

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0221	FAO:	Gwyn Humphreys
Date:	5 th December 2023	Your Ref:	P/2023/0221

Land South Of Berse Road, Caego, Wrexham, LL11 6TP Erection of 47 dwellings and associated infrastructure

Further to correspondence dated 02/05/2023 I comment as follows:-

This application is for construction of 47 dwellings off B5101 Berse Road. A Transport Statement (report reference: 1812/1/A December 2022) has been submitted as part of the application.

Pre-planning highway advice (ref: PRE/2023/002) has been previously provided by Wrexham County Borough Council (WCBC) Highways.

Transport Statement

A Transport Statement (ref: 1812/1/A December 2022) has been provided to support the planning application, which is appropriate for the scale of the development.

Trip Generation

Vehicle trip rates have been calculated using the TRICS database. Full copies of TRICS outputs have been included in Appendix B of the Transport Statement. Based on a TRICS sensitivity test by WCBC using the same selection criteria outlined in 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: 26 two-way vehicles (9 arrivals, 17 departures)
- PM Peak: 24 two-way vehicles (16 arrivals, 8 departures)

Total two-way trips would be below 30 two-way trips in the peak hour periods. The Transport Statement notes the generated vehicle trips would result in an increase of between 3.2% to 3.5% on the B5101 Berse Road, this is below the 5% threshold outlined in TAN18 Section E.4. It is therefore expected this will not have a significant impact on the operation of the highway network.

Site Access and Layout

Local Highway Network

The development will be accessed from B5101 Berse Road, an adopted road subject to a 30mph speed limit. In the vicinity of the site the B5101 Berse Road features footway on the east side of the carriageway. On the west side of the carriageway (which bounds the site) there is footway from the existing field access to the north.

Access

Vehicle access to the proposed development will be from a new priority junction with the B5101 Berse Road.

Vehicle access to all dwellings will be from a new internal access road. In line with WCBC guidance all adoptable roads within the development should comprise a minimum 5.5m highway width and footways of 2.0m width on both sides of the carriageway.

From the drawings provided by the applicant some of the highway widths appear to be less than the minimum 5.5m width required by WCBC for adoption. For example the internal access road appears to have a pinch point between plots 47 and 14. This is a safety concern and this should be addressed or if this is to be a traffic calming feature, appropriate signage, lining etc. is required.

The new priority junction would need to be designed with a minimum 10m radii in line with WCBC standards. It is not clear if the proposed access has a minimum 10m radii.

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

Pedestrians can also access the development via a footpath to the north of the site or from pedestrian right of way (PROW) 43.

Informal pedestrian crossings in the form of dropped kerbs and tactile paving are proposed at the new priority junction for the crossing of both B5101 Berse Road and the internal site access road. Another informal pedestrian crossing is proposed on B5101 Berse Road (featuring dropped kerbs and tactile paving) to the north of the site between the pedestrian access and the southbound bus stop on B5101 Berse Road. The location of these is shown in drawing 1812/01 Rev A dated May 2022.

Site Layout

The turning heads in the provided drawings appear sub-standard in size and don't all have a footway/service margin around the perimeter. All turning heads must comply with WCBC standards.

Private shared driveways (plots 36-39 and plots 40-43) would require turning heads to accommodate turning movements of minimum 7m long delivery vehicles which must comply with WCBC standards.

Visibility

The Transport Statement references speed surveys undertaken in May 2022 which indicate an 85th percentile speed of 37mph recorded on the B5101 Berse Road in the vicinity of the site. Visibility splays of 2.4 x 56m have been provided by the applicant for the proposed priority junction. These indicate that a Stopping Sight Distance (SSD) of 56m can be achieved in line with Manual for Streets, therefore the visibility splays are accepted.

The internal site roads must be subject to a 20mph speed limit. The 20mph internal site roads would require 2.4m x 25m visibility splays for each of the internal junctions. These are shown on drawing C1091 010 Rev G.

Vehicle Tracking

Swept path drawings of a refuse vehicle (10.6m in length) servicing the site have been submitted on Drg. No. 1812/SP/01/A, showing movements of the vehicle accessing / exiting the site and maneuvering within the site.

Vehicle tracking has been carried out (Transport Statement Drawing 812/SP/01/A) which demonstrates that the proposed layout can accommodate a refuse vehicle.

Whilst these appear to be sufficient the turning heads are sub-standard and movements should be retracked on turning heads designed to WCBC standards. Also, a 11.5m (in length) refuse vehicle should be used.

Footways

A new 2m wide footway is proposed on the west side of B5101 Berse Road linking the existing footway to PROW 43.

As previously referenced footways on the proposed development should be a minimum width of 2.0m width on both sides of the carriageway.

Drawing ref C1091 011 Rev K appears to show 2m wide footways on the site although it is noted that there is no footway shown on a section of the turning head adjacent to plots 17-20.

Parking

The submitted proposed site plan (Drawing ref: 1812/01/A) appears to indicate the provision of 88 car parking spaces. Pre-planning advice requested that this was increased in accordance with WCBC's car parking standards (LPGN16). LPGN16 suggests a total of 103 car parking spaces.

WCBC Highways request that the proposed 88 car parking spaces is increased to 103 car parking spaces to deter potential on-street parking issues. Alternatively, more detailed justification on why 88 car spaces is appropriate is required.

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.

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 collision data (obtained from Crashmap.org) for the B5101 Berse Road between the junction with Bersham Road and roundabout junction with Rhyd Broughton Lane for the period 2017 to 2021. This identified nine collisions of which four were classified as serious. Of these, one serious collision occurred in the vicinity of the proposed site access junction and the other two within 300m to the east of the site.

There is no further detail or commentary regarding the collision data.

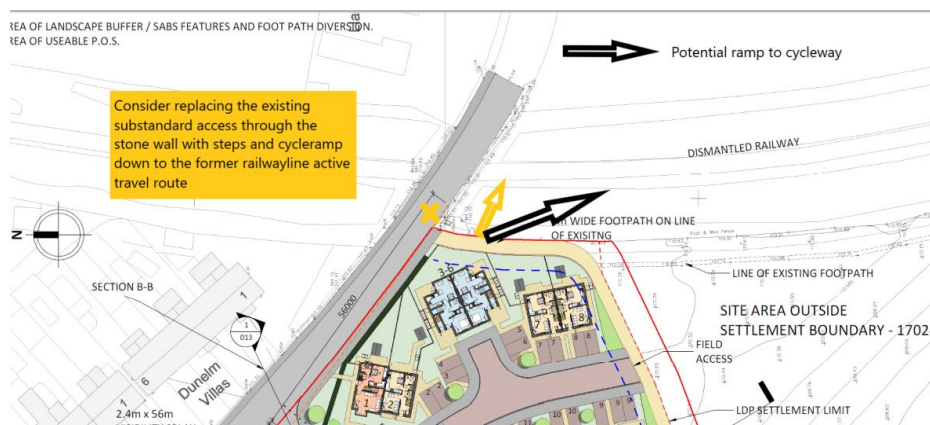
Sustainable Travel Options

Active Travel

Figure 4.1 and 4.3 in the Transport Statement includes walking and cycling isochrones, showing amenities and locations within 400m, 800m, 1200m, 1600m and 2000m for walking and 2000m and 5000m for cycling.

There appears to be a range of amenities within an acceptable walking or cycling distance from the site.

Can the applicant coordinate with WCBC's Active Travel Lead, Gwen Thomas at gwen.thomas@wrexham.gov.uk please to agree adjustments/improvements to the active travel route to link the site access with the former railway active travel route to the proposed path, together with provision of some lighting improvements locally to the ramp, track and bridge. Once installed can the existing substandard access in the stone wall of the bridge be blocked up, all as noted on the marked up plan below? This would facilitate direct active travel links between the site and city center, avoiding some very congested roads. If there is a more favourable location for the link to the cycle track where gradients are improved, we are happy to agree this on site with the applicant.



Bus

There is a pair of bus stops within 400m walk of the site. Table 4.1 of the Transport Statement shows that there are regular services to/from Wrexham City Centre.

It is noted from the Transport Statement that a new bus shelter for the existing northbound bus stop has been proposed within the site frontage. Please coordinate with Andrew Mytton of WCBC at Andrew.mytton@wrexham.gov.uk

Public Rights of Way

PROW Footpath 43 is located to the southwest of the site from B5101 Berse Road connecting to Strytybydden. Drawing 1812/01/A suggests Footpath 43 is to be maintained with a short diversion at its northern end of B5101 Berse Road.

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. I would also refer the applicant to PROW officer's response dated 17th Feb 23 attached. (Ref AD/05 Consultation to Grimster planning)

Construction Traffic Management Plan

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan (CTMP) including details of contractor parking and an appropriate route for construction traffic. This could be included as a planning condition should an application be supported.

Drainage

Can the applicant provide some indication of surface water drainage proposals coordinated with WCBC's SAB officer to eliminate any major concerns over potential drainage issues. Are soakaways or active connections proposed for the proposed highway drainage?

Can the applicant confirm if any existing drainage surveys have been carried out and if any existing highways or Welsh Water drains have been noted? I have heard of an existing sewer running across the site and would need to know that there are no restrictions that would affect the extent of adoptable highway please. Whilst this may not ordinarily be deemed a planning matter, it may affect the layout and avoid delays and resubmissions.

Conclusion

The following further information is required for approval:

- Clarity on site access and layout (access, highway widths, turning heads, private shared driveways, footways which all must be designed to WCBC standards).
- Clarity on the extent of adoption/ layout of side roads.
- Increase parking proposal to 103 car parking spaces or provide detailed justification why the proposed 88 car parking spaces is considered sufficient.
- Street lighting proposals will need to be approved by the WCBC streetlighting team.
- 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.

We would be happy to meet with the applicant/applicants engineer or agent to discuss the above and the active travel improvements.

A handwritten signature in black ink, appearing to read 'R. White', is positioned below the text. The signature is fluid and cursive, with the first letter 'R' being particularly large and stylized.

Chief Officer, Environment & Technical