

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Matthew Phillips

Our Ref: **Your Ref:** P/2020/0354

Date: 8th January 2021

Land off Hillock Lane, Gresford, Wrexham LL12 8YN
Proposed residential development of 109 units with associated access and highway improvements.
Revised site access plan. Drawing number 1856-F03

Further to your email dated 30/11/2020 in respect of the above, and in clarification of comments previously provided, I comment as follows:-

Traffic Impact on Hillock Lane and its junction with Wynstay Lane

I have raised concerns in previous memos about the relative increase in vehicle numbers using Hillock Lane and the Hillock Lane/Wynstay Lane junction, both of which are substandard to serve a development of this nature. The significant increase in demand would increase the risk of accidents occurring especially at the junction. The increased pedestrian and cyclist use of Hillock Lane would also lead to an increased likelihood of accidents involving vulnerable road users.

Vehicular access

The vehicle access is as previously agreed, with adequate visibility and demonstrated ability to accommodate a 11.2m refuse vehicle.

Footway and pedestrian crossing

The design now includes a continuous footway along the full frontage of the site. This necessitates a narrowing in the road. The provision of an informal crossing at this point is welcomed.

Existing Public Right of Way

The issue of the existing PROW becoming disconnected from the footway on the southern side of Hillock Lane is now resolved.

Conclusion

I would support refusal of this application on highways grounds because of the increased likelihood of collisions occurring between pedestrians and vehicles on Hillock Lane and because of the increased use of the substandard Hillock Lane/Wynstay Lane junction.

The issues relating to the provision of footways, pedestrian crossing and maintaining connection to the existing PROW have been resolved. As previously stated, a Stage 1 Road Safety Audit would be required at the site access prior to any construction work commencing.

Chief Officer, Environment & Technical