

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0223 **Your Ref:** MR/P/2018/0223

Date: 6th April 2018

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 584 Broadoak Farm, Llyndir Lane, Rossett, Wrexham.
Development: Conversion of barns (including part demolition) to form 5 no. dwellings, access arrangements and associated works.

I refer to your consultation dated 26/03/2018 in respect of the above.

The following comments include both Site 1 and Site 2:-

Site 1 – Proposed 13 no. Dwellings

Access

The proposed development site is located on Llyndir Lane which is a classified road subject to a 60mph speed limit. However, a previously conducted speed survey along this section determined 85th percentile values of 33.2mph for vehicles approaching the development site from the north west and 32.6mph for vehicles approaching from the south east.

The farm appears to have 3 main points of access in addition to the existing access which serves the farmhouse itself. All existing access points suffer from inadequate visibility and do not meet the requirements of Manual for Streets.

The most northerly access (approximately 2.9m wide, was not previously included in the application site. The buildings at the northerly part of the site are predominantly pigsties which I assume formed part of the former pig farm. I assume that any vehicle movements associated with these buildings / access are included in the traffic figures quoted in the previously submitted Design & Access Statement. On this basis, this access (most northerly) would need to be permanently closed up.

Based on 85th percentile speeds of 33mph in both directions along this section of Llyndir Lane, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 49m in both directions measured to the nearside edge of the adjoining highway. As determined speeds are less than 40mph, stopping sight distances detailed in Manual for Streets are considered acceptable.

The section of carriageway fronting the site appears to range between 3.8 – 5.7m in width. A minimum carriageway width of 5.5m with a 2.0m wide footway would normally be required in this location.

There would appear to be two main routes between the development site and the B5445 Chester Road where a limited number of community facilities can be reached ie. Bus stops, shops, schools, public houses etc. The shortest access route is via the unclassified road which runs past the Rossett Business Village. However, this route suffers from inadequate carriageway widths, limited passing places and cannot easily accommodate the simultaneous passage of 2 no. vehicles along the majority of its length (approx. 800m). There is no footway provision between Llyndir Lane and the Rossett Business Village and the footway beyond this point is less than 2.0m in width.

This section of road (Lavister Lane) would benefit from an additional passing place located between the junction with Llyndir Lane and the Rossett Business Village access (ie/ Minimum length – 16m, minimum width 5.5m) where the carriageway narrows to around 3.2m.

The alternative access route from the development site to Chester Road is via Llyndir Lane. The Llyndir Lane / Chester Road junction is of inadequate width and Llyndir Lane itself typically suffers from inadequate carriageway widths including sections suffering from poor forward visibility and is considered unsuitable to serve any additional development which would result in a significant increase in traffic movements. There is no lighting or footway provision along this section of Llyndir Lane.

The nature of the proposed development would inevitably create increased pedestrian movements along both Llyndir Lane and the unclassified lane (Lavister Lane) which runs past Rossett Business Village. Given the inadequate carriageway widths, lack of lighting / footway provision and the inadequate level of visibility at the existing access points serving the development site, I would not normally wish to support any proposed development that would generate any additional vehicular and pedestrian movements along these lanes. If an application for additional residential development is to be supported at the site, I would recommend that any proposed development is limited to the existing levels of traffic generation which were previously experienced by the farm.

Llyndir Lane would benefit from an additional passing place located to the south of the farmhouse access (ie/ Minimum length – 16m, minimum width 5.5m) where the carriageway narrows to around 4.5m.

In terms of the proposed passing places indicated on layout plan (Drg. No. VN70889-SK04 Rev B). I comment as follows:-

The suggested passing place - Viewport 4 does not indicate any improvement / widening as previously suggested. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Previous planning application ref: P/2010/0510 at the development site proposed a new footway link between the development site and the Rossett Business Village. This footway was proposed behind the existing hedgerow and offered a significant improvement in terms of pedestrian safety.

However, I understand that the Planning Authority would not be supportive of such a footway in open countryside. The latest submitted layout plan (Drg. No. VN70889-SK04 Rev B) indicates a 2m wide footway located behind the existing hedgerow which would be considered as a significant improvement in terms of pedestrian safety. However, the proposed footway link does not appear to extend up to the existing access serving the Rossett Business Village. **I would recommend that the applicant extends the footway up to the existing access point to form a continuous footway link. The applicant will need to discuss this modification with our Flood Management Officer in respect of modifications to the existing drainage ditch.**

In order to carry out the recommended highway improvements, there would appear to be potential issues with the existing local land drainage network (ie/ ditches). WCBC does have a policy regarding culverting of watercourses, with a presumption against. If any works are required that will affect the local drainage network there will be the requirement for additional consent under Section 23 of the Land Drainage Act from WCBC as Lead Local Flood Authority. The diversion of any open watercourses would be preferential to the introduction of additional lengths of culvert.

TAN 18 recommends that housing developments should be provided in locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme. TAN 18 requires layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops. However, It is considered that even when vehicles, pedestrians, cyclists arrive at either of the junctions from the development site with the B5445 Chester Road there are very few local facilities available.

Existing Farm Trips

The previously submitted Highways – Supplementary Note suggests that the farm previously generated approximately 206 two-way trips per week (412 movements), which spread over a 5.5 day working week equates to around 75 no. vehicle movements per day. This level of traffic generation would appear quite excessive for a farm.

I understand that the applicant has interrogated the TRICS database but there are no suitably comparable sites with similar characteristics to the former pig farm. However, I understand that the submitted vehicle movements were based on information recorded in a log / invoice schedule held by the farm in terms of deliveries to and from the site.

Proposed Residential Trips

The previously submitted TRICS data appears to include "Edge of Town" and "Neighbourhood Centre" locations. The site is in a fairly remote location and would not be considered to be in an Edge of Town location. The submitted TRICS information suggests 4.548 movements per day per dwelling. This would be considered to be particularly low given the remote location of the site.

Either "Neighbourhood Centre" and / or "Free standing" would seem more appropriate. The applicant has also provided additional TRICs information based on these two site categories. However, the applicant has indicated that these sites are not truly representative of Rossett in terms of access to larger urban centres and local facilities. This TRICS information suggests 7.108 movements per day per dwelling. If the proposed development was to be supported without adequate footway improvements but limited to existing traffic generation levels experienced by the farm then this would equate to around 10 – 11 dwellings.

On the assumption that the suggested level of traffic generation is accepted, it would still only equate to a very limited residential development which would still require additional highway improvements ie/ footways, carriageway widening, passing places.

Proposed Site Layout (Drg. No. L05 Rev P1)

Proposed Access Arrangement / Improvements (Drg. No. VN70889-SK03 Rev A)

Access Improvements

The submitted layout plan indicates improvements to the wider central access, providing splays in excess of 2.4 x 49m in both directions measured to the nearside edge of the adjoining highway which would be considered acceptable.

The provision of adequate visibility in both directions from this central access is reliant on providing an extended verge / footway in front of the existing buildings and widening the existing carriageway to an approximate width of 5.0m and 5.3m fronting the existing accesses and typically 5.5m along the site frontage which is considered to be a significant improvement compared with existing access arrangements. I would recommend that the extended verge areas fronting the site are constructed as footway.

Ideally, short sections of footway could be provided at both access points extending into the access in the interest of pedestrian safety. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

In terms of the proposed southerly entrance, I comment as follows:-

The submitted layout plan indicates improvements to the southerly access, providing splays in excess of 2.4 x 49m in both directions measured to the nearside wheeltrack of the adjoining highway which would be considered acceptable.

The submitted layout plan (Drg. No. VN70889-SK03 Rev A) indicates the diversion of a short section of existing ditch. This detail will need to be agreed by our Flood Management Officer – Neil Taunt.

Any proposed carriageway widths shall not represent a reduction from existing widths. The existing carriageway width fronting the northerly access is around 5.7m and it is proposed to reduce the carriageway width in this area to 5m. I would recommend that the proposed carriageway width is increased to 5.5m in this location. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

I understand that it is proposed to modify the most southerly access to provide visibility splays of 2.4 x 49m in both directions measured to the nearside wheeltrack. The provision of such splays would be considered acceptable. However, it needs to be demonstrated that providing these splays and providing a 5m wide carriageway in this location does not impact on the existing drainage ditch. I have requested a site visit by our Flood Management Officer to assess any impact on the existing drainage ditches.

In order to carry out the recommended highway improvements, there would appear to be potential issues with the existing local land drainage network (ie/ ditches). WCBC does have a policy regarding culverting of watercourses, with a presumption against. If any works are required that will affect the local drainage network there will be the requirement for additional consent under Section 23 of the Land Drainage Act from WCBC as Lead Local Flood Authority. Although not detailed within the application, the diversion of any open watercourses would be preferential to the introduction of additional lengths of culvert. I would recommend that you discuss the above detail with our Flood Management Officer – Neil Taunt on [Tel: 01978 729734](tel:01978729734).

I await the requested information.

Should the application be supported, the developer would need to enter into an agreement with the Council under Section 38 / 278 of the Highways Act 1980 in order to carry out the proposed highway improvements works.

Parking & Turning Provision

In terms of parking provision at the proposed development site, I comment as follows:-

Given the remote nature of the site, I would recommend that any proposed parking provision complies with the maximum standards detailed in LPGN 16. For Site 2 (5 dwellings), LPGN 16 would require a maximum of 15 spaces. The submitted layout plan (Drg. No. L05 Rev P1) indicates the provision of 16 spaces which is considered acceptable.

In terms of turning provision at the proposed development site, I comment as follows:-

Any proposed development would need to provide adequate turning provision within the curtilage of the development site for both refuse wagons and those vehicles (ie/ delivery) likely to visit the site. The submitted layout plan indicates the turning of an 11.2m long refuse vehicle within the curtilage of the site which is considered acceptable.

Conclusion (Site 1)

In conclusion, the site is considered to be in an unsustainable location accessed by carriageways of inadequate widths and lacking in footway provision. However, if the application is supported, I would normally recommend that any proposed development is restricted to existing traffic generation levels previously experienced at the farm which based on the submitted information would only equate to around 10 – 11 dwellings. However, provided the proposed highway improvements (without footway link towards Rossett Business Village) can be delivered, it may be considered reasonable to support the proposed development for 13 dwellings.

Site 2

Access – Proposed 5 no. Dwellings

The current application proposes the conversion of the dis-used pigsties at the northern end of the site which would utilize the improved northerly access proposed for the 13 no. dwellings.

This site has an existing access which is approximately 2.9m wide which suffers from inadequate visibility in the southerly direction. It is proposed to permanently close up this access which is accepted.

I assume that these buildings / pigsties formed part of the former pig farm. I assume that any vehicle movements associated with these buildings / access were included in the traffic figures quoted in the previously submitted Design & Access Statement.

Conclusion (Site 2)

TAN 18 recommends that housing developments should be provided in locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme. TAN 18 requires layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Access to the site is far from ideal for both vehicles and pedestrians and is considered to fall short of the accessibility guidance within TAN 18. **Based on the submitted TRICs data (ie/ 7.108 movements per dwelling), the additional 5 no. dwellings could generate in the region of 36 additional movements per day in addition to around 92 movements per day generated by the 13 no. proposed dwellings.**

However, if the previously proposed highway improvements including footway link to the Rossett Business Village could be provided, then it may be considered reasonable to support the additional 5 no. dwellings. However, without the suggested footway link, it would only be considered reasonable to support the proposed development for 13 dwellings based on previous traffic generation at the site and proposed limited highway improvements.

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

Given the location and nature of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

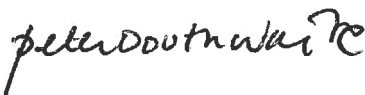
I await the requested information.

Notes to Applicant

- *Any proposed highway improvements shall 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.


Planning Control Manager