

# MEMORANDUM

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|-----------------|------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Senior Service Manager | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2014/0905            | <b>Your Ref:</b> | P/2014/0905                                  |
| <b>Date:</b>    | 20 May 2015            |                  |                                              |

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

**Location:** O. S Grid Ref: 3340 5620 Home Farm, Gresford Road, Llay

**Development:** Outline application for 365 dwellings – all detailed matters reserved

I refer to your consultation dated 10 December 2014 in respect of the above.

The site has a boundary with B5373 Gresford Road and the B5102 Straight Mile. The B5102 is subject mainly to the national speed limit along the frontage of the site with the exception of its approach to the traffic signals at crown crossroads where a 30 mph limit is introduced. The B5373 is within a 30 mph speed limit. There are existing capacity issues at peak hours with the operation of the traffic signals at crown crossroads.

The site is well served by the local highway network. Along the B5102 to the east there is access on to the A483 with good links between Chester, Shrewsbury and beyond. To the north the B5373 links towards Mold and the A55 coastal road. To the south and west along the B5373 and the B5425 there are good links into Wrexham.

The application proposes to construct 365 new dwellings with access to the site via a compact roundabout on the straight mile and a compact roundabout along the B5373. It should however be noted that these are only indicative as all detailed matters are reserved.

Any new access into the site will need to be constructed to current design standards. The speed limit along the B5102 Straight Mile would be reduced to 30mph and scheme of street lighting introduced.

A single compact roundabout will provide adequate access to the site along Gresford Road.

The principle of each proposed access into the site will be checked to ensure compliance with current highway standards. A condition will be attached to any planning permission requiring the submission of further roundabout design and signal controlled crossing details, to ensure that full DMRB standards are met. A Stage 2 safety audit will also be required to confirm the roundabout meets full design standards.

There will clearly be a significant increase in traffic generation from the proposed development. Given the good highway links to the site the traffic is able to disperse in four directions. The capacity analysis undertaken by the applicant indicates that there are no issues with the operation of the new roundabouts and I concur with this assessment.

However, the addition of significant extra traffic at crown crossroads is of some concern. A previous study of the junction undertaken by Wrexham council in 2009 revealed significant issues with the layout and operation of the junction which caused severe delays at peak hours.

The report highlighted a number of deficiencies:

- Narrow width of right turning ghost island
- Vehicles being stranded within the junction when signals change
- Narrow lane widths along B5373 approach from Hope
- Kerb radii to / from the Hope direction
- Cyclists avoid using the junction
- Inadequate and inappropriate pedestrian crossing facilities

As the junction is already over capacity at peak hours the additional development traffic is likely to increase detriment to through flow of traffic on the highway at peak hours. The applicant has proposed to introduce a MOVA system which should optimise the flows of traffic through the junction. Computer modeling suggests that this will actually improve the junction flows even with the addition of extra traffic. I am doubtful that this will be the case and would suggest that a significant junction improvement will be required. The developer may need to consider the feasibility of creating a roundabout at this junction in order to overcome existing highway capacity issues.

I would suggest that any permission include a condition requiring the submission of a revised junction layout to be approved prior to any work being undertaken on the site.

A travel plan has been formulated in conjunction with the local travel plan coordinator. A condition will be attached to ensure that the travel plan requirements are implemented and monitored to help encourage sustainable travel and identify measures to increase the scope for modal shift. The travel plan must also consider the requirements of the Active Travel Bill.

It is intended that public transport will divert through the site to help increase sustainable travel options. Improvements to public transport infrastructure should be identified within the travel plan and implemented as part of the development.

Pedestrian links from the site into the rest of the village are poor. Whilst the retention of the hedge along the Gresford Road boundary may enhance the appearance of the development it does nothing to encourage pedestrian integration between the proposed and existing parts of the village. A new footway will be required along the full frontage of the site on Gresford Road to ensure the site is fully integrated with the existing village.

A study of all pedestrian / cycle routes should be submitted to highlight areas where improvements can be delivered.

I recommend that any permission include the following conditions:

## CONDITIONS

### **NONSTDC CONSTRUCTION OF ROUNDABOUT**

**026R** A scheme demonstrating an appropriate 3 arm roundabout at the junction of B5102 Straight Mile and the site access shall be submitted for further approval by the Planning Authority in consultation with the Highway Authority prior to any development commencing on site. The approved scheme shall be implemented prior to occupation of the first dwelling

### **NONSTDC CONSTRUCTION OF ROUNDABOUT**

**026R** A scheme demonstrating an appropriate 3 arm roundabout at the junction of B5373 Gresford Road and the site access shall be submitted for further approval by the Planning Authority in consultation with the Highway Authority prior to any development commencing on site. The approved scheme shall be implemented prior to occupation of the first dwelling

### **NONSTDC SUBMISSION OF FURTHER DETAILS**

**026R**

**E06N**

**E07N**

No part of the development shall commence until a scheme detailing the provision of the following has been submitted to and approved in writing by the Local Planning Authority:

- Speed limit amendments to B5102 Straight Mile
- Revised junction arrangement at Crown Crossroads
- Improvements to cycle and pedestrian facilities to ensure adequate links to existing facilities in Llay

The scheme as is approved shall be fully implemented prior to first use of the development.

### **NONSTDC CONSTRUCTION DETAILS**

**026R** The detailed layout, lighting, design, drainage and construction of the internal estate road shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.

### **ZJ43 TRAVEL PLAN**

**055R** Prior to first use of the development, a Final Travel Plan (Residential and Employment) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall consider the requirements of the Active Travel Bill and public transport infrastructure. The plan shall also 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.

### **ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

**026R** No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

### **ZJ23 (PRE-COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**

**035R** No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and

approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

## NOTES

I would recommend that the applicant enters into a s.106 agreement with the Council to contribute to the funding of Travel Plan monitoring by the Regional travel Plan Coordinator. The required funding would be £2000 per annum over 5 years (ie/ Total of £10,000).

### **E06N CONSTRUCTION OF ACCESS AND ESTATE ROADS ETC**

This planning permission requires that development be carried out in accordance with the approved plans, including the construction of an estate road intended for adoption by the Council under the Highways Act 1980. It is essential therefore that the detailed proposals are submitted to the Highway Authority and confirmed as acceptable **BEFORE** development commences. Please contact the Highway Authority on telephone no. 01978 729696 for further guidance.



Service Manager Environment