

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Sharon Holman

Our Ref: ET/DC/MM/P/2021/1057 **Your Ref:** P/2021/1057

Date: 3rd December 2021 *N.B RECEIVED IN PLANNING SERVICE ON 13/11 JANUARY 2022*

Land Opposite St Peters Close, Llay New Road, Rhosrobin, Wrexham, LL11 4RB
Erection of 92 dwellings including provision of roundabout on Llay new road

Further to your email / consultation dated 04/11/2021 in respect of the above, I comment as follows:-

Site Location and Sustainable Travel Options

The site is agreed to be in a sustainable location, with facilities within walking and cycling distance, and access to public transport.

Traffic Impact

The TA assessed the development impact on the Plas Acton Road/ B5425 Llay New Road junction as well as the proposed new access junction, as previously agreed with WCBC.

Existing traffic flows are based on surveys undertaken in 2014 and 2021, with suitable factors applied to the 2014 data. Relevant committed developments have been included as appropriate.

Development traffic flows have been estimated using TRICS and assigned to the network based on journey to work census data, which is agreed to be standard methodology. It is agreed that the use of 100% private dwelling trip rates has provided a robust assessment.

Plas Acton Road/ B5425 Llay New Road

The modelling of the Plas Acton Road/ B5425 Llay New Road junction is based on traffic counts undertaken in September 2021.

The junction modelling has shown that the Plas Acton Road/ B5425 Llay New Road junction operates within capacity currently and in the 2026 model with development traffic included, assuming the junction has been upgraded to signal controlled. There is a consented scheme in place to undertake this work and it will be necessary to ensure this is delivered. *Consideration should be made to add this requirement to a condition of this application too to protect the free flow of traffic.*

Access Junction

The design of the proposed new access junction appears acceptable. It is supported by a Stage 1 Road Safety Audit and the issues raised in it have been acknowledged by the designer.

The junction was assessed using traffic flows from a 2014 survey factored to 2021 using TEMPro. A 2021 ATC survey showed that the flows used are overestimated. Given that the 2021 traffic flows

none where possible, the methodology used is agreed to be appropriate.

The junction modelling shows that without the proposed development or junction upgrade, the Llay New Road/Rhosrobin Road junction operates within capacity in 2021 but would be approaching capacity by 2026. The 2026 maximum RFC of 0.90 is above the desired maximum, meaning that with daily fluctuations the junction may be expected to exceed capacity on some occasions.

With the proposed roundabout and including the development traffic, the junction would operate with a maximum RFC of 0.91 in 2026, a similar level to what is expected without the development. It is therefore agreed that the proposed junction accommodates the development traffic without a detrimental effect on traffic flow.

The junction design includes dropped pedestrian tactile crossings on each arm.

Accident Data

Five years of accident data has been reviewed. Three slight accidents were identified, all at the Plas Acton Road junction. This is within the accident rate that might be expected at the junction, which is expected to be upgraded to signalised controls before the development is built. It is agreed that the accident record of the surrounding road network does not raise any significant concern.

Site Layout

The site layout provided appears appropriate. A vehicle tracking diagram has been provided showing that an 11.2m refuse vehicle can safely access all residential frontages and turn in order to minimise travel in a reverse gear. There is some limited overrunning of footways, but the tracking is acceptable.

The proposed parking provision mostly meets the WCBC parking guidelines, however the provision for the one bedroom units exceeds the maximum. It should be noted that the parking provision associated with the 3 and 4 bedroomed properties and the 5 bed properties does appear to be transposed – ie 3 parking spaces for the smaller dwellings and only 2 for the 5 bed properties.

Footways have been provided within the site.

Travel Plan

The residential travel sets suitable objectives and suggests measures to encourage use of sustainable modes, with final decisions on measures and targets to be made by the Travel Plan Coordinator.

Conclusion

The TA has shown that the highway network can accommodate the traffic generated by the development. A suitable design has been provided for the access junction and site layout. There is no highways reason why planning permission should not be granted if you are mindful to do so, but the following condition is recommended

- Parking provision should fully conform to the WCBC maximum standards.
- Consideration of the need to ensure committed highway improvements from P/2016/0189 - Land East Of Tan Y Bont are delivered before beneficial occupation occurs.



Chief Officer, Environment & Technical