

Proposed Residential Development

Land off Wrexham Road | Holt | Wrexham

PRIDDING FARMING PARTNERSHIP

Transport Statement

October 2022

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by the Pridding Farming Partnership to advise on the traffic and transportation matters relating to proposals to develop a site for residential purposes on land off Wrexham Road in Holt.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming outline planning application.

1.1.3 The Local Highway Authority (LHA) responsible for the Holt area is Wrexham County Borough Council (WCBC), who are also the Local Planning Authority (LPA).

1.1.4 Due to the location of the site close to Holt village and Wrexham town centre and all their services and facilities, the proposed development will help deliver much needed housing in a sustainable location which is well integrated and connected to local facilities and employment opportunities.

1.2 Scope of Report

1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.

1.2.2 This TS was updated following Pre-Application advice (dated 23rd September 2021) from WCBC and sought to address the matters raised to demonstrate the proposals should be deemed acceptable from a highways perspective. These are discussed in Section 7.

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1.2.3 Following on from this, additional comments have been received from the highways officer at WCBC (dated 30th May 2022), waste strategy officer and active travel officer.

1.2.4 These matters will be discussed in Section 8 of the Report to ensure that the proposals can be deemed acceptable on highway grounds.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 will provide a description of the existing site and local highway network, while Section 3 will detail the development proposals. Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.3.2 Section 5 will consider the trip generation and the traffic impact of the proposals on the local highway network, while a review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 6.

1.3.3 Section 7 will set out and address the matters raised by WCBC during the Pre-Application process and Section 8 will detail the additional WCBC comments received.

1.3.4 Section 9 will draw together the Report's findings and conclusions.

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2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Existing Site

2.2.1 The site extends to approximately 1.9 hectares (4.7 acres) and is located on the southern side of the B5102 Wrexham Road, to the south-west of the village of Holt, around 500 metres from Holt Cross.

2.2.2 It is situated approximately 8.4 kilometres to the north-east of Wrexham town centre.

2.2.3 The location of the site in relation to the surrounding local area is presented in **Plan 1**.

2.2.4 The site adjoins the existing settlement of Holt along its immediate northern and eastern boundaries.

2.2.5 The A534 Wrexham Road bounds the site along its southern boundary, while a small area of trees and vegetation is located to the west, between the site and (the historic) B5102 Wrexham Road. The B5102 fronting the site on its northern side has been 'downgraded' since the completion of the A534 and now acts as a more local village street connecting Holt village to the wider strategic road network.

2.2.6 Sycamore House, a residential land parcel and dwelling in third party private ownership, is positioned midway along the northern site boundary.

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2.2.7 This parcel of land is contained to the central part of the site boundary and results in the site having direct site frontage to the B5102 to the east and west along the northern site boundary.

2.2.8 The site is bordered to the east, by a residential development developed by Macbryde Homes (Castle Green), which comprises approximately 24 dwellings.

2.2.9 The site itself is currently undeveloped and has no formal point of access, other than that used by agricultural vehicles, situated on Wrexham Road.

2.3 Local Highway Network

2.3.1 In the vicinity of the site, the B5102 Wrexham Road has a carriageway width of approximately 6.3 metres, with a footway on its northern side, which is approximately 1.5 metres wide.

2.3.2 Wrexham Road is a local distributor road through the village of Holt and it is subject to a 30mph speed limit.

2.3.3 To the north, Wrexham Road connects the site to the village centre of Holt and beyond that, the village of neighbouring Farndon. To the west, Wrexham Road joins the A534, and provides a direct route to Wrexham town centre and all of its amenities.

2.3.4 It also provides access to the A5156, located to the west of the site and from there, also connects to the A5152 and A483 at Junction 6.

2.3.5 To the east of the site, the A534 extends eastwards and passes through the neighbouring areas of Barton, Clutton and Broxton, and Nantwich beyond that.

2.3.6 It is therefore considered that the site is well connected to the local highway network, and also to the wider strategic road network.

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3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and servicing.

3.2 Proposed Development

3.2.1 The applicant is seeking planning permission to develop the site for up to 39 residential dwellings, with associated car parking and landscaping.

3.2.2 The proposed internal layout is provided at **Plan 2**.

3.2.3 The development will provide a variety of house types, including the following mix;

- 3 bedroom semi-detached - 27 units
- 4 bedroom detached - 12 units

3.2.4 Car parking across the site will comply with the Councils' current car parking standards.

3.2.5 The introduction of a 20mph zone within the development will be considered to promote walking and cycling and create a pedestrian friendly environment. This will often negate the need for segregated cycle facilities within residential areas.

3.3 Vehicular Access

3.3.1 Vehicular access to the site is proposed from one location off Wrexham Road.

3.3.2 A plan to show the proposed site access point is shown in **Plan 3**.

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3.3.3 The design and criteria of the proposed site access junction conforms with current guidance for priority-controlled junctions (TD42/95 - Geometric Design of Major/Minor Priority Junctions). It provides a 5.5 metre carriageway with 2 footways of both sides, which will continue through the site.

3.3.4 Access into the development will be constructed to current adoptable standards to ensure that the access to the site is suitable and appropriate to serve the proposed development.

3.3.5 On that basis, it is considered that the proposed vehicular access point would be deemed acceptable by the local highway authority.

3.3.6 Further detail concerning the proposed vehicular access is provided in Section 7.

3.4 Waste Collection & Servicing

3.4.1 The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.

3.4.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

3.4.3 To demonstrate this, a swept path analysis has been undertaken for a 11.2 metre refuse vehicle, as shown in **Plan 4**.

3.4.4 Further details concerning the proposed servicing arrangements and deliveries is provided in Sections 7 and 8.

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4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 The 'Planning Policy Wales' (PPW) document sets out the planning policies on the delivery of sustainable development through the planning system.

4.1.2 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by;

"Encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation".*

4.1.3 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- *reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*

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- *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- *improving accessibility by walking, cycling and public transport;*
- *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*
- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting Ultra Low Emissions Vehicles;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 To demonstrate the above, the accessibility of the proposed site has been considered by the following modes of transport:

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- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.1.6 It should be noted that this section of the report makes reference to various documents and guidance in relation to preferable and acceptable walking distances to local facilities and amenities and whilst it is acknowledged these are not all specific to Wales, these measures are considered to provide a useful understanding of the sites sustainable accessibility credentials in relation to the surrounding area.

4.2 Accessibility on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The site will benefit from pedestrian footways of at least 2 metres in width throughout the site to ensure the safe movement of pedestrians, cyclists and vulnerable users. Any crossing points will provide dropped kerbs and tactile paving, where appropriate.

4.2.3 An existing pedestrian footway of around 2 metres in width is located to the north of the site, on the southern side of Wrexham Road, as provided by the adjacent Macbryde Homes development, thus providing pedestrian linkages to the nearby residential and retail areas of Holt. A footway is also present on the opposite side of Wrexham Road.

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4.2.4 In light of the above, dropped kerbs and tactile paving will be provided on each side of the site access, as well as the footway to the north connecting to the existing footway provided as part of the Macbryde Homes development.

4.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'.

4.2.6 The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.* However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

4.2.8 While the above guidance is not specific to Wales, it is worth noting that in relation to walking, the Design Guidance: Active Travel (Wales) Act 2013 document states that;

"Pedestrian routes must allow people to reach their day to day destinations easily and logically. Important places to be served by walking networks include homes, shops, schools, transport interchanges and bus stops and other community facilities. Better accessibility to public transport is likely to encourage its use and decrease reliance on the private car for longer journeys".

4.2.9 It then goes on to say that *"Manual for Streets advises that walkable neighbourhoods, as illustrated in Figure 4.1 below, are characterised by having a range of facilities within 10 minutes' walking distance (about 800m) which people may access comfortably on foot, although it is important to note that this depends on walking speed and will be less for older and disabled people.*

Therefore, the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents to lead to more walking".

4.2.10 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 5.

4.2.11 As can be seen, the 800 metre catchment includes the nearby residential areas of Holt along with Bellis Brothers Farm Shop and Garden Centre. The 2,000 metre pedestrian catchment includes the majority of Holt along with Tava, Peking Garden, The White Lion, The Doves Coffee Shop, Cleopatra's Coffee Shop/Bistro, Wedoughit4u, The Peal O' Bells, Holt Primary School, The Hare, Nisa Local and The Pharmacy.

4.2.12 As illustrated, the development site benefits from being located within close proximity to a range of local amenities with the largest choice of facilities being located in Holt.

4.2.13 **Table 4.2** below, shows the walking distance from the centre of the site to the key amenities in the vicinity of the site:

Local Amenity	Distance (metres)
Bellis Brothers Farm Shop and Garden Centre	167
Tava	395
Peking Gardens	595
Holt Primary School	615
The White Lion Public House	682
Nisa Local	685
Cleopatra's Coffee Shop/Bistro	714
The Peal O' Bells Public House	945
Wedoughit4u	785
The Hare Public House	1,393
The Pharmacy	1,500

Table 4.2 - Distance from Site to Local Facilities

4.2.14 As can be seen in the above table, the site is located within close proximity to a number of local amenities including day to day services, as well as leisure facilities.

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4.2.15 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.

4.3.3 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Holt, Farndon, Rossett, Wrexham town centre and Wrexham Industrial Estate.

4.3.4 The site is also located close a network of local leisure walking and cycle routes, which can be accessed via a new link between the site and Francis Lane, located in the south-east corner of the site.

4.3.5 While there are no formal cycle routes in the vicinity, the surrounding area is relatively flat and therefore highly conducive to trips by cycle. This will be discussed further in Sections 7 and 8.

4.3.6 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

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4.4.2 The nearest bus stops to the site are located to the north east of the site on Wrexham Road, approximately 350 metres from the centre of the site, consisting of bus stop pole and road markings.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.2** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
5	Wrexham - Chester	2	3	1	2	2	1

Table 4.2 - Existing Bus Services Operating Past the Site

4.4.4 As can be seen from Table 4.2, the nearest bus stops to the site provide up to 3 services in peak periods to destinations such as Chester, Huntington and Boughton Heath.

4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from before 6:30am and running until after 22:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.3** below.

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Destination	Duration
Chester	38 mins
Huntington	22 mins
Boughton Heath	28 mins

Table 4.3 - Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Chester is a 38 minute bus journey and Huntington is a 22 minute bus journey from the site.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The most accessible train station to the site is Wrexham Central train station, even though it is located outside of the 2km pedestrian catchment. It can be accessed by a 20 minute bus journey on the no. 5 service followed by a 9 minute walk. It could also form part of a multi-modal trip with cycling.

4.5.2 Wrexham train station is managed by Transport for Wales and has 1 platform, offering 1 service per hour to destinations such as Shotton and Bidston.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes, so that sustainable travel can be encouraged.

4.6.2 The following conclusions can be drawn from this section of the Report:

- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- The area surrounding the site is reasonably flat, making cycling a viable alternative to car travel for residents.
- The services from the bus stops on the Wrexham Road, travelling to Chester, Huntington and Broughton Heath shows that the proposed development can be accessed by bus.
- The site is accessible via rail with Wrexham Central train station offering 1 service per hour to Shotton and Bidston.

4.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

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5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

5.3 Proposed Development

5.3.1 The development proposals consist of up to 39 new residential dwellings.

5.3.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites.

5.3.3 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Range between 0 and 300 dwellings
- Monday to Friday surveys
- Sites in Greater London and Eire excluded.

5.3.4 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising 39 units is included in **Table 5.1,** below.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.126	0.329	5	13
PM Peak Hour	0.297	0.156	12	6

Table 5.1 Proposed Development Trip Rates and Trips (39 Units)

5.3.5 As can be seen, the proposed residential development is forecast to generate a total of 18 two-way trips in both the AM and PM peaks.

5.3.6 The potential trip generation of the proposed development will be discussed further in Section 8, following comments from the highway officer at WCBC.

5.3.7 In light of such a minimal impact, and given there are no known capacity issues in the area, no capacity assessments have been undertaken of the local road network.

5.3.8 It is considered that such increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

5.3.9 Furthermore, whist not specific to Wales, the DfT's document entitled 'Guidance on Transport Assessments' includes some suggested thresholds in respect to traffic impact and at Appendix B, the document states that formal assessment of a junction may not be required for developments which would typically generate fewer than 30 two-way additional trips.

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5.4 Traffic Impact Summary

5.4.1 This section of the Report has considered the impact of the proposal in transport terms.

5.4.2 The results of the above assessment has demonstrated that the proposals will not have a material impact or give rise to any highway capacity issues.

5.4.3 It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.

5.4.4 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and should be deemed acceptable in highway terms.

5.4.5 Notwithstanding the above, the potential traffic impact of the development is detailed further in Section 8, in response to comments received from WCBC.

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6 ACCIDENT ANALYSIS

6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken.

6.1.2 The information provided on the website covered the five-year period 2017 to 2021 in the vicinity of the development site.

6.1.3 According to the data provided there have been a total of 3 recorded accidents within the study area, as shown in **Figure 6.1** below.



Figure 6.1 - CrashMap Accident Plot

6.1.4 The corresponding accident data is provided at **Appendix 1**.

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6.1.5 All recorded accidents identified in the data resulted in slight injuries, as detailed below in **Table 6.1**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
04/04/2017	Slight	Daylight	Fine	Dry	Collision
09/07/2017	Slight	Daylight	Fine	Dry	Collision
31/05/2017	Serious	Daylight	Fine	Dry	Provisional data only

Table 6.1 - Accident Summary

6.1.6 The data reviewed has not identified any untypical accidents.

6.1.7 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.

6.1.8 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

6.1.9 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

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7 RESPONSE TO PRE-APPLICATION ADVICE

7.1.1 This section of the report will set out the issues raised by WCBC during the pre-application stage and provides a response to ensure that all points raised are satisfactorily addressed. For ease, a copy of the correspondence is provided at **Appendix 2**.

7.1.2 The matters raised by WCBC can be summarised as follows:

- Access
- Layout
- Footway/Cycle Links

7.1.3 For ease, each of the above items will be discussed in the same order as they are set out above.

Access

7.1.4 In relation to vehicular access into the site from Wrexham Road, the Highways Officer confirmed that *"The proposed development site is located on Wrexham Road, Holt which is a classified road subject to a 30mph speed limit".* The response goes on to say that:

"Based on typical speeds of 30mph any existing/proposed access would normally be required to provide visibility splays of 2.4m x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site. Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways along both sides of the road."

7.1.5 In that regard, the proposed site access plan shown in Plan 3 confirms that adequate visibility splays of 2.4 metres by 43 metres can be achieved and will ensure the site can be accessed safely. The plan also shows that corner radii of 10 metres are provided with a 5,5 metre carriageway and 2 metre footways that will continue throughout the site. The requirement to remove/trim back the existing hedgerow fronting the site is noted.

Layout

7.1.6 In respect to the internal site layout, the highways officer comments that:

"The proposed site will need to comply with WCBC adoptable standards/Manual for Streets. Any proposed section of carriageway/footway not constructed to the above standards will need to be managed/maintained in perpetuity by a private management. All proposed turning heads will need to comply with WCBC adoptable standards being capable of accommodating the turning movements of an 11.2m long refuse vehicle. Any proposed private, shared driveway will need to provide a turning head capable of accommodating the turning movements of a medium sized delivery vehicle i.e. 7m in length".

7.1.7 The refuse vehicle swept path analysis for an 11.2m long refuse vehicle is discussed in Section 3 of this report and shown in Plan 4. To further address the above matter, an additional swept path analysis has been undertaken for a 7 metre delivery van and is shown in **Plan 6**. This demonstrates that the site will be able to cater for home deliveries without giving rise to any roads safety issues.

7.1.8 The response goes on to confirm that *"Any proposed internal junctions/shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. This needs to be demonstrated on a revised layout plan".* In that regard, **Plan 7** shows that visibility splays of 2.4 metres by 25 metres at the internal junctions can be achieved.

7.1.9 Furthermore, in respect to the internal layout, the highways officer stated that:

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"It is recommended that 2m wide footways are constructed either side of the main access along Wrexham Road linking up to the existing footway fronting the Castle Green development to the east and up to the pedestrian gate serving Sycamore House in the westerly direction A reduced footway width in the westerly direction may be required given the available verge width. Although such a footway would be less than our standard 2m width requirement, it would be considered acceptable given that the additional land required to deliver a 2m footway would require 3rd party land belonging to Sycamore House. Appropriate dropped kerb/tactile crossing points will be required across Wrexham Road either side of the main access".

7.1.10 As shown on the proposed site access drawing (Plan 3), the above requirements have been incorporated, including a link to the adjacent (Macbryde Homes) development, as shown in **Figure 7.1** below.



Figure 7.1 - Existing Footway Provided by the Macbryde Homes Development

7.1.11 The only exception is the footway connection to the pedestrian gate belonging to Sycamore House.

7.1.12 Given there is no footway beyond that point at present, it is considered that such a connection is not necessary and furthermore, may encourage pedestrians to continue along that route to the main road.

7.1.13 Notwithstanding the above, a set off dropped kerbs and tactile paving is proposed each side of the site access across Wrexham Road, as detailed above. It is Eddisons view that this again negates the need for the footway to be extended to the Sycamore House pedestrian gate, the provision to the south-west of the access will connect pedestrians to the existing footway along the other side of Wrexham Road, as shown in the plan.

7.1.14 This matter will be discussed further in Section 8.

Footway/Cycle Links

7.1.15 In regard to footway and cycle links, the Pre-Application highways response stated that:

"I would recommend that a suitable shared cycleway/ footway (with appropriate signage/barriers/lighting/dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, internal access road at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. This needs to be demonstrated on a revised layout plan".

7.1.16 As shown in Plan 2, and the extract presented in **Figure 7.2** below, the proposed internal layout includes a link from the north-west corner of the site. It extends eastwards through the site to the south-east corner and links to Francis Lane, thus providing access to a network of leisure routes in the area.

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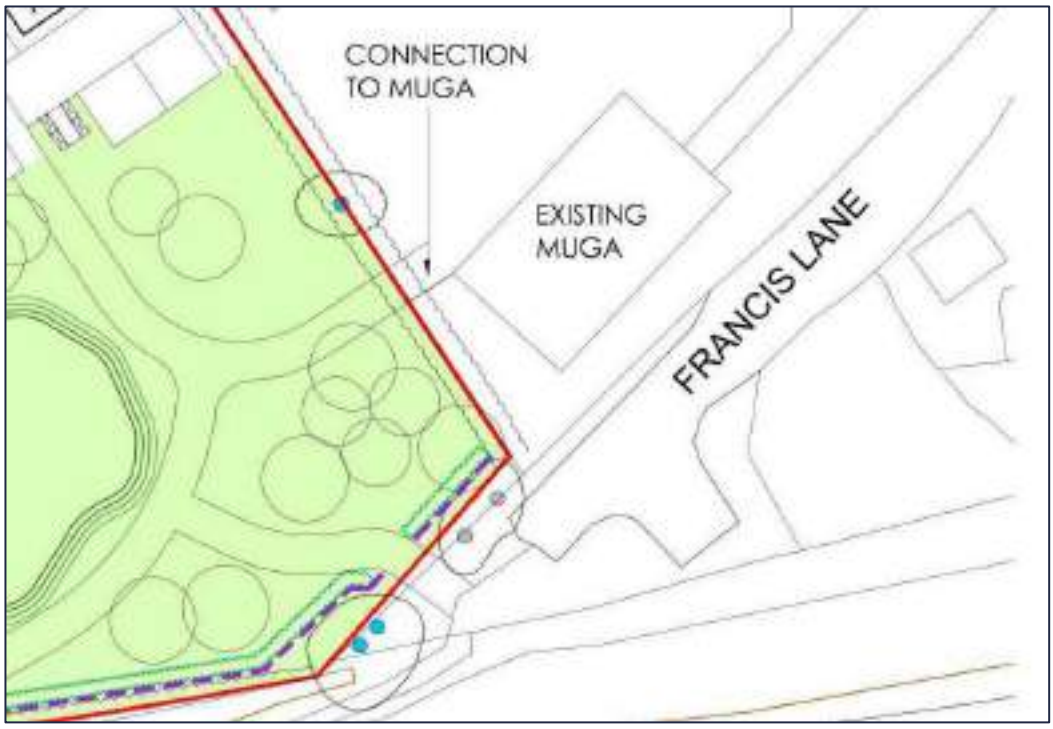


Figure 7.2 – Proposed Ped/Cycle Link to Francis Lane

7.1.17 The above proposal also provides a connection between the existing MUGA (Multi-Use Games Area) on the Castle Green, as requested by WCBC.

7.1.18 On that basis, it is considered that the proposals will assist in delivering a highly sustainable development in line with local and national planning policy and improve pedestrian/cycle links in the area, which will benefit not only residents at the development, but the wider community as well.

7.1.19 This matter is further detailed in the following section.

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8 RESPONSE TO ADDITIONAL WCBC CORRESPONDENCE

8.1 Introduction

8.1.1 This section of the report will set out the additional matters raised by WCBC highways department in their latest correspondence and demonstrate how the points have been addressed.

8.1.2 For ease, a copy of the latest correspondence, including from the waste and active travel officers is provided at **Appendix 3**.

8.1.3 The additional WCBC correspondence raised the following points in relation to the proposals;

- Access
- Layout
- Footway/Cycle Links
- Traffic Impact Analysis
- Refuse Collection/Recycling
- Construction Traffic Management Plan

8.1.4 For ease, each of the above items will be discussed in the same order as they are set out above.

Access

8.1.5 In respect to the proposed access arrangements, the highways consultation response stated that:

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'The proposed development site is located on Wrexham Road, Holt which is a classified road subject to a 30mph speed limit.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site.

Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways along both sides of the road.

The submitted layout plan (Drg. No. 3285-F01 Rev F) indicates the above detail'.

8.1.6 In light of the above it is considered that the proposed vehicular access is now acceptable.

Layout

8.1.7 In regard to the internal layout, the highways officer at WCBC commented as follows:

'The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management company. A number of shared private access roads are indicated on the submitted plans which meet this criteria'.

8.1.8 It is therefore concluded that the current layout meets the required criteria for adoption.

8.1.9 The response goes on to say that *'All proposed turning heads will need to comply with WCBC adoptable standards being capable of accommodating the turning movements of an 11.2m long refuse vehicle.*

Any proposed private, shared driveways will need to provide a turning head capable of accommodating the turning movements of a medium sized delivery vehicle i.e. 7m in length. The submitted swept path details appear acceptable'.

8.1.10 As previously submitted, the above plans are provided in Plan 4 (Swept Path for 11.2m Refuge Vehicle) and Plan 6 (Swept Path for 7m Delivery Vehicle).

8.1.11 The swept path analyses have demonstrated that waste and service vehicles can enter the site, turn around and exit in a forward gear. On that basis, it has been confirmed that the site can be adequately serviced.

8.1.12 In further regard to the internal site layout, the highway officer advised that:

'All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge'.

8.1.13 It can be confirmed that the above visibility splays are shown on the proposed site plan and show that the layout complies with these requirements.

8.1.14 Furthermore, the response continues;

'I would recommend that 2m wide footways are constructed either side of the main access along Wrexham Road linking up to the existing footway fronting the Castle Green development to the east and up to the pedestrian gate serving Sycamore House in the westerly direction. A reduced footway width in the westerly direction may be required given the available verge width. Although such a footway would be less than our standard 2m width requirement, it would be considered acceptable given that the additional land required to deliver a 2m footway would require 3rd party land belonging to Sycamore House.

The submitted Transport Statement indicates that the extended footway up to the pedestrian gate of Sycamore House is not required. However, I would recommend that such provision is included'.

8.1.15 To address the above matter, a footway to the west, extending to the Sycamore House pedestrian gate is now proposed and is shown in Plan 4.

8.1.16 As acknowledged by the highways officer, a full footway of 2 metres cannot be achieved, however, a footway of 1.2 metres in width can be provided, which is deemed to be acceptable, given the constraints.

8.1.17 Whilst below the desirable 2 metres, a footway of 1.2 metres is adequate to accommodate an adult and a small child, as per Figure 6.8 in Manual for Streets, replicated below in **Figure 8.1**:

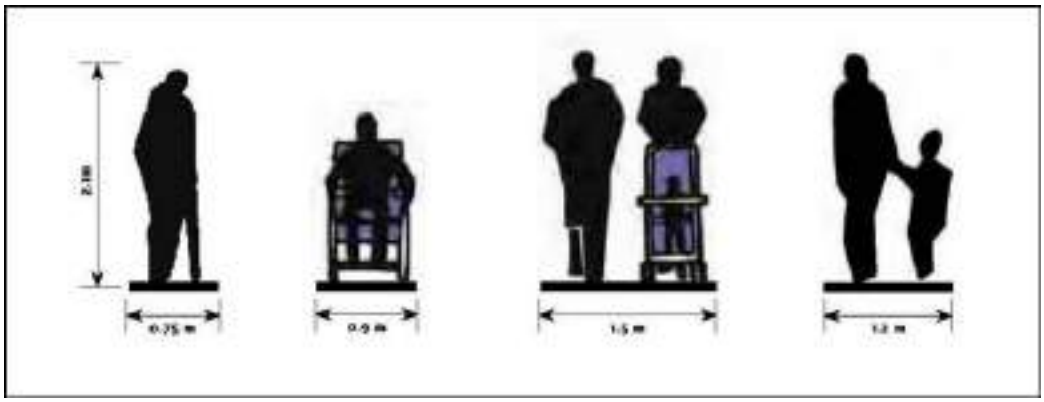


Figure 8.1 – Extract from Manual for Streets

8.1.18 In relation to the site access, the highways officer advised that *'Appropriate dropped kerb/tactile crossing points will be required across Wrexham Road either side of the main access'*. This provision is also shown in Plan 4.

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8.1.19 It can also be confirmed that parking provision at the site complies with Local Planning Guidance Note No.16 (LPGN 16), which sets out parking standards and WCBC Standard Driveway details, as requested.

Footway/Cycle Links

8.1.20 The consultation response also provide advice on footways and cycle links. It stated:

'I would recommend that a suitable shared cycleway/ footway (with appropriate signage / barriers/ lighting/ dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway /footway has been indicated on the submitted layout plan. I would recommend that the specific detail of this feature is discussed/ agreed with our Active Travel Officer (Tel: 01978 729689)'.

8.1.21 To address the above matter, Eddisons engaged with the Active Travel Officer at WCBC and in his response the officer stated that:

'As WCBC is currently committed to be Carbon Neutral by 2030 we would encourage people to use cycles and walking over cars whenever possible.

So to add to the comments made by highways we would say that the more exits/entrances provided into the site for cyclist's and people on foot the better in order to give alternatives for traveling in different directions and to cater for any possible desire routes. Please find attached some extracts from the active travel guidance (Active Travel Act guidance | GOV.WALES) to guide you with some details for your shared use paths.

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Also please find attached a map showing our desires to improve the existing highway around your site (Green lines indicate proposed cycle routes and Magenta indicate shared use routes) so any routes you are including should where possible bear in mind future connections'.

8.1.22 A copy of the correspondence from the Active Travel Officer is contained within Appendix 3, whilst the potential future routes provided by WCBC are identified in **Plan 8**.

8.1.23 In light of the revised proposals, it is considered that the development will cater well for pedestrians and cyclists, thus facilitating sustainable travel.

8.1.24 light of the above it is considered that the proposed vehicle access is now acceptable.

Traffic Impact Analysis

8.1.25 Whilst not raised in the initial feedback from WCBC, in the most recent correspondence, the highways officer stated that:

'The submitted TRICS data includes 12 sites, 7 of which are classed as Edge of Town sites. Holt is a village located approximately 4 miles from the edge of Wrexham. I would consider the categories of Neighbourhood Centre/ Free Standing to be more appropriate in this instance. Daily vehicle movements of 4.2 trips per dwelling is considered to be too low'.

8.1.26 In regard to the above, further clarification was sought and the highways officer confirmed that:

'I think we sent you/Croft some traffic counts to use for the Gower – Vicarage Lane, Gresford Site a few years ago. It was data from Kensington Grove, Wrexham which indicated 7.6 movement per dwelling per day. This will probably suffice for the Holt Site'.

8.1.27 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising 39 units is included in **Table 8.1** below. The relevant trip generation correspondence is contained within **Appendix 4**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.124	0.476	5	19
PM Peak Hour	0.482	0.259	19	10

Table 8.1 Agreed Trip Rates and Trips (39 Units)

8.1.28 As can be seen, the proposed residential development is forecast to generate approximately 24 two-way trips in the AM and around 29 two-way trips in the PM peak.

8.1.29 The above assessment can be considered to be robust and, in any event, continues to show that the traffic impact of the proposals will be minimal, equating to just 1 additional vehicles every two minutes.

8.1.30 It is therefore considered that the traffic associated with the development can be accommodated onto the local road network and not give rise to any highway capacity issues.

Refuse Collection/Recycling

8.1.31 In terms of waste collection, the latest response stated that:

8.1.32 I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

8.1.33 Indeed Eddisons engaged with the officer who subsequently advised that:

"I am sorry for the late response to your emails but I have been on leave during August and just catching up with everything now that I have returned.

I can see that a number of properties would be able to present their own bins at the curtilage of their driveway.

However, a number would be required to present them at a collection point at the end of their un-adopted private cul-de-sacs. I have attached a plan with 5 proposed collection points (that I worked on last December).

Each collection point would need adequate space required for the receptacles to be presented safely on collection day. This will need to be a hardstanding surface close to where the collection vehicles will be travelling through the development; but also located in a space that reduces the chance of collection containers blocking pavements or walkways.

Each property would need access to an area on the hardstanding for a 240l standard sized wheelie bin, at least two recycling boxes, a blue recycling sack and a kerbside food caddy".

8.1.34 A copy of the marked up plan from the Waste Strategy Officer is included as **Plan 9** whilst, a copy of the correspondence is contained within Appendix 3.

Construction Traffic Management Plan

8.1.35 As with the initial response, the highways officer confirmed that a suitable planning condition is attached in respect to the construction period.

8.1.36 In the latest response, the suggested condition is included as follows:

"No part of the development shall commence until a Construction Traffic Management Plan (CTMP) including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented".

8.1.37 The applicant is willing to accept the above planning condition.

8.1.38 It is likely that the CTMP includes the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

8.1.39 The CMP will be implemented throughout the construction period of the development.

8.2 Summary

8.2.1 In conclusion, it is Eddison's view that all issues raised by WCBC in respect to the transport aspects of the proposals have been satisfactorily addressed and there should therefore be no objections to the development on highway grounds.

9 CONCLUSIONS

9.1.1 Eddisons have been instructed by the Pridding Farming Partnership to advise on the traffic and transportation issues relating to proposals to develop a site on land at Wrexham Road in Holt for residential purposes.

9.1.2 This report has been updated to respond to the initial comments provided by the highways department at WCBC, as well as the latest correspondence.

9.1.3 The following conclusions have been drawn with regard to the proposed development:

- The site is located close to numerous day to day amenities within Holt and provides good opportunities for walking and cycling.
- The site benefits from being located within a 5 minute walk of the bus stops on Wrexham Road, which provide services to numerous local destinations.
- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- The site is accessible via rail with Wrexham Central train station offering 1 service per hour to Shotton and Bidston.
- The site can be accessed in a safe and efficient manner via a new priority junction on Wrexham Road.
- The internal site layout complies with the requirements of WCBC in relation to waste collection and servicing, including for home deliveries.
- The internal geometry of the site, such as junction visibility also complies with the criteria specified in the WCBC correspondence.

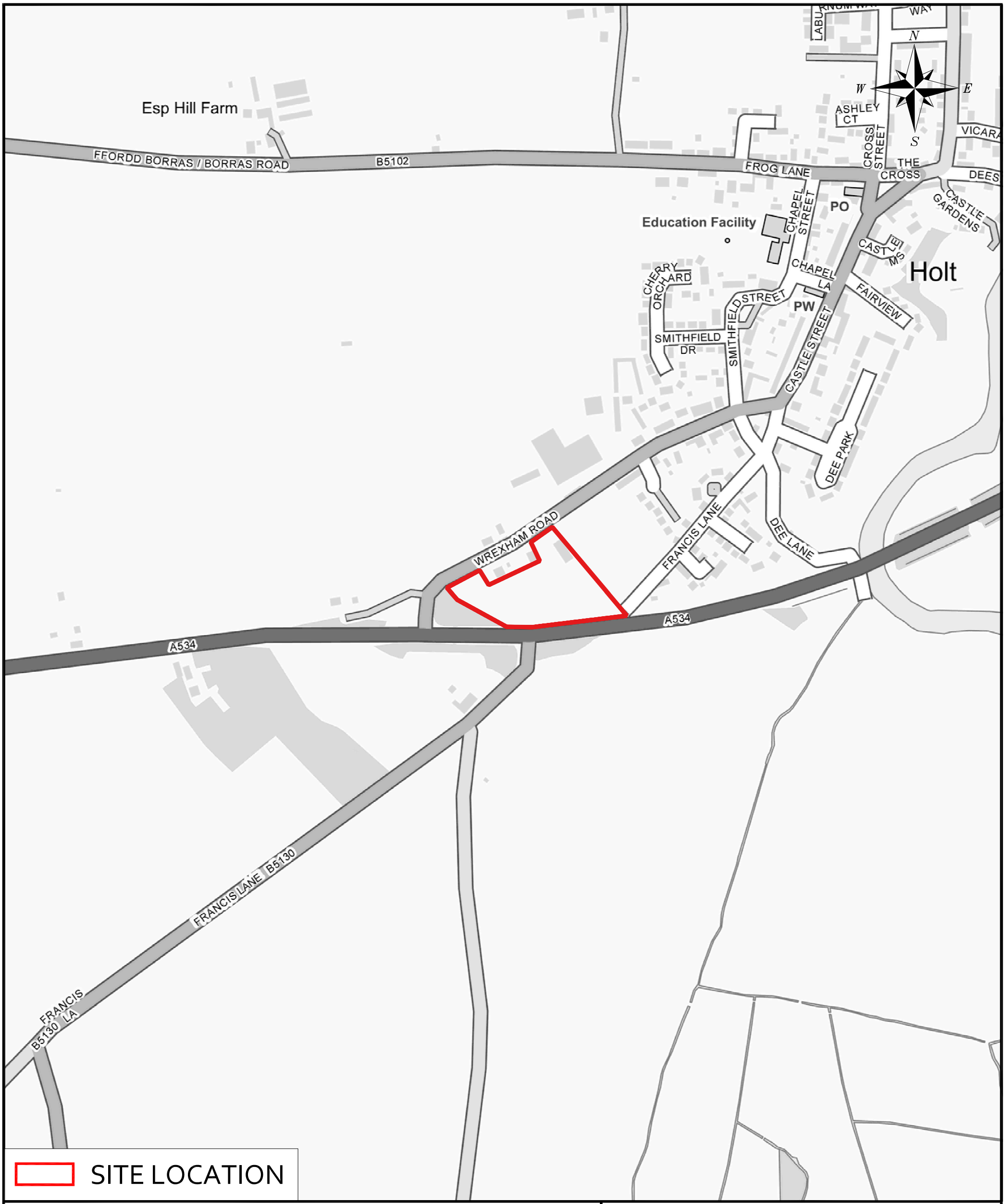
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- The proposals provide good quality links for pedestrians and cyclists which link to the surrounding network, thus facilitating travel by non-car modes.
- Even based on the higher trip rates provided by WCBC, the assessment has continued to demonstrate that the proposed development will not have a material impact on the operation of the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The issues raised by WCBC have been satisfactorily addressed and demonstrate that the site can be developed in a sustainable manner.

9.1.4 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

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PLANS



CLIENT:

PRIDDING FARMING PARTNERSHIP

DRAWING TITLE:

WREXHAM ROAD, HOLT
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	27.01.20	MR	27.01.21	NTS @ A4

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3285-01	-

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REF	BEDS	SQ FT	QTY	TOTAL	TYPE
A	2	964	17	16388	2 BED SEMI
B	3	1100	10	11000	3 BED SEMI
C	3	1200	5	6000	4 BED DETACHED
D	3	1245	3	3735	4 BED DETACHED
E	3	1250	2	2500	4 BED DETACHED
F	4	1350	2	2700	4 BED DETACHED
		TOTAL	39	42323	

Units / Net/ Hectare / Acre	31 / 12
Gross area	1.72 hectares / 4.26 acres
POS area	0.41 hectares / 1.01 acres
Undevelopable area	0.06 hectares / 0.15 acres
Net area	1.24 hectares / 3.10 acres

Legend

Root Protection Area
Modified to Account for
Site Features

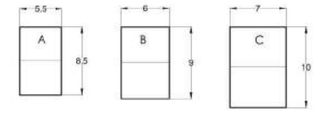
Category
Crown Spread
Tree Number
Root Protection Area

- Category A (High Quality)
- Category B (Moderate Quality)
- Category C (Low Quality)
- Category U (Dead/Dying/In Decline)
- Tree Position Approximate (not shown on original survey)
- Tree Proposed for Removal

Key

- Open Space
- Suds
- Dwelling
- Affordable dwelling
- Bin Collection Point
- Acoustic Fence

Typical Property Sizes.



2 Bed 3 Bed 4 Bed

* NOTE
ALL BUILDINGS ARE UP TO 2.5 STOREY MAX
(9.7m GROUND TO RIDGE LEVEL)
DIMENSIONS SHOWN HAVE A DEVIATION OF +/- 3m

NEW PARKING PROVISION 88 SPACES MIN 2 & 3 BED PROPERTIES 2 SPACES 4 BED PROPERTIES 3 SPACES

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PROJECT
LAND OFF WREXHAM ROAD, HOLT

CLIENT
PRIDDING FARMING PARTNERSHIP

DRAWING TITLE
SITE PLAN

SCALE	1:500 @ A1	PROJECT REF: Plnc 100/83 Holt Pridding
DATE	17:10:2022	DRAWING REF: Plnc 100_82_SP 01
CHECKED	IP	



NORTH SOUTH AERIAL VIEW

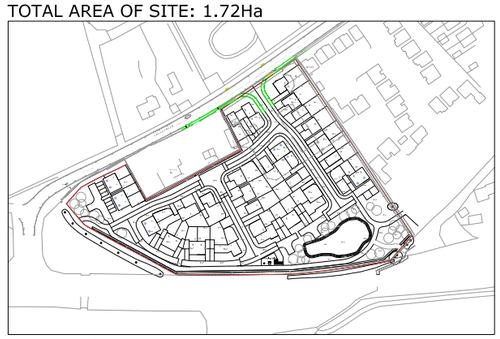
NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: WREXHAM COUNCIL
TOTAL AREA OF SITE: 1.72Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
G	AMENDED TO COMMENTS	LB	MR	AUG 22
F	FOOTWAY AMENDMENTS	LB	MR	JAN 22
E	UPDATED LAYOUT	LB	MR	DEC 21
D	UPDATED LAYOUT	LB	MR	DEC 21
C	REVISED TOPO ADDED	LB	MR	JUN 21
B	LAYOUT ADDED	LB	MR	APR 21
A	MINOR AMENDMENT	LB	MR	FEB 21

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD, HOLT

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES:
1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	MC	FEB 21

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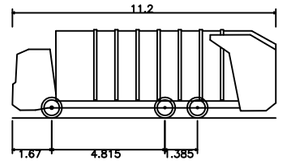
DRAWING NUMBER: 3285-F01
REVISION: G

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NOTES



Phoenix 2 Duo (P2–15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



REV	DETAILS	DRAWN	CHECKED	DATE
E	UPDATED LAYOUT	HL	MR	OCT 22
D	UPDATED LAYOUT	LB	MR	DEC 21
C	UPDATED LAYOUT	LB	MR	DEC 21
B	REVISED TOPO ADDED	LB	MR	JUL 21
A	MINOR AMENDMENT	LB	MR	APR 21

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD, HOLT

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:1000 @ A3

DRAWN:	CHECKED:	DATE:
LB	MR	MAR 21

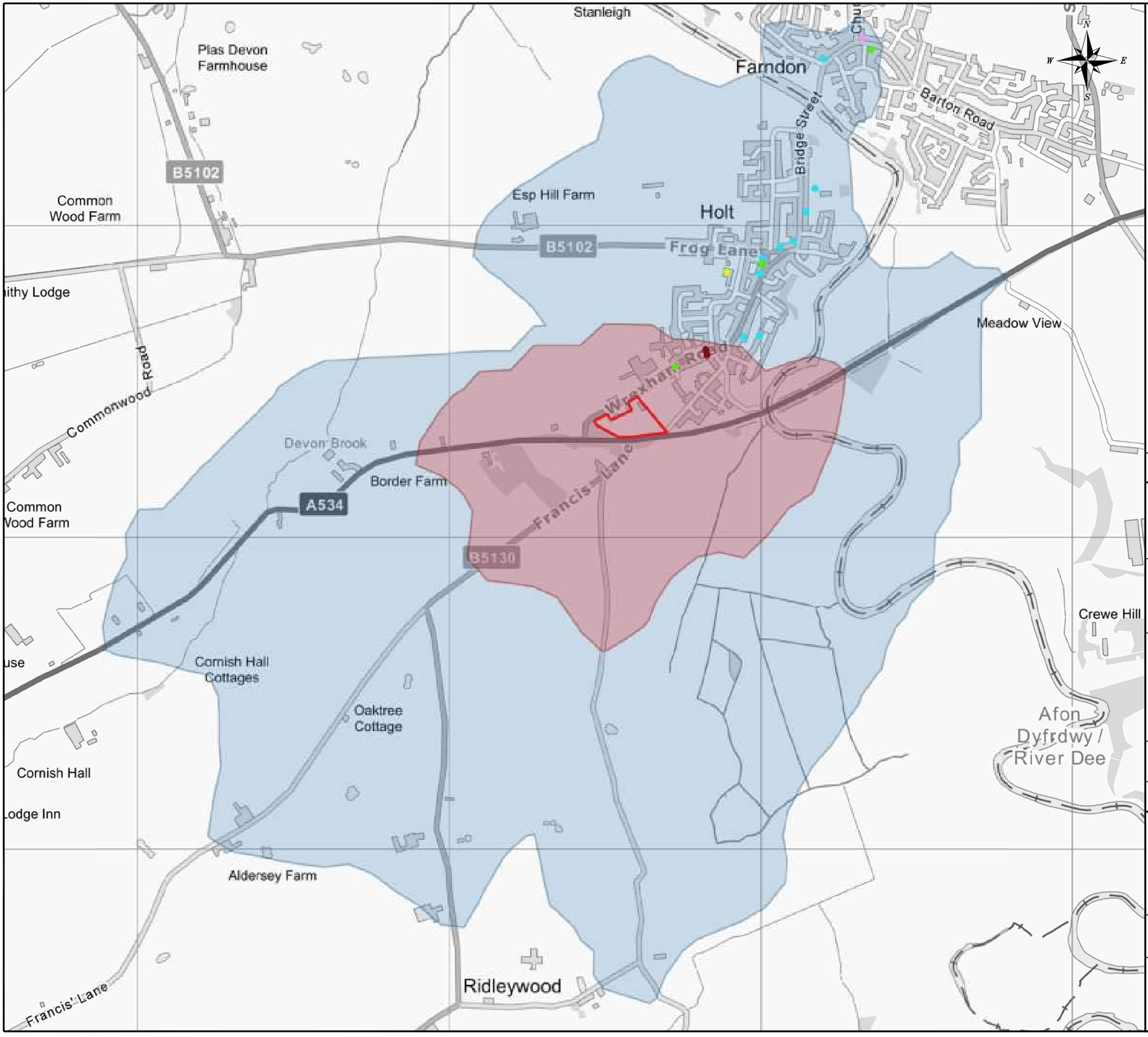
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DRAWING NUMBER:	REVISION:
3285-SP02	E

Eddisons

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Healthcare/Medical
- Education
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD, HOLT

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	MR	JAN 21

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340 Deansgate
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M3 4LY

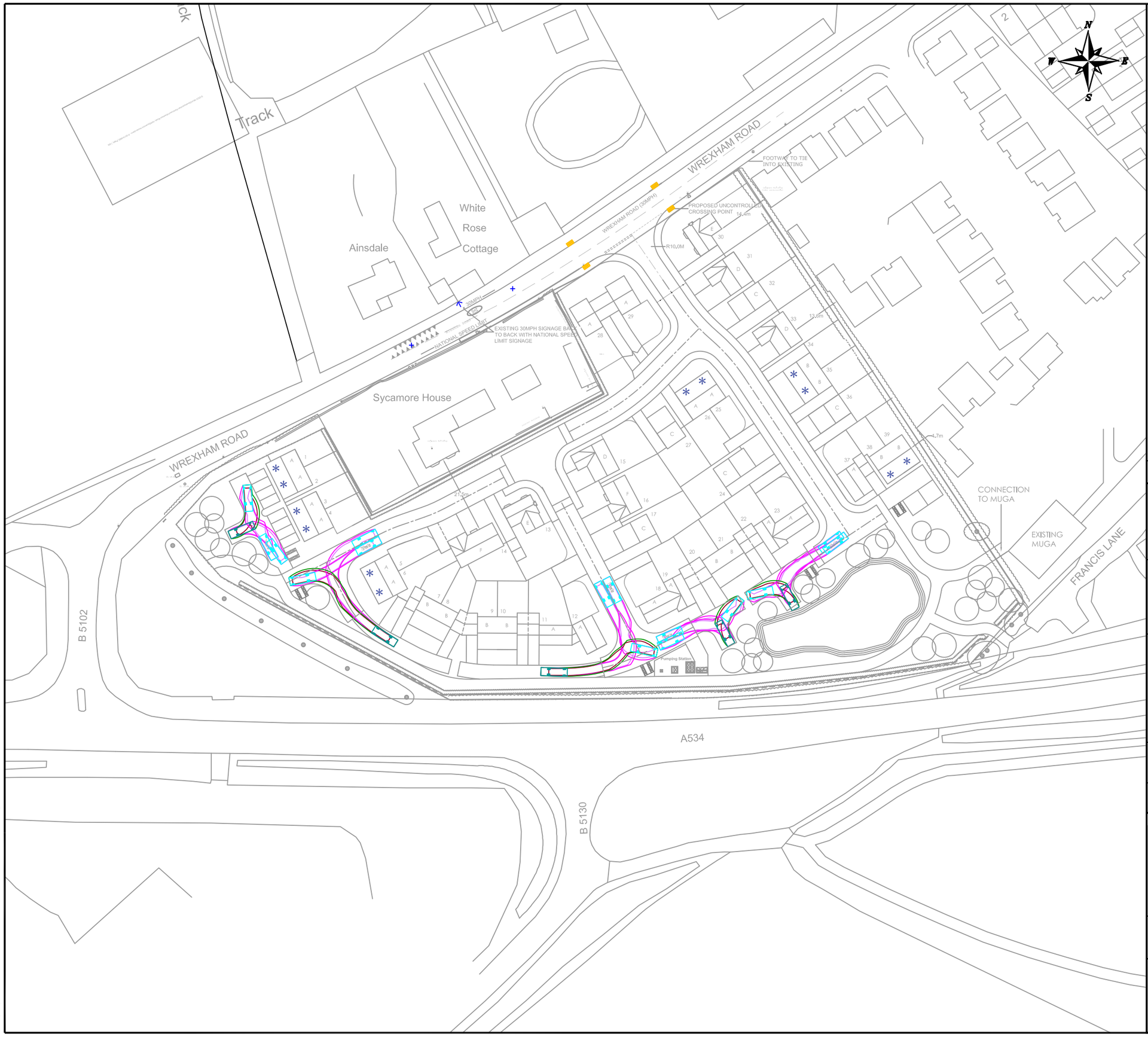
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DRAWING NUMBER: 3285-03

REVISION: -

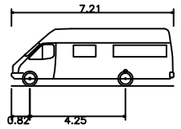
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NOTES



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

7.5t Panel Van

REV	DETAILS	DRAWN	CHECKED	DATE
B	UPDATED LAYOUT	HL	MR	OCT 22
A	UPDATED LAYOUT	HL	MR	OCT 22

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD, HOLT

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:1000 @ A3

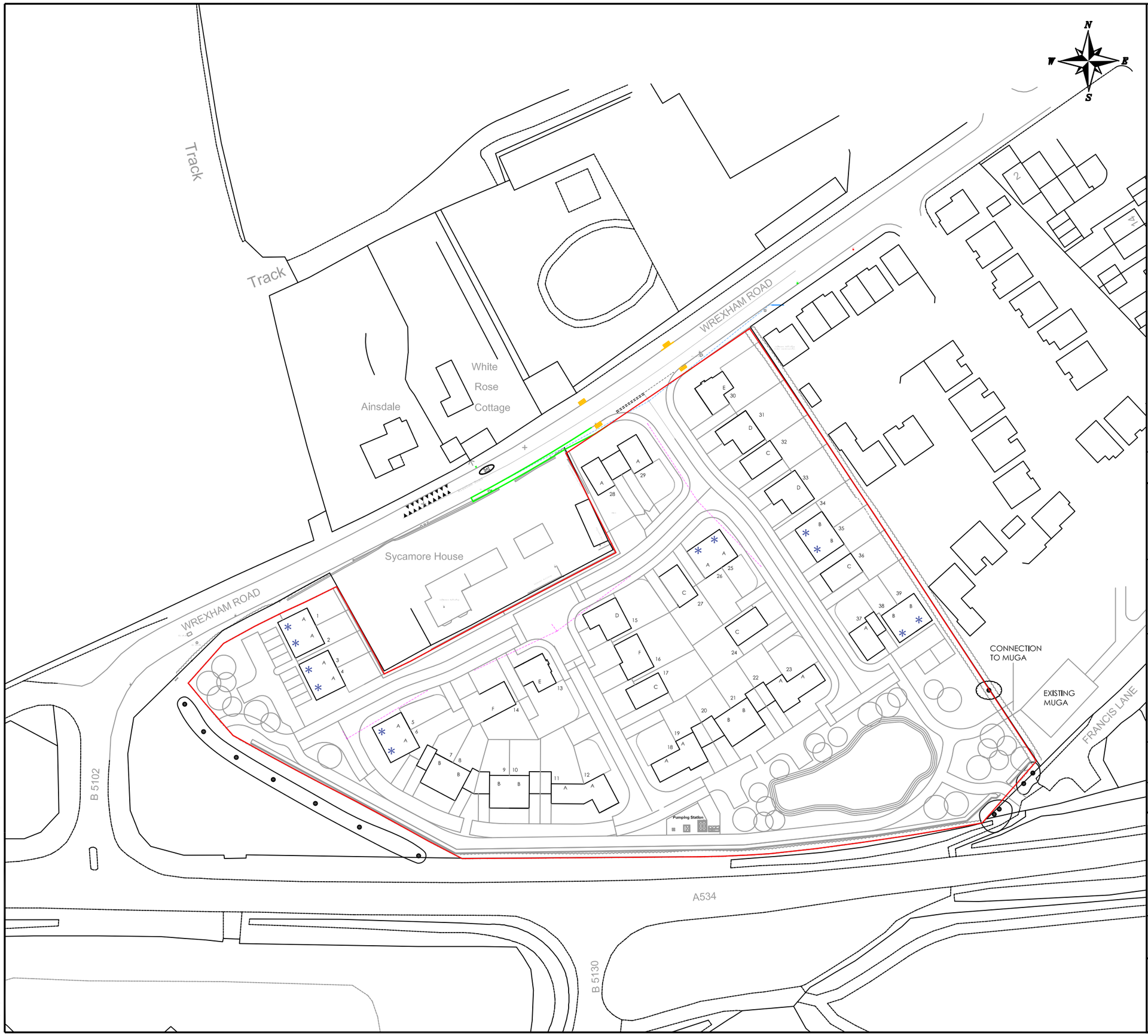
DRAWN:	CHECKED:	DATE:
GM	MR	DEC 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web:
www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3285-SP03	B

Eddisons | Incorporating Croft



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- 2.4x43M VISIBILITY SPLAY
- 2.4x25M VISIBILITY SPLAY

REV	DETAILS	DRAWN	CHECKED	DATE
B	UPDATED LAYOUT	HL	MR	OCT 22
A	UPDATED LAYOUT	LB	MR	JAN 22

CLIENT:
PRIDDING FARMING PARTNERSHIP

PROJECT:
WREXHAM ROAD, HOLT

DRAWING TITLE:
VISIBILITY PLAN

SCALES:
1:1000 @ A3

DRAWN:	CHECKED:	DATE:
LB	MR	APR 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

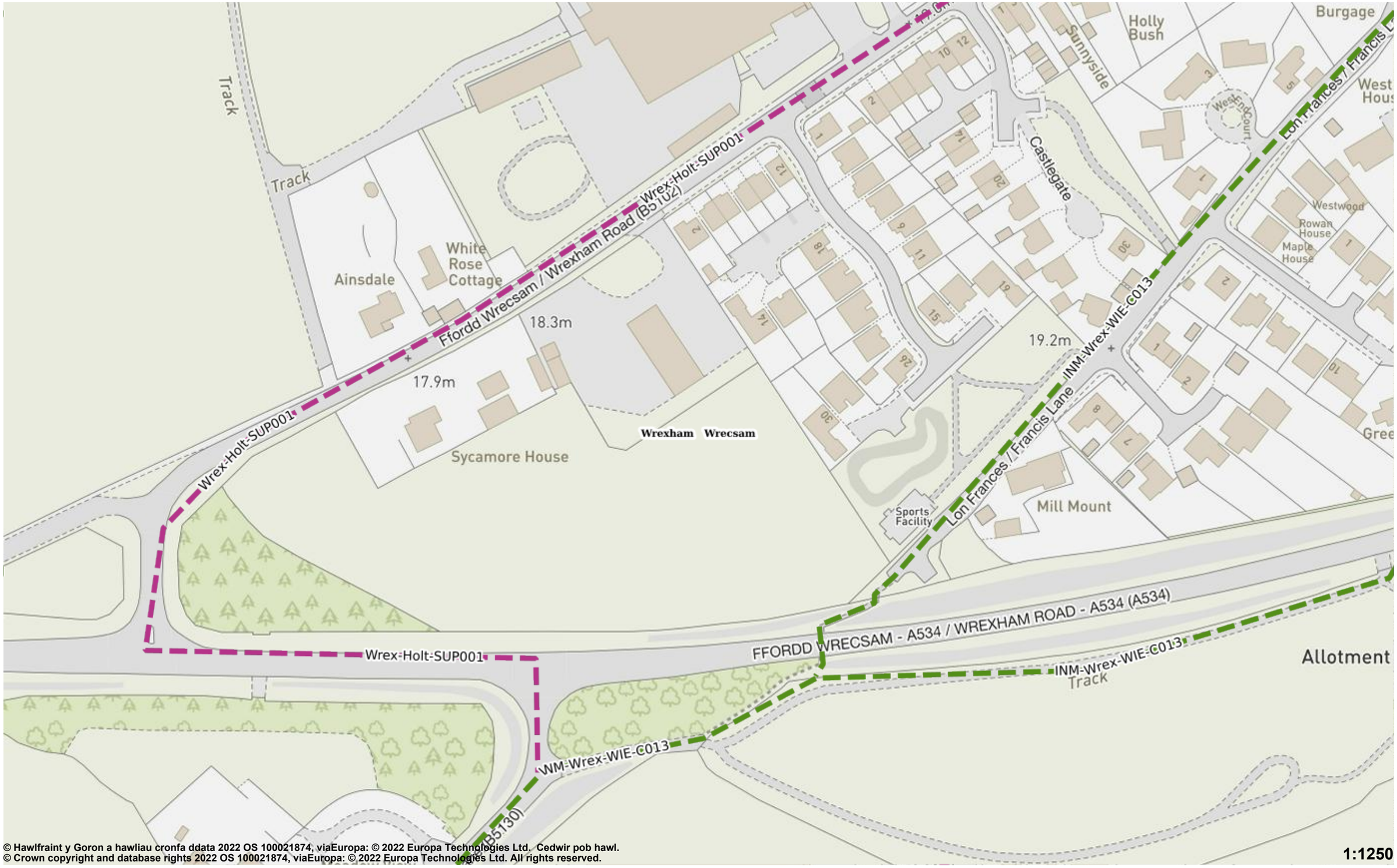
DRAWING NUMBER: 3285-02
REVISION: B

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Z:\projects\3285 Wrexham Road, Holt\CAD\Croft Drawings\3285-02 Rev B.dwg

Land adjacent to Sycamore House, Wrexham Road, Holt

Future Routes



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1:1250

11/08/2022



Comment
Fill & Sign
More Tools
Convert and edit PDFs
with Acrobat Pro DC

Proposed Collection Points (L – R)

Point 1 – Houses 1-4 **Point 3** – Houses 9 – 12 & 18 – 20 **Point 5** – Houses 37 - 39

Point 2 – House 5 – 8 **Point 4** – Houses 21 – 23

APPENDICES

APPENDIX 1

Personal Injury Accident Data

crashmap.co.uk

Crash Date:	Tuesday, April 04, 2017	**Time of Crash:**	4:45:00 PM	**Crash Reference:**	**201760V047156**

Highest Injury Severity:	Slight	**Road Number:**	A534	**Number of Casualties:**	3
Highway Authority:	Wrexham			**Number of Vehicles:**	2
Local Authority:	Wrexham County Borough			**OS Grid Reference:**	340431 353315
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire)	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Crash Date:	Sunday, July 09, 2017	**Time of Crash:**	4:18:00 PM	**Crash Reference:**	**201760V102657**

Highest Injury Severity:	Slight	**Road Number:**	A534	**Number of Casualties:**	2
Highway Authority:	Wrexham			**Number of Vehicles:**	2
Local Authority:	Wrexham County Borough			**OS Grid Reference:**	340445 353317
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is in the act of turning right	Did not impact	Other	None	None
2	Motorcycle over 500cc	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date:	Monday, May 31, 2021	**Time of Crash:**	2:00:00 PM	**Crash Reference:**	**202160Z076283**

Highest Injury Severity:	Serious	**Road Number:**	A534	**Number of Casualties:**	1
Highway Authority:				**Number of Vehicles:**	2
Local Authority:				**OS Grid Reference:**	340434 353321
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Provisional Data does not include vehicle and casualty records

APPENDIX 2

WCBC Pre-Application Advice

Wrexham County Borough Council / Cyngor Bwrdeistref Sirol Wrecsam
Guildhall, Wrexham. LL11 1AY
Neuadd y Dref, Wrecsam. LL11 1AY
DX: 721924 - Wrexham 4
www.wrexham.gov.uk www.wrecsam.gov.uk

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

JUSTIN PAUL
J10 PLANNING LTD

Your Ref/Eich Cyf	
Our Ref/Ein Cyf	ENQ/2021 /0227
Date/Dyddiad	23/09/21
Ask for/Gofynner am	Bryn Bolton
Direct Dial/Rhif Union	01978 298777
E-mail/E-bost	bryn.bolton@wrexham.gov.uk

Dear Sir/Madam,

Town and Country Planning Act 1990

RESIDENTIAL DEVELOPMENT
LAND ADJACENT TO SYCAMORE HOUSE WREXHAM ROAD, HOLT, WREXHAM.

The proposal site measures approximately 1.7ha and is currently in agricultural use. The site is bound by hedgerows and the site immediately to the east has been developed for housing. A collection of buildings including Sycamore House would be located to the north with the development bounding that property on three sides. There is a small wooded area to the west and south west located outside of the site boundary.

The main planning policies that would apply to the proposal are:

National Policy:

Planning Policy Wales 11

Technical Advice Note 5: Nature Conservation and Planning

Technical Advice Note 12: Design

Technical Advice Note 18: Transport

Development Plan policies:

Wrexham Unitary Development Plan

Strategic Polices

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

Policy PS1 Strategic Policy
Policy PS2 Strategic Policy

Specific Policies

Policy GDP1 Development Objectives
Policy EC4 Trees
Policy EC6 Biodiversity Conservation
Policy EC13 Surfac water run-off
Policy H2 Housing on unannotated sites
Policy H7 Affordable Housing
Policy T8 Parking
Policy CLF5 Open Space Requirements from new Residential Developments.

Together with the following adopted Local Planning Guidance Notes:

Local Planning Guidance Note 10: Public Open Space in New Housing Development.
Local Planning Guidance Note: 16 Parking
Local Planning Guidance Note: 21 Space around Dwellings
Local Planning Guidance Note 27: Developer Contributions to Schools
Local Planning Guidance Note: 32 Biodiversity and development
Local Planning Guidance Note: 30 Design

Deposit Local Development Plan

Strategic Polices

Policy SP1 Location of Development

Topic, Criteria and Area based policies

Policy DM1: Development Management Considerations
Policy H2: Affordable Housing
Policy SP2: Location of Development
Policy H1: Housing Allocations

These documents are available from our website:

https://www.wrexham.gov.uk/service/development-plans-and-other-planning-policy/wrexham-unitary-development-plan

https://www.wrexham.gov.uk/service/development-plans-and-other-planning-policy/local-planning-guidance-notes

Relevant History:

P/2011/0899: ERECTION OF AGRICULTURAL BUILDING Granted 2011

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

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We will respond to any correspondence in Welsh and this will not lead to any delay.

Validation information:
Application Form
Planning statement
Arboricultural Impact Assessment
Ecology surveys and mitigation measures
Noise assessment
Location Plan
Block plan
Planning Fee
Elevation and floorplan drawings
Topographical survey and sections

http://old.wrexham.gov.uk/assets/pdfs/planning/info_sheets/validation_requirements.pdf

Views of Officer

The main material planning considerations of any forthcoming planning application will be the principle of development, ecology, highways, drainage, quality of accommodation, its design and appearance, impact on neighbour amenity and parking.

Developer Contribution Requirements:

School contributions may be required if there is insufficient capacity in local primary or secondary schools at the time a formal application being considered. These would be secured via a Planning Obligation that would need to be completed prior to the grant of planning permission.

Principle of development

In terms of the principle of the proposed development, UDP policy H2 seeks to direct housing development to within settlement boundaries.

As it stands the proposal is located outside the settlement limit of Holt. It also contains Best and Most Versatile (BMV) agricultural land.

Given the site area and number of units proposed the development does not accord with policy H5, which only permits small scale residential development on sites outside of settlement limits by way of subdivision, conversion, infill, affordable housing adjacent to settlement limits and to house rural enterprise workers. The proposals therefore conflicts with that policy as well as PS1 and EC2.

Notwithstanding the above, in this instance, there may be other material considerations which may allow a departure from the local development plan.

The existing development plan (Wrexham UDP) is time expired and the evidence which underpins the plan is out of date and in particular evidence in relation to housing supply.

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

On 26 March 2020 the Welsh Government revoked Technical Advice Note 1, amended Planning Policy Wales (PPW) and published Development Plans Manual Edition 3 (DPM3) to provide revised guidance on how housing delivery is to be monitored. The delivery of housing in the Country Borough now to be monitored using the Average Annual Requirement (AAR) as set out in a Local Development Plan. Despite the changes to national policy, housing delivery remains an important material consideration. This is evidenced by the advice in t paragraph 4.2.11 of PPW11 that a review of an LDP may prompted by an under delivery of housing.

It is acknowledged that Wrexham's LDP has yet to be adopted. The Unitary Development Plan therefore remains the operational development plan for the County Borough, however the Plan period expired in 2011 with much of the evidence underpinning it now being at least 20 years old. The UDP strategy, including settlement limits and Green Barriers, are therefore fundamentally out of date and although being a starting point for the consideration of planning applications can no longer be afforded full weight.

Both the Development Management Manual (DMM) and the DPM advise that certainty regarding the content of an LDP will only be achieved when LDP Inspectors delivers their binding report, which takes place following the completion of an Examination in Public (EiP). Paragraph 9.4.9 of the DMM does however acknowledge that the evidence underpinning an emerging LDP could be used as a material consideration when making planning decisions.

The deposit LDP identifies a requirement for 7,750 homes to be built over the plan period (2013-2028). This equates to an annual average of 517 dwellings. As it stands, to date (2021), the total number of completions during the plan period equates to 2,200 dwellings which represents a large undersupply of housing.

The site is allocated under policy H1 of the deposit LDP as a Tier 3 Local Service Centre. Holt settlement limit is proposed to encompass the site. The site would be allocated for 35 houses, however, any additional units would be welcomed given the existing under supply of homes during the plan period. With the underpinning evidence in mind and as the LDP is close to being afforded additional weight (binding report), when coupled with the fact that the site would represent a logical extension to the settlement, it is considered that there is the potential for the development of this site to be acceptable in principle.

Taking all of the above into account, the need to increase housing supply in the County Borough and to deliver an allocated site weigh in favour of the proposal.

Agricultural land

The entire site appears to fall within Best and Most Versatile Land (BMV) and therefore policy EC2 and Planning Policy Wales paragraph 3.58 are applicable. At this stage you would not be required to undertake any further survey work, however you can undertake an ALC assessment if you so wish. It's noted and as explained above the site is a LDP allocated site and as such the loss of BMV land had been considered at that stage. However, as it stands the LDP has not been adopted and therefore any forthcoming

application will need to be weighed up against the need for housing in this location. I would therefore suggest that the onus is on you to demonstrate that any loss of BMV is outweighed by other material planning considerations (e.g. housing supply).

Affordable housing

UDP policy H7 and accompanying Local Planning Guidance Note 28 which apply a uniform housing requirement across the County Borough for 25% of dwellings to be affordable on developments of 25 or more dwellings.

LPGN28 dates from 2013 and is therefore arguably out of date in light of more up to date evidence. The forthcoming Local Development Plan Policy H2 takes a different approach to current policy and LPG28 by applying a different affordable housing requirement to different areas of the County Borough, reflecting variations in viability. The appeal site lies in an area known as the Rural East.

The most recent County Borough wide viability study was completed by the District Valuer Services (DVS) in 2019. This recommends that a 30% affordable housing requirement should apply to the Rural East. The DVS Viability Study was submitted as updated evidence to the LDP Examination in Public along with a position statement setting out proposed amendments to LDP Policy H2 to take account of its findings.

It is recognised that the LDP has not been adopted and that certainty regarding the content of the plan will only be achieved when the Inspectors deliver their binding report following the conclusion of the Examination in Public. Notwithstanding this, paragraph 9.4.9 of the Development Management Manual acknowledges that the evidence underpinning an emerging LDP could be used as a material consideration when making planning decisions. The DVS Study is the most up to date evidence the Council currently has in regards to viability and as result it is a material consideration in the determination of this application. Notwithstanding the provisions of LGPN28, it is considered reasonable that provision for 30% affordable housing be made in this instance.

Design

The proposed layout appears to provide an acceptable basis for any forthcoming application. It is suggested that an open frontage onto the B5102 would be encouraged to appear in keeping with neighbouring development.

House types, designs and massing would be dealt with at reserved matters stage. Any forthcoming applications should acknowledge the design and scale of adjoining developments and should incorporate similar architectural detailing.

The majority of dwellings would be orientated in a southerly direction which would allow for the potential to maximise solar energy opportunities.

Open space

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

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Policy CLF5 and guidance note 10 requires the provision of on-site open space where 20 units or more are being proposed. CLF5 requires a minimum level of 0.4ha per 50 dwellings this equates to 3.12ha. The emerging LDP requires 50sq.m per dwelling which equates to 1,950sq.m. The indicative plan shows 4,100sq.m which exceeds both policy requirements.

Overall, in terms of design, it is considered that the proposal site has the potential to meet the objectives of policy GDP1 and CLF5.

Neighbour amenity and quality of accommodation

In terms of providing acceptable daylight/sunlight, outlook and sufficient outdoor amenity spaces, the site has the potential to provide spaces around dwellings which meet the minimum standards as set out within LPGN 21. These standards are set as 22m window to window distances and 13m between an elevations fronting a blank wall. Floor areas should be adequate for modern living and each habitable room should be afforded acceptable levels of daylight/sunlight and outlook. Garden areas should measure a minimum area of 30sq.m for up to two people and 50sq.m for three or more people.

Ecology

National (TAN 5 and paragraphs 6.4.22 and 6.4.23 of PPW) and local plan policy and guidance (policy EC6) seeks to protect biodiversity interest. Policy EC6 states that development within or close to sites of biodiversity interest will be permitted where it can be clearly demonstrated that the need for the development outweighs the need to safeguard the intrinsic nature conservation value of the site.

Any applications on this site would require a preliminary ecological survey which dependent upon the results of the phase 1 and historical records check will likely require further survey work on badger, bats, reptiles and possibly invasive non-native species.

Any loss of mature hedgerows (for example to form the access) would need to be mitigated against and any loss should be avoided.

As outlined within PPW11 the proposals would be required to demonstrate a net gain in biodiversity.

Trees

There appears to be a number of trees present on and near to the site. In accordance with policy EC4 an Arboricultural Impact Assessment (AIA) would be required to be submitted.

Development which results in the loss or significant damage to valuable trees, important hedgerows or ancient woodland sites will not be permitted. New planting should be considered to enhance the character of the site.

Parking and vehicular access

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

Access
The proposed development site is located on Wrexham Road, Holt which is a classified road subject to a 30mph speed limit.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site. Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road.

Layout
The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. All proposed turning heads will need to comply with WCBC adoptable standards being capable of accommodating the turning movements of an 11.2m long refuse vehicle. Any proposed private, shared driveway will need to provide a turning head capable of accommodating the turning movements of a medium sized delivery vehicle ie/ 7m in length.

Any proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. This needs to be demonstrated on a revised layout plan.

It is recommend that 2m wide footways are constructed either side of the main access along Wrexham Road linking up to the existing footway fronting the Castle Green development to the east and up to the pedestrian gate serving Sycamore house in the westerly direction A reduced footway width in the westerly direction may be required given the available verge width. Although such a footway would be less than our standard 2m width requirement, it would be considered acceptable given that the additional land required to deliver a 2m footway would require 3rd party land belonging to Sycamore House.

Appropriate dropped kerb / tactile crossing points will be required across Wrexham Road either side of the main access.

Parking provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.

Footway / Cycleway Links
I would recommend that a suitable shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, internal access road at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. This needs to be demonstrated on a revised layout plan.

Construction Traffic Management Plan

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

If the application is supported a construction traffic management plan would be conditioned.

Archaeology

Prior to submission I would suggest that you contact Clwyd and Powys Archaeological Trust in relation to any archaeological interest in the land.

Waste

It is shown that waste would be stored at points on the proposed private drives for ease to of access for refuse collection. A waste strategy should be submitted with any forthcoming application in order to ensure that waste and recycling is appropriately dealt with. I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

Drainage

The development will be required to incorporate Sustainable Drainage Systems and ABS approval would be required. You are advised to fully consider this at design stage. Any development that results in an unacceptable adverse impact on the water environment due to additional surface water runoff will not be permitted under policy EC13.

Drainage and impact on protected sites

Where planning applications have the potential to increase phosphate levels into the River Dee Special Area of Conservation waste will need to be appropriately disposed of.

Where waste is connected to a public waste water treatment works (WwTW) it will be necessary to demonstrate that:
(a) there is capacity to treat additional wastewater and phosphorus from the proposed development (in combination with other planned development) within the existing discharge permit limits, or
(b) the necessary treatment capacity to remain within existing discharge permit limits will be delivered within the current Asset Management Plan (AMP) period.

It is understood that Holt WwTW does not have capacity or a permit to process additional waste water. From the information submitted it appears that you are aware of this and have suggested that any forthcoming application would demonstrate betterment as the land would no longer be in agricultural use. In theory, agricultural uses have the potential to release larger quantities of phosphates into the SAC catchment area. You will need to provide evidence to demonstrate that this would be the case on this particular site. You will need to compare the amounts of phosphates generated by both uses, if a betterment is shown then this might potentially resolve the issue. Seeking advice from consultants may be necessary and in this case evidence must be provided to support any such claim of trade-off / betterment. An appropriate assessment will need to be carried out by the LPA and NRW will be consulted on this assessment under the habitats and Species Regulations 2017 (as amended).

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

For further information please follow Natural Recourse's Wales guidance below and you are advised to contact them prior to submitting an application.

Conclusion

It is concluded that the site has potential to gain officer support. The key consideration in terms of the principle of development will be demonstrating an overriding need for additional houses within the County Borough. Further evidence will be required to be submitted to demonstrate a betterment in terms of phosphates being discharged into the River Dee SAC. In terms of design, there is the potential for any forthcoming scheme to to incorporate design features which are present within the village and adjoining residential developments. It would be expected that the massing and scale of the proposed properties are in keeping with the local vernacular. In terms of neighbour amenity, the proposal would be required to meet minimum separation distances as outlined within Local Planning Guidance notes.

Other matters

The proposals would require Building Regulations consent. For further information please follow the link below:

https://www.wrexham.gov.uk/service/building-control

These comments are made without any prejudice to any formal decisions of the Local Planning Authority. Please also be advised that this response is based on the information available. It does not constitute a formal determination under the Town and Country Planning Act 1990. Any opinions contained in this response are those of the officer concerned and cannot be held as binding on the council or its members.

Yours faithfully,

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

APPENDIX 3

WCBC Additional Correspondence

Cyngor Bwrdeistref Sirol Wrecsam/ Wrexham County Borough Council
Neuadd y Dref, Wrecsam. LL11 1AY
Guildhall, Wrexham. LL11 1AY
DX: 721924 - Wrexham 4
www.wrecsam.gov.uk www.wrexham.gov.uk

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

J10 Planning
Email: justin@j10planning.com

Eich Cyf/Your Ref	
Ein Cyf/Our ref	PRE/2022/011
Dyddiad/Date	30th May 2022
Gofynner am/Ask for	Mr P Palmer
Rhif Cyswllt/Contact No	01978 729688
E-bost/E-mail	phil.palmer@wrexham.gov.uk

FAO: Justin Paul

Dear Sir

Land adjacent to Sycamore House, Wrexham Road, Holt.
Proposed Residential Development (up to 39 dwellings).

Town & Country Planning (Development Management Procedure – Wales) Order 2012

I refer to your email / enquiry dated 26/05/2022 in respect of the above.

Access

The proposed development site is located on Wrexham Road, Holt which is a classified road subject to a 30mph speed limit.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site.

Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road.

The submitted layout plan (Drg. No. 3285-F01 Rev F) indicates the above detail.

Layout

The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. A number of shared private access roads are indicated on the submitted plans which meet this criteria.

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

BUDDSODDWYR MEWN POBL | INVESTORS IN PEOPLE

All proposed turning heads will need to comply with WCBC adoptable standards being capable of accommodating the turning movements of an 11.2m long refuse vehicle. Any proposed private, shared driveway will need to provide a turning head capable of accommodating the turning movements of a medium sized delivery vehicle ie/ 7m in length. The submitted swept path details appear acceptable.

All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge.

I would recommend that 2m wide footways are constructed either side of the main access along Wrexham Road linking up to the existing footway fronting the Castle Green development to the east and up to the pedestrian gate serving Sycamore house in the westerly direction A reduced footway width in the westerly direction may be required given the available verge width. Although such a footway would be less than our standard 2m width requirement, it would be considered acceptable given that the additional land required to deliver a 2m footway would require 3rd party land belonging to Sycamore House. The submitted Transport Statement indicates that the extended footway up to the pedestrian gate of Sycamore House is not required. However, I would recommend that such provision is included.

Appropriate dropped kerb / tactile crossing points will be required across Wrexham Road either side of the main access.

Parking provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.

Footway / Cycleway Links

I would recommend that a suitable shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. I would recommend that the specific detail of this feature is discussed / agreed with our Active Travel Officer (Tel: 01978 729689).

Traffic Impact Analysis

The submitted TRICS data includes 12 sites, 7 of which are classed as Edge of Town sites. Holt is a village located approximately 4 miles from the edge of Wrexham. I would consider the categories of Neighbourhood Centre / Free Standing to be more appropriate in this instance. Daily vehicle movements of 4.2 trips per dwelling is considered to be too low.

Surface Water Drainage

I assume that such a development will require SABs approval in respect of surface water drainage.

Refuse Collection / Recycling

I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

Construction Traffic Management Plan

If the application is supported, I would recommend that a suitable condition is included as follows:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,



Chief Officer, Environment & Technical

From: [redacted]
Sent: 11 August 2022 15:03
To: [redacted]
Subject: RE: Wrexham Road - Holt [3285]

This Message originated outside your organization.

Good Afternoon [redacted]

Regarding the above planning enquiry we would echo the comments made by our Highways Officer.

As WCBC is currently committed to be Carbon Neutral by 2030 we would encourage people to use cycles and walking over cars whenever possible.

So to add to the comments made by highways we would say that the more exits/entrances provided into the site for cyclist's and people on foot the better in order to give alternatives for traveling in different directions and to cater for any possible desire routes. Please find attached some extracts from the active travel guidance (Active Travel Act guidance | GOV.WALES) to guide you with some details for your shared use paths.

Also please find attached a map showing our desires to improve the existing highway around your site (Green lines indicate proposed cycle routes and Magenta indicate shared use routes) so any routes you are including should where possible bear in mind future connections.

We trust this above is useful and will help with the development of your layout.

Regards

[redacted]

Swyddog Teithio Llesol
Gwasanaethau Amgylcheddol a Thechnegol

Active Travel Officer
Environment and Technical Services

[redacted]
Cyngor Bwrdeistref Sirol Wrecsam, Neuadd y Dref, Ystad Ddiwydiannol, Wrecsam LL13 9PW
Wrexham County Borough Council, Abbey Road, Wrexham Industrial Estate, LL13 9PW
wrecsam.gov.uk | wrexham.gov.uk
twitter.com/cbswrecsam | twitter.com/wrexhamcbc
facebook.com/cyngorwrecsam | facebook.com/wrexhamcouncil

From: [redacted]
Sent: 30 August 2022 18:10
To: [redacted]
Subject: RE: Wrexham Road - Holt [3285]

This Message originated outside your organization.

Hi [redacted]

I am Sorry for the late response to your emails but I have been on leave during August and just catching up with everything now that I have returned.

I can see that a number of properties would be able to present their own bins at the curtilage of their driveway.

However, a number would be required to present them at a collection point at the end of their un-adopted private cul-de-sacs. I have attached a plan with 5 proposed collection points (that I worked on last December).

Each collection point would need adequate space required for the receptacles to be presented safely on collection day. This will need to be a hardstanding surface close to where the collection vehicles will be travelling through the development; but also located in a space that reduces the chance of collection containers blocking pavements or walkways.

Each property would need access to an area on the hardstanding for a 240l standard sized wheelie bin, at least two recycling boxes, a blue recycling sack and a kerbside food caddy.

I hope this helps.

Thanks

[redacted]

Catherine Golightly
Swyddog y Strategaeth Wastraff/Waste Strategy Officer

01978 729693
Cyngor Bwrdeistref Sirol Wrecsam, Adran Amgylchedd a Thechnegol, De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam LL13 9PW
Wrexham County Borough Council, Environment & Technical Department, Abbey Road South, Wrexham Industrial Estate, Wrexham LL13 9PW
wrecsam.gov.uk | wrexham.gov.uk
twitter.com/cbswrecsam | twitter.com/wrexhamcbc
facebook.com/cyngorwrecsam | facebook.com/wrexhamcouncil

APPENDIX 4

TRICS Output for Comparable Site

wrexham COUNCIL CYNGOR wrecsam

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2018/1063	**Your Ref:**	SW/P/2018/1063
Date:	9th January 2020		

Town and Country Planning Act 1990

Section 78 Appeal – Land West of Bryn Isa, Vicarage Lane, Gresford, Wrexham.

I refer to your consultation / email dated 03/01/2020 in respect of the above and provide the following Highway Statement as follows:-

Highways Statement

The proposed development site is located on a classified road subject to a 30mph speed limit. Although the village centre is only a relatively short distance from the development site, there are no existing footways between the site and the junction with Chester Road. There is no scope to construct a new continuous / uninterrupted footway alongside the existing carriageway leading to the village centre given the limited available carriageway width between the existing properties along this section. Pedestrians (including children) would have to walk approximately 130m along Vicarage Lane without the benefit of any continuous / uninterrupted footway provision to reach existing footway provision at the junction with Chester Road

Although the additional footway provision along Vicarage Lane when considered in isolation would offer some minor improvement in respect of pedestrian safety, it is considered that the scheme will introduce new issues with the introduction of a priority working system and reduced carriageway width. The proposed scheme is not supported by WCBC Traffic Section or Road Safety Section for reasons highlighted previously and within this report and are considered totally unacceptable by local residents.

The development does not in our opinion meet Welsh Government Guidelines (TAN 18) which requires safe walking and cycling routes to local facilities and bus stops.

Given the nature of the vehicles that use this section of Vicarage Lane ie/ milk tankers, large tractors / trailers it is still remains a significant concern that pedestrians would have to walk to and from the village without an uninterrupted and continuous footway link. A significant percentage of the existing vehicle movements along Vicarage Lane can be attributed to HGVs throughout the week and on weekends as indicated by the previously submitted Transport Statement.

A 7 day traffic survey was carried out between 01/07/2017 and 07/07/2017. This survey indicated two way weekday traffic flows in the region of 956 vehicles. In terms of HGVs, on an average day, 58 HGV s travel along Vicarage Lane which is significant given the lack of footway provision leading to the village from the proposed development site.

Some of the existing properties along this section of Vicarage Lane do not have adequate off-street parking provision which results in vehicles being parked along the highway. Parked vehicles typically affect vehicle flows along this section and can result in pedestrians walking along the road having to walk around these vehicles which is considered to be dangerous. Although the submitted layout plan indicates the provision of additional off-street parking provision for visitors / residents along Vicarage Lane within the curtilage of the proposed site, visitors / residents quite commonly prefer to park directly outside their properties for security / convenience reasons so their vehicles are visible from their properties. There is no certainty that residents offered these on-site spaces would use them as opposed to parking directly outside their properties.

I have visited the site on a number of occasions and witnessed a significant number of vehicles parked along this section of Vicarage lane on both sides of the road. I have witnessed both milk tankers and tractor / trailers trying to negotiate between these parked vehicles on a number of occasions.

The proposed traffic management proposal / priority system including provision of 1.2 – 1.6m wide footway is considered likely to result in additional issues along this section of Vicarage Lane. The proposed scheme is indicated on amended plan (Drg. No. 2479-01-SK02 Rev B). My observations are as follows:-

- Vehicles travelling north west long Vicarage Lane may not see vehicles turning left off Chester Road or right off Old Wrexham Road into Vicarage Lane due to limited visibility and continue travelling through the restricted section of carriageway. This would result in vehicles having to sit and wait for the oncoming traffic to clear travelling on the opposite side of the carriageway. During this time, any traffic arriving behind these waiting vehicles has the potential to back up onto Chester Road and across the existing junction which is unacceptable. This has the potential to increase the likelihood of danger to road users and pedestrians.

  During a site visit on 08/01/2019, a large articulated milk tanker approached from the north off Chester Road turning left into Vicarage Lane. This vehicle was confronted by a car travelling north west towards the junction along Vicarage Lane and met alongside The Plough Inn. The car struggled to squeeze past the HGV almost coming to a stop. In the meantime, the HGV stopped right across the yellow box markings (which is an offence under the Highway Code) with a significant portion of the vehicle extending onto the busy Chester Road. This occurred even without the proposed footway being in place.

- Any cars visiting the properties along the restricted section of Vicarage Lane may park along this section and restrict the available carriageway width and availability of the proposed passing place.

- The submitted layout plan indicates a passing bay between the two sections of footway of 13.5m in length. The plan indicates details of a milk tanker of 15.3m in length and 2.5m wide. Vehicles of this size could not obviously fit within the passing place. The applicant has not provided any swept path details of such a vehicle accessing this passing bay but simply indicates access by a car. Even if the passing bay was increased in length, it is likely to require a length of at least 20m which would remove a significant portion of the proposed footway in this location. Milk tankers, refuse vehicles and tractor / trailers which frequent Vicarage Lane would struggle to access any passing bay in this area having their swept paths hindered by existing boundary walls along this section. This would result in vehicles jutting out significantly beyond the proposed footway kerb line leaving insufficient space for any other HGV to pass. This could well occur whilst pedestrians are trying to walk along this section of Vicarage Lane.

  Any proposed signage for the proposed priority system will require Welsh over English detail.

Any such signs at either end of the scheme could well prove difficult to locate within the proposed footways given their restricted width and existing boundary walls. Any proposed signage requires a minimum 450mm clearance from the kerb edge to meet current standards. The positioning of any sign posts may well impede pedestrian movements along this section.

- The carriageway widths indicated on the submitted layout plan along this section of Vicarage Lane appear to have been measured boundary wall to boundary wall which is not considered to be realistic in terms of the useable carriageway space. It would seem more realistic to measure from the back edge of the double yellow lines on both sides of the road. For example – on the section running alongside the public house towards the passing bay, the actual useable width is 6m without the 1.5m footway (not 6.8m as shown). Further along towards the passing bay, the useable width is 4.5m (not 5.8m as shown).

- When cars turn left out of Old Wrexham Road onto Vicarage Lane and lights are on red, there is only sufficient space (6m) for s single car to sit clear of the stop line / box-markings. Any vehicle travelling north west along Vicarage Lane may have travelled past the build out / passing bay and have nowhere to sit as it approaches the junction without either blocking the carriageway or sitting illegally on the yellow box markings which is unacceptable. This situation is compounded in the event of larger HGVs turning into Vicarage Lane off Chester Road at the same time.

- The location of the footway on the corner of the Vicarage Lane / Old Wrexham Road is likely to make the turning maneuver of larger vehicles left into Old Wrexham Road more difficult and vehicles are likely to encroach further over the centreline of the road. This has the potential to increase vehicle conflict at this junction if vehicles are approaching the junction along Old Wrexham Road or entering Vicarage Lane off Chester Road at the same time.

- Anyone approaching / entering the access running alongside no. 2 Brynhyfryd Villa from the north west could well find their access is blocked by vehicles waiting at the priority system. This could comprise more than 1 vehicle and result in these vehicles preventing entry to the property and cause a blockage by the turning vehicle itself within the priority system which would be unacceptable.

Traffic Generation

TRICs data was submitted in respect of the proposed development as follows:-

TRICS Residential	Ave TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00-09:00)	0.161	0.347	0.598	7	19	26
PM (17:00-18:00)	0.351	0.194	0.545	15	9	24
Daily	2.923	2.861	5.784	129	126	254

The applicant previously submitted TRICS information suggesting that the development would generate between 24 - 26 two-way trips in either peak period or 254 two-way trips across a typical weekday. The submitted TRICs data indicates 5.8 movements per dwelling for the proposed development site which is considered to be low for a development of this nature.

However, we have recently carried out a traffic survey on a site similar to this site at Kensington Grove, Acton, Wrexham. The results were as follows:-

TRICS Residential	Ave TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00-09:00)	0.124	0.476	0.600	5	21	26
PM (17:00-18:00)	0.482	0.259	0.741	21	11	32
Daily	3.782	3.835	7.618	166	169	335

This survey indicated typical weekday two-way flows of 7.6 movements per dwelling. In comparison, this would equate to around 335 total two-way weekday movements for the proposed site at Vicarage Lane.

Using these trip rates, the proposed development has the potential to generate in excess of 300 additional vehicle movements per day along this section of Vicarage Lane which is considered to be a significant increase compared with existing two way weekday traffic flows along this lane ie/ 956.

Since the application was refused at planning committee on 29/07/2019, another site, approximately 25m away was also refused by WCBC Planning Department. This application (ref: P/2019/0336) went to Welsh Government Appeal and was dismissed for reasons that were virtually identical to those reasons given for refusal in respect of the Vicarage Lane site (see below):-

Appeal Decision

Appeal Ref: APP/H6955/A/19/3234271 (see attached decision)

Land South of the Paddock, Old Wrexham Road, Gresford.

Inspector: Richard E Jenkins

Decision: The appeal is dismissed.

In comparison to the Vicarage Lane site, the above application was recently refused by Wrexham Council, appealed and dismissed for almost identical reasons.

The development proposed was an outline planning application for proposed residential development to form 8 no. mews style properties in two blocks of 4 units with central access point and associated parking to the rear.

The proposed development site is located on Old Wrexham Road which is a classified road subject to a 30mph speed limit.

The site proposed to provide a 2m wide footway along the site frontage. However, there was still a distance of 115m from the boundary of this site leading towards Gresford Village which had no footway provision.

This section of Old Wrexham Road has very similar characteristics to Vicarage Lane with a number of the existing properties having no off road parking provision or limited provision resulting in parked vehicles within the carriageway. Old Wrexham Road leads to the same junction with Chester Road to the north as Vicarage Lane.

WCBC Planning Department refused the application providing 4 reasons for refusal (see attached decision notice). The 3rd reason for refusal was:-

"Safe and satisfactory vehicular and pedestrian access has not been demonstrated and the increase in vehicular and pedestrian movement which would be generated by the residential development of tis unsustainably located site would have a detrimental impact upon highway safety. The locality does not benefit from safe routes for residents to walk to local facilities and public transport stops etc. and the site is not integrated with the transport network to help reduce the need to travel or encourage the use of alternatives to car. To allow development would be contrary to Wrexham Unitary Development Plan Policies PS4, GDP1(d) and (e), T8 and T9".

The inspectors comments included within the appeal decision (see attached) relating to pedestrian / highway safety are as follows:-

Pedestrian and Highway Safety

13. The Council objects to the proposed development on the basis that safe and satisfactory vehicular access has not been demonstrated and that the development would therefore have a detrimental impact upon pedestrian and highway safety within the area. Nevertheless, having regard to the indicative Site Plan and the submitted speed survey, and bearing in mind the fact that access is a matter that is reserved for subsequent determination, I am satisfied that the appellant has demonstrated that access arrangements with satisfactory visibility distances could be provided without causing material harm to pedestrian or highway safety in the area. Achieving satisfactory visibility would however be reliant on significant works to the existing hedgerow that fronts the site. Such matters are considered elsewhere in this Decision.

14. Nevertheless, whilst the submitted Site Plan indicates that a pedestrian footway could be provided along the site frontage, it was clear at the time of my site inspection that, despite being located within relative close proximity to the centre of the village, there is not a convenient and uninterrupted pedestrian footway between the appeal site and Chester Road. Indeed, as set out above, a significant proportion of this section of Old Wrexham Road is not served by a pedestrian footway. It is also material to note that a number of the existing dwellings located along this route do not benefit from off-street parking, meaning that parked vehicles materially reduce the width of the carriageway and constitute an obstruction to pedestrians.

15. It is clear that Policy T9 of the adopted UDP states that development proposals will be required to provide, amongst other things, walking routes where feasible and appropriate. In this respect, I note the difficulties of retrofitting such a provision in this instance. Nevertheless, the appeal site would inevitably intensify the use of Old Wrexham Road by both vehicles and pedestrians and would therefore exacerbate the foregoing problems, to the detriment of pedestrian safety. It is on this basis that I find that the development would conflict with the general thrust of Policies PS4, GDP1(d)(e) of the adopted UDP and the principles of PPW and Technical Advice Note 18: Transport (TAN18). I note the LPA's objection on the grounds of Policy T8. However, as I have not seen any valid objection to the proposal on the grounds of parking provision, I do not find any policy conflict in this respect.

Vicarage Lane Video Survey Footage

The short video submitted by the applicant includes examples of how, on occasion vehicles choose not to pass simultaneously at the north western end of Vicarage Lane in order to maintain clearance between their vehicles and the boundary walls either side of the carriageway. Often vehicles choose to wait on the yellow box markings obstructing the junction with Old Wrexham Road and Chester Road. This situation is exacerbated when pedestrians walk along this section of Vicarage Lane from the village. Pedestrians typically appear to walk along the northerly side of Vicarage Lane which I assume is based on the fact that the majority of the existing properties up to Trewythen Hall are located on this side of the road. There Is no guarantee that should a short section of footway be constructed on the southern side of the road towards Brynhyfryd Villas that pedestrians would actually use it particularly as it is only relatively short in length and not continuous.

The proposed development will result in a significant increase in vehicle and pedestrian movements along Vicarage Lane compared with existing movements. The establishment of such a development in this location would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

Conclusion

This site / access in respect of Appeal Ref: APP/H6955/A/19/3234271 has almost identical similarities to the Vicarage Lane site except that the Vicarage Lane site proposes 44 dwellings compared with 8 dwellings off Old Wrexham Road. If a site of this limited size is considered inappropriate by an experienced inspector on highway / pedestrian grounds then the Vicarage Lane site must surely also be considered inappropriate based on the significantly higher vehicle and pedestrian movements and the size / frequency of movements of larger HGVs along Vicarage Lane

The proposed traffic management priority system including provision of 1.2 – 1.6m wide footway at the north western end of Vicarage Lane is considered likely to result in additional issues along this section of Vicarage Lane as previously highlighted and is not supported by the WCBC Traffic Section or Road Safety Section.

The reasons for refusal have therefore been validated by Welsh Government on a smaller site which does not have milk tankers / HGVs driving along it every single day.

P. A F

Chief Officer, Environment & Technical



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