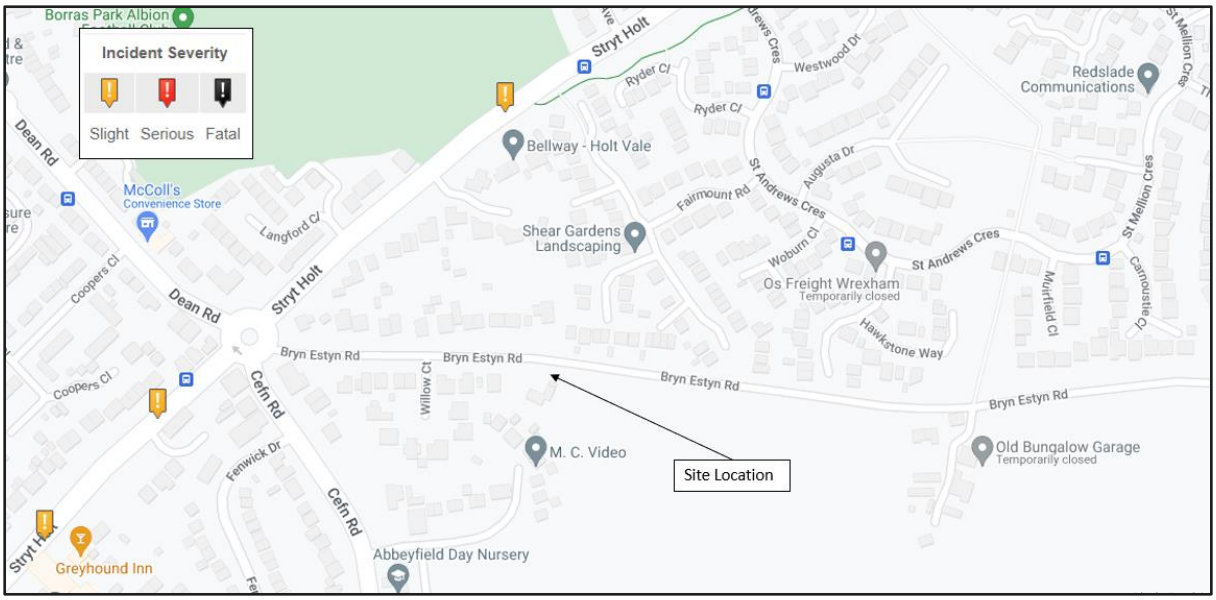


Figure 2: Accident Data Summary

2.14 The data shows there have been no accidents on Bryn Estyn Road.

2.15 There has been one accident on Stryt Holt/ Holt Road to the north of the Greyhound roundabout and two accidents to the south of the roundabout. All of these accidents are categorised as 'slight' in severity.

2.16 This level of accidents in a 5-year period is seen as a very low and is not indicative of any highway safety issue in the area.

3.0 Site Accessibility

3.1 The site can access a range of amenities, including the following, which are within approximately 1.0 – 1.5km distance:

- Two primary schools,
- Secondary school,
- Convenience store,
- Health centre,
- Leisure centre.

3.2 The site also has access to bus services. The nearest bus stops are located on Stryt Holt / Holt Road, with a further stop available on Dean Road. These are 250m and 350m respectively from the site. The stops provide access to the following services:

- Route 5: Wrexham – Chester: Approximately 90-minute interval service between 0800 – 1800 on Monday – Saturday,
- Route 35: Wrexham – Borras (circular): 30-minute interval service between 0800 – 1800 on Monday – Saturday.

3.3 The access to local amenities and to public transport will enable residents of the proposed development to access services without the need to own a car.

4.0 Development & Access Proposals

Development Proposals

4.1 It is proposed to develop the site to provide eight apartments, in place of the existing residential dwelling.

Site Access

4.2 Access will be taken from Bryn Estyn Road. The access will be located closer to the eastern boundary of the site to maximise sightlines compared to the existing access.

4.3 Sightlines of at least 25m to the path of oncoming vehicles can be provided in either direction, referencing the 20mph speed limit in the vicinity (see **Figure 3**).

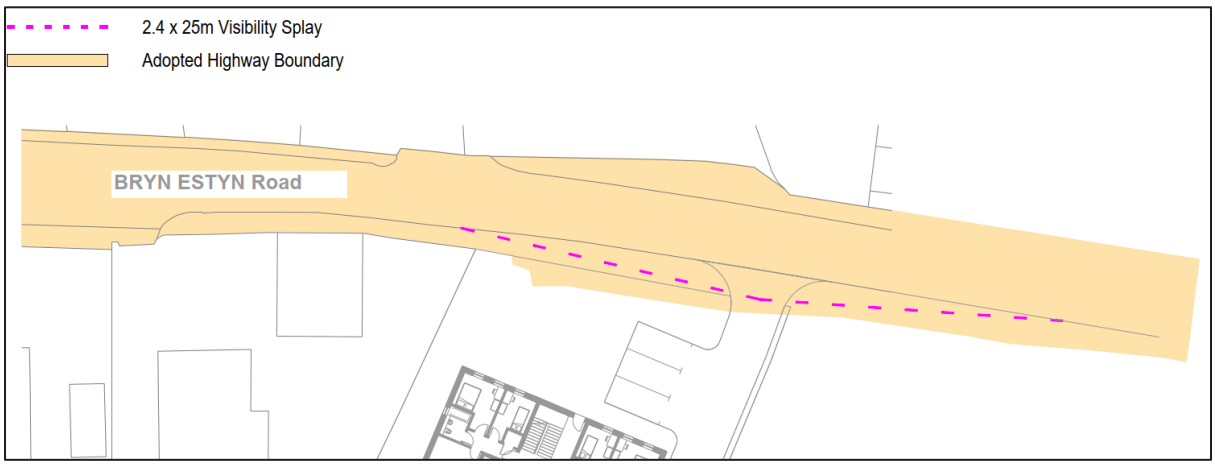


Figure 3: Proposed Site Access Sightlines

4.4 It is noted that sightlines of 31m were previously presented as being achievable as part of previous development proposals for the site, considered suitable for vehicle speeds of around 23mph

4.5 The principle of access, including sightlines, were previously agreed as part of the planning application for two dwellings.

4.6 It should be noted that the existing site access which is close to the western boundary of the site will be closed off with the grass verge reinstated along the frontage. As such, there will be no increase in the number of access points on the network.

4.7 The proposed access provides a width of 4.5m leading to a shared internal courtyard.

Parking

4.8 The proposed development will provide a total of 9 parking spaces; one allocated to each apartment and one visitor space.

4.9 Analysis of 2011 Census data is summarised in **Table 1**. This suggests that in the MSOA of Wrexham 010, within which the site is located, 69.9% of apartments presently do not own a car.

Table 1: Census Car Ownership Data

CARS OR VANS	WHOLE HOUSE OR BUNGALOW	FLAT OR APARTMENT	WHOLE HOUSE OR BUNGALOW	FLAT OR APARTMENT
No cars or vans in household	1,024	369	42.49%	69.89%
1 car or van in household	983	149	40.79%	28.22%
2 or more cars or vans in household	403	10	16.72%	1.89%
Total	2,410	528		

4.10 As a consequence, the car parking provision is regarded as appropriate for the proposed development.

4.11 The cycle parking standards for Wrexham require two spaces per dwelling. It suggests that in the case of apartments these should be provided in a secure communal cycle parking area.

4.12 A secure cycle store will be provided within the site.

Servicing & Deliveries

4.13 Refuse collections will be made from Bryn Estyn Road, as is the case for the existing property on the site and others along the route.

4.14 A bin store will be provided within the site which is adjacent to Bryn Estyn Road to minimise carry distance and maximise the efficiency of collections.

Traffic Impact

4.15 The traffic impact of the proposed development will not be significant. Based on typical trip generation, the development may be expected to generate approximately 4 – 5 vehicular trip movements in a peak period.

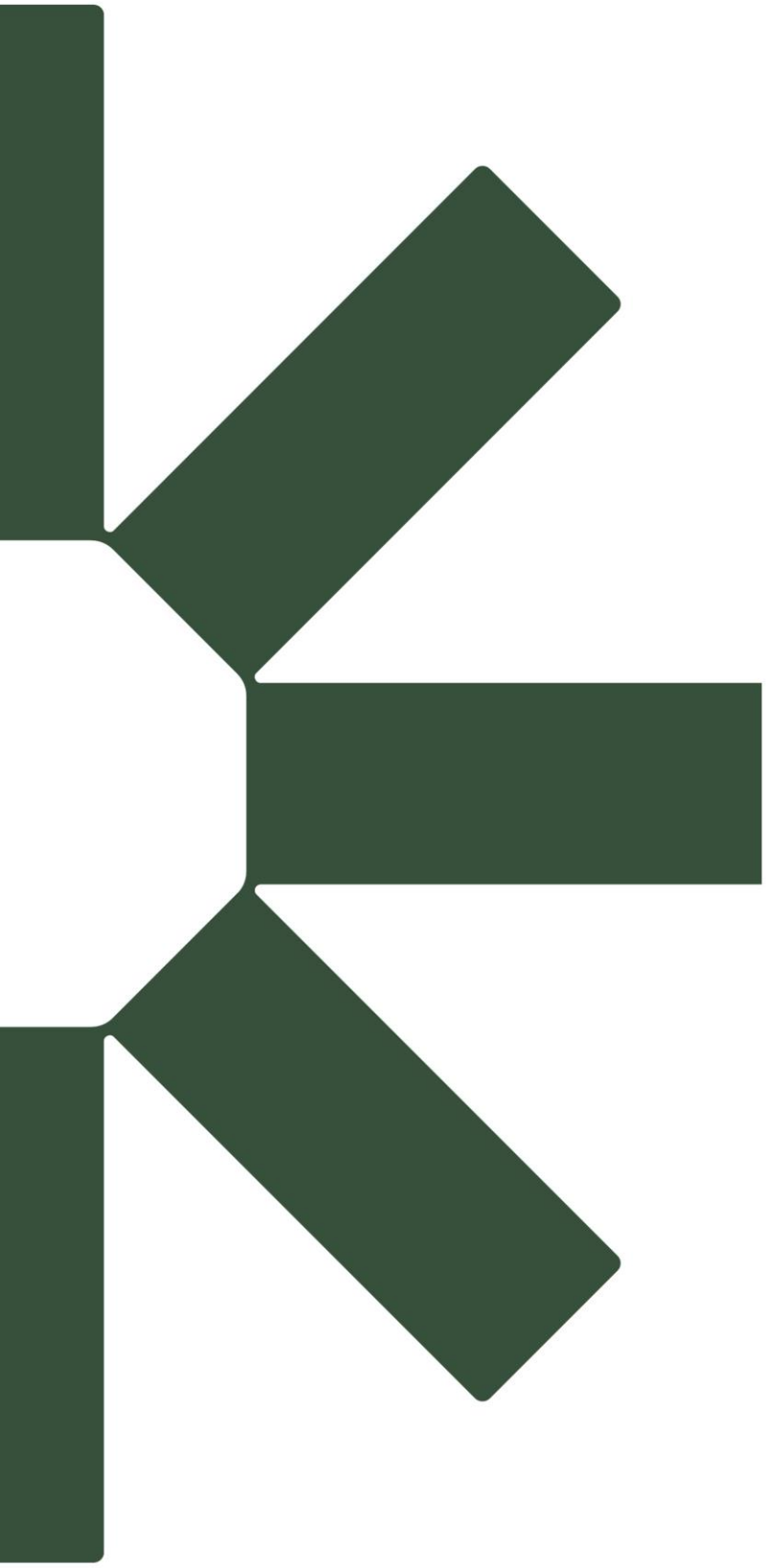
4.16 The additional vehicular trip movements associated with the proposed development are unlikely to significantly, adversely change the characteristics of the local highway network in the vicinity of the site.

5.0 Summary

5.1 This note provides a review to inform a planning application for a proposed development of a site south of Bryn Estyn Road, Wrexham.

5.2 The review draws the following conclusions:

- The site is presently occupied by a single dwelling (22 Bryn Estyn Road);
- The site is located in a sustainable location in transport terms;
- Local accident records show that there are no known safety issues in relation to the operation of the surrounding highway network;
- Vehicular access is proposed from Bryn Estyn Road with consideration given to geometry, sightlines and junction spacing;
- The access arrangement is the same as that proposed for a previous development which was granted consent;
- The proposed development will accommodate appropriate car parking and cycle parking within the site;
- Refuse collections will be made from Bryn Estyn Road, as is the case for the existing property on the site; and
- The additional vehicular trip movements associated with the proposed development are unlikely to significantly, adversely change the characteristics of the local highway network in the vicinity of the site.



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