

PROPOSED RESIDENTIAL DEVELOPMENT AT BROADOAK FARM, ROSSETT

POSITION STATEMENT – JUNE 2018

- 1.1 This cover note provides a summary of the latest highways position for development at Broad Oak Farm in Rossett, in advance of the Planning Committee meeting scheduled for the 2nd July 2018.
- 1.2 There have been numerous discussions with WCBC Highways associated with both the initial application for 13 dwellings (Ref: P/2017/0623) and the subsequent application for an additional 5 dwellings (Ref: P/2018/0223). Based on the WCBC Highways consultation response dated 6th April 2018, the following elements are understood to be agreed:
- Existing northernmost access on Llyndir Lane to be closed as part of the development proposals;
 - Improvements to be made to two existing points of access which have previously accommodated vehicular movement associated with the site's historic operation;
 - Visibility splays of 2.4 metres by 49 metres can be achieved in both directions at each access point and are considered acceptable to WCBC Highways;
 - A 2 metres width footway is to be provided along Llyndir Lane between the two site access points, extending to provide pedestrian links into the site;
 - Carriageway realignment to provide a width of 5.5m along the site frontage which WCBC Highways consider to be a significant improvement;
 - Short diversion of existing ditch required which has previously been discussed in principle with WCBC and the Lead Local Flood Authority, and would be subject to additional consents which can be conditioned post planning;
 - No new culverts on watercourses required and therefore the proposals are in accordance with WCBC policy;
 - Additional passing place can be provided in Lavister Lane between the Rossett Business Village and the junction with Llyndir Lane, as requested by WCBC Highways, to supplement existing passing opportunities;
 - Additional passing place to be provided on Llyndir Lane south of the farmhouse access, as requested by WCBC Highways;
 - Car parking to be provided in accordance with local standards with suitable provision for large vehicles to enter, turn and exit in forward gear;
 - WCBC Highways able to support the application for 13 dwellings subject to the proposed highway improvements (without the footpath) based on trip movements not being dissimilar to previous uses; and
 - WCBC Highways able to support the application for a further 5 dwellings subject to the proposed highway improvements (including the footpath) based on the limited additional trip movements.

- 1.3 The general principles of improved access at the site are agreed with WCBC Highways but it has been requested that, if possible, additional width should be provided in the vicinity of the northernmost access. The width currently shown at this point is just over 5 metres in order to tie with the existing alignment prior to the watercourse to the north. This provision has been demonstrated to accommodate the two-way passage of vehicles and is considered to be appropriate. Despite this, it is considered that there may be some flexibility to maximise the width of the carriageway at this location which can be considered as part of the detailed design process post planning.
- 1.4 The latest WCBC Highways response notes that the existing passing opportunity identified in Viewport 4 of **Drawing No. VN70889-SK04 Revision B** is not proposed to be formalised. The principle was discussed with WCBC Highways as part of the planning application and it was originally noted that the formalisation of this existing passing opportunity may not be necessary given that the carriageway is straight and within approximately 50 metres there is a further opportunity to pass in the vicinity of the Rossett Business Village. Despite this, if WCBC Highways feel that this existing area should still be formalised, this can be included, conditioned and delivered as part of the detailed design process post planning.
- 1.5 In terms of the footway provision, there has been internal discussion at WCBC regarding the provision of a footpath. For clarity, WCBC Highways have suggested that a footpath should be provided but WCBC Planning are not supportive of a new footway. It was originally noted that based on the very low traffic flows, minimal existing conflict and no recorded accidents, the existing conditions would not discourage pedestrians from walking in the carriageway, as they have been observed to do at present. However, to assist, the information included in **Drawing No. VN70889-SK04 Revision B** demonstrates how a footpath could be provided if considered to be beneficial. This could be referenced in a suitably worded condition with the detail regarding tie in to existing infrastructure considered further during detailed design post planning (if required).
- 1.6 Local facilities in Rossett have previously been identified within a 2km walking distance and a 5km cycling distance. This includes a primary school, high school, leisure centre, convenience store, post office, hair salon, food takeaway, a number of public houses and churches. Once Llyndir Lane/Cobblers Lane joins Chester Road, footways are provided along either side of the carriageway with both controlled and uncontrolled crossing infrastructure facilitating access to a variety of shops, services and local amenities. For cyclists, both Llyndir Lane and Cobblers Lane have very low traffic flows such that cycling on the carriageway can be promoted. Within Rossett, Chester Road has a 30mph speed limit (and a short 20mph section) with traffic calming features and interactive speed signage to further facilitate cycle links to local services and amenities.
- 1.7 Overall, it is considered that the site access and general highway improvements are suitable to accommodate development at Broad Oak Farm in Rosset. It should be noted that WCBC Highways have indicated that they can support the applications for a combined total of 18 dwellings, subject to the highways improvements that have previously been presented by the applicant.