

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2023/0050	Your Ref:	P/2023/0050
Date:	13 th August 2024		

TOWN AND COUNTRY PLANNING ACT 1990

DATBLYGIAD PRESWYL O 96 ANNEDD AC ISADEILEDD CYSYLLTIEDIG / RESIDENTIAL DEVELOPMENT OF 96 NO. DWELLINGS AND ASSOCIATED INFRASTRUCTURE

LAND AT STANSTY FIELDS MOLD ROAD WREXHAM

Grid Ref: E 332242.3 N 352545.83

I refer to your consultation / email dated 10/02/2023 in respect of the above, and have reviewed the following information when considering the impact of this application from a highways perspective:

- Castle Green Site Plan drawing MRGWR-SP.01 Rev D.
- SCP Transport Statement dated November 2022
- Grimster Planning: Planning, Design and Access Statement dated December 2022
- Grimster Planning: Pre App Community Consultation Report January 2023
- Cooper Engineering Drainage Strategy Layout 7956/SKo1 Rev D

Proposals

It is the Local Highway Authority's (LHA) understanding that the proposals are for the development of 96 dwellings and associated infrastructure. New roads are to be provided within the site alongside car parking.

The proposals state that the residential dwelling proposals are:

- 20 no 2 bedroom dwellinghouses,
- 47 no 3 bedroom dwellinghouses,
- 29 no 4 bedroom dwellinghouses,

Dwelling types

A general review of the dwelling types has demonstrated that:

- 4P2B is a two bedroom dwelling without a garage
- 5P3B is a three bedroom dwelling without a garage
- Highfield is a three bedroom dwelling without a garage
- Oakley is a two bedroom dwelling without a garage
- Marlow is a three bedroom dwelling without a garage
- Oxford is a three bedroom dwelling without a garage

- Henley is a three bedroom dwelling without a garage
- Evesham is a three bedroom dwelling with a single integral garage
- Beaumont is a four bedroom dwelling with a single integral garage
- Wentworth is a four bedroom dwelling with a single integral garage

The Councils car parking standards are set out within Local Planning Guidance Note No 16. It sets out that 2 car parking spaces are required per 2 bedroom dwelling, 3 car parking spaces are required per 3 or 4 bedroom dwelling.

Garages will not be counted as contributing to on-site parking provision.

The cycle parking standards set out in LPGN No 16 states space to provide at least 2 secure cycle parking spaces per dwelling. For those dwellings with communal gardens and without garages, cycle parking should be provided via safe and secure communal cycle parking areas.

Site access and visibility splay

The proposed site access is onto Mold Road, at the point of the proposed site access it is a 50mph classified road with a central reservation and a dual two carriageway with a shared footway and cycleway along the eastern side. It is effectively one-way on the nearside carriageway. As such the visibility splay is only required looking to the right side out of the site. The visibility splay shown is 120m to the nearside kerbline from a point 4.5m back, for a 50mph speed limit, DMRB states that a visibility splay of (desirably) 9m x 160m is required.

It could be advisable to look to reduce the speed limit to 40 mph within the vicinity of the site access, no mention is made of this in the submitted Transportation Statement, however the residential areas to the north of the site are currently 40mph and it would seem consistent to extend this further past the proposed site entrance.

The required amendments to lining and signing and the required Traffic Regulation Order would need to be undertaken at the cost of the developer.

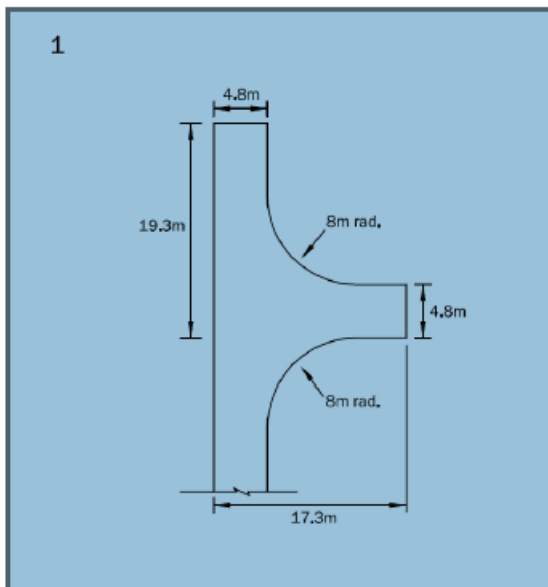
Updated plans are required to demonstrate this and it is considered that road safety audits stage 1,2 and 3 are required to assess the design of the proposed junction.

Access road layout

The proposed access road layout seems acceptable in principle, however the developer must ensure a width of 5.5m is maintained throughout the length of the access roads alongside 2m wide footways where there are residential frontages. Localised widening is likely to be required at bends in the road, swept paths should be provided, any cars tracked should be large in size.

Some of the turning heads provided do not meet the WCBC standards and therefore should be amended to ensure vehicles can turn acceptably within the site. The turning head closest to plot 51 appears undersized with a carriageway width of just 4.5m wide and a pump station is proposed in close proximity to this junction. It is requested that clarification is provided over the likely size of vehicle required to service the pump station and a swept path is required to ensure the vehicles can turn within the site and exit in forward gear.

Swept paths have been undertaken for a 11.5m long refuse vehicle which show the vehicle overhanging footways in the turning heads proposed which is not acceptable. All turning areas and private drives (excepting parking courtyards) are required to provide adequate turning space for a 7.5t rigid delivery vehicle.



It is noted that there is a private shared drive and access to a substation proposed within 15m of the main site access onto Mold Road which is a classified road. This is not acceptable on highway safety grounds and they should be set back to beyond 15m.

Site layout / car parking layout / parking

Plot 1 – A four bedroom dwelling with a single garage and driveway. 5.5m length is required for the driveway in front of the garage and 6m length in front of the doorway. A driveway width of 5.5m is required for a double driveway and a 6m aisle width is required behind the driveway, the standards have not been met and will need to be amended. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 2 – A three bedroom dwelling with a side driveway, two parking spaces proposed, require three and therefore driveway should be extended to 15m length with a 6m aisle width behind. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 3 – A three bedroom dwelling with a side driveway, two parking spaces proposed, require three and therefore driveway should be extended to 15m length with a 6m aisle width behind. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 4 - A four bedroom dwelling with a single garage and driveway. 5.5m length is required for the driveway in front of the garage and 6m length in front of the doorway. A driveway width of 5.5m is required for a double driveway and a 6m aisle width is required behind the driveway, the standards have not been met and will need to be amended. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 5 – A three bedroom dwelling with a side driveway, two parking spaces proposed, require three and therefore driveway should be extended to 15m length with a 6m aisle width behind.

Plot 6 – A four bedroom dwelling with a single garage and driveway. 5.5m length is required for the driveway in front of the garage and 6m length in front of the doorway. A driveway width of 5.5m is required for a double driveway and a 6m aisle width is required behind the driveway, the standards have not been met and will need to be amended. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 7 – A four bedroom dwelling with a single garage and driveway. 5.5m length is required for the driveway in front of the garage and 6m length in front of the doorway. A driveway width of 5.5m is required for a double driveway and a 6m aisle width is required behind the driveway, the standards

have not been met and will need to be amended. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 8 - A three bedroom dwelling with two car parking spaces located in front of the dwelling. Two parking spaces proposed, require three and therefore amendments are required

Plot 9 – A three bedroom dwelling with a side driveway, two parking spaces proposed, require three and therefore driveway should be extended to 15m length with a 6m aisle width behind.

Plot 10 - A three bedroom dwelling with a rear driveway, three parking spaces proposed which meets the Council's standards, however, parking isn't well overlooked as is located behind the dwelling and may encourage parking on the access road in front of the dwellings front door.

Plot 11 – A three bedroom dwelling with a side driveway, three parking spaces proposed, require three and therefore acceptable.

Plots within Courtyard 1 parking arrangements.

The proposed car park access is narrow and does not support simultaneous access and egress of two cars. Furthermore WCBC SPG24 states that for designing out crime the Council requires car parking and garages to be ideally provided within the residential curtilage and be overlooked by habitable rooms. In addition it states that communal car parking areas and garage courts should be well lit and unless they are secured by remote controlled gates should not be sited to the rear of buildings.

Plot 12 – A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 13 - A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 14 – A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 15 – A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 16 – A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 17 - A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 18 - A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a rear courtyard parking arrangement

Plot 19 - A three bedroom dwelling with a side driveway, two parking spaces proposed, the standards state three should be provided.

Plot 20 - A three bedroom dwelling with a side driveway, three parking spaces proposed, require three and therefore acceptable

Plot 21 – A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a double driveway which is acceptable

Plot 22 - A two bedroom dwelling requires two car parking spaces, two spaces are proposed in a double driveway which is acceptable, however, the pedestrian access is unclear, a path that doesn't pass through the driveway should be provided. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 23 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Council's standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 24 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Council's standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 25 – A three bedroom dwelling with a driveway for three vehicles which is acceptable. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 26 – A three bedroom dwelling with a driveway for two vehicles which falls below the WCBC standards, the standards state three car parking spaces should be provided. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 27 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Council's standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 28 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Council's standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 29 - A three bedroom dwelling with a driveway for three vehicles which is acceptable. The driveway should be 15m in length. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 30 - A three bedroom dwelling with a driveway for two vehicles which falls below the WCBC standards, the standards state three car parking spaces should be provided. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plots within Courtyard 2 parking arrangements:

The proposed car park access is narrow and seems quite tight for simultaneous access and egress of two cars. Furthermore WCBC SPG24 states that for designing out crime the Council requires car parking and garages to be ideally provided within the residential curtilage and be overlooked by habitable rooms. In addition it states that communal car parking areas and garage courts should be well lit and unless they are secured by remote controlled gates should not be sited to the rear of buildings.

Plot 31 - A three bedroom dwelling with two car parking spaces to the rear in a shared facility, falls short of the WCBC parking standards and could result in overflow parking.

Plot 32 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 33 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 34 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 35 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 36 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 37 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 38 - A two bedroom dwelling with two car parking spaces to the rear in a shared facility

Plot 39 – A three bedroom dwelling with two car parking spaces to the rear in a shared facility, falls short of the WCBC parking standards and could result in overflow parking.

Plot 40 – A three bedroom dwelling with car parking for three cars on a side driveway, this should be extended to 15m length. A separate pedestrian access should be provided that doesn't pass through the driveway. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 41 - A two bedroom dwelling with car parking to the front providing two car parking spaces, a segregated pedestrian paths should be provided incase cars are parked on the driveway blocking access. The driveway should be extended to ensure that 4.8m length is provided as a minimum. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 42 - A two bedroom dwelling with a side driveway providing two car parking spaces which is acceptable. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 43 - A three bedroom dwelling with a side driveway providing two car parking spaces. WCBC standards state that three car parking spaces should be provided and it is felt this can be delivered by extending the length of the driveway.

Plot 44 - A three bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 45 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. There is a substandard aisle width less than 6m provided this should be increased to ensure egress. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 46 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 47 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. There is a substandard aisle width less than 6m provided this should be increased to ensure egress. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 48 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. There is a substandard aisle width less than 6m provided this should be increased to ensure egress. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 49 - A three bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls shorts of the Councils standards. There is a substandard aisle width less than 6m provided this should be increased to ensure egress. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 50 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 51 - A three bedroom dwelling with car parking to the rear. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 52 - A three bedroom dwelling with car parking to the side, the driveway is not at 90 degrees to the footway and so will encourage manoeuvres on an oblique angle which reduces visibility and may compromise safety.

Plot 53 - A two bedroom dwelling with two car parking spaces to the front, meets the car parking standards of WCBC but there is concern that long lengths of parking spaces remove the availability of on-street parking spaces.

Plot 54 - A two bedroom dwelling with two car parking spaces to the front, meets the car parking standards of WCBC but there is concern that long lengths of parking spaces remove the availability of on-street parking spaces.

Plot 55 - A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC and there is a concern that long lengths of parking spaces remove the availability of on-street parking spaces.

Plot 56 - A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 57 - A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 58 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 59 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 60 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 61 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 62 - A three bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 63 - A three bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking

spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 64 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 65 - A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 66 - A three bedroom dwelling with a side driveway for two vehicles, this falls short of the car parking standards of WCBC which states that three car parking spaces should be provided and the driveway is located an awkward arrangement which will lead to vehicles reversing out on an oblique angle and should be amended on safety grounds.

Plot 67 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. The driveway requires a 6m aisle width behind and therefore the private drive requires widening. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 68 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. The driveway requires a 6m aisle width behind and therefore the private drive requires widening. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 69 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. The driveway requires a 6m aisle width behind and therefore the private drive requires widening, furthermore a 2m footway is required on this frontage. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 70 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. The driveway requires a 6m aisle width behind and therefore the private drive requires widening, furthermore a 2m footway is required on this frontage. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 71 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. The driveway requires a 6m aisle width behind and therefore the private drive requires widening. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 72 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided. The driveway requires a 6m aisle width behind and therefore the private drive requires widening. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 73 – A three bedroom dwelling with two car parking spaces provided in a side driveway, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided. The driveway is located an awkward arrangement which will lead to vehicles reversing out on an oblique angle and should be amended on safety grounds. Furthermore a 2m footway is required on this frontage.

Plot 74 - A three bedroom dwelling with three car parking spaces access via a rear driveway. WCBC SPG24 states that for designing out crime the Council requires car parking and garages to be ideally provided within the residential curtilage and be overlooked by habitable rooms.

Plot 75 – A three bedroom dwelling with three car parking spaces access via a rear driveway. WCBC SPG24 states that for designing out crime the Council requires car parking and garages to be ideally provided within the residential curtilage and be overlooked by habitable rooms.

Plot 76 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 77 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 78 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 79 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 80 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 81 - A three bedroom dwelling with two car parking spaces to the side, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 82 - A three bedroom dwelling with two car parking spaces to the side, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 83 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 84 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 85 - A three bedroom dwelling with a side driveway is proposed for three vehicles which meets the standards.

Plot 86 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided. A separate pedestrian access should be provided that doesn't pass through the driveway.

Plot 87 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 88 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 89 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided. There is concern that long lengths of parking spaces remove the availability of on-street parking spaces.

Plot 90 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided. There is concern that long lengths of parking spaces remove the availability of on-street parking spaces.

Plot 91 - A three bedroom dwelling with a side driveway providing two car parking spaces, which falls short of the WCBC standards, the driveway is not at 90 degrees to the footway and so will encourage manoeuvres on an oblique angle which reduces visibility and may compromise safety.

Plot 92 – A three bedroom dwelling with two car parking spaces to the front, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Plot 93 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 94 - A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 95 – A four bedroom dwelling with an integral garage. A double driveway is proposed. WCBC don't accept garages as available for parking. The WCBC standards state that three car parking spaces should be provided and therefore the parking falls short of the Councils standards.

Plot 96 – A three bedroom dwelling with two car parking spaces to the side, the driveway should be 15m long to provide three car parking spaces, falls short of the car parking standards of WCBC which states that three car parking spaces should be provided.

Active Travel

Active Travel improvements to Stansty Chain Rd north of the boundary of the application P/2019/0923 linking up to this site boundary and across the frontage of the site should be considered. This is key to being able to demonstrate that this site can be classed as development in a sustainable location. Currently the northern section of Stansty Chain Rd could not be exposed to the potential for increased pedestrian traffic. Other Active Travel improvements such as improving the crossing to access the bus stop on Old Mold Rd should be considered as at present there is no designated safe crossing point for pedestrians. The applicant should coordinate any proposals with WCBC's Active Travel Lead officer Gwen Thomas on gwen.thomas@wrexham.gov.uk and the Transport Officer Andrew Mytton on Andrew.Mytton@Wrexham.gov.uk to discuss bus stop improvements.

Drainage

The eastern end of the site sits within a known boggy / waterlogged ground close to the a watercourse, therefore the LHA would remind the applicant that if our flood concerns aren't resolved satisfactorily within the design of the scheme, then WCBC may decline adoption of the proposed highway within the site.

Refuse

Bin collection and storage locations should be added to the proposals. The WCBC Waste Management team do not reverse vehicles further than 12m and operatives will walk no further than

15m to collect a bin, and it is considered that 15m is the maximum distance a resident should walk to move a bin. The Waste Management team may choose not to access private roads.

Landscaping

There are areas of landscaping shown within the site, the LHA requests confirmation that a management company will maintain all landscaping within the site and within the required visibility splays.

Transport modeling / junction assessment

A transportation statement has been submitted with the application which states that the proposed trips to the site will result in 47 two way trips in the AM peak and 43 two way trips in the PM peak. The data used within TRICS to generate the trip results has not been supplied and therefore is requested to ensure the data supplied is robust, The peak hours are also requested to be clarified.

The assumed turning movements are also detailed indicating that northbound there will be approximately 10 arrivals and 25 departures in the AM peak and 21 arrivals and 10 departures in the PM peak. In terms of southbound movements there are proposed to be 3 arrivals and 8 departures in the AM peak and 7 arrivals and 3 departures in the PM peak.

The Mold Road arrangements would mean an increase in U turn movements at the roundabout to the north, an increase of 3 vehicles in the AM peak and 7 in the PM peak. The TS states there will be an increase in flow along Mold Road of 2.3% in the AM peak and 2.1% in the PM peak which is likely to be imperceptible should the data be robust.

Summary

The LHA has no objection in principle to the proposed residential development, however the proposals fall short of the Council's car parking standards, the road layout and footways require amendment from their current form and many plots need amendments to their parking arrangements and pedestrian access arrangements in order to be acceptable on highways grounds. If the issues listed above can be addressed fully then there would be no objections to the proposals on highways grounds.



Chief Officer, Environment & Technical