

# **Westminster Park Residents Association**

## **Wrexham Road Development - Questions**

### **1. Overview**

The Planning Department of CWAC have asked for active engagement of WPRA in the development and planning process and this is welcomed by the residents.

The questions, set out below, relate to the main areas of concern for WPRA over the proposed Wrexham Road Development (WRD). They relate to drainage, transport and other infrastructure issues but it does not preclude further areas arising after consultation with residents and local councillors.

They have been prepared by a sub-committee of the Westminster Park Residents Association (Brian Westcott, Bob Tricklebank and Nick Ryan). We have prepared them following a review of the Cheshire West and Chester Local Plan (Part One) plus supporting documentation as far as it applies to the WRD.

### **2. Drainage Issues**

#### **2.1 Introduction**

WPRA residents have a number have a number of concerns about the drainage implications of this proposed development because:

- a) The land does not drain well. It is heavy clay and holds water.
- b) The fields in the area often flood after heavy rain.
- c) There have been a number of flooding incidents and sewage overflows on the existing Westminster Park development.
- d) There have been incidents of standing water on existing roads
- e) The proposed Wrexham Road development of 1,300 houses represents a doubling of the existing estate. The new development will connect into existing drainage collection, pumping and treatment facilities in the area. The consequences of this connection on both the existing Westminster Park development and the new area will need proper examination and design to avoid adverse effects.
- f) There needs to be a complete plan in place with costs and responsibilities in place before the development is started.

The residents need satisfactory resolution of these issues including the following.

#### **2.2 Drainage development and Design**

- a) Who will be responsible for the hydraulic modelling and engineering design of the drainage system for the Wrexham Road Development (WRD)?
- b) Will engineers, independent of the developers, be involved in the design?
- c) Who will approve the design on behalf of CWAC?
- d) Will this design of the drainage and its integration into the existing systems be complete and approved for the whole WRD before any construction on the site is started?
- e) Will a Flood Risk Assessment be carried out before the WRD is started?

## **2.3 Consultation**

- a) Will Welsh Water be consulted in the preparation of the Development Brief at the Planning Application Stage for the WRD?
- b) It is understood that the hydraulic modelling of the WRD drainage and its integration into existing systems could take more than 9 months. Will Welsh Water be requested to undertake this work?
- c) Will Welsh Water be asked to adopt the complete drainage system after its completion including dealing with surface water?

## **2.4 Integration**

- a) At what location will the drainage from the WRD be connected into existing systems?
- b) Is this at Sherbourne Avenue or at the top of Circular Drive or at another location?
- c) What is the expected peak flow from the WRD and how does this compare with the existing peak flow downstream of the connection point?
- d) What is the ultimate destination of the drainage? Is this the Treatment Works on Sealand Road?
- e) What calculations have been carried out to assess the ability of existing systems to cope with the increased flows without adverse effects on existing drainage systems?
- f) What changes are proposed to existing systems to cope with these increased flows?
- g) What is the effect on the Treatment Works of the additional flows from the WRD?
- h) What modifications to the Treatment Works are proposed to cater for the increased flows?
- i) Will all these integration issues be resolved before the WRD starts?

## **2.5 Phasing**

- a) What phasing of construction of properties on the WRD is planned? Does this phasing take into account the tie-in of the drainage? For example, construction may stop before 1300 houses if there is insufficient demand. Does this suggest that construction should start at the southern end of the site near the Park and Ride?

## **2.6 Financial Considerations**

- a) Who is responsible for the costs of the drainage systems in the WRD?

- b) Who is responsible for the costs of integration into existing systems and for their upgrading where required?
- c) Have Welsh Water agreed to accept any costs required for upgrading of the Treatment Works?
- d) Have all parties responsible for costs associated with the drainage system accepted these responsibilities before work on the WRD starts?

## **2.7 Liabilities**

- a) Will the developers have liabilities to complete the drainage works regardless of the overall progress of the WRD?
- b) How will these liabilities be financially guaranteed?
- c) In the event of future problems with the drainage system on the WRD or the existing estate, what liabilities will the developers have for corrective work and how will these liabilities be guaranteed?

## **3. Transport Issues**

### **3.1 Infrastructure Delivery Plan (IDP)**

The IDP mentions significant modelling (e.g. 3.1.2, 3.3.4) by the Highways Agency:

- a) Does this include the expected volumes of traffic that will be generated by the WRD?
- b) Will this be modelling be revisited after the mix of houses is determined and before building commences?

### **3.2 Traffic Volumes**

As a result of the modelling or other means:

- a) How many motor vehicles will be owned by residents of the 1300 properties?
- b) How many extra vehicle journeys will result from the development including journeys by visitors to the development?
- c) How many extra vehicles will travel into Chester at peak times through the Overleigh roundabout?
- d) How many extra vehicles will travel at peak times through the A55/A483 roundabout?

### **3.3 Education Implications for Traffic**

Based on the assumptions contained within IDP 4.3.1 – pupil yield primary 0.18 per dwelling, secondary 0.13 (which may need to be revisited in the light of the housing mix) only about half of secondary age children will be able to be accommodated at local secondary schools and that 50% will have to travel to other Chester schools. What will the effect of this on vehicle journeys?

### **3.4 Overleigh Roundabout**

The Transport strategy talks of improvements to the Overleigh roundabout.

- a) What improvements to the Wrexham Road and the Overleigh roundabout are planned to cope with the increased traffic flows?
- b) What will these improvements cost and who is liable for them?
- c) Will guarantees about these improvements and funding be given before construction on the housing development starts?

### **3.5 Western Relief Road**

The Transport Strategy identifies the benefits of the Western Relief Road in terms of reduced congestion for Chester. It highlights that this is important if the Wrexham Road development goes ahead. In view of this, is a study over the next 5 years the correct priority? Shouldn't the WRR be looked at with more urgency?

### **3.6 Cycling and Walking**

The Transport Strategy places a lot of emphasis on persuading people to walk and cycle and states that improvements will be made to make it safer and easier to cycle.

- a) How many car journeys are likely to be replaced by walking/cycling?
- b) Is this based on aspiration or realistic expectation based on experience?
- c) How likely is that funds will be found to improve cycling/walking facilities in the area?
- d) Is it planned to include the ability to walk from the Overleigh roundabout to the A55 in these improvements?

### **3.7 Access to Westminster Park**

- a) Will vehicular access to the WRD be solely from the Wrexham Road?.

## **4. Infrastructure Issues**

### **4.1 Housing**

- a) What is the planned mix of larger and smaller houses?
- b) How many affordable houses are planned?
- c) Is it intended to have any custom built Houses of Multiple Occupancy (HMO's) on the estate?
- d) Who will be responsible for determining the mix (a, b, c, above)?
- e) STRAT 1, "Sustainable Development" sets out a series of principles to be followed - whose responsibility is it for ensuring these are monitored and met?

Is it intended to have custom built HMO's within the development?

## **4.2 Schooling**

STRAT 1 states it is intended that the WRD includes a new primary school.

- a) Is it accepted that this school is needed?
- b) If so, at what stage of the development will it be built?

## **4.3 Community Facilities**

STRAT 11, 5.97 comments on infrastructure improvements but, other than new primary school, none are mentioned. What plans are there for:

- a) Shops?
- b) Open spaces, park and play areas?
- c) Medical facilities such as doctors?
- d) Pub?