



Highway and Transport Statement

Proposed Residential Development

Land adjacent to The Railway Tavern

Railway Road

Brymbo

LL11 5EA

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1. Introduction

HDS Consultancy has been appointed to prepare a highway and transport statement to accompany a planning application for three proposed dwellings on part of the existing car park at the Railway Tavern, Brymbo.

This report provides an assessment of the traffic safety aspects of the existing site and forms supplementary information to assist in obtaining a planning permission.

2. Existing Site Layout

The development site is located on an unclassified subject to a 30 mph speed limit although vehicular speeds are no more than 20mph due to the geometry of the road. The road is of adequate width in the vicinity of the site access but narrows beyond the site in both directions.

Forward visibility along the highway is also restricted by a right angle bend to the south east of the site.

Visibility at the junctions either end of Railway Road is below current standards.

The site access offers adequate visibility in both directions, concurrent with the presumed 20 mph vehicular speed.

Visibility at the site access into the site was improved in 2010 due to alterations requested under planning condition no.10 of P/2010/0692. (See Appendix 1)

The car park provides off road car parking facilities for the public house. There is space for approximately 20 cars within the car park. Use of

the car park is infrequent as the public house is very much a facility used by locals who live within easy walking distance of the site.

3. Planning applications relevant to this proposal

There have been two recent planning applications on the Railway Tavern car park – P/2010/0692 for the use of a portable building as a taxi office; and P/201/0643 for the continued use of portable building as a taxi office.

The decision notices for both are included within the Appendices to this document.

The proposed taxi office was sited in the position indicated on the plan attached in Appendix 3. Although the plan shows 5 parking spaces for the taxi office - the council only permitted four taxis to operate from the site - see condition 4 of the decision notice.

The site area proposed for use by the taxi office is also shown. The site area set aside and agreed by the planning and highways department shows a considerable area of land dedicated to the taxi office for parking and turning of vehicles.

It is important to note how much remaining land was left for car parking provision for the Railway PH.

Given the agreed planning layout for the taxi office it is just about possible to create 10 parking spaces with turning facility in the remaining area of the car park allocated to the pub.

It is evident that the highway and planning authorities both accepted that the Railway Tavern was a local pub and that the provision of 10

parking spaces was more than adequate to cater for the pub's car borne customers.

4. Development proposals

The submitted plan shows a proposal for just three new three bed-dwellings on part of the Railway Tavern car park.

Each three-bed dwelling has two dedicated parking spaces in accordance with WCBC guidance LPGN16.

The plans show a shortfall of 1 parking space on the maximum standards required by LPGN no 16; however it has been determined at previous planning appeals in Wrexham (and across the country) that it is inappropriate to apply LPGN 16 as minimum standards.

The site is in a sustainable location in the village of Brymbo; there are shops, public houses and schools all within easy walking distance of the site. There is a regular bus service on both the B5101 Coedyfelin Road to the east of the site and along the High Street to the west; both bus stops are within 200m of the site. The availability of a regular bus service in close proximity to the site ensures that there is no essential need to own a car to reach everyday destinations.

Given previous planning appeal decisions on car parking standards and Welsh Government guidance to reduce the need for cars then there is no justifiable reason to object on the grounds of inadequate parking provision.

It is therefore contended that 2 parking spaces will adequately serve the proposed dwelling.

The plan also demonstrates 10 additional car parking spaces for the

sole use of the public house – this number being equivalent to that which was available when the taxi office operated from the site.

This demonstrates that even with the addition of three dwellings there is no adequate parking provision for the existing and proposed development.

There is no justifiable reason why 10 spaces should not be adequate given the sustainable location of the pub; it is no more than a village pub used strictly by the locals,

5. Traffic generation

Given that the local highway network in the immediate vicinity of the site is below current design standards it is important that traffic generation is considered to ensure that there is no detriment to highway safety in the locality

The addition of three dwellings will create additional traffic along the highway.

However, the site was previously granted permission for use as a taxi office in 2010 – this permission lasted for 12 months to allow the highway authority to assess whether the additional traffic generated by the taxis caused any detriment to highway safety. A second planning application 12 months after the first was granted allowing continued use with no restrictions on the period of time that the permission lasted for - this was granted as evidently the highway authority saw no highway safety issues as a result of the additional traffic created by the agreed number of 4 taxis on site at any one time.

It is therefore important to compare the potential traffic generated by the previously approved taxi office and the proposed three dwellings.

The taxi office permission allowed 4 taxis to operate at the site from Monday to Saturday from 7am to 11pm (16 hours) and on Sunday from 8am until 1030 pm (14.5 hours)

If each taxi was to have just one call out per hour from Monday to Saturday this would equate to:

16 hours x 1 car out

16 hours 1 car back in

= 32 trips per day x 4 taxis i.e., potentially 128 movements per day 6 days of the week.

Even if there was only one taxi working at any one time the figure would still equate to 32 movements per day. (16 in 16 out)

These figures would be marginally lower on a Sunday.

A taxi office would of course expect a far greater demand than 1 call per car hour so the figures shown would in all probability be substantially higher.

It is generally accepted that a new dwelling will generate no more than 8 to 10 movements per day. i.e., 30 movements per day in total for the three dwellings.

Even comparing the least vehicular movement (32 per day) as indicated above from the taxi office this is still greater than the generation from 3 dwellings proposed.

In reality the traffic generation from the dwellings is significantly less than the highway authority has already accepted when they supported the taxi office.

A maximum of 30 movements per day from the proposed dwellings is dwarfed in comparison to the potential traffic supported by the highway department for the use of a taxi office by 4 vehicles,

There can therefore be no justifiable reason for any concerns over traffic generation at the site as the road has already catered for a far more onerous traffic generation with no apparent detriment to highway safety (see accident data)

6. Conclusion

The Railway Tavern is a local public house which attracts custom from locals whom nearly all travel on foot.

The site has previous planning permission(P/2010/0692) for use as a taxi office with up to 4 cars permitted on site at any one time. This was a 12-month time limited permission so the highway department could assess if the additional traffic caused any detriment to highway safety in the area.

A second planning application P/2011/0643 granted planning permission from which one can only conclude the highway department were satisfied that the traffic generated by four taxis on site for 16 hours per day caused no detriment to highway safety.

A comparison of traffic generation from the previous consented use as a taxi office and its proposed use for three dwellings, demonstrates that the consented traffic generation is potentially well in excess of that likely from just three dwellings.

The car parking proposed for the new development demonstrates each house has two dedicated parking spaces in accordance with LPGN 16.

There are an additional ten parking spaces dedicated solely for the use of the public house; this equates to the number of spaces left available to the public house when the taxi office was granted planning permission

Given that parking provision is proven to be appropriate and that the proposed traffic generated by the new dwellings is significantly less than that which a taxi office could potentially generate, there is no justifiable reason for the highway department to object to this proposal.

APPENDIX 1

P/2010/0692 TAXI OFFICE APPROVAL

In pursuance of its powers under the Acts and Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

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Expiry Date: 06/10/2010
Decision Notice Sent:
06/10/2010
Grid Reference:
E 329627.3
N 353856.11



Applicant	MRS J BICKERTON	Code No	BRY P/2010/0692
Agent	MRS J BICKERTON 2 FURNACE CLOSE BRYMBO WREXHAM LL11 5EZ	Date Received	11/08/2010
		Decision Date	04/10/2010

Town and Country Planning Act, 1990

Location of application

LAND AT RAILWAY TAVERN, RAILWAY TAVERN ROAD, BRYMBO, WREXHAM, LL11 5EA

Description of application

TEMPORARY SITING OF A PORTABLE BUILDING FOR USE AS TAXI OFFICE

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

GDP1	Development objectives
PS1	Settlement limits
PS2	Development and the environment
PS3	Brownfield Land
PS4	Settlement Pattern
T8	Parking

Particulars of decision that permission be GRANTED

Subject to the following:-

Condition(s)

1. The use hereby permitted shall cease and be abandoned not later than 31 December 2011. All plant, equipment machinery and/or materials forming part of or connected with that use shall be removed not later than one month after that date.
2. This permission shall not enure for the benefit of the land but shall operate for the benefit of Mr & Mrs Bickerton and on the discontinuance of his/her use of that land, the use shall cease and be abandoned. The land shall be restored to its previous condition not later than one month after that

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		Decision Date	04/10/2010



date.

3. Within one month of first use of the development the unit shall be coloured dark green.
4. There shall be no more than four taxi vehicles permitted to operate from the taxi office at any one time.
5. No gates shall be erected within 5 metres of the highway boundary.
6. No customer shall visit the taxi office for the purposes of booking a taxi.
7. No use of the taxi office shall be made between the hours of:
Monday 12.00 am to 05.00 am,
Tuesday to Sunday 01.00 am and 05.00 am,
Bank Holidays 01.00 am and 05.00 am.
8. No taxi vehicles/drivers shall be permitted to use the office and rest room or associated parking area, as shown on the approved plan, before the following hours:
Monday - Saturday 07.00 am;
Sunday and Bank Holidays 08.00 am.
9. No taxi vehicles/drivers shall be permitted to use the office and rest room or associated parking area, as shown on the approved plan, after the following hours:
Monday - Saturday 11.00 pm,
Sunday and Bank Holidays 10.30 pm.
10. Within one month of first use of the development the boundary wall to the north east of the vehicular access shall be reduced in height to a maximum of 0.9 metres in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Reason(s)

1. To ensure that the development fully complies with the appropriate policies and standards.
2. To ensure that the development fully complies with the appropriate policies and standards.
3. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
4. In the interests of highway safety.
5. In the interests of highway safety.
6. In the interests of highway safety.
7. To ensure that the taxi office is not used at a time which would be likely to cause nuisance or disturbance to nearby residents.
8. To ensure that the taxi office is not used at a time which would be likely to cause nuisance or disturbance to nearby residents.
9. To ensure that the taxi office is not used at a time which would be likely

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2 FURNACE CLOSE
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Date Received 11/08/2010

Decision Date 04/10/2010



to cause nuisance or disturbance to nearby residents.
10. In the interests of highway safety.

Note(s) to applicant

If a connection is required to the main sewerage system, the developer is advised to contact the Dwr Cymru Welsh Water's Network Development Consultants on 01443 331155.

You are advised that the premises shall comply with the Health and Safety at Work etc Act, 1974 and you should contact the Council's Public Protection Department in connection therewith.

Officer Appointed for this purpose
Refer to the Statement of Applicant's Rights and General Information Enclosed

Chief Planning Officer, Lambplt Street, Wrexham, LL11 1AR

APPENDIX 2

P/2011/0643 TAXI OFFICE APPROVAL

In pursuance of its powers under the Acts and Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

8
Expiry Date:
06/11/2011
Decision Notice
Sent:
Grid Reference:
E 329827.3
N 363856.11



Applicant MRS JULIE BICKERTON

Code No BRY P/2011/0643

Agent MRS JULIE BICKERTON
2 FURNACE CLOSE
BRYMBO
WREXHAM
LL11 5EZ

Date Received 12/09/2011

Decision Date 10/10/2011

Town and Country Planning Act, 1990

Location of application

LAND AT RAILWAY TAVERN, RAILWAY TAVERN ROAD, BRYMBO, WREXHAM, LL11 5EA

Description of application

CONTINUED USE OF PORTABLE BUILDING AS TAXI OFFICE
(PREVIOUSLY GRANTED UNDER CODE NO. P/2010/0692)

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

E4	Employment development within settlements
GDP1	Development objectives
PS1	Settlement limits
PS2	Development and the environment
PS3	Brownfield Land
PS4	Settlement Pattern
T8	Parking

Particulars of decision that permission be GRANTED Subject to the following:-

Condition(s)

1. The use of the building shall cease and be abandoned before 31 December 2014. The building together with any hard standing, base or slab upon which it stands shall be completely removed and the land restored to its previous condition not later than one month after that date.
2. This permission shall not enure for the benefit of the land but shall operate for the benefit of Mr & Mrs Bickerton and on the discontinuance of

Applicant MRS JULIE BICKERTON**Code No** BRY P/2011/0643**Agent** MRS JULIE BICKERTON
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LL11 5EZ**Date Received** 12/09/2011**Decision Date** 10/10/2011

his/her use of that land, the use shall cease and be abandoned. The land shall be restored to its previous condition not later than one month after that date.

3. The unit shall only be coloured dark green.
4. There shall be no more than four taxi vehicles permitted to operate from the taxi office at any one time.
5. No gates shall be erected within 5 metres of the highway boundary.
6. No customer shall visit the taxi office for the purposes of booking a taxi.
7. No use of the taxi office shall be made between the hours of:
Monday 12.00 a.m. to 05.00 a.m.,
Tuesday to Sunday 01.00 a.m. and 05.00 a.m.,
Bank Holidays 01.00 a.m. and 05.00 a.m.
8. No taxi vehicles/drivers shall be permitted to use the office and rest room or associated parking area, as shown on the approved plan, before the following hours:
Monday - Saturday 07.00 a.m.;
Sunday and Bank Holidays 08.00 a.m.
9. No taxi vehicles/drivers shall be permitted to use the office and rest room or associated parking area, as shown on the approved plan, after the following hours:
Monday - Saturday 11.00 p.m.;
Sunday and Bank Holidays 10.30 p.m.

Reason(s)

1. Having regard to its design and materials of construction, planning permission would not normally be granted in respect of temporary buildings in this location. Permission has been granted in this instance solely to allow the applicant adequate time to seek permanent, satisfactory accommodation.
2. To ensure that the development fully complies with the appropriate policies and standards.
3. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
4. In the interests of highway safety.
5. In the interests of highway safety.
6. In the interests of highway safety.
7. To ensure that the taxi office is not used at a time which would be likely to cause nuisance or disturbance to nearby residents.
8. To ensure that the taxi office is not used at a time which would be likely to cause nuisance or disturbance to nearby residents.

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Received** 12/09/2011**Decision
Date** 10/10/2011

9. To ensure that the taxi office is not used at a time which would be likely to cause nuisance or disturbance to nearby residents.

Officer Appointed for this purpose**Refer to the Statement of Applicant's Rights and General Information Enclosed****Head of Community Well-being and Development, Lambpit Street, Wrexham,
LL11 1AR**

APPENDIX 3

TAXI OFFICE - ALLOCATED LAND

