12 December 2024

Nick Atkinson
Wrexham County Borough Council
Lambpit Street
Wrexham
LL11 1AR

SLR Project No.: VN211981

Planning Application No.: P/2024/1209

Dear Nick,

RE: Residential Development Proposals at Bryn Estyn Road, Wrexham

Following the submission of the planning application (Ref: P/2024/1209), we have now seen the consultation response prepared by the Local Highway Authority dated the 1st November 2024.

I understand that you have been in regular contact with Olivia Forde at Cassidy + Ashton regarding this consultation response, but I wanted to take the opportunity to write directly with the additional information and clarifications requested as part of the LHA consultation response. For clarity, the main additional information and clarity relates to the following:

- Sight lines from the proposed new access;
- Site access width; and
- Servicing arrangements within the site.

Practical Sightlines

The planning application was accompanied by a transport report prepared by SLR and considered the existing site access, the improvements to the site access location and associated sightlines in either direction.

Sightlines of 25m were presented measured to the nearside edge of carriageway, which are sufficient for vehicle speeds of around 20mph, and are a significant betterment to the existing arrangement.

To further assist the Council in forming a judgement regarding this application, the applicant coordinated a traffic survey collecting flows and speeds during the period 30th November -4th December 2024.

Average speeds were recorded as being 22-23mph, with 85th percentile speeds record as being 28-29mph. Flows were recorded as being around 60-80 vehicles during the busiest hours, but with hours throughout the day where flows were much lower at around 30-50 vehicles. This equates to around a vehicle movement per minute, or less, and confirms previous site visit observations that Bryn Estyn Road is a low-flow, low-speed environment.

Combined with the review of accident records presented within the transport report, the data and analysis suggests that the network safety characteristics are low risk, and therefore suitably safe.

As previously noted, there are improvements proposed to the site access location such that sightlines will be significantly improved in both directions. It is possible to achieve a sightline of 25m in either direction measured to the nearside edge of carriageway.

However, given the nature of Bryn Estyn Road, including the carriageway alignment and width which provides a natural control of vehicle movements (i.e. no overtaking), it is not unreasonable to consider measuring sightlines to the path of an oncoming vehicle.

Figure 1 presents the practical sightlines when measured to the path of an oncoming vehicle. Further details are included in **Drawing No. 410.065631.00001 - D100** attached to this letter.

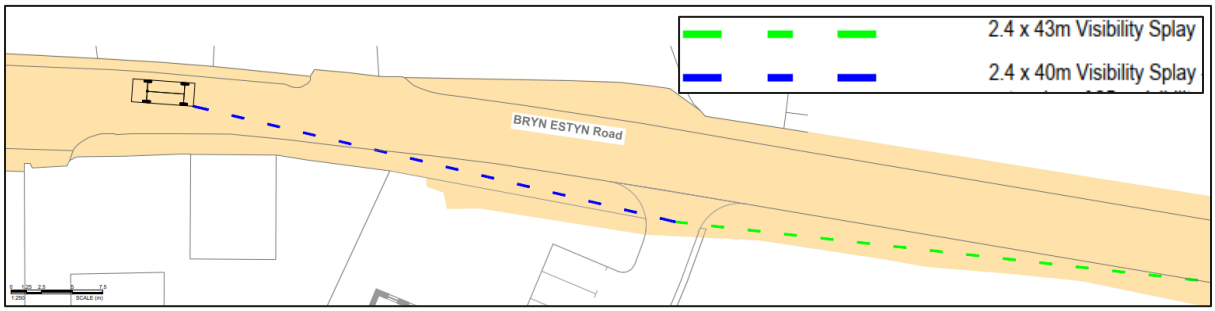


Figure 1: Practical Sightlines

The practical sightlines accord with the recorded vehicle speeds and are considered to be appropriate for the scale of development and in the context of existing characteristics of Bryn Estyn Road.

It should also be noted that the practical sightlines presented retain the existing fence line immediately to the west of the site. However, there are two fence panels that are under the applicant's control, and the removal of these fence panels, would further enhance the practical sightlines to the west (if desirable).

Site Access Width

As previously noted, the proposals seek to improve the existing access to facilitate delivery of residential development on the site. The Council has requested that the width at the site access should be at least 4.5m rather than the 4m currently shown.

For clarity, it is only a very small area of the access that narrows to 4m. The first 2.5m back from the road provides a width of at least 4.5m, then the width increases to 6m at the back of the first row of parking spaces. Practically, drivers would accommodate accordingly in this area, and the small development scale, which is likely to generate tidal movements limiting the potential for two-way conflict (i.e. out in the morning, back in the evening), will ensure this remains a low-risk environment.

However, following further review of the layout by the architect, should the Council still have a desire to have a width of at least 4.5m, it has been confirmed by the scheme architect that this would be possible without adversely affecting the rest of the layout, access or adjacent trees. This minor adjustment could reasonably be addressed as part of the detailed design process for the access, and could be conditioned.

Servicing Arrangements

With regards to servicing arrangements, the transport report identified that servicing and refuse collections would continue to be from Bryn Estyn Road, as per existing arrangements. However, the internal layout does provide some flexibility for some servicing to occur within the site.

Figure 2 presents the tracking of a vehicle typically used for the delivery of online goods, including food shopping. There is space within the site for the vehicle to enter, turn and exit in forward gear.



Figure 2: Delivery Vehicle Servicing

Other Matters

Finally, it is noted that there were some minor queries from the Council relating to the space available to provide cycle parking and the bin store.

There is adequate flexible space within the site to provide secure, covered cycle parking, along with a bin store appropriately sized. Again, further details can reasonably be conditioned.

Summary

Overall, the evidence presented, leads to the conclusion that appropriate sightlines in either direction can be provided and the layout provides sufficient flexibility for the development demands, including options for servicing, such that there would not be an overall unacceptable impact on highway safety that couldn't be mitigated.

I do hope that the information contained within this letter will assist in allowing the Council to positively determine the planning application. However, should you have any comments, questions or queries at this time, please do not hesitate to contact me.

Yours sincerely

[redacted]

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