

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Amy Brittain
Our Ref:	ET/DC/MM/P/2023/0186	Your Ref:	P/2023/0186
Date:	16 June 2023		

Land Off, St Mary's Avenue, Overton, Wrexham, LL13 0ES
Erection of 45 Dwellings, Associated Access, Landscaping and Supporting Infrastructure

Further to your email / consultation dated 12/04/2023 in respect of the above, please see comments as follows: -

The proposal is for the erection of 45 dwellings on land off St Mary's Avenue, Overton, Wrexham, with associated parking, access, landscaping, and supporting infrastructure. Vehicular and pedestrian access is proposed via St Mary's Avenue, adjacent to No.2 Clerc-Y-Mendy. Pre-planning highway advice has been previously provided by WCBC Highways.

Transport Assessment

A Transport Statement has been provided to support the planning application, which is appropriate for the scale of the development.

Trip Generation

Traffic flow data for St Mary's Avenue has been used to determine trip generation associated with the development. Traffic flows along St Mary's Avenue were observed on Wednesday 16th November 2022 between 0700-1900. Peak hour trip rates have been calculated based on the trips generated by the existing dwellings served via St Mary's Avenue and then applied to the 45 no. dwellings proposed at the development site. The proposed residential development is expected to generate 21 two-way trips during the AM peak hour and 34 two-way trips during the PM peak hour (8:00-9:00 and 17:00-18:00 respectively).

It is accepted that the proposed residential development is likely to have a low impact on the local highway network, and significant queuing or capacity issues on St Mary's Avenue or at the junction with School Lane / Church Road are not expected.

Site Access and Layout

Visibility

Visibility splays are provided in Appendix E of the Transport Statement. Although these generally appear to be acceptable, referencing the Landscape Layout, we note forward visibility near to Plot 8 would be obstructed by the proposed planting of a small ornamental tree/large shrub. There should be no planting or obstruction above 600mm in height around this corner which might impact on visibility splays. Clarification is requested whether this land would be adopted by the highway authority or would it fall within the ownership of Plot 8.

The interaction of planting and visibility around the site should be revisited in general, for example the tree proposed outside Plot 37 is likely to reduce visibility at the adjacent junction.

Vehicle tracking

Vehicle tracking (Ref: *PSH06-013-C-Vehicle Tracking (Refuse).pdf*), shows the movement of a 10.2m refuse vehicle, which demonstrates it can access all residential frontages and turn. A second vehicle tracking diagram provided (included in Appendix F of the Transport Statement) demonstrates the movement of an 11.2m refuse vehicle. However, both vehicle tracks do not demonstrate turning movements at the junction adjacent to plot 37 travelling to/from plot 39, exiting the site. This is requested for approval.

The vehicle tracking diagram provided shows access to and egress from the pump station (Ref: *PSH06-015-B-Vehicle Tracking (Pump Station).pdf*). This indicates the wheels of a 12.25m tanker would encroach beyond the hardstanding access provided and into the public open space to the northwest of the pump station. This is not accepted by WCBC. The arrangement should be revised with a widened vehicle access to/from the pumping station provided which can accommodate the movement of the tanker.

Footways

Footways are provided within the site; however, a section adjacent Plots 17-21 has a width of 1.2m. The Active Travel Act Guidance (paragraph 9.6.2) states that: *"pedestrian routes should have a clear unobstructed width of 2.0m (desirable minimum), which allows two wheelchair users to pass one other. Where physical constraints make this impossible a clear width of 1.5m (absolute minimum) should be maintained to enable a wheelchair user and walking companion to travel side by side. If there is an obstacle that cannot be moved a restricted width of 1.2m provides space for a blind or partially sighted person to walk using a long cane, or with a guide dog, or alongside a person providing guidance"*.

It is recommended that the plans are revised to include wider footways to the exterior of Plots 17-21 and Plots 41 and 42.

Where there is no footway alongside the carriageway, between Plot 39 and the Pumping Station for example, a 0.6m wide service strip should be provided (or 0.8m if street lighting is proposed).

Parking

Site Planning Layout drawing (Ref: 1522-sit-P01-E) indicates a total parking provision of 112 spaces. During scoping it was advised that parking provision should meet maximum LPGN 16 standards i.e. 3 spaces each for 3 / 4 bed dwellings, to avoid inappropriate and unsafe parking within the development site and on St Mary's Avenue. The plan shows that 10 of the larger properties would have only two parking spaces. The applicant should provide justification for the shortfall and reassurance that there would be no overspill parking onto the adopted highway. In particular, the parking around properties 19-21 is a concern as the turning head is particularly congested and any overspill onto the carriageway will impact on turning movements and may impede access to Plot 22. Similarly, on-street parking outside Plots 34-36, around the feature entrance, would be undesirable.

Streetlighting

Highways Agreement Plan drawing (Ref: *PSH06-014-C - Highway Agreement Plan.pdf*) denotes streetlighting within the key however no streetlights appear to be shown on the plan. While Manual for Streets (paragraph 10.12) suggests that *"in some cases it may not be appropriate to provide lighting, for example in a new development in an unlit village"*, it is noted that nearby streets, St Mary's Avenue, Plas Madoc and Clerc-Y-Mendy, have streetlights.

Street lighting proposals will need to be approved by the WCBC streetlighting team.

Highway materials

It is unclear from the Highways Agreement Plan whether the feature entrance 'focal point' and similar feature at the first junction within the site would use appropriate materials for the adoptable highway. It is recommended the developer clarifies this and the interaction between the feature and the driveway to Plot 33.

A S278 condition is required for all highway works and a S38 condition is required for adopted highway works associated with the development.

Sustainable Travel Options

It is agreed that the site is within an acceptable walking distance of bus stops and services including a convenience store, post office, and two schools, although it is noted that bus services are infrequent (less than one per hour). Footways and lighting are present on the existing roads that connect to the development to enable walking to these services.

As requested by WCBC during scoping, a link to the existing Public Footpath 17 is to be provided at the northeastern corner of the site. This would also link to the existing school gates for St Marys school.

It is requested the applicant provides plans to clearly illustrate the following:

- Proposed pedestrian link to Public Footpath 17 from the northern boundary of the site and, confirmation this would be adopted as a Public Right of Way (PRoW); and
- Alignment of Public Footpath 18 in relation to the development site.

Consideration should be given to providing pedestrian and cycle connectivity through to Clerc-Y-Mendy to provide a more permeable network in line with Manual for Streets recommendations.

Conclusion

The following further information is required for approval:

- Turning movements for a refuse vehicle at the internal junction within the site.
- Confirmation of refuse collection arrangements for Plots 11-16 and 43-45 with additional vehicle tracking, if necessary.
- Revised vehicle tracking for a 12.25m tanker associated with access to/from the pumping station and modification to the proposed access.
- Revised plans to include wider footways to the exterior of Plots 17-21 and Plots 41 and 42.
- Revised plans to indicate 0.6m service strips where no footway is provided.
- Confirmation of proposed street lighting.
- Clarification of 'focal point' and internal site junction denoted by hatching in drawing PSH06-BET-B-013-C. Clarification on interaction between the focal point feature and the driveway to Plot 33.
- Revised visibility splays accounting for the proposed landscape layout and siting of trees.
- Revised plans showing the proposed pedestrian link to Public Footpath 17 from the northern boundary of the site and alignment of Public Footpath 18 in relation to the development site.
- Justification for the parking shortfall associated with 3 bedroom properties with only two spaces and measures to manage potential overspill parking.



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