

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0560 **Your Ref:** MP/P/2018/0560
Date: 11th September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 573 Land to North and South of Lane Farm, Rossett Road, Trevalyn, Wrexham.

Development: Outline application for residential development of two parcels of land (Northern Parcel for up to 61 no. dwellings, Southern Parcel for up to 71 no. dwellings). Extension to community parking facility (in association with Northern Parcel) with associated means of access and all other matters reserved with indicative provision made for pedestrian, pedestrian linkages, public open space and affordable housing.

I refer to your consultation / email dated 05/09/2018 including revised Transport Assessment (dated August 2018) in respect of the above.

Access

The development site is located on the B5102 Holt Road which is a classified road subject to a 40mph speed limit along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. However, there is potential for the speed limit along this section of road to be reduced to 30mph. Based on such speeds, Any proposed access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It would be possible to provide the required visibility splays based on speeds of 30mph for both proposed access points subject to modifications to the existing hedgerow.

Both access points serving the northern and southern sites would need to be a minimum of 5.5m wide with 6m kerb radii.

I would recommend that a 3m wide shared cycleway / footway is provided along the frontages of both sites. This has been indicated on the submitted layout plan located behind the re-positioned hedgerow.

Should the proposed development be supported, the applicant would be required to enter into a Section 38 / 278 agreement with the Council in order to construct any proposed accesses and estate roads.

Any proposed modifications to the speed limit along this section of Holt Road will need to be agreed with our Traffic Section and will require public consultation. I assume that if the application is to be supported, a Grampian style condition will be required in respect of lowering the speed limit to 30mph (or 20mph) along this section of Holt Road subject to public consultation.

I would recommend that the applicant liaises with our Traffic Section - contact: Darren Green on Tel: 01978 729643.

Proposed Modifications to Existing Traffic Regulation Orders

Our Traffic Section is currently reviewing existing traffic regulation orders in the vicinity of the site ie/ possible no entry at junction of Chester Rd / Holt Rd, possible one way system along The Green off Chester Road.

The outcome of this review is likely to have a significant impact on which routes vehicles accessing the proposed development will take. The revised Transport Assessment has assessed the operation of the main junctions on the local highway network with capacity assessment being undertaken at the following junctions for both the existing and proposed scenario:-

- B5445 Chester Rd / Link to Rossett Road
- B5445 Chester Rd / B5102 Rossett Road
- Rossett Road / Link to B5445 Chester Rd

Any proposed modifications to the speed limit along this section of Holt Road will need to be agreed with our Traffic Section and will require public consultation. I assume that if the application is to be supported, a Grampian style condition will be required in respect of lowering the speed limit to 30mph (or 20mph) along this section of Holt Road subject to public consultation.

I would recommend that the applicant liaises with our Traffic Section - contact: Darren Green on Tel: 01978 729643 in respect of these proposals,

Pedestrian and Cycle Access

The main bus stop serving Wrexham and Chester are located on the B5445 Chester Road. It is highly likely that anyone wishing to access these bus stops on foot from the proposed development sites (north and south) will walk along the B5102 Holt Road or Chapel Lane.

Both Holt Road and Chapel Lane have limited footway provision leading to Chester Road and some sections have no footway provision which is a concern in highway / pedestrian safety terms. During a site visit on 07/03/2016 between 08:20 – 09:00, a significant number of schoolchildren on their way to Darland School were observed walking from the Rossett Shops along Holt Road in order to cut through the footpath running through St. Peters School. Vehicles including cars and HGVs travelling along this section of Holt Road had to slow down as school children walked along the carriageway due to the lack of adequate footway provision.

I therefore raise serious concerns regarding the proposed increase in vehicle & pedestrian movements likely to be generated by the development site given the significant lack of suitable pedestrian provision / footways along both Holt Road and Chapel Lane. It would appear difficult for the developer to carry out any footway / pedestrian improvements along this section of Holt Road and Chapel Lane due to limited carriageway and verge widths.

There is an additional bus service which provides access to Wrexham Town Centre but this currently only operates 3 times per day on a Wednesday, Friday & Saturday.

I would recommend that the developer provides an additional bus stop / layby, raised kerb and hardstanding along the site frontage along Holt Road to improve / promote this service. This detail has been indicated on the submitted layout plan (Drg. No. Plnc 100-37-SMP-01 Rev G).

Typically, those wishing to visit Wrexham or Chester by bus are likely to use the service running every 10 -12 minutes along Chester Road.

Pedestrian facilities at the Chapel Lane / Holt Road junction and vicinity of the site are generally poor and require improvement particularly given the location of St. Peters Primary School.

The existing sub-standard crossing facilities at the junction of Chapel Lane / Holt Road would benefit from being removed and replaced with alternative facilities.

Previous preliminary discussions have included the requirement for a new zebra crossing located immediately east of the Chapel Lane / Holt Road junction. This should ideally be located in a 20mph zone and provided with a 2.0m footway link to the southern development site. Adequate visibility must be provided to such a feature. The submitted layout plan (Drg. No. Plnc 100-37-SMP-01 Rev G) indicates the provision of a zebra crossing and improvements to the existing footways in this location.

There would appear to be a number of proposed footway / cycleway links serving the southern site off both Trevalyn Way and Harwoods Lane. A minimum 3.0m wide footway / cycleway link should be provided off both Harwoods Lane and Trevalyn Way.. These access points in conjunction with a new zebra crossing on Holt Road would significantly improve accessibility to nearby shops, bus stops etc. located on Chester Road. Pedestrians could then utilise existing footways through Moss Green and Trevalyn Way.

A number of footway / cycleway links have been proposed for the northern site. There is an existing relatively narrow footway link running to the east of nos. 1 – 9 Trevalyn Hall View. It would seem beneficial to improve this pedestrian route both in terms of widening (ie/ in the form of a 3m wide shared footway / cycleway) and lighting to serve children wishing to access Darland School to the north. There would appear to be scope to incorporate these improvements as part of the development site and extend a possible 3m wide footway / cycleway link to the northern end of the site and provide access through the public open space between nos. 3 – 10 & 11 – 18 Darland View. There may also be scope to provide a cycleway / footway link into the school grounds as indicated on the submitted layout plan. I have previously requested that the applicant discusses this option with the Headteacher of Darland School.

Footways should also be extended up to the public footpaths (PROW nos. 20 & 21 Allington) accessed off Holt Road and the southern end of PROW no. 21 – Allington off Harwoods Lane. In terms of any required improvements to the existing public footpaths adjoining the site, I would recommend that you contact our Public Rights of Way Section – Sean Hanratty on Tel: 01978 729761.

Improvements to existing footways leading from the development site (northerly) towards St Peters Primary School have also been indicated on the submitted layout plan. A continuous 3m wide shared cycleway / footway link is proposed from Darland View to a point south of the proposed additional parking area at the southern end of Trevalyn Hall View.

The submitted layout plan includes the provision of an improved car park located immediately south of no. 1 Trevalyn Hall View. Any proposed footway works or alterations to the existing car park will require consent from WCBC Asset Management / Housing Department. Further clarification on future maintenance of these areas will need to be provided by the applicant.

Transport Assessment (TA)

Traffic Generation

The previously submitted TA included TRICs data indicating 4.902 daily vehicle movements per dwelling which is particularly low. Revised TRICs information was also supplied which indicated 5.405 movements per day but this detail has not been re-submitted / used to calculate the anticipated trip generation for the proposed development sites.

However, we have recently conducted a traffic count on a relatively new housing development which has similar characteristics to the proposed development site. This produced the following information:-

	Ave Trip Rates (weekday)					
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.124	0.476	0.6	0.482	0.259	0.741

Our Traffic Section is currently reviewing existing traffic regulation orders in the vicinity of the site ie/ possible no entry at junction of Chester Rd / Holt Rd, possible one way system along The Green off Chester Road.

The outcome of this review is likely to have a significant impact on which routes vehicles accessing the proposed development will take. The revised Transport Assessment has assessed the operation of the main junctions on the local highway network with capacity assessment being undertaken at the following junctions:-

- B5445 Chester Rd / Link to Rossett Road
- B5445 Chester Rd / B5102 Rossett Road
- Rossett Road / Link to B5445 Chester Rd

Junction assessments based on the existing situation and proposed one way system have been provided. The assessments indicate that the existing junctions will still operate with reserve capacity with or without the proposed changes for a future year of 2026 with the proposed development.

I have requested that the applicant confirms the assumed split in traffic flows from the two development sites in respect of the submitted assessments. It is assumed that around 10% of the traffic will travel east along Rossett Road and 90% will travel west towards Chester Road. I have also requested how the split in traffic flows has been derived at the junction of Rossett Road / Chester Road for predicted future year of 2026 with the proposed priority changes. I assume that this has been derived from the split in flows measured at the two main junctions onto Chester Road during the 2015 traffic survey. **I await confirmation of the above.**

However, the original traffic survey is now over 3 years old. I would therefore recommend that a fresh survey is carried out.

Any proposed survey shall include the following:-

- Minimum 7 day survey
- 12 hr Monitoring Period: 7am – 7pm
- Neutral Monitoring Periods, typically March, Sept / Oct, when traffic not influenced by Winter or School Holidays.
- Classification of vehicles ie/ cars, HGVs etc.
- Volume of traffic
- Speed of Traffic (85th percentile)

A revised Transport Assessment will be required. I await the requested information.

Layout (Reserved Matter)

Any proposed layout will need to be constructed in accordance with WCBC Adoptable Standards and requirements of Manual for Streets.

Parking and Turning Provision (Reserved Matter)

Parking provision at the proposed development site will need to comply with LPGN 16 requirements.

Swept path details of an 11.2m long refuse vehicle will be required showing access / egress of vehicle negotiating site access points, routes through site, turning within cul de sacs and service arrangements for all private shared driveways. Manual for Streets recommends that refuse vehicles should not have to reverse more than 12m along estate roads.

Lighting Provision

A scheme of street lighting will be required along site frontage, for the proposed internal estates and for any proposed footway / cycleway links I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

Scheme for the comprehensive and integrated drainage of the site.

I assume that these details will be assessed / approved by our Flood Management Officer – Neil Taunt.

Framework Residential Travel Plan

The Framework Residential Travel Plan proposes to set out the principal strategies that will be put in place to encourage sustainable travel to / from the development.

Prior to first use of the development, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

Construction and Traffic Management Plan (including provision for contractor parking) - CTMP

If the proposed development is supported, a suitable CTMP will be required. This could be included as a planning condition.

I await the requested information.

Notes to Applicant

- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Pete Dathwaite

M Planning Control Manager