

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Rhian Chitty
Our Ref:	ET/DC/MM/P/2023/0260	Your Ref:	P/2023/0260
Date:	18 December 2023		

**Tyn Y Coed, Chester Road, Rossett, Wrexham, LL12 ODE
Demolition and replacement of single dwelling and erection of nine dwellings, with improved highway access.**

Further to your email / consultation dated 15/05/2023 I comment as follows:-

The application (P/2023/0260) has been submitted for the outline application for the demolition and replacement of one existing residential dwelling and erection of nine residential dwellings (ten in total).

Pre-Application advice was sought from Highways (PRE/2022/007, although the applicants Design and Access Statement refers to PRE/2021/004). Information submitted by the applicant for the pre-application included a Transport Statement.

Observations/requirements of Wrexham County Borough Council (WCBC) Highways response to PRE/2022/007 included:

- Assuming typical vehicle speeds of 20mph, any proposed /existing access would be required to provide visibility splays of 2.4 x 25m in both directions.
- The provision of splays would require modifications to the existing boundary wall.
- The proposed access appears to be located directly opposite the existing speed cushions located on Chester Road. It was recommended that these speed cushions are re-located so they do not affect turning movements into the site.
- Recommendation that appropriate swept path details are submitted indicating the required movements of an 11.5m long refuse vehicle in the northerly direction.
- Submission of a Construction Traffic Management Plan. (This could be included as a planning condition).
- The proposed estate road should be constructed to WCBC standards.
- Turning heads should be constructed to WCBC standards.
- Parking provision in accordance with WCBC LPGN 16.
- Street lighting scheme would be required and applicant should discuss with Street Lighting Section of WCBC.
- Active travel – applicant should discuss proposals with WCBC Active Travel Officer.
- Surface water drainage details would need to be submitted and approved. Recommendation that applicant discusses with SABs Section of WCBC.
- The developer would need to enter into a s38/278 agreement with WCBC in order to construct the proposed site.

Transport Statement

A Transport Statement has been appended to the pre-application report which has been resubmitted as part of the planning application.

Traffic Generation

Vehicle trip rates have been calculated using the TRICS database. Full copies of TRICS outputs have been included in appendices of the Transport Statement. The trip rates are deemed reasonable and accepted.

Based on the trip rates the development is predicted to generate the following vehicle trips:

- AM Peak: 11 two-way vehicles (4 arrivals, 7 departures)
- PM Peak: 18 two-way vehicles (10 arrivals, 8 departures)

This trip generation is considered low, and it is therefore not expected this proposal would have a significant impact on the operation of the highway network.

However, it is noted that the applicant has not included any detail regarding dwelling size (in terms of no. of bedrooms). This information must be provided.

Site Access and Layout

Local Highway Network

The site is located on B5445 Chester Road, an adopted highway with a speed limit of 20mph in the vicinity of the site. The B5445 Chester Road features footway on both sides of the carriageway and traffic calming in the form of speed cushions in close vicinity to the proposed site access. There is a pedestrian crossing in the form of a refuge island and dropped kerbs with tactile paving to the north of the proposed site access. There are also two bus stops in close vicinity to the proposed site access.

Access

The applicant has proposed that the existing site access opposite the B5445 Chester Road/B5102 junction will be closed, and that a new vehicular and pedestrian access will be provided further to the north on B5445 Chester Road.

The proposed access must be constructed to WCBC standards. This would include an access width of 4.8m, 6m kerb radii and 2m footways.

The extent of adoption/ layout of side roads is not clear and needs to be defined by the applicant.

It is noted that the proposed site access junction is located in the vicinity of the existing speed cushions that are located on B5445 Chester Road. These should be relocated so they do not affect turning movements into the site.

Drawing PL(00)03 (Rev D) shows a pedestrian crossing proposed at the site access however there is no information regarding the features of the pedestrian crossing (eg. dropped kerbs, tactile paving, speed table).

The applicant should also consider a pedestrian crossing at the mouth of the access junction, which would follow the desire line of pedestrians travelling on B5445 Chester Road.

Drawing PL(00)03 (Rev D) also shows a proposed service strip (on both sides of the carriageway) and shared surface for the internal site road. The proposed service strip must be at least 1.8m wide.

Site Layout

The turning head (adjacent to Unit 8) in the provided drawings appear sub-standard in size. All turning heads must comply with WCBC standards.

Private shared driveways would require turning heads to accommodate turning movements of minimum 7m long delivery vehicles which must comply with WCBC standards.

Visibility

Drawing PL(00)03 (Rev D) shows the proposed site access junction onto B5445 Chester Road and shows visibility splays of 2.4m x 25m. It should be stated that it appears that the visibility splay to the left is impeded slightly by the boundary wall, but it appears that the splay shown on the drawing exceeds 25m. It is therefore recommended that the applicant revises drawing PL(00)03 to show the correct 25m splay to the left and to demonstrate that the boundary wall does not impede visibility.

Vehicle Tracking

The Transport Statement includes swept paths for a 11.2m refuse vehicle accessing the site from B5445 Chester Road.

The “right turn exit” movement appears to show that the refuse vehicle overhangs the B5445 Chester Road footway. This is a safety concern, and this movement should be retracked.

It is also requested that additional swept path information is provided to demonstrate that refuse vehicles can turn and negotiate the internal access road.

Footways

The site access includes footways into the site from B5445 Chester Road where the site access road in the form of a shared surface is proposed.

Parking

WCBC Local Planning Guidance Note (LPGN) 16 states that the maximum provision of parking spaces required for each dwelling is dependant on the number of bedrooms.

The applicant has not included any detail regarding dwelling size (in terms of no. of bedrooms). The applicant also must provide the number of parking spaces (total and per dwelling) that are proposed. This must be in accordance with LPGN16.

Streetlighting

No information regarding proposed streetlighting on the site has been provided.

Street lighting proposals will need to be approved by the WCBC streetlighting team contact paul.roges@wrexham.gov.uk.

Highway Works

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

Road Safety

The Transport Statement includes a review of collision data (obtained from Crashmap.org) within 250m of the proposed access, *“during the past five years”*. It is not clear which five years have been reviewed.

The Transport Statement states that the collision data review, *“revealed two incidents occurring within 250m of the proposed access during the past five years. Both incidents occurred on Holt Road and are not relevant to the operation of the proposed development. The closest and most recent incident occurred during the evening of 9 November 2020, a car turning right at the Holt Road junction collided with a pedestrian resulting in slight injury.”*

Reviewing Crashmap.org the “slight” injury accident in November 2020 appears to have occurred at or near to the B5445 Chester Road/B5102 (Holt Road) junction. There was a “serious” injury collision in April 2021 approximately 160m east (also on B5102) of the “slight” injury collision. Both these collisions appear to have involved child pedestrian injuries.

WCBC Highways disagree with the Transport Statement that these incidents are not relevant to the assessment. Therefore, in the interests of road safety, WCBC request that the applicant reviews these two collisions in greater detail.

There is a primary school and a park in the vicinity of the proposed development.

Sustainable Travel Options

Active Travel

Paragraph 5.4 of the Transport Statement includes distances to local amenities and associated walking and cycling times. Amenities including Primary and Secondary schools and local shops can be reached within an acceptable walking or cycle time (less than ten minutes).

The applicant should discuss the proposals with the WCBC Active Travel Officer.

Bus

A pair of bus stops is located south of the site approximately a one-minute walk from the site access.

Bus service 1 serves both stops regularly (around four services per hour). Bus service 1 links the site with Wrexham city centre and Chester city centre.

Rail

Rail services at Wrexham General Railway Station and Wrexham Central Railway Station can be accessed via short walk from Wrexham Bus Station where Bus service 1 terminates. Bus service 1 also serves Chester Railway Station.

Public Rights of Way

A public right of way in the form of a footpath (“All/14 or BUR/4”) bounds the south side of the site.

It is recommended that the applicant liaises with the WCBC Public Rights of Way officer to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Surface Water

Surface water drainage details would need to be submitted and approved. The applicant should discuss surface water drainage details with SABs Section of WCBC.

Construction Traffic Management Plan

In order to construct the proposed scheme, it is recommended that the applicant submits a Construction Traffic Management Plan, including details of contractor parking for further approval. This should be included as a planning condition.

Conclusion

The following further information is required for approval:

- Clarity on dwelling sizes (no. of bedrooms per dwelling).
- Clarity on the number of parking spaces proposed (total and per dwelling).
- Clarity on site access and layout (access, highway widths, turning heads, private shared driveways, footways, pedestrian crossings which all must be designed to WCBC standards).
- Clarity on the extent of adoption/ layout of side roads.
- Revised visibility splay (drawing PL(00)03 Rev D).
- Revised vehicle tracking (The “right turn exit” movement appears to show that the refuse vehicle overhangs the B5445 Chester Road footway).
- Additional vehicle tracking to demonstrate that refuse vehicles can turn and negotiate the internal access road.
- Details of relocation of existing speed cushions on B5445 Chester Road.
- In the interests of road safety review the two collisions on B5102 in detail.

Further to the above:

- A S278 condition is required for all highway works and a S38 condition is required for adopted highway works associated with the development.
- A Construction Traffic Management Plan must be implemented when construction begins.
- Street lighting proposals will need to be approved by the WCBC streetlighting team.
- PROW proposals will need to be approved by the WCBC PROW officer.
- The applicant should discuss the proposals with WCBC Active Travel Officer.
- The applicant should discuss surface water drainage details with SABs Section of WCBC.

Addendum Response following additional review

Whilst reviewing the history and above response, Highways were requested to reconsider the use of the existing entrance in light of:

- 1) The Conservation Officer preference to return the boundary wall at the proposed entrance and
- 2) The potential for one way traffic only along the B5102 opposite the existing site entrance.

Following this further review, the highway's department remain opposed to re-using the existing entrance for what would be an additional 8 dwellings.

Regardless of the change in flow on the B5102, there is considerable congestion on or adjacent to the junction caused by the Coop (HGV, LGV and motor vehicles), the café/shops and Golden Lion.

Our preference for junction location remains, as submitted by the applicant, subject to provision of the information requested.

Regarding the brick wall may we respectfully note:-

- 1) The wall had been substantially reduced in height in the 1960's and only increased in height in or around 2009.
- 2) The condition of the masonry is in a number of places is very poor with blown faces to bricks.
- 3) Close proximity to trees and roots creates an increased risk of failure of the foundations.
- 4) Immediately north of this application, the wall has already been removed in part and copings rebuilt to form a masonry entrance to The Limes, adjacent.

In light of the above, perhaps the Conservation Officer could accept the realignment of a small section of the wall to form an entrance splay, and using a foundation detail built to NHBC / Building Regulations Approved details for building close to trees.

The applicant should also, as noted liaise with andrew.mytton@wrexham.gov.uk with regards to considering adjustment to the bus stop in the Chester Road carriageway.

Swept path analysis for an 11.5m bin wagon should be provided not only to demonstrate access within the site, but also safely negotiation the centre pedestrian refuge near to the exit.

In light of the congestion outside the Coop, The Highway Authority strongly suggest that a Stage 1 and 2 Road Safety Audit is carried out in advance of the works commencing.



Chief Officer, Environment & Technical