

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0888 **Your Ref:** MR/P/2018/0888

Date: 22nd March 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 584 Broadoak Farm, Llyndir Lane, Rossett, Wrexham.

Development: Change of Use and Conversion of barns to 10 no. residential units including demolition, new build parking barns, access and parking arrangements.

I refer to your consultation / email dated 22/03/2019 in respect of the above.

Access

The proposed development site is located on Llyndir Lane which is a classified road subject to a 60mph speed limit. However, a previously conducted speed survey along this section determined 85th percentile values of 33.2mph for vehicles approaching the development site from the north west and 32.6mph for vehicles approaching from the south east.

Based on 85th percentile speeds of 33mph in both directions along this section of Llyndir Lane, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 49m in both directions measured to the nearside edge of the adjoining highway. As determined speeds are less than 40mph, stopping sight distances detailed in Manual for Streets are considered acceptable.

The farm appears to have 3 main points of access in addition to the existing access which serves the farmhouse itself. All existing access points currently suffer from inadequate visibility and do not meet the requirements of Manual for Streets.

Northerly Access

The most northerly access (approximately 2.9m wide) is to be permanently closed up.

Central Access

The centrally located access is to be retained / modified to provide a 5.5m wide access with 6m kerb radii which is considered acceptable. Visibility is to be improved from this access to provide visibility splays of 2.4 x 49m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable.

Southerly Access

The most southerly access serving the development site was previously proposed to be retained / modified to provide a 5.0m wide access with 4m kerb radii which was considered acceptable. Visibility was to be improved from this access to provide visibility splays of 2.4 x 49m in both directions measured to the nearside edge of the adjoining highway which was considered acceptable.

No surface water run-off from the development site shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across both access points to intercept any such run-off.

The revised layout plan (Drg. No. L04 Rev P6) now indicates that this access will not be used as a vehicular access. It is unclear as to whether this access will be retained as a pedestrian access. It would seem sensible to provide such an access. **I assume that appropriate pedestrian guard-railing will be provided in this location to prevent younger children running out directly onto the road.** I would recommend that the proposed new footway fronting the site is extended across this access to provide a continuous footway link.

Proposed Access Arrangement / Improvements Drg. No. VN70889-SK03 Rev A

The submitted layout plan indicates the proposed access arrangements and improvements.

Visibility will be improved from both access points by re-alignment of the carriageway (Llyndir Lane) fronting the development site and construction of a new 2m wide footway along the site frontage between the two access points.. I would recommend that any proposed footway is extended into both access points and also provides a link to the existing footway beyond the southerly access.

The section of carriageway fronting the site appears to range between 3.8 – 5.7m in width. A minimum carriageway width of 5.5m with a 2.0m wide footway would normally be required in this location. The submitted layout plan indicates a re-alignment of the existing carriageway which appears acceptable.

Should the application be supported, the developer would need to enter into an agreement with the Council under Section 38 / 278 of the Highways Act 1980 in order to carry out the proposed highway improvements works.

The re-alignment includes modifications to the existing surface water drainage ditch running along the western side of the carriageway. This will require approval from our Flood Management Officer – Neil Taunt (Tel: 01978 729734). I would recommend that the applicant liaises with our Flood Management Officer to confirm approval. In order to carry out the recommended highway improvements, there would appear to be potential issues with the existing local land drainage network (ie/ ditches). WCBC does have a policy regarding culverting of watercourses, with a presumption against. If any works are required that will affect the local drainage network there will be the requirement for additional consent under Section 23 of the Land Drainage Act from WCBC as Lead Local Flood Authority. The diversion of any open watercourses would be preferential to the introduction of additional lengths of culvert.

There would appear to be two main routes between the development site and the B5445 Chester Road where a limited number of community facilities can be reached ie. Bus stops, shops, schools, public houses etc. The shortest access route is via the unclassified road which runs past the Rossett Business Village. However, this route suffers from inadequate carriageway widths, limited passing places and cannot easily accommodate the simultaneous passage of 2 no. vehicles along the majority of its length (approx. 800m). There is no footway provision between Llyndir Lane and the Rossett Business Village and the footway beyond this point is less than 2.0m in width.

This section of road (Lavister Lane) would ideally benefit from an additional passing place located between the junction with Llyndir Lane and the Rossett Business Village access (ie/ Minimum length – 16m, minimum width 5.5m) where the carriageway narrows to around 3.2m.

The alternative access route from the development site to Chester Road is via Llyndir Lane. The Llyndir Lane / Chester Road junction is of inadequate width and Llyndir Lane itself typically suffers from inadequate carriageway widths including sections suffering from poor forward visibility and is considered unsuitable to serve any additional development which would result in a significant increase in traffic movements. There is no lighting or footway provision along this section of Llyndir Lane.

The nature of the proposed development would inevitably create increased pedestrian movements along both Llyndir Lane and the unclassified lane (Lavister Lane) which runs past Rossett Business Village. Given the inadequate carriageway widths, lack of lighting / footway provision and the inadequate level of visibility at the existing access points serving the development site, I would not normally wish to support any proposed development that would generate any additional vehicular and pedestrian movements along these lanes. If an application for additional residential development is to be supported at the site, I would recommend that any proposed development is limited to the existing levels of traffic generation which were previously experienced by the farm.

Proposed Residential Trips

The previously submitted TRICS data appears to include “Edge of Town” and “Neighborhood Centre” locations. The site is in a fairly remote location and would not be considered to be in an Edge of Town location. The submitted TRICS information suggests 4.548 movements per day per dwelling. This would be considered to be particularly low given the remote location of the site.

Either “Neighborhood Centre” and / or “Free standing” would seem more appropriate. The applicant has also previously provided additional TRICS information based on these two site categories. However, the applicant has indicated that these sites are not truly representative of Rossett in terms of access to larger urban centres and local facilities. This TRICS information suggests 7.108 movements per day per dwelling. If the proposed development was to be supported without adequate footway improvements but limited to existing traffic generation levels experienced by the farm then this would equate to around 10 – 11 dwellings.

On the assumption that the suggested level of traffic generation is accepted, it would still only equate to a very limited residential development which would still require additional highway improvements ie/ footways, carriageway widening, passing places.

Proposed Passing Places and Footway Link Proposals Drg. No. VN70889-SK04 Rev B

Based on the limited number of dwellings proposed (ie/10 no. dwellings), proposed highway improvements at the development site including enhanced passing provision further south along Llyndir Lane, I would have no objections to the proposed development on highway grounds.

The provision of a footway link between the development site and the Rossett Business Village behind the existing hedgerow as indicated on the submitted layout plan would be considered as a significant improvement in terms of pedestrian safety. However, I understand that the Planning Department would not be in favor of such a footway link in this instance. It may not be considered justified to request the provision of such a footway given the previous traffic generation and number of dwellings currently proposed. However, if additional dwellings are proposed at this site in the future then adequate footway provision would need to be provided to support such a proposal as recommended in TAN 18.

Parking & Turning Provision (Site Layout Plan – Drg. No. L04 Rev P5)

In terms of parking provision at the proposed development site, I comment as follows:-

Given the remote nature of the site, I would recommend that any proposed parking provision complies with the maximum standards detailed in LPGN 16. It would appear that the proposed development comprises 6 no. 2 bedroom dwellings, 1 no. 3 bedroom dwelling and 3 no. 4 bedroom dwellings. This would equate to the requirement for 24 no. parking spaces. The submitted layout plan appears to indicate the provision of 30 no. parking spaces which is considered adequate.

In terms of turning provision at the proposed development site, I comment as follows:-

Any proposed development would need to provide adequate turning provision within the curtilage of the development site for both refuse wagons and those vehicles (ie/ delivery) likely to visit the site. The submitted layout plan Drg. No. VN70889-TR100 Rev A indicates satisfactory access at the site.

Surface Water Drainage

A scheme of surface water drainage for the development site will need to be submitted for approval to our Flood Management Officer – Neil Taunt (Tel: 01978 729734).

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

Given the location and nature of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Subject to the applicant addressing the above issues, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new footway / carriageway widening,*
- 2) *Passing bays,*

The scheme as is approved shall be fully implemented prior to first use 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

- *Any proposed highway improvements shall 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

- *The carriageway re-alignment includes modifications to the existing surface water drainage ditch running along the western side of the carriageway. This will require approval from our Flood Management Officer – Neil Taunt (Tel: 01978 729734). I would recommend that the applicant liaises with our Flood Management Officer to confirm approval. In order to carry out the recommended highway improvements, there would appear to be potential issues with the existing local land drainage network (ie/ ditches). WCBC does have a policy regarding culverting of watercourses, with a presumption against. If any works are required that will affect the local drainage network there will be the requirement for additional consent under Section 23 of the Land Drainage Act from WCBC as Lead Local Flood Authority. The diversion of any open watercourses would be preferential to the introduction of additional lengths of culvert.*

Supplementary Notes

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



 Planning Control Manager