

MEMORANDUM

From: Service Manager Environment

To: Head of Environment & Planning

Our Ref: P/2017/1054

Your Ref: P/2017/1054

Date: 24 July 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3346 5622 Land at Home Farm, Gresford Road, Llay

Development: Application for approval of reserved matters pursuant to outline planning permission P/2014/0905 – access, appearance, landscaping, layout and scale for the erection of 362 dwellings on all phases, including 255 affordable housing, public open space, play facilities, associated works including surface water attenuation basins and the erection of two substations

I refer to your revised consultation dated 24 July 2018 in respect of the above.

The design of the internal roads appears to be in full accordance with current Council guidelines; the amendments made to the horizontal alignment are considered acceptable.

The footway requested on the inside of plots 63 -77 & 29 – 36 has still not been shown – this will have to be dealt with by condition

There is nothing within the current application which considers how the development site will link into or complement the existing Active Travel route. There is scope to improve the existing and proposed Active Travel routes. It is considered that a development of this size should contribute towards improving these routes.

Since being granted planning approval in 2017 the frequency of the bus service in the vicinity of the site has significantly reduced. The no. 34 bus now only passes the site 3 times a day and only 3 days a week. The site is not therefore as sustainable as at the time of the appeal hearing and the developer should therefore be considering how to improve the bus service provision to the site.

There are some outstanding issues with the Travel Plan. As previously indicated:

Para 3.16 refers to facilities within walking distance but there are currently inadequate links proposed from the site. Current legislation requires the developer to consider improving /providing Active Travel routes.

Para 3.17 refers to the topography of the area being generally conducive to walking and the existing routes being safe and lit. Can they clarify if the routes to school are adequately lit and are of suitable gradient.

Para 3.19 refers to cycling links but there are currently inadequate links proposed from the site. Current legislation requires the developer to consider improving /providing Active Travel routes

Para 3.24 shows the level of bus provision has drastically reduced. The alternative bus services are in excess of the 400m maximum walking distance identified by the CIHT referenced in para 3.21. The site was identified at the appeal as highly sustainable but there are inadequate footway / cycle links proposed and the current bus service is very poor.

Para 6.3 refers to the travel plan promoting walking and cycling but there are no improvements proposed and the north of the site doesn't now link to Crown Crossroads as had been indicated at the Appeal.

Para 7.4 refers to safer routes to school and the developer should therefore be considering how a safer route to the schools can be provided – are there any footpath links that can be improved, have they been looked at? There is nothing within the application or travel plan which even states where the existing or proposed active travel routes are. Has the developer looked at improving existing or providing proposed active travel routes?

I have taken advice from Sustrans on potential improvements to the existing and proposed active travel routes in the vicinity of the site. Whilst the paths are passable there is a need for improvements to surfacing, width, hand rails, general upgrade and possibly even lighting. Sustrans preferred option was for the developer to contribute a sum of money towards upgrading the active travel routes which could then be match funded by Welsh Government.

It is not therefore unreasonable to request the developer to pay £20000 towards improvements to Active Travel routes. Whether this is dealt with by condition or through the travel plan is a matter for you to decide.

I recommend that any permission include the following conditions:

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R

E06N

E07N

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Detailed layout, lighting, design, drainage and construction of the proposed new footway / carriageway,

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTDC SUBMISSION OF FURTHER DETAILS (STRAIGHT MILE JUNCTION)

026R

A scheme demonstrating an appropriate right turn ghost island junction on the B5102 Straight Mile shall be submitted for further approval by the Planning Authority in consultation with the Highway Authority prior to any development commencing on site. The approved scheme shall be implemented prior to occupation of the first dwelling

NONSTDC SUBMISSION OF FURTHER DETAILS (GRESFORD ROAD)

026R A scheme demonstrating an appropriate priority T junction on B5373 Gresford Road shall be submitted for further approval by the Planning Authority in consultation with the Highway Authority prior to any development commencing on site. The approved scheme shall be implemented prior to occupation of the first dwelling

NONSTDC VISIBILITY SPLAYS IN BOTH DIRECTIONS (WHOLE SITE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays in accordance with Welsh Government guidelines Manual for Streets. . Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTDC SUBMISSION OF FURTHER DETAILS

026R

E06N

E07N

No part of the development shall commence until a scheme detailing the provision of the following has been submitted to and approved in writing by the Local Planning Authority:

- Speed limit amendments to B5102 Straight Mile
- Traffic calming measures along B5102 Straight Mile
- Traffic calming measures along B5373 Gresford Road
- Proposed pedestrian crossing points along B5373 Gresford Road
- Improvements to the existing and proposed pedestrian links under the Active Travel legislation.
- Footway on the inside of road fronting plots 63 – 77 and 29 - 36

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTDC ACTIVE TRAVEL ROUTE CONTRIBUTIONS

051R The developer shall contribute a sum of £20,000 toward the improvement of Active Travel routes in the vicinity of the site

NOTE

E06N CONSTRUCTION OF ACCESS AND ESTATE ROADS ETC

This planning permission requires that development be carried out in accordance with the approved plans, including the construction of an estate road intended for adoption by the Council under the Highways Act 1980. It is essential therefore that the detailed proposals are submitted to the Highway Authority and confirmed as acceptable BEFORE development commences. Please contact the Highway Authority on telephone no. 01978 729696 for further guidance.

Peter Dosthwaite

