

# 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> | ENV/DC/PP/2015/0812            | <b>Your Ref:</b> | MP/P/2015/0812                               |
| <b>Date:</b>    | 19 <sup>th</sup> November 2015 |                  |                                              |

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**TOWN AND COUNTRY PLANNING ACT 1990**

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

**Location:** O. S Grid Ref: 330 513 Land North of Total Fitness Ltd, Stansty Road, Wrexham.  
**Development:** Residential Development (24 no. dwellings) together with highways, access and parking arrangements.

I refer to your consultation dated 02/11/2015 in respect of the above.

The proposed development site is located on Stansty Road which is a busy classified road subject to a 30mph speed limit.

Given that the existing highway layout fronting the development site along Stansty Road / New Road already suffers from significant levels of congestion during the morning and evening peak hours, I would not normally wish to support any additional development at this site which would result in an increase in traffic movements through this access onto this section of the highway network.

Existing problems include:-

- Congestion / queuing at the Stansty Road / New Road junction during peak hours.
- Queuing of traffic back to the narrow Rhosddu railway bridge and potential blockage of carriageway during peak hours.
- Queuing of traffic along Prices Lane at the Prices Lane / New Road junction during peak hours.
- Conflict of traffic movements at the 2 no. right hand turning lanes on New Road serving the Stansty Road / New Road and Prices Lane / New Road junctions.
- Congestion caused along New Road during peak hours due to inadequate lengths of right hand turning lanes.
- Limited forward visibility for vehicles turning right into the development site off Stansty Road impeded by queuing vehicles during peak hours.

- Difficulty for vehicles exiting development site in easterly direction during peak hours when both farside lanes leading to Stansty Road / New Road junction are congested with queuing traffic. Frustrated drivers have been observed pulling out of proposed access when there is no available space in either of these lanes resulting in partial blockage of nearside lane and interference of flow of traffic for vehicles heading north along Stansty Road. I also understand that some drivers who are unable to access these far lanes leading to the Stansty Road / New Road junction turn left along Stansty Road to a point just beyond the Rhosddu railway bridge then turn around and return to the Stansty Road / New Road junction.
- A significant number of accidents have occurred in this location which are attributable to the existing highway layout in this area. This area is considered to be a "cluster site".

A previous application (ref: P/2008/01152) for the "Erection of two storey office building with associated parking" was refused by the Council on 16/02/2009. The application was refused on the grounds of increased traffic generation and capacity issues relating to the existing junction. However, the decision was challenged and an appeal was allowed on 08/12/2009 subject to conditions. These included a condition to improve the site access off Stansty Road.

Based on the previous appeal decision, it is accepted that some moderate sized development could potentially be accommodated at the development site which could operate in conjunction with the existing fitness centre. However, it would seem reasonable to limit any proposed development to ensure that adequate parking is maintained for the existing fitness centre and to limit any development to the same (or less) traffic generation levels that were accepted by the inspector in relation to the previously proposed office block. Any such application should also include similar improvements to the existing junction conditioned within the previous appeal decision.

In order to assess the adequacy of parking provision for the recently re-opened fitness centre, I would recommend a parking survey is carried out including both weekdays and weekends to assess what spare capacity if any is available within the existing car park.

#### **Site Layout Plan      Drg No 15.5554/1 – Dated Oct 2015**

Could you please ask the applicant to annotate the following on a revised layout plan :-

- Dimensions of proposed driveways / parking spaces
- Dimensions of proposed estate road, footways, kerb radii, turning head.  
(All of the above will need to comply with WCBC Adoptable Standards).
- Swept Path Details of an 11.2m refuse vehicle accessing / turning / exiting the site access and estate road.
- A 3m wide cycleway / footway link providing a link between the proposed cul de sac and the existing cycleway / footway link fronting the development site along Stansty Road.
- A scheme for the improvement of the existing access / junction.

The section of land proposed as garden area for plots 1 – 4 appears to be existing highway land (area currently landscaped). Could you please ask the applicant to clarify this point and confirm their extent of land ownership.

**I cannot fully assess the application due to lack of information.**

Please ask the applicant to provide the following information for further assessment :-

- A Transport Assessment including TRICS data for the proposed dwellings compared with data relating to the previously approved office units.
- A Parking Survey demonstrating parking demand at the recently re-opened fitness centre including both weekdays and weekends.
- A scheme for the improvement of the existing access / junction.

I await the requested information.

#### **Supplementary Notes**

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

*Peter Dorthwaite*

Service Manager Environment

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