

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0221 Rev C	FAO:	Gwyn Humphreys
Date:	12 th June 2024	Your Ref:	P/2023/0221

Land South Of Berse Road, Caego, Wrexham, LL11 6TP Erection of 47 dwellings and associated infrastructure

We refer to our previous highways response dated correspondence dated 5th December 2023 and your consultation dated 2nd May 2023. Our updated highways related comments are as follows:

This application is for construction of 47 dwellings off B5101 Berse Road. A Transport Statement (report reference: 1812/1/A December 2022) has been submitted as part of the application.

Pre-planning highway advice (ref: PRE/2023/002) has been previously provided by Wrexham County Borough Council (WCBC) Highways.

Site Access

Transport Statement

A Transport Statement (ref: 1812/1/A December 2022) has been provided to support the planning application, which is appropriate for the scale of the development.

Trip Generation

Vehicle trip rates have been calculated using the TRICS database. Full copies of TRICS outputs have been included in Appendix B of the Transport Statement. Based on a TRICS sensitivity test by WCBC using the same selection criteria outlined in the Transport Statement the trip rates are deemed reasonable and accepted.

Based on the trip rates the development is predicted to generate the following vehicle trips:

- AM Peak: 26 two-way vehicles (9 arrivals, 17 departures)
- PM Peak: 24 two-way vehicles (16 arrivals, 8 departures)

Total two-way trips would be below 30 two-way trips in the peak hour periods. The Transport Statement notes the generated vehicle trips would result in an increase of between 3.2% to 3.5% on the B5101 Berse Road, this is below the 5% threshold outlined in TAN18 Section E.4. It is therefore expected this will not have a significant impact on the operation of the highway network.

Site Access and Layout

Local Highway Network

The development will be accessed from B5101 Berse Road, an adopted road subject to a 30mph speed limit. In the vicinity of the site the B5101 Berse Road features footway on the east side of the carriageway. On the west side of the carriageway (which bounds the site) there is footway from the existing field access to the north.

Access

Vehicle access to the proposed development will be from a new priority junction with the B5101 Berse Road.

We accept the 6m radii at the entrance in this location for the following reasons:

1. At 47nr dwellings incorporating both flats and houses, this scheme is relatively small in number, and Berse Rd existing traffic flows fall below others on main arterial roads where larger radii have been requested.
2. A 6m radii does encourage slower vehicle speeds entering the site, in keeping with Welsh Government guidance and creates a reduced pedestrian crossing distance when compared with active travel crossings on 10m radii kerb entrances.

Informal pedestrian crossings in the form of dropped kerbs and tactile paving are proposed at the new priority junction for the crossing of both B5101 Berse Road and the internal site access road. Another informal pedestrian crossing is proposed on B5101 Berse Road (featuring dropped kerbs and tactile paving) to the north of the site between the pedestrian access and the southbound bus stop on B5101 Berse Road. The location of these is shown in drawing 1812/01 Rev A dated May 2022.

Visibility

The Transport Statement references speed surveys undertaken in May 2022 which indicate an 85th percentile speed of 37mph recorded on the B5101 Berse Road in the vicinity of the site. Visibility splays of 2.4 x 56m have been provided by the applicant for the proposed priority junction. These indicate that a Stopping Sight Distance (SSD) of 56m can be achieved in line with Manual for Streets, therefore the visibility splays are accepted.

The internal site roads must be subject to a 20mph speed limit. The 20mph internal site roads would require 2.4m x 25m visibility splays for each of the internal junctions. These are shown on drawing C1091 010 Rev G.

Site Layout

Vehicle access to all dwellings will be from a new internal access road. In line with WCBC guidance all adoptable roads within the development should comprise a minimum 5.5m highway width and footways of 2.0m width on both sides of the carriageway, except in cul-de-sacs where shared surfaces can be accepted. **We acknowledge that the internal road layout has been amended to include 5.5m road widths between kerbs**

Pedestrians can also access the development via a footpath to the north of the site or from pedestrian right of way (PROW) 43.

Vehicle Tracking

The turning heads within the site have been demonstrated as satisfactory with vehicle autotracking for a 11.5m HGV as demonstrated in Caulmert drawing 5073-CAU-XX-XX-SK-C-0006 Rev P02.

Footways

A new 2m wide footway is proposed on the west side of B5101 Berse Road linking the existing footway to PROW 43.

As previously referenced footways on the proposed development should be a minimum width of 2.0m width on both sides of the carriageway.

Drawing ref C1091 011 Rev K appears to show 2m wide footways on the site

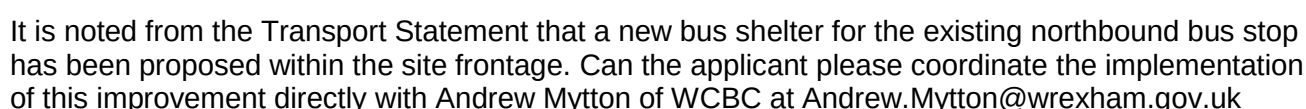
Parking

Furthermore, this development facilitates further improvements to the Active Travel links with the city centre, enhancing the site's sustainable location, and improving the facility for others. We are now satisfied with the parking provision proposed, noting that LPGN16e is referred to as a maximum standard.

We accept the proposed amendment noting that the LPGN16e guidelines are for a maximum provisions, and that the applicant has committed to providing improvements to the existing active travel links in and out of the city via the redundant railway line.

With reference to our previous note referring to recorded accident data, we accept the comments of Caulmert in discussion that Berse Rd is now 20mph, and that the potential introduction of a new junction and residential development on both sides of Berse Rd does create a natural traffic calming effect. Furthermore as the increase in traffic is less than 5%, the introduction of additional traffic is deemed insignificant.

We request an appropriately worded condition be included within any planning approval for the applicant to coordinate with WCBC's Active Travel Lead, Gwen Thomas at gwen.thomas@wrexham.gov.uk, to agree improvements to the active travel route to link the site with the former railway line active travel route to the proposed path, together with provision of some lighting improvements locally to the ramp/connecting path, track and bridge. Once the link is installed the existing substandard access in the stone wall of the bridge should be blocked up, all as noted on the marked up plan below. This would facilitate direct active travel links between the site and city center, avoiding some very congested roads, and strengthen this proposal's sustainability. It may be that the best location for the link is further south than the arrow shown below, as the level difference reduces with distance from the Berse Rd access towards the bridge below the A483.



Public Rights of Way

PROW Footpath 43 is located to the southwest of the site from B5101 Berse Road connecting to Strytybydden. Drawing 1812/01/A suggests Footpath 43 is to be maintained with a short diversion at its northern end of B5101 Berse Road.

In addition to coordinating with Gwen Thomas, it is recommended that the applicant liaises with the WCBC Public Rights of Way officer to discuss the proposed implementation of the improvements. Please contact Mr. Sean Hanratty on Tel: 01978 729761. I would also refer the applicant to PROW officer's response dated 17th Feb 23 attached. (Ref AD/05 Consultation to Grimster planning)

Construction Traffic Management Plan

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan (CTMP) including details of contractor parking and an appropriate route for construction traffic for approval prior to commencement of any works. We request this be included as a suitably worded planning condition should an application be supported.

Drainage

We note that any drainage for proposed adoptable highways would need to be checked and approved by this authority prior to accepting any Section 278 and 38 proposals, although this is a highway matter, not a planning matter.

We do request the applicant coordinates with the highways operations team to survey & check the suspected presence of an existing highway drain (that would not be shown on standard Welsh Water sewer searches). This drain may link the gulleys to the River Gwenfro or even a soakaway, but it's exact route is unknown. Should the presence of any existing drainage be found then this should be incorporated into the development proposals for the site and coordinated with the SAB officer/WCBC flood defense team.

Where plot driveways fall towards the proposed adoptable highway, we acknowledge the applicant's proposal and commitment to avoid plot surface water from driveways onto the public highway in the form of permeable block paving. We would not accept a porous tarmac solution, and I am consulting with Highway colleagues concerning the use of permeable paving instead of Aco drains or similar. This is a technical matter that can be agreed as part of the Section 38 application however, and not one that affects the highway statutory response to a planning consultation.

Conclusion

We request the following conditions be incorporated within any approval should the authority be minded to support the scheme:

1. Agreement and implementation of a schedule of active travel improvement works to link to and improve the existing former railway line path/cycleway that runs along the eastern boundary of the proposed development. Agreement of the proposed new bus shelter should also be referenced in this condition.
2. Provision and implementation of a Construction Traffic Management Plan. The plan should be submitted for WCBC Highway Authority's approval in advance of commencement of the works.
3. Pre-commencement joint inspection to locate any existing highways drains or soakaways, and if necessary incorporate the outlets within the proposed drainage system in consultation with and to the satisfaction of the Environmental department's flood defence and SAB officers. Any diversion works would be at the applicant's expense in order to facilitate the proposed development.
4. Numerous details and improvements have been submitted and agreed on different drawings throughout the consultation period. These include road widths, turning heads, road crossings, active travel improvements, provision of private driveway drainage avoiding rainwater from developer land flowing onto adoptable highway land, parking provision and others. We request these be synchronised across all referenced site layouts & proposals to avoid confusion. However, as the elements have been recorded during the consultation period, we accept this is not necessary prior to planning approval, but may be considered good housekeeping prior to commencement.

Subject to the above conditions being applied, we have no objection to the proposed scheme from a highways perspective, and can confirm that the previous queries relating to the following topics have been addressed:

- Turning Heads
- Road widths
- Parking provision
- Active Travel crossings within the site
- Entrance Radii, with proposed active travel crossing point in accordance with Welsh Government Active Travel guidance.
- Crash history.

This appraisal refers to planning principles and further detailed design information will be required to facilitate Section 278 and Section 38 agreements for proposed site roads, drainage, streetlighting, signage and footpaths.

A handwritten signature in dark ink, appearing to read 'R. B. Key', is positioned above the title of the signatory.

Chief Officer, Environment & Technical