

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2021/0110	FAO:	Matthew Phillips
Date:	14 th May 2021	Your Ref:	P/2021/0110

**Land to the North and South of Lane Farm, Rossett Road, Trevalyn, Rossett LL12 ODS.
Reserved matters pursuant to outline application P/2018/0560.**

Further to your consultation dated 02/02/2021 and further information provided on 21/04/2021 in respect of the above, I comment as follows:-

Site Layout

A vehicle tracking diagram has been provided to show that a 11.210m refuse lorry can access most parts of the site and turn safely to avoid significant reversing. There is substantial overhanging of footways in some locations, particularly the turn close to plots 127-130, which raises concern if this turning head is not kept clear.

A large section of the internal road network appears to be classed as shared private driveways. Tracking has not been undertaken for these sections and the turning heads do not appear long enough to allow a large vehicle to turn. Even if residents are required to take refuse to the end of the driveways for collection it is likely that other large vehicles will use the driveways, including potentially frequent delivery lorries.

Parking

The overall provision of parking spaces is the maximum permitted by the Wrexham County Borough Council Parking Standards, including an external parking area of 13 spaces off Trevalyn Way, which has footway access into the development site. It is assumed this would be used by visitors. Most dwellings have been allocated parking spaces within the Parking Standards. The plans provided suggest that plots 28, 51, 52, 54, 76, 79 'Ashbourne' houses and the plot 35 'Cambridge' house are 4 bedroom dwellings, in which case parking provision should be a maximum of 3 spaces. They are each allocated 4 spaces, which is above the maximum of 3 for a four bedroom house.

Footway/cycleway

A 3m wide shared use footway and cycleway has been provided along the full length of both frontages, set back from the road and tied into the existing footways.

Conclusion

Parking provision is largely within the limit set out in the Parking Standards, although it should be confirmed that those plots with 4 spaces have 5 or more bedrooms.

The shared use path along the site frontages has been provided as requested.

There is some concern over the design of the site with long shared driveways that do not have turning facilities for larger vehicles. This is likely to encourage significant long distance reversing by larger vehicles such as delivery lorries. The tracking provided has shown that a refuse lorry can access all parts of the site excluding the private driveways, although with significant overrunning of footways in some locations. These issues however are not of sufficient severity to prevent the development proceeding if you are mindful to grant planning consent.

A handwritten signature in black ink, appearing to be 'R. K. M.', is positioned at the top left of the page.

Chief Officer, Environment & Technical