

## **PROPOSED RESIDENTIAL DEVELOPMENT AT BROADOAK FARM, ROSSETT**

### **LATEST HIGHWAYS SUBMISSION SUMMARY – MARCH 2018**

#### **1 BACKGROUND**

- 1.1 This cover note provides a summary of the latest highways submission in relation to the proposed development at Broadoak Farm in Rossett.
- 1.2 A planning application (Ref: P/2017/0623) was submitted to Wrexham County Borough Council (WCBC) in August 2017. This sought permission for the change of use and conversion of barns to 13 residential dwellings including part demolition, access and parking arrangements. The application was accompanied by a Planning Statement, Design and Access Statement and a Highways Note all prepared by Cassidy + Ashton. It should be noted that the information presented as part of the application sought to build upon information previously submitted for an application for a greater scale of residential and employment development on the site (Ref: P/2010/0510).
- 1.3 Following the original submission, comments were provided by WCBC Highways requesting additional information and clarity on a number of elements. Specifically, this related to the following key areas:
  - Proposed site access arrangement (including identification of any access points to be removed) presented in a scaled layout plan;
  - Consideration of off-site highway improvements in the form of passing places on Llyndir Lane and a pedestrian footway; and
  - Review of TRICS data for a comparable rural site location.
- 1.4 The additional information was presented to WCBC Highways by Vectos in October 2017. The submission sought to agree the key principles (at the planning stage) that visibility and site access improvements could be achieved and that the traffic associated with the proposed development would not result in a detrimental impact on the operation of the local highway network for both motor vehicles and non-motorised users.
- 1.5 Further correspondence was exchanged with WCBC Highways in October and November 2017. In summary, it is understood that the additional information and key design principles were generally accepted but it was requested by WCBC Highways that given the potential impact on local land drainage ditches, a more detailed survey and plan of the highway improvements would be beneficial to confirm overall deliverability.

- 1.6 Further to the original application for 13 dwellings, there have been more recent discussions between the applicant and WCBC Planning regarding proposals for 5 additional residential dwellings through the conversion of additional barns on the site. Access would be provided to the site via an existing, improved access provided as part of the previous application for 13 dwellings. For clarity, this would increase the total number of dwellings on the site to 18. Initial pre-application enquiries were submitted to WCBC and responses have been received from both WCBC Planning and Highways confirming that, subject to improvements, the development proposals could be reasonably supported.
- 1.7 This note provides a short summary to accompany the new application for the 5 additional residential dwellings. It should be read in conjunction with the information presented to date for the previous application for 13 residential dwellings.

## 2 LATEST DEVELOPMENT PROPOSALS

### Site Access

- 2.1 The overall site access proposals for the 5 dwelling application will be as per the previous discussions conducted for the original 13 dwelling application. For clarity, this includes the improvement to two existing site access points with a third existing access point closed to motor vehicles.
- 2.2 The layout previously presented in **Drawing No. VN70889-SK03** and discussed with WCBC Highways includes a slight realignment to the existing carriageway providing a consistent carriageway width in the vicinity of the site. It has previously been confirmed that the proposed realignment can be delivered using land within the applicant's control.
- 2.3 During previous discussions with WCBC Highways, it was noted that there are land drainage ditches along parts of the eastern side of the existing carriageway which may be impacted upon by the proposed realignment. As part of the previous application, discussions were coordinated with WCBC as the Lead Local Flood Authority. It was previously noted that if any existing land drainage ditches were impacted by the proposed realignment, the ditch could be realigned (i.e. no additional lengths of culvert) and would seek to provide the same level of capacity as the existing ditch. A suitable verge would also be provided adjacent to the realigned carriageway.
- 2.4 The visibility at the two site access points has been discussed with WCBC Highways. The plan previously submitted shows visibility splays at both of the improved site access locations, as requested by WCBC Highways based on recorded vehicle speeds. It has been confirmed that suitable splays can be provided using land within the applicant's control and public highway and have been agreed as being acceptable.

- 2.5 Finally, it was previously requested by WCBC Highways that a more detailed survey be provided to fully consider the impact of the proposed site access improvements. Whilst it was considered that the highway plans were suitable to agree the principles at the planning stage (based on OS mapping, a site visit and further desktop investigation), the applicant has agreed to provide a topographical survey upon which to consider the site access improvements. At the time of writing this report, the topographical survey has been commissioned and, upon receipt, will be provided to WCBC Highways. This will allow the site access improvement principles previously presented to be considered in additional detail, as required by WCBC Highways.

#### Off-Site Highway Improvements

- 2.6 During the original application, there was a request from WCBC Highways for additional off-site highway improvements, namely passing places on Llyndir Lane. It was noted that there are a number of informal passing places that currently accommodate the very low traffic movements on the network in the vicinity of the site and as such, new passing places were not considered to be completely necessary.
- 2.7 Despite the existing provision, following ongoing discussions with WCBC Highways, it was agreed that an improvement would be made to formalise existing areas of carriageway that are currently used as places for vehicles to pass. Specifically, this relates to areas south of the farm house as previously identified in **Drawing No. VN70889-SK04 Revision A**. It is considered that the proposals previously presented would still be suitable for the additional 5 dwelling application.

### **3 SUMMARY**

- 3.1 The latest highways submission accompanies a new application for 5 additional residential dwellings at Broadoak Farm in Rossett, but also provides a summary of the discussions and additional information presented to WCBC Highways to consider the application for 13 residential dwellings.
- 3.2 The key design principles have previously been discussed with WCBC Highways and are generally accepted. This includes improvement to the site access points to maximise visibility and provide a consistent carriageway width in the vicinity of the site. In addition, existing areas used for vehicles to pass on Llyndir Lane will be formalised.
- 3.3 At the time of writing this note, a topographical survey has been commissioned and the applicant is currently awaiting the information. Upon receipt of the survey, the site access improvements (including carriageway realignment) that were previously agreed in principle will be presented to WCBC Highways for consideration.