

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Reg FAO Matthew Philips
Our Ref:	P/2019/0923	Your Ref:	P/2019/0923
Date:	12th August 2020		

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 your email / consultation dated 22/05/2020 in respect of the above, 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 should be provided to ensure method used is sound.

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.

There is concern that with the development in place, there will be additional traffic on the length of Stansty Road/Stansty Chain Road, associated with the development. This is likely to be an issue north of the proposed development as this section of Stansty Chain Road is narrow in width with limited passing places, with a derestricted speed limit.

We feel mitigation measures are required to address concerns relating to Stansty Chain Road.

It is not clear from the Transport Assessment if the modelling that has been carried out has been based on 455 new houses or 375 dwellings (as per the LDP). Clarification is required.

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.

In the interest of road safety, the proposed layout for the crossroads junction should be revised to form a staggered crossroads junction. This would reduce the likelihood of drivers misunderstanding priority, driving straight through the junction.

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 would therefore be recommended that a secondary access to the northern section is added however this could take the form of an emergency access i.e. it may be a pedestrian cycle access with removeable bollards.

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 however, it is not clear why bus provision for northbound services has not been provided. In order to ensure the proposed development is sustainable we would expect provision for northbound services to be included.

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 be 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. Considering this the applicant should provide the following additional information:

- Full trip distribution data from the 2011 Census data (from Nomis) and associated methodology used to derive trip distribution.
- Confirmation if the modelling is based on 455 or 375 dwellings.
- Revised drawings showing the proposed layout for the crossroads Stansty Chain Road/Development site access junction (staggered).
- Revised proposals showing a secondary access to the northern section (this could take the form of an emergency access).

- Visibility splays for any revised / additional junctions.
- Provision for northbound bus service with evidence that bus operators have been consulted and have accepted proposals for additional bus laybys on A451 Mold Road.
- A site plan showing the proposed internal road network and any associated traffic calming.

Mitigation measures at Stansty Road/Stansty Chain Road to be agreed with the applicant.

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

- 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.



Chief Officer, Environment & Technical