

MEMORANDUM

From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/P/2019/0460	Your Ref:	MP/P/2019/0460
Date:	24 th June 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 573 Land to North and South of Lane Farm, Rossett Road, Trevalyn, Wrexham.

Development: Outline application for residential development of two parcels of land (Northern Parcel for up to 61 no. dwellings, Southern Parcel for up to 71 no. dwellings). Extension to community parking facility (in association with Northern Parcel) with associated means of access and off-site highway improvements with all other matters reserved but indicative provision made for pedestrian crossing, pedestrian linkages, public open space, landscaping and affordable housing (re-submission of planning application reference no. P/2018/0560).

I refer to the email dated 18/06/2019 in respect of the above.

Access

The development site is located on the B5102 Holt Road which is a classified road subject to a 40mph speed limit along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. However, there is potential for the speed limit along this section of road to be reduced to 30mph. Based on such speeds, Any proposed access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It would be possible to provide the required visibility splays based on speeds of 30mph for both proposed access points subject to modifications to the existing hedgerow.

Both access points serving the northern and southern sites would need to be a minimum of 5.5m wide with 6m kerb radii.

I would recommend that a 3m wide shared cycleway / footway is provided along the frontages of both sites. This has been indicated on the submitted layout plan located behind the re-positioned hedgerow.

Should the proposed development be supported, the applicant would be required to enter into a Section 38 / 278 agreement with the Council in order to construct any proposed accesses and estate roads.

Any proposed modifications to the speed limit along this section of Holt Road will need to be agreed with our Traffic Section. **I assume that if the application is to be supported, a Grampian style condition will be required in respect of lowering the speed limit to 30mph along this section of Holt Road prior to commencement of works.**

However, I understand from our Traffic Section that if the applicant was to install / fund a scheme of street lighting on Rossett Road along the site frontage, then this would mean that the speed limit would automatically be reduced to 30mph without the need for public consultation.

I would recommend that the applicant liaises with our Traffic Section - contact: Darren Green on Tel: 01978 729643.

Recent Highway Improvements

WCBC has recently installed a zebra crossing in the vicinity of the Rossett Road / Chapel Lane Junction which provides significant benefit in terms of pedestrian safety particularly given the proximity to the nearby schools ie/ St Peters and Darland High School.

Further improvements have been offered by the applicant to improve pedestrian facilities at this junction including removing old pedestrian crossing points, provision of new footways and widening of existing footways which are all measures considered beneficial to highway safety (Drg. No. 0807-F03 Rev D).

Pedestrian and Cycle Access

The main bus stops serving Wrexham and Chester are located on the B5445 Chester Road. It is highly likely that anyone wishing to access these bus stops on foot from the proposed development sites (north and south) will walk along the B5102 Holt Road or Chapel Lane.

Both Holt Road and Chapel Lane have limited footway provision leading to Chester Road and some sections have no footway provision which is a concern in highway / pedestrian safety terms. However, the applicant has offered to provide additional footway provision along Holt Road where currently no provision exists. Although proposed footway widths are typically less than 2m along this section given limited available verge / carriageway widths, it is still viewed as a significant improvement in highway safety terms (Drg. No. 0807-04 Rev B).

There is an additional bus service which provides access to Wrexham Town Centre but this currently only operates 3 times per day on a Wednesday, Friday & Saturday.

I would recommend that the developer provides an additional bus stop / layby, raised kerb and hardstanding along the site frontage along Holt Road to improve / promote this service. This detail has been indicated on the submitted layout plan (Drg. No. Plnc 100-37-SMP-01 Rev G).

Typically, those wishing to visit Wrexham or Chester by bus are likely to use the service running every 10 -12 minutes along Chester Road.

There would appear to be a number of proposed footway / cycleway links serving the southern site off both Trevalyn Way and Harwoods Lane. A minimum 3.0m wide footway / cycleway link should be provided off both Harwoods Lane and Trevalyn Way.. These access points in conjunction with the recently installed zebra crossing on Holt Road would significantly improve accessibility to nearby shops, bus stops etc. located on Chester Road. Pedestrians could then utilise existing footways through Moss Green and Trevalyn Way.

The submitted Transport Assessment includes a summary of walking routes from both the northerly and southern sites to the Chester Rd / B5102 Holt Rd junction either via Holt Rd, Trevalyn Way or Harwoods Lane. The information indicates that there are alternative routes pedestrians can take to reach the retail units located in the village which are not significantly longer in time or distance but offer safer means of access.

A number of footway / cycleway links have been proposed for the northern site. There is an existing relatively narrow footway link running to the east of nos. 1 – 9 Trevalyn Hall View. It would seem beneficial to improve this pedestrian route both in terms of widening (ie/ in the form of a 3m wide shared footway / cycleway) and lighting to serve children wishing to access Darland School to the north. There would appear to be scope to incorporate these improvements as part of the development site and extend a possible 3m wide footway / cycleway link to the northern end of the site and provide access through the public open space between nos. 3 – 10 & 11 – 18 Darland View. There may also be scope to provide a cycleway / footway link into the school grounds as indicated on the submitted layout plan. I have previously requested that the applicant discusses this option with the Headteacher of Darland School.

Footways should also be extended up to the public footpaths (PROW nos. 20 & 21 Allington) accessed off Holt Road and the southern end of PROW no. 21 – Allington off Harwoods Lane. In terms of any required improvements to the existing public footpaths adjoining the site, I would recommend that the applicant contacts our Public Rights of Way Section – Sean Hanratty on Tel: 01978 729761.

Improvements to existing footways leading from the development site (northerly) towards St Peters Primary School have also been indicated on the submitted layout plan. A continuous 3m wide shared cycleway / footway link is proposed from Darland View to a point south of the proposed additional parking area at the southern end of Trevalyn Hall View.

Appropriate pedestrian / cycle refuge islands will need to be provided at both crossing points along Holt Road as part of any proposed improvements in the interest of highway safety.

The submitted layout plan includes the provision of an improved car park located immediately south of no. 1 Trevalyn Hall View. Any proposed footway works or alterations to the existing car park will require consent from WCBC Asset Management / Housing Department. Further clarification on future maintenance of these areas will need to be provided by the applicant. However, the applicant has indicated that this car park could be maintained by a private management company.

Transport Assessment (TA)

Traffic Generation

As requested the applicant has recently carried out additional traffic counts on Chester Road between its junctions with Holt Road and The Green. This survey indicated lower flows when compared with the 2015 traffic survey. On this basis it was agreed that the original flows were suitable to use for the assessments.

Junction assessments (Picardy) based on the existing situation and proposed one way system have been provided. The assessments indicate that the existing junctions will still operate with reserve capacity with or without the proposed changes for a future year of 2028 with the proposed development. However, following public consultation the previously proposed one-way system is no longer being implemented.

Layout (Reserved Matter)

Any proposed layout will need to be constructed in accordance with WCBC Adoptable Standards and requirements of Manual for Streets.

Parking and Turning Provision (Reserved Matter)

Parking provision at the proposed development site will need to comply with LPGN 16 requirements.

Swept path details of an 11.2m long refuse vehicle will be required showing access / egress of vehicle negotiating site access points, routes through site, turning within cul de sacs and service arrangements for all private shared driveways. Manual for Streets recommends that refuse vehicles should not have to reverse more than 12m along estate roads.

Waste Disposal / Recycling / Deliveries

Bin stores may be considered necessary where refuse vehicles have to service private internal estate roads / private driveways.

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining / adopted highway.

I would strongly recommend that you consult with our Waste Strategy Officer – Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Lighting Provision

A scheme of street lighting will be required along site frontage, for the proposed internal estate roads and for any proposed footway / cycleway links I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

Scheme for the comprehensive and integrated drainage of the site.

I assume that these details will be assessed / approved by our Flood Management Officer – Neil Taunt.

Construction and Traffic Management Plan (including provision for contractor parking) - CTMP

If the proposed development is supported, a suitable CTMP will be required. This could be included as a planning condition.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

NONSTD 038R VISIBILITY SPLAY (NEAR SIDE) – BOTH ACCESS POINTS OFF HOLT ROAD

Prior to first use of the development hereby approved the vehicular accesses shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD 026R E06N E07N SUBMISSION OF FURTHER DETAILS

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

- 1) *Detailed layout, design, lighting, drainage and construction of the proposed new accesses, footways & shared cycleway / footways*
- 2) *Scheme of street lighting along Holt Road and implementation of 30mph speed limit including gateway scheme ie/ dragons teeth, pedestrian / cycle refuge island.*
- 3) *Detailed layout, design, lighting, drainage and construction of the proposed new bus stop / layby.*
- 4) *Scheme of highway improvements along Holt Road in respect of footways and pedestrian / cycle crossings.*

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

ZJ45 026R CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

Notes to Applicant

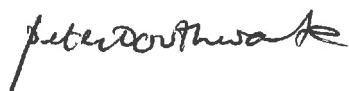
- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5' of the supplementary notes.

A handwritten signature in black ink, appearing to read "Peter Donthwaite". The signature is fluid and cursive, with a long horizontal stroke at the end.

on Planning Control Manager