

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Reg
Our Ref:	P/2019/0923	Your Ref:	P/2019/0923
Date:	26th February 2021		

Location: O. S. Grid Ref: 3250 5187 Land either side of Stansty Chain Road, off A483 Trunk road and A541 Mold Road, Stansty, Wrexham.

Development: Outline Application for residential development and detailed means of access with all other matters reserved.

The application proposes a development of 455 new houses on land either side of Stansty Chain Road with access to the site being proposed off both the A541 Mold Road and also off Stansty Chain Road. It is noted that the LDP is likely to earmark the site for 375 dwellings.

Further to our response dated 12th August 2020, correspondence in the form of Technical Note – Response to WCBC Highways Consultation dated December 2020 and further correspondence in the form of a meeting on 14th December 2020, I comment as follows:-

Traffic Distribution

Full trip distribution data from the 2011 Census data (from Nomis) and associated methodology used to derive trip distribution has been provided on 29th January 2021 and we are satisfied with this.

Traffic Impact Assessment

Liaising with WCBC officers we are aware that there have been previous concerns regarding the impact on the local road network, specifically B5425 Rhosddu Road / B5101 Stansty Road junction (Walnut Junction). Mott MacDonald has reviewed the junction modelling for the B5425 Rhosddu Road / B5101 Stansty Road junction presented in the TA and accepts that the junction operates within capacity with the development in place for the future year scenario 2030.

We feel mitigation measures detailed in the Transport Assessment are satisfactory in addressing concerns relating to Stansty Chain Road.

It has been clarified that modelling in the Transport Assessment has been carried out has been based on 455 dwellings (as per the LDP).

Access

Drawing A106224 -002 illustrates that the southern section of the site (bounded by A541 Mold Road and Stansty Chain Road) has a proposed signalised access onto A541 Mold Road. It also illustrates a proposed priority junction, in the form of crossroads, at Stansty Road with a vehicular access to the northern section of the development.

Based on 455 new houses, the trip distribution suggests that c. 25% of the houses will be located within the northern section. This equates to c. 114 houses. It is understood from revised proposals discussed in the TA associated technical note that in terms of a secondary access to the northern section the shared-use path access could be utilised as an emergency access if and when required.

The proposal to reduce the speed limit on Stansty Chain Road from unrestricted (60mph) to 30mph as well as extending the existing footways to the development accesses is accepted.

Visibility splays from the proposed access onto Stansty Chain Road are acceptable however any revised / additional junctions will require further associated visibility splays to be provided as part of the full planning application.

It is noted that a bus layby is to be provided to accommodate existing southbound services on A541 Mold Road which would serve the proposed development. Justification in the TA and associated Technical Note for the lack of northbound bus provision is satisfactory.

Parking and Internal Site Layout

There are no indications of proposed level of parking within the TA. Parking provision needs to be demonstrated for the full planning application. WCBC parking requirements are provided within LPGN 16 and parking associated with the development should be designed in line with WCBC standards should the development site be adopted.

There should also be a site plan showing the proposed internal road layout and any associated traffic calming.

To enable consideration for adopted by WCBC, all development roads and access roads must be designed to WCBC standards. This should be demonstrated in the full planning application.

Servicing / Deliveries / Waste Collection

Swept path analysis would be required for a Local Authority refuse vehicle (typically 11.2m in length) servicing the site as part of the full planning application.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition should an application be supported.

Conclusion

It is acknowledged that P/2019/0923 is an outline planning application.

As part of a full planning application the applicant should provide:

- A site plan showing the proposed internal road network and any associated traffic calming.
- Swept path analysis for a Local Authority refuse vehicle (typically 11.2m in length) servicing the site.
- Visibility splays for any revised / additional junctions.
- Parking provision.

It should be noted that to be adopted by WCBC all development roads and access roads must be designed to WCBC standards.

A handwritten signature in black ink, appearing to be 'R. Chen', is positioned above the title. The signature is fluid and cursive, with a large initial 'R' and a trailing 'Chen'.

Chief Officer, Environment & Technical