

Broad Oak Farm, Rossett – Planning Application

Supplemental Note – HIGHWAYS

This note considers the access arrangements to the site, parking, vehicle movements and the surrounding highway network.

Access

The site currently has 2 separate access points onto Lyndir Lane. Both access points currently provide substandard visibility splays onto Lyndir Lane due to the proximity of the brick built barns to the road (with the southern entrance into the main farmyard featuring the worst line of visibility). To mitigate this issue, it is proposed to widen a section of Llyndir lane along the site frontage to allow for space for cars to pass and create adequate visibility splays for exiting the site. In addition it is proposed to create a new one way system to ensure a smooth flow of traffic in and out of the site and utilise the most suitable north access for exiting vehicles. The southern access into the main farmyard will become the 'in' point and the northern access is to become the 'out' point. The site historically featured a vehicular opening for tractors through Building A, which is to be reinstated to create the one way system. Clear signs would enforce the one way system to ensure that residents of units 1 to 8 do not use the 'in' access point as an exit. Similarly, deliveries would be directed towards the two way northern entrance.

It will also be possible to use the out point as an entrance for refuse vehicles to service the site and to facilitate two way traffic. Allowing this access to be used as a way into the site will also allow for a less convoluted route for vehicles approaching the site and specifically units 9 – 13 from the north along Llyndir Lane.

The transport statement carried out in support of the 2010 application at the site found the 85th percentile wet weather speed in the vicinity of Broad Oak Farm along Llyndir Lane was 31mph in both directions. This is presumably due to the relatively narrow width of the road and presence of multiple access points onto the road, raising driver awareness and reducing speed. As such the exit point for the proposed development should feature visibility splays of 2.4m x 43m in both directions, in accordance with highways guidance contained within Manual For Streets. However as a precautionary measure, this is to be extended to 56m in both directions.

A traffic survey was also undertaken over a 7 day period, revealing that existing traffic flows on Llyndir Lane within the vicinity of the site are very light, averaging 254 daily traffic movements (122 to Chester Road, 132 from Chester Road).

Since this survey was carried out, it is expected that traffic levels will have reduced due to the closure and demolition of the Golden Grove Inn further along Llyndir Lane in 2014/15. This pub was a popular destination eatery and would have generated notable vehicle movements that have now been removed from the local highway network.

Parking

Vehicle parking is to be provided across several parking barns and spaces in accordance with the Council's adopted standards

- 2 bedrooms units – 2 spaces
- 3 / 4 bedroom units – 3 spaces
- 5 bedroom units – 4 spaces

Parking for at least 2 bicycles is to be provided for each dwelling. Units 1 – 8 feature a bike store in the rear garden. Units 9 – 13 feature bicycle parking in their external stores.

Highways

As a working pig farm, being one of the largest in the area, the site previously experienced significant daily vehicle movements, associated with a variety of trips and types of vehicles, as outlined in the table below.

Purpose of Trip	Type of Vehicle	Two - way Trips Per Week
Staff	Car	56
Pigs in	Articulated lorry	4
Pigs out - pork	Wagon	2
Pigs out - bacon	Articulated lorry	4
Feed	Wagon	6
Whey	Articulated lorry	36
Manure Spreading	Tractor with tank	78
Visitors / deliveries	Car / light goods vehicle	20
Total		206

206 two way trips per week from the various vehicles shown in the table above equates to **38 two way trips per day** (spread over a 5.5 day working week, Mon to Sat midday). It should be noted that a large proportion of the above vehicle movements comprise of lorries and tractors.

Moving forward a crucial factor which must be taken into account is the type of vehicles that would now be using the site. The disruption and hazard to the local highway caused by cars or even vehicles such as occasional delivery vans in association with proposed residential dwellings would be minimal, when compared against the many much larger tractors and HGV's which were associated with the operations of the farm previously. The site is still registered as an agricultural holding and it is considered that such movements could continue without restriction.

It has been calculated that the residential development of 13 units would create the following trip numbers. This is based on typical two way trips per day for the size of the dwellings:

Number of Units	Number of bedrooms	Two way trips per day	Total two way trips per day
4	2	4	16
6	3	4.5	27
3	4	5	15
			58

The scale of the present application is considerably lower than that within the previous 2010 application for 21 residential units and 22 works units. The transport statement submitted as part of this application shows that the units would have generated a total of 148 two way trips per day.

Whilst the number of two way trips per day within the present application would be slightly greater than when the site was a working farm (at 58 compared to 38), the removal of a significant number of HGV and tractor movements from the lanes goes a significant way to mitigating any increase in vehicle movements associated with residential use.

It is understood that the surrounding roads are relatively narrow and in places of insufficient width to comfortably allow two cars to pass. It is submitted that the applicant is committed to working with Wrexham Borough Council highways to improve the wider network and would be open to a commuted sum payment through an appropriate legal agreement to ensure this matter is addressed.

Public Transport and Pedestrians

The site is in a sustainable location for access by public transport. The B5445 Chester Road is a major bus route. Route 1 operated by Arriva runs between Wrexham Bus Station and Chester Railway Station via Gresford, Marford, Rossett, Pulford and Chester Business Park. This route provides a 10 minute frequent service in both directions from Mondays to Saturdays and a 30 minute service on Sundays.

The low volume of traffic on the surrounding roads is conducive to cycling and enables this to be a viable mode of transport to and from the site.

There is an existing pavement on Llyndir Lane along the site frontage which extends past the main farmhouse, leading to a public footpath. This path takes two routes to Rossett. One route runs north east through a field past Rosset Business Village, before turning south east to join Wrexham Road adjacent to the Gatehouse Veterinary Centre. Alternatively the footpath runs south west, following the route of the railway line, before emerging in the centre of Rossett adjacent to the Golden Lion Pub. This footpath provides pedestrian access to Rossett, reducing the requirement for residents to walk along Llyndir Lane.

It is proposed to extend the existing pavement north along the site frontage past building A to provide pedestrian access to the northern exit point.

