

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2021/0263	FAO:	Bryn Bolton
		Your Ref:	P/2021/0263
Date:	19 th May 2021		

Ty Nos, Holt Road, Wrexham LL13 8NE

Demolition of existing buildings and erection of 19 no. Apartments with ancillary office space

Further to your consultation dated 07/04/2021 and further information provided 21/04/2021 in respect of the above, I comment as follows:-

Traffic Generation

A development of 19 one bedroom apartments, with a total of 20 parking spaces provided. This is not expected to have a significant impact on the highway network. The development is in a sustainable location close to the town centre, facilitating travel by non-car modes.

Access Junction

The development uses the existing site access, which has good visibility. The access is to be widened to 4.9m.

Site Layout

The internal road is narrow at 4.5m, only just allowing two cars to pass. However, as it is only used as access to the flats and is not a route for through traffic this is acceptable. This will encourage low traffic speeds. Vehicles turning in to the site may wait on the A534, or in the site entrance as it crosses the footway, for another vehicle to exit, causing a slight delay on the A534. With only 19 dwellings, slow speeds and the majority of drivers being familiar with the constraints of the site it is likely that these incidences will be minimal.

Tracking diagrams have been provided for an 11.18m refuse lorry, a 9.57m lorry, 5.461m ambulance and 6.49m fire tender. The diagram shows that the 11.18m vehicle can enter and exit the site safely. It is able to turn on site but is very close to the boundary fence and to some car parking spaces. Some overrunning of footways is required and the vehicle overhangs a grass verge. It is not clear that the vehicle would still be able to turn should the verge be obstructed, for example by vegetation in the future. The pinch point at the entrance to the northern parking area is the biggest concern. The 9.57m lorry and smaller vehicles turn easily.

Car Parking

The proposed parking provision is appropriate for the development, allowing one space per one-bedroom apartment plus one for the site office. This is within the maximum permitted by Wrexham County Borough Council Parking Standards. It is noted that four spaces are designated as accessible bays.

The Parking Standards state that space for at least 2 secure cycle parking spaces should be provided and for flats this should be via safe and secure communal parking areas. The site does not indicate how cycle parking will be provided, but the site has sufficient space to do so. The location is well suited to cycling so residents should be encouraged to use bikes.

Conclusion

The traffic impact of the development is expected to be minimal and the proposed improvement to the existing access junction is acceptable.

The internal road network is very constrained, which will create difficulty for larger vehicles. A 11.18m refuse lorry should be the maximum size of vehicle used.

There is a risk of occasional queueing on to the A534, but given the small size of the site this is not expected to be significant.

Secure cycle parking should be provided.

A handwritten signature in black ink, appearing to be 'R. K.', is written on a light blue rectangular background.

Chief Officer, Environment & Technical