

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2023/0662 Rev A	Your Ref:	P/2023/0662
Date:	20 th May 2024		

TOWN AND COUNTRY PLANNING ACT 1990

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BERSHAM SPORTS AND SOCIAL CLUB BERSHAM ROAD BERSHAM WREXHAM Grid Ref: E 331351 N 349285

In respect of the above, I refer to your updated consultation / email dated 08/05/2024, and the applicant's agent's subsequent updated site plan P145/016 Rev C and covering emails in response to our memorandum dated 1st May 2024.

The proposed site, currently used as The Bersham sports and social club, is accessed via the Classified Bersham Rd the B5099 with a speed limit of 20mph in both directions.

The site plan has now been updated to include visibility splays of 2.4m x 38m to the west of the entrance and 2.4m x 85m to the east. These dimensions are acceptable as it's in a 20mph zone requiring 2.4m x 25m splays in both directions only. It is noted that priority lane traffic calming exists in both directions from the proposed site entrance. Proposed pedestrian visibility noted on the site plan is acceptable.

Our concern over the arrangement for the **Scottish Power Energy Network (SPEN) access** has not been addressed. There is potential for a SP maintenance vehicle to reverse into the carriageway, which is exacerbated by the location of the priority give way adjacent to the proposed access. This means vehicles passing in both directions are on the nearside carriageway. Visibility splays for the maintenance vehicles have not been shown, and ideally space should be provided for an SPEN maintenance vehicle to turn within the Electric Sub Station compound.





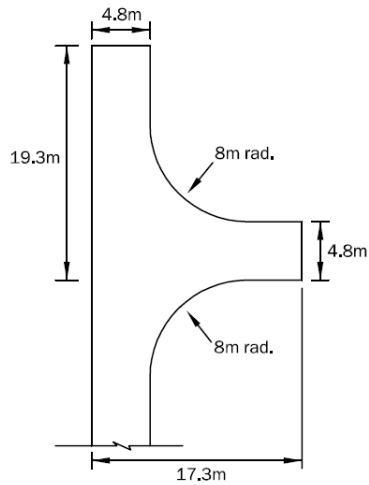
Understanding the frequency, vehicle sizes, and number of SP engineers attending would assist in appraising the level of risk and arriving at a solution. May we suggest agreement of the Scottish Power Access for maintenance can be the subject of an appropriately worded pre-commencement condition. Currently the substation is accessed by the Social Club access road.

With regards to the **bus stop relocation**, whilst the proposed location raises questions of forward visibility, it is no worse than currently exists. Given the speed of traffic, and the relatively short time a bus stops, it is more likely that road users simply wait for the bus to pass rather than try to pass it or pull out of the junction in a westerly direction. This would apply to a stationary bus travelling east or west.

Whilst the existing bus stops may not currently be in use, due to other extensive developments being considered locally, demand may increase, prompting reinstatement of bus services along Bersham Road, hence WCBC's request to consider maintaining the facilities.

Locating the stops further east of the site may be an option also. Further consultation with WCBC's Public Transport officer is required to confirm the need for, or relocation of the facilities, but in the interest of progress, we request agreement on the appropriate solution be conditioned.

Regarding **the turning head**, the 16.5m width is short of the WCBC required width, which is 17.3m (see screenshot below). We would request a minor adjustment to the hammerhead setting out and/or adjustment of the garages to plots 5 & 6. Additional detailing would be required for an adoptable road, including a verge to be installed around the turning head (min 500mm wide, with no services, or 1m minimum where there is streetlighting), detailing of the entrance crossing point, rumble strip across the entrance as a calming measure, which can all be agreed as part of the Section 38 submission.

**Conclusion:**

We have no objection to the proposed development subject to appropriately worded pre commencement conditions being applied for:

1. Safe access arrangements for the Scottish Power substation access being agreed with the highways officer.
2. Bus stop relocations, removal or contribution (in consultation with WCBC's Public Transport Officer)
3. Adjustment of the access road turning head setting out to WCBC Highways adoptable standards.

A handwritten signature in black ink, appearing to read 'Hawley'.

Chief Officer, Environment & Technical