

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Matthew Phillips

Our Ref: **Your Ref:** P/2020/0881

Date: 22nd January 2021

Land off North Road, Ponciau, Wrexham LL14 1HF
Outline application for 10 dwellings and construction of new estate road

Further to your email / consultation dated 13/1/2021 in respect of the above, I comment as follows:-

Traffic Generation

While the traffic generated by 10 dwellings is likely to have only a small impact on the surrounding highway network, the generated traffic must be considered in combination with the traffic generated by other developments proposed at this location. The land to the immediate south of the development had been granted permission for 19 units, which was later increased to 24 units.

Using typical residential trip rates obtained from the TRICS database, the original proposal for 19 units would have been expected to generate 9 two-way vehicle movements in each of the AM and PM peak periods. The 34 units now proposed across the two developments would be expected to generate 16 two-way movements in each of the AM and PM peak periods.

Stanley Road/Fennant Road junction and Oak Road/Fennant Road junction

Visibility at both the Stanley Road/Fennant Road junction and Oak Road/Fennant Road junctions is known to be below standard. Neither junction would be used by all of the generated traffic.

The Stanley Road junction will be used by traffic heading to the B5605 and A483 which may be a significant proportion of the generated traffic.

The Oak Road/Fennant Road may be used by some vehicles travelling into Rhosllanerchrugog, but as North Road offers a more direct route, it is anticipated that only a small proportion of the 16 vehicle trips would use this junction.

Site Access

The new estate road and improved junction with North Road will improve the existing access lane. It is to be constructed to the same standard as the estate road and junction approved for the twenty-three dwellings approved on the adjoining land under planning permission P/2015/0382. Footways are provided on both sides.

Conclusion

The expected total traffic generation from developments at this location is 16 two-way movements in each of the AM and PM peak periods. The two junctions where there is substandard visibility will each receive a traffic increase of less than the 16 total movements.

This is unlikely to have a significant impact on the safety or operation of the highway network.

The site access road and junction with North Road have already been approved by planning permission P/2015/0382 and must be constructed as per the design approved for this application.

As this area is already residential with parked cars obstructing some of the carriageway approaches to the site it would be appropriate to condition a Construction Traffic Management Plan to ensure

existing residents are not adversely affected during construction. In addition, this development should have the same highway conditions imposed to improve the access to/from North Road as detailed in P/2015/0382.

Any further extension of the development beyond these 10 house may require addition highway improvements at the access junction which should be limited to access the 34 consented and proposed dwellings.

A handwritten signature in black ink, appearing to be 'R. K. ...', written in a cursive style.

Chief Officer, Environment & Technical