

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical

**To:** Chief Officer Planning & Regulatory  
**FAO:** **Gwyn Humphreys**

**Our Ref:** ET/DC/DB/P/2022/0469

**Your Ref:**  
P/2022/0469

**Date:** 3 July 2023

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**Proposed New Development 33 Houses**  
**Land off Bethania Road, Acrefair, Wrexham LL14 3HP**

I refer to the above application

We have reviewed Paragon Highways report number 2002 dated January 2022 and Nicol Thomas Proposed site plan drawing number M3873 (90)09 Rev A in conjunction with a site review June 2023

There is conflicting information between these documents as to the location of the site entrance, but we have assumed the Rev A site plan, updated 20<sup>th</sup> September 2022 is the current proposal.

We are comfortable with the proposed new site junction onto Bethania road, and vehicular access to the west of the site.

However we have reservations about the ability of the substandard Bethania Rd junction onto Llangollen Rd being capable of accommodating the increased traffic from this site. There are in the region of 100nr dwellings in the immediate vicinity of Bethania Rd so an additional 33nr represents quite a significant addition proportionally. Without detailed traffic surveys and data, it is difficult to assess how many additional vehicles use the junction from beyond Bethania Rd as well.

Whilst the visibility splays and Safe Stopping Distances appear reasonable at this junction, we have concerns with increasing the volume of vehicles exiting Bethania Road and turning right, as well as vehicles heading East up Llangollen Rd, and turning left into Bethania Rd.

The lack of footpath for 20m on such an oblique junction raises additional concerns for pedestrian safety also at an uncontrolled junction such as this.

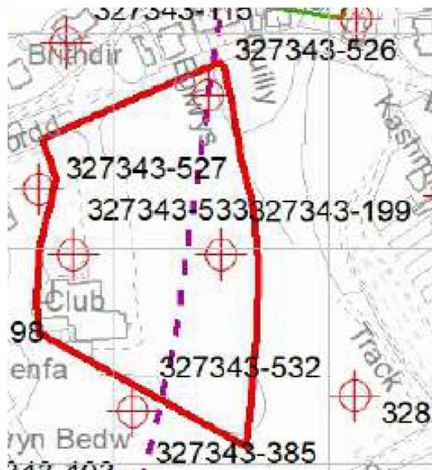
It is noted that the rendered property to the east of this junction has had its roof damaged in the past as a result of a wagon having difficulty in negotiating the tight angles of the junction, demonstrating its inability to accommodate any increase in large vehicles safely

The Paragon Highways report makes no reference to the standard of this junction, nor is there any data or studies of relative flows. This junction is the shortest route to take for

anyone along Bethania Road heading to and from Wrexham City, the A483 trunk road, Ruabon School, numerous supermarkets and retail complexes, and vice versa..

Concerns also exist regarding the lack of pedestrian access beyond the site frontage in both directions. However, we appreciate that this situation exists throughout the borough in many village locations such as this, so it's difficult to refuse based on this parameter alone, but any proposed development should look at options to improve provision for pedestrians. The submitted application does not consider any mitigation or potential improvements to pedestrian access to local facilities.

With respect to the mining report and proposed site layout, we note that it makes no reference to the 2 mineshafts (Ref 327343-199 & 526) that are referred to within the Mining report included within the E&P Desktop Geotechnical & Geotechnical Site Investigation. Should the offsite concerns be addressed then when amended layouts are received, we would need to be satisfied that the shafts and issues relating to a potentially worked coal outcrop (shown as a dotted purple line below) have been addressed prior to supporting any onsite road adoption.



Extract from The Coal Authority Summary of Findings, page 170 of the Desktop study included in the application

### **Summary and Conclusion:**

In light of the information provided to date, and concerns over the likely significant increase in pedestrian and vehicular traffic at the Bethania Rd/Llangollen Rd junction we are currently unable to support this proposal.

There is a lack of assessment and traffic survey information that would need to be provided that addresses the issues/potential traffic increases with the Bethania Rd/Llangollen Rd junction and provides consideration to improving the pedestrian access and Active travel. By linking pedestrian access directly to Llangollen Rd, then this may reduce pedestrian access at the Bethania Rd/Llangollen Rd junction as well, which has no footpath at the junction.

The current statement does not address the lack of pedestrian provision or offer any mitigations to improve the existing substandard pedestrian infrastructure in the location.

Chief Officer, Environment & Technical