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**NEWRIVER RETAIL LIMITED**

**PROPOSED RESIDENTIAL DEVELOPMENT, HENBLAS ROAD, WREXHAM**

**TECHNICAL NOTE 02 – RESPONSE TO HIGHWAY AUTHORITY COMMENTS**

**1<sup>ST</sup> DECEMBER 2016**

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**Introduction**

Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by NewRiver Retail Limited in relation to their proposed residential development at Henblas Road, Rhostyllen, Wrexham.

A Transport Note (TN) has been prepared and submitted as part of a planning application, local planning authority reference P/2016/0809. Comments and requests for extra information were raised by Wrexham Council (WC) dated 10<sup>th</sup> October 2016 and this Technical Note has been produced to respond to these comments. WC's commentary is provided below alongside a response from CCL in each case. WC comments are provided in full at **Appendix 1**.

**WC Comment 1**

Are there any alterations being made to the easterly access?

**CCL Comment 1**

No changes to the existing eastern access are proposed.

**WC Comment 2**

Visibility at the eastern access is below standard for a 30mph speed limit. Please address the issue

**CCL Comment 2**

It should be noted that the site access and frontage of the development are not proposed to be changed as part of the proposed development and the visibility is therefore existing.

Notwithstanding an ATC speed survey between 00:00 on Wednesday 9<sup>th</sup> November 2016 (i.e. start of Wednesday) until 00:00 on Wednesday 16<sup>th</sup> November 2016 (i.e. a 7 day period). Two sets of loops were installed, one set at the telegraph pole broadly outside number 20 Henblas Road with the primary function of determining eastbound speeds and a second set broadly outside 87 High Street (a continuation of Henblas Road) with the primary function of determining westbound speeds. It should be noted that the set broadly outside number 20 Henblas Road are understood to have been effected by a vehicle parked on the loops for a 13 hour period on 15<sup>th</sup> November 2016 which resulted in no vehicles being recorded during 10 hours and a potentially reduced amount during 3 hours; despite this 4,570 vehicles were recorded travelling eastbound through the ATC site.

The eastbound 85<sup>th</sup> percentile vehicle speed (approaching the site access) was recorded to be 21.9 mph and 25.9 mph westbound. Adjusting these to 85<sup>th</sup> percentile wet weather design speeds (deducting 4kph for a single carriageway road as set out within TA 22/81) results in design speeds of 19.4 mph and 23.4 mph for eastbound and westbound vehicles respectively. The aforementioned 85<sup>th</sup> percentile wet weather design speeds equate to site stopping distances of 23.9m for eastbound vehicles and 30.5m for westbound vehicles. Visibility splays of 2.4 x 24m to the west and 2.4 x 31m to the east are shown on the drawing at **Appendix 2**. The existing visibility splay, which is to be retained, therefore accords with surveyed local vehicle speed

**WC Comment 3**

*Demarcate on the plan the length / width of car parking and turning spaces for the car park and the proposed dwelling*

**CCL Comment 3**

It is not completely clear what is being requested however the drawing provided at **Appendix 2**, shows a collection of parking bay and manoeuvring area measurements. Should any more be required then these can be provided if requested.

**WC Comment 4**

*Demarcate the width of the proposed private drive leading to the three dwellings*

**CCL Comment 4**

As requested the width of the private driveway has been shown at a number of locations, on the drawing provided at **Appendix 2**.

**WC Comment 5**

Demonstrate forward visibility on the private road around the bend at the south east corner of the site.

**CCL Comment 5**

As requested forward visibility of the private driveway at the bend has been shown on the drawing provided at **Appendix 2**.

**WC Comment 6**

Is the red / blue dividing line between the two sides intended to be a fence; and if so what height?

**CCL Comment 6**

It is understood that the fence is proposed to be a 1.8m high close boarded fence, as labelled on the drawing provided at **Appendix 2**.

**WC Comment 7**

How many forward / reversing movements will it take for dray vehicle to exit the site?

**CCL Comment 6**

The Autotrack software indicates that a 10m rigid vehicle will require 3 movements (2 forward and 1 reverse) to exit the site following servicing. A drawing showing swept path analysis broken down by manoeuvre segment is provided at **Appendix 3**.

Enclosed:-

**Appendix 1 – Wrexham Council Comments**

**Appendix 2 – Demarcated Site Plan**

**Appendix 3 – Swept Path Analysis Breakdown**

## **Appendix 1**

### **Wrexham Council Comments**

# MEMORANDUM

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|                 |                             |                  |                                              |
|-----------------|-----------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Service Manager Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2016/0809                 | <b>Your Ref:</b> | P/2016/0809                                  |
| <b>Date:</b>    | 10 October 2016             |                  |                                              |

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 3128 4875 Land to the South West of the Old Black Horse Public House, High Street, Rhostyllen

**Development:** Outline application for residential development ( 3 no. dwellings)

I refer to your consultation dated 12 September 2016 in respect of the above.

The development site is located with two existing accesses on to High Street, a classified highway subject to a 30 mph speed limit for which Welsh government guidelines recommend visibility splays measuring 2.4 x 43m in both directions.

Visibility from both existing accesses is adequate in an easterly direction but is substandard in a westerly direction.

The submitted plans indicate that the westerly access will be permanently closed to traffic and all vehicles going to the pub and the new dwellings will use the existing eastern access point. It is not clear from the plans if the existing access is being altered in any way. Can you ask the applicant to clarify that there are no alterations being made to the easterly access?

There will presumably be an increase in vehicular traffic through the easterly access. Visibility at this access is below standard for a 30mph speed limit. Can you please ask the applicant to address the issue?

It is difficult to assess the suitability of the parking and turning areas for vehicles using the pub car park. Can you ask the applicant to demarcate on the plan the length / width of car parking and turning spaces? This also needs to be done for the three proposed dwellings.

Can you ask the applicant to demarcate the width of the proposed private drive leading to the three dwellings?

Can they also confirm if forward visibility on the private road is achievable around the bend at the south east corner of the site?

3  
Can you ask the applicant to confirm if the red/ blue dividing line between the two sites is intended to be a fence? And if so what height?

The swept path analysis appears to show that the dray vehicle can access the site if there are no vehicles parked in approximately 5 of the car parking spaces. I presume that this would have to be managed under a construction traffic management plan. However the swept path showing the dray vehicles egressing the site is unclear. Can you ask the applicant to demonstrate how many forward / reversing movements it will take for the dray vehicle to exit the pub car park.

I note also an intention to provide a pedestrian link to the dwellings directly off Henblas Road. This link appears to be along the rear boundary fence of the pub garden and this being the case the applicant will need to consider how they intend to deal with the existing telegraph pole which is directly on the line of the proposed link.

*Please therefore ask the applicant to clarify the following points:*

- Are there any alterations being made to the easterly access?
- Visibility at the eastern access is below standard for a 30mph speed limit. Please address the issue.
- Demarcate on the plan the length / width of car parking and turning spaces for the pub car park and the proposed dwellings
- Demarcate the width of the proposed private drive leading to the three dwellings
- Demonstrate forward visibility on the private road around the bend at the south east corner of the site
- Is the red/ blue dividing line between the two sites intended to be a fence; and if so what height?
- How many forward / reversing movements it will take for the dray vehicle to exit the site.

*Peter Duthie*

*PD* Service Manager Environment

## **Appendix 2**

### **Demarcated Site Plan**

**A3**

105.8m

6

Pub  
Garden

# The Bungalow

Pub Parking  
16 Spaces

## Residential Parking

Residential Parking

Old

Black Horse (PH)

3,000

2

2

7,000

1,800

1.8 m close to fence



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connect  
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG  
Tel: 01454 320 220 Web: [www.connect-consultants.com](http://www.connect-consultants.com)  
Fax: 01454 320 099 Email: [bristol@connect-consultants.com](mailto:bristol@connect-consultants.com)



committed to  
**CSCS**  
Platinum award

client  
NEWRIVER

project  
THE OLD BLACK HORSE  
HENBLAS STREET  
WREXHAM

title  
PROPOSED SITE ACCESS VISION SPLAYS  
AND CAR PARK DIMENSIONS

date  
NOVEMBER 2016

|          |            |
|----------|------------|
| drawn by | checked by |
| N.D.W    | B.S.L      |

|       |                      |
|-------|----------------------|
| scale | cad file             |
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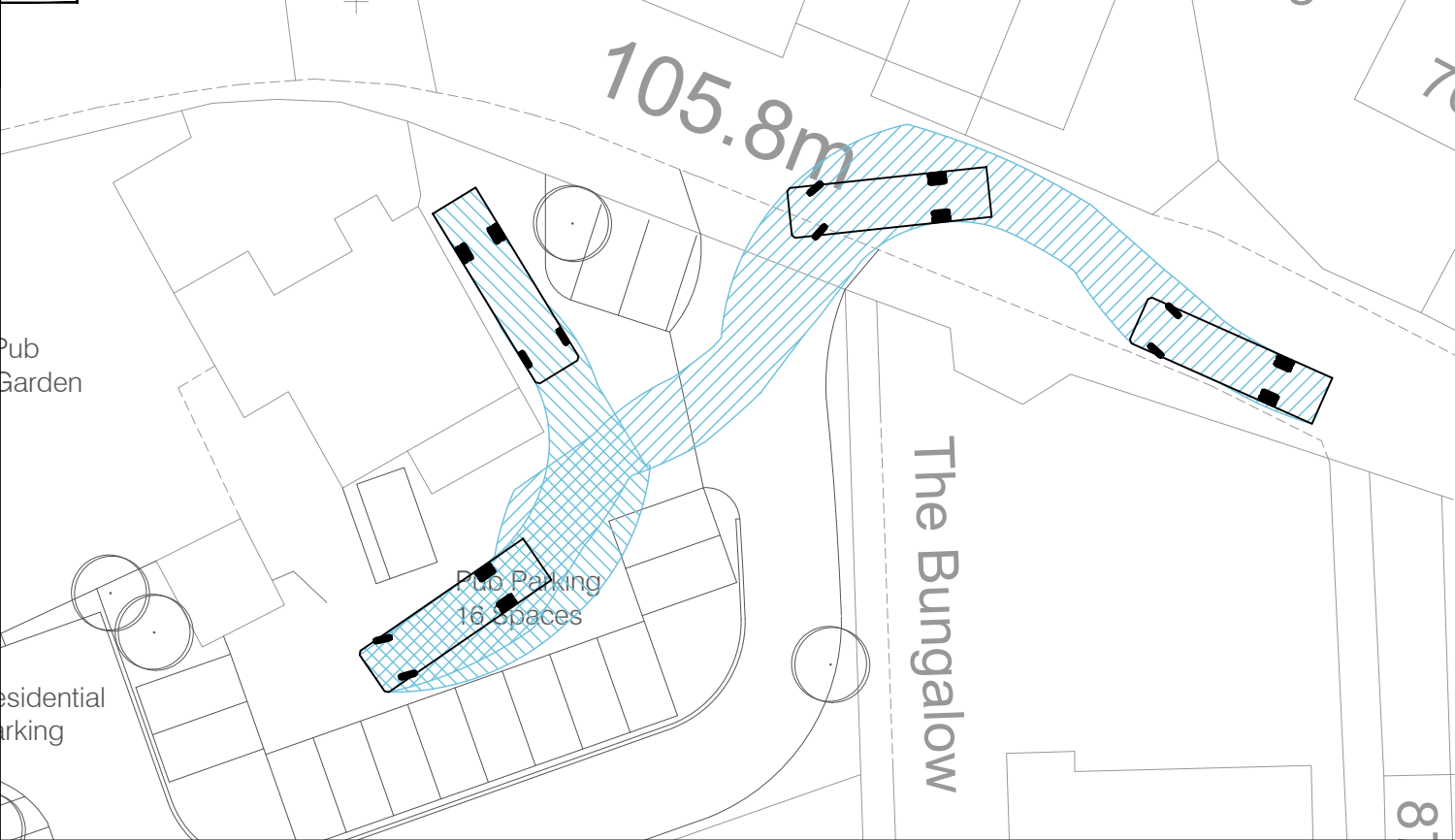
rev.

## **Appendix 3 Swept Path Analysis Breakdown**

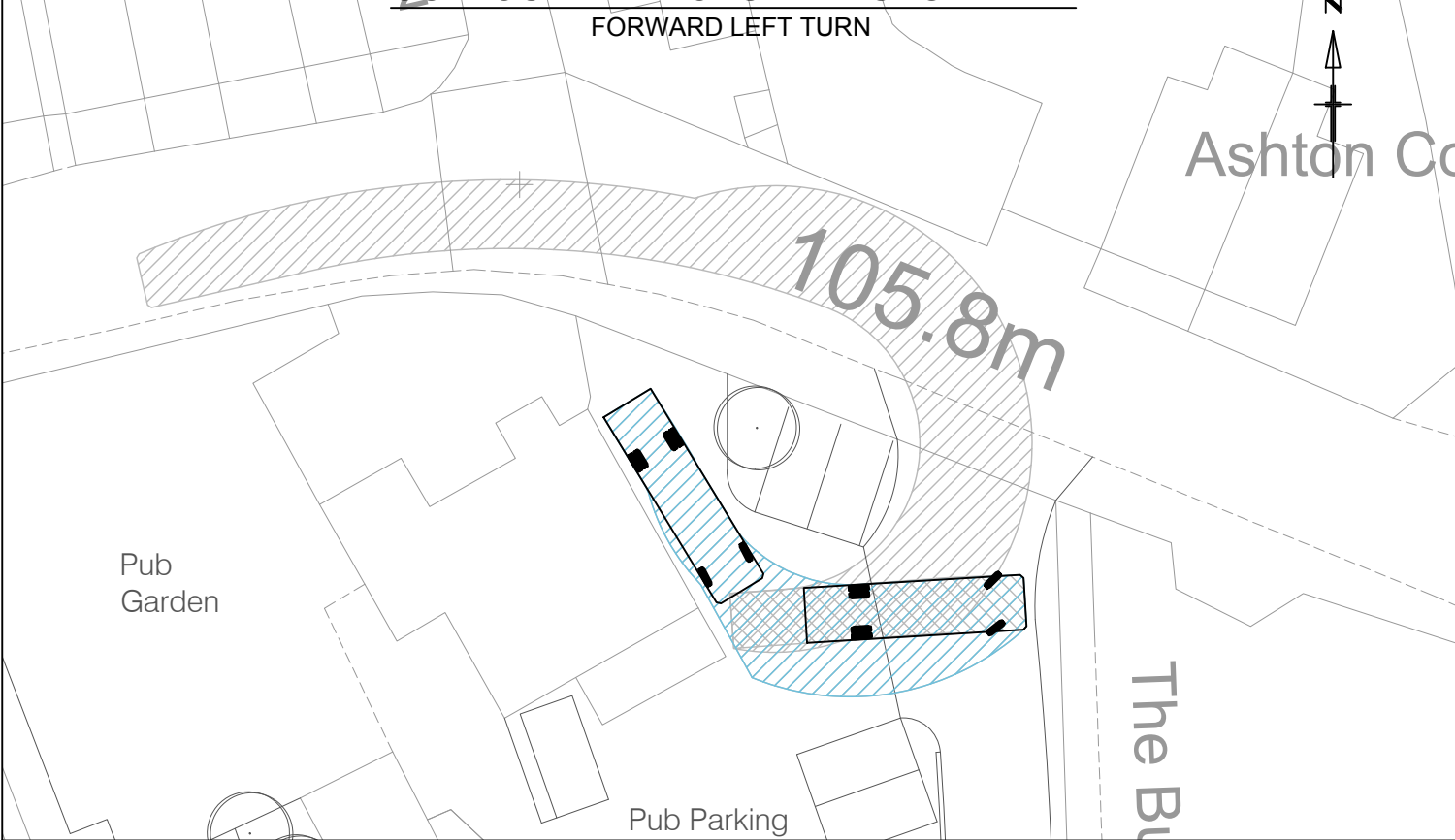
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A3

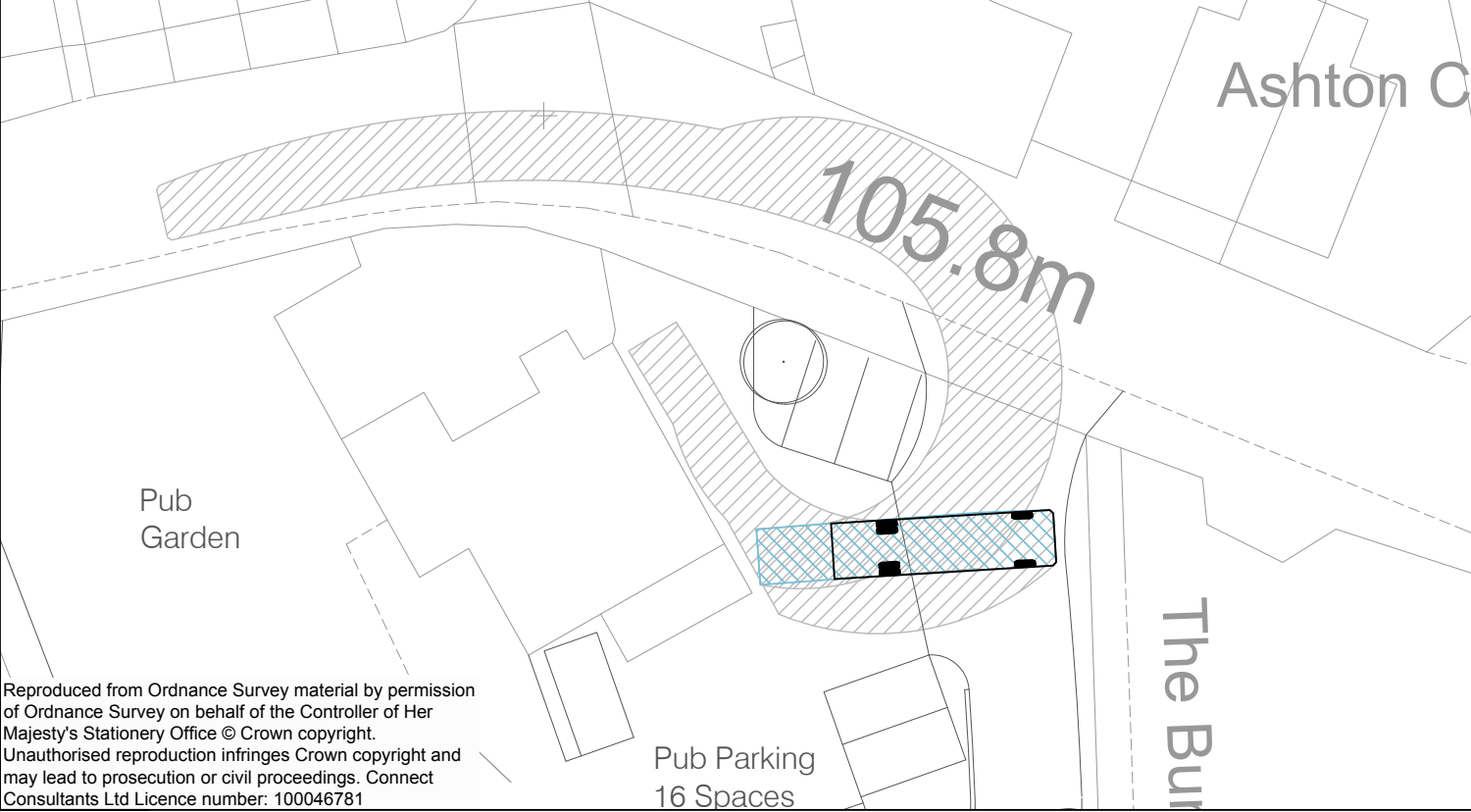
INBOUND MANOEUVRE Ashton Cottage



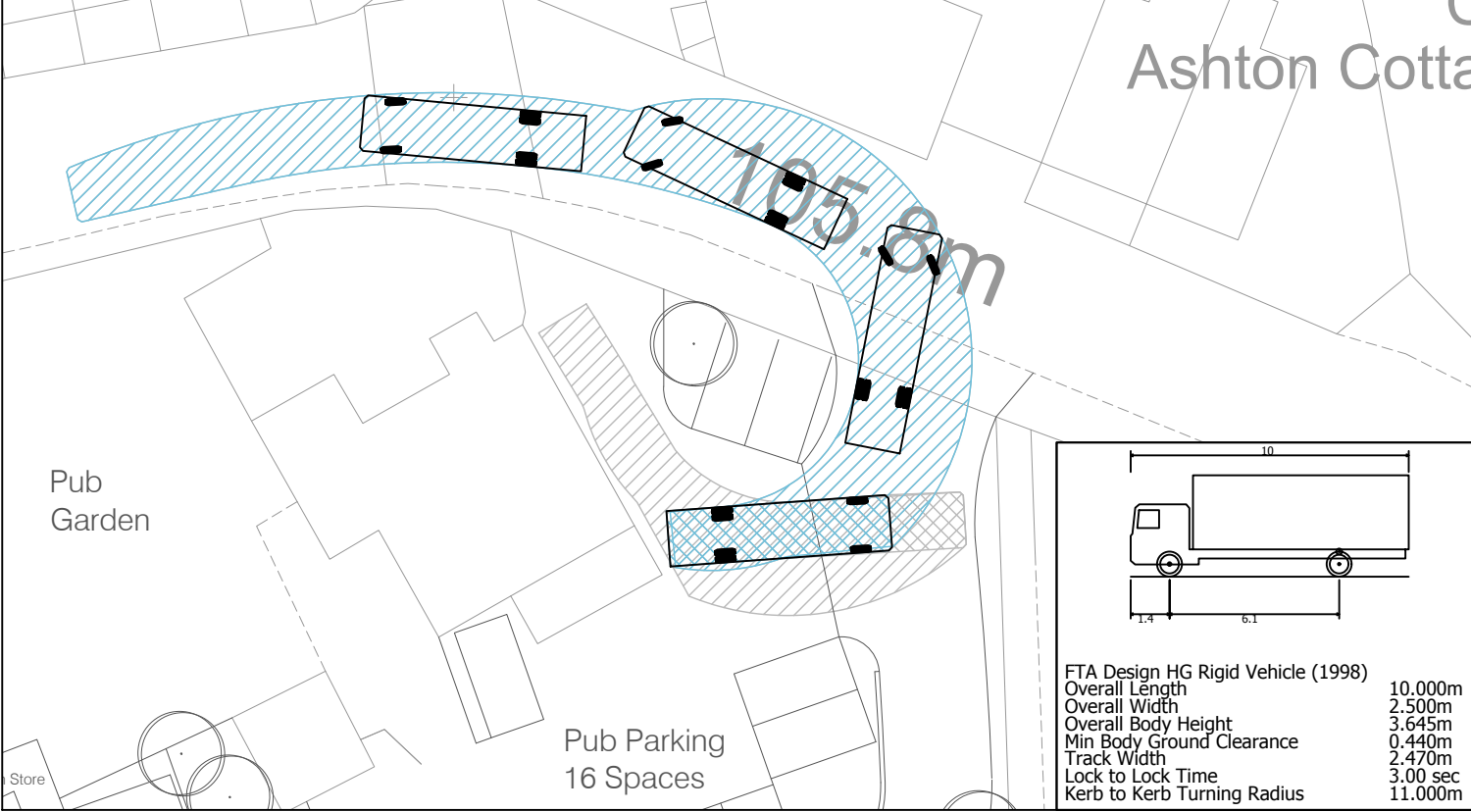
OUTBOUND MANOEUVRE - SEGMENT 1  
FORWARD LEFT TURN



OUTBOUND MANOEUVRE - SEGMENT 2  
STRAIGHT REVERSE



OUTBOUND MANOEUVRE - SEGMENT 3  
FORWARD LEFT TURN



|                                    |          |
|------------------------------------|----------|
|                                    |          |
| FTA Design HG Rigid Vehicle (1998) |          |
| Overall Length                     | 10.000m  |
| Overall Width                      | 2.500m   |
| Overall Body Height                | 3.645m   |
| Min Body Ground Clearance          | 0.440m   |
| Track Width                        | 2.470m   |
| Lock to Lock Time                  | 3.00 sec |
| Kerb to Kerb Turning Radius        | 11.000m  |

**connect**  
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG  
Tel: 01454 320 220 Web: www.connect-consultants.com  
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client  
NEWRIVER

project  
THE OLD BLACK HORSE  
HENBLAS ROAD  
WREXHAM

title  
SWEPT PATH ANALYSIS  
FTA DESIGN HG RIGID VEHICLE

|                    |                    |          |            |
|--------------------|--------------------|----------|------------|
| date               |                    | drawn by | checked by |
| NOVEMBER 2016      |                    | T.A.S    | B.S.L      |
| scale              | cad file           |          |            |
| N.T.S              | 16021 - SK161130.1 |          |            |
| drawing number     |                    |          | rev.       |
| 16021 - SK161130.1 |                    |          |            |