MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Nick Atkinson
Our Ref:	ET/DC/MZ/P/2024/1440	**Your Ref:**	P/2024/1440
Date:	06/11/24		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER HYD AT 159 ANNEDD (CADW YMDDANGOSIAD, TIRLUNIO CYNLLUN A GRADDFA) / OUTLINE APPLICATION FOR UP TO 159 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED)

LOCATION: FORMER AIR PRODUCTS SITE, LLANGOLLEN ROAD, ACREFAIR, WREXHAM, LL14 3HP

I refer to your consultation / email dated 20/09/2024 in respect of the above.

It is the LHA's understanding that the proposals are for outline permission for upto 159 dwellings (appearance, landscaping, layout and scale are reserved).

The proposed site is land at the former Air Products, Llangollen Road, Acrefair.

Access Arrangements

Llangollen Road (The A539) is a classified road with a speed limit of 30mph in the vicinity of the proposed development. An ATC survey was undertaken in May 2023 for 7 days which indicated 85th percentile speeds of 37mph eastbound and 37.5mph westbound. The applicants transport consultant has provided an updated technical note that states that the visibility is provided in relation to TAN18 which states that a stopping site distance of 56m should be provided. The figures provided in TAN18 are based on the figures set out in Manual For Streets but have not been adjusted for bonnet length and therefore visibility splays of 59m should be provided. The submitted visibility splays are hard to assess due to their inclusion in the appendices, the LHA requests the provision of a scaleable plan with the revised site access visibility splays provided in full. The main site access junction appears to be set back and therefore it is difficult to ascertain the location at which the give way line is proposed to be located, this should be detailed clearly on a revised plan.

The Councils adopted highway standards require that any development of more than 150 dwellings provides two points of access into the site. The submitted plan indicates an emergency access to the west side of the site but there are concerns that the proposed access is not wide enough to support simultaneous access and egress. There are also concerns regarding the poor condition and private nature of Station Road.

It is noted that the topography of the site makes it difficult to ascertain if alternative routes are available but concerns remain that this proposed arrangement does not appear fit for purpose and should the main access to the site need to be closed in an emergency that the alternative emergency access would not provide an adequate alternative. A road safety audit should be considered.

Traffic Generation

The LHA notes that there was a previous approval on the site for residential development that was granted but has now expired. The proposals include a submitted Transportation Assessment that appears to have been written in January 2023 just under two years ago, as such much of the TRICS data used is out of date. The TRICS good practice guide states that surveys should be from the last 8 years, although WCBC would advise against using any surveys during Covid-19 lockdowns. On further review of the TRICS data there is a mix of housing/apartment sites, whilst the proposals appear to be for a mixed site, as this application is for outline only the LHA cannot guarantee that the surveys used are appropriate or comparable. The LHA would recommend that private dwelling house sites only are used for a robust approach.

The LHA would recommend that the trip distribution and junction assessments are refreshed after the TRICS data has been updated. The assessment needs to be robust to ensure the site access junction design is fit for purpose.

Updated assessments will be required for the secondary access and the A539/Chapel Street / B5096 King Street junction.

Active Travel

The site is located in close proximity of bus shelters on Llangollen Road in close proximity to Tower Hill. The closest train station is approximately 1.6 miles away in Ruabon. There is a public footpath that runs along the south-eastern site boundary and that should be connected to the site via highway that is intended to be adopted.

It is noted that the applicant intends to enable a Travel Plan to be put in place and operated at the site for five years to encourage sustainable travel from the site. This should be included as a planning condition should the LPA be minded to grant the application.

Construction

In order to construct the proposed scheme, the applicant will need to submit a construction traffic management plan including details of contractor parking and an appropriate route for construction traffic. This should be included as a planning condition should the LPA be minded to grant the application.

Further issues

Whilst it is understood that the application is currently for outline permission with many matters reserved, the LHA would like to remind the applicant that:

- the swept paths for the refuse vehicle swing over the proposed footways in places which isn’t acceptable on pedestrian safety grounds
- localised widening is required on bends in the highway to allow simultaneous access and egress
- some of the private driveways / shared accesses access sizeable numbers of dwellings and as such will require a turning head to accommodate a 7m delivery vehicle.
- Due to the topography on site the LHA would recommend the provision of levels on revised drawings to ensure that gradients are acceptable for pedestrians and to ensure that visibility is acceptable horizontally and vertically.

- The LHA would recommend that the applicant consider their parking proposals carefully, 6m aisle widths are required behind all parking spaces / driveways and long runs of parking spaces / driveways should be avoided due to how they restrict visibility.
- Visibility splays from accesses within the site should be provided.
- Gradient, safety and lighting should be considered for the proposed pedestrian path shown adjacent to the POS & Play area.

Conclusion

The LHA would request the applicant addresses the following issues:

- Updated TRICS runs based on solely private dwelinghouse sites in similar natured locations within the past 8 years
- Updated trip distribution and junction assessments are required using the updated TRICS data.
- The LHA is concerned the secondary access is not fit for purpose as proposed.
- Updated visibility splays are required based on the MFS standards with SSD adjusted for bonnet length. Visibility splays need to be provided on a scaleable plan and need to ensure they are provided to the nearside kerbline on land within the applicants control or within the public highway.



on behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

- *No surface water from the applicants site should be allowed to drain onto the public highway,*
- *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.