

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Luke Ashley
Our Ref:	ET/DC/MM/P/2022/0469	Your Ref:	P/2022/0469
Date:	4 th July 2022		

Land off Bethania Road, Acrefair, Wrexham LL14 3TR
Outline application for erection of 33 dwellings (Appearance, landscaping, layout and scale reserved)

Further to your email / consultation dated 23/05/2022 I comment as follows:-

This application is for outline permission for up to 33 dwellings, seven accessed directly off Bethania Road and 26 via the existing restaurant access junction. All matters are reserved except for access.

Local Highway Network

The development is accessed off Bethania Road, which is narrow in places, including the junction with Chapel Street. The whole of Bethania Road has a 20mph speed limit. There are a number of properties with direct vehicular access on to the road, mostly to the east of the development site. A footway is provided from the existing Delph Bar site, part way along Bethania Road in both directions. The narrow width does not allow for a footway along the entire road.

Access off Bethania Road

7 dwellings will have access directly from Bethania Road. Turning areas have been provided so that vehicles can enter and exit the properties in a forward gear.

Site Access Junction

The majority of dwellings are to be accessed via a spur from the existing Delphi Bar access junction. The existing access provides visibility splays of at least 2.4mx 25m, which is sufficient for a 20mph road. The access road is 6.2m wide.

The new spur to be provided off the restaurant access road is designed to have a minimum 6 meter radii and sufficient visibility.

There appears to be limited space on the restaurant access road for a spur road to the houses. It is not clear whether this can be achieved without a reduction in the restaurant car park. It is also not clear whether the dropped kerbs across the restaurant access road will be retained.

Site Layout

The site layout provides a 5.5m highway and 2m footways. The Transport Statement commits to designing the layout in line with WCBC guidance notes. A turning facility will allow for a large refuse vehicle or fire appliance to turn, which also caters for other service vehicles.

Parking

The site design provides 2 parking spaces for each dwelling. This is an appropriate level of provision, and within the maximum allowed by LPG16. We welcome the provision of charging points for electric vehicles.

The Transport Statement commits to the provision of cycle storage facilities for 2 cycles per dwelling (with the type and location to be agreed with WCBC).

Traffic Generation

The existing traffic flows on Bethania Road have not been assessed but the road is assumed by the developer to be subject to light to moderate traffic through peak periods.

The expected traffic generation from the site has been estimated using the TRICS database. This has shown a total of 17 vehicle movements in each of the AM and PM peak periods. It is agreed that this level of traffic will not have a significant impact on the operation of the highway network.

Road Safety

The accident record for the last available five year period has been reviewed, showing no personal injury accidents on Bethania Road or it's junction with Chapel Street. The assessment provided does not include the Bethania Road/A538 junction but it has been confirmed that there have been no recorded accidents here.

It is agreed that there is no apparent existing road safety issue that would be exacerbated by the development.

Transport Sustainability

It is agreed that this is a reasonably sustainable location for residential development. There are a range of local facilities within walking and cycling distance, plus bus stops within 600m of the site entrance. Ruabon railway station is within a reasonable cycling distance of the site.

Conclusion

The development is not expected to have a significant impact on the operation of the highway network and appropriate access arrangements have been provided.

It would be helpful to confirm whether the access will remove any existing restaurant parking spaces and whether there will be sufficient parking remaining, as locally this could be an issue to the existing facility. However, provided there is no negative impact on restaurant parking provision which might be raised as a local objection, there is no highways reason why planning permission should not be granted in principle.

To note the dropped kerbs allowing pedestrians to cross the restaurant access road should be retained and a 'signs and lines' plan should be requested to ensure that appropriate junction controls are in place at the new access point – priority should remain on the main line.



Chief Officer, Environment & Technical