

Our Ref: 2479-01/LK/2

2nd July 2019

Ms Mared Rees-Jones
Area Planning Officer
Wrexham County Borough Council
16 Lord Street
Wrexham
LL11 1LG

planning

transportation
planning

environment

design

By Email Only

Dear Mared

**PLANNING APPLICATION REFERENCE: P/2018/1063
PROPOSED RESIDENTIAL DEVELOPMENT, VICARAGE LANE, GRESFORD**

Introduction

I refer to the recent consultation response memorandum from the Local Highway Authority (LHA) dated 12th June 2019 in respect of the above application, that was a response to the J10 Planning letter and issue dated 11th June 2019. It was released to us on 27th June 2019.

I am writing to set out a response to the points raised in the memorandum. For ease of reference I will respond to the issues raised in broadly the same order as they are presented in the memorandum.

Transport Statement

- The issue of connectivity between the site and the village centre by foot now appears to be the main and sole substantive area of disagreement between the applicant and the Council (pending agreement that other more minor issues addressed elsewhere in this letter below are confirmed as being acceptable).
- The mention of the site being some 125m away from the village centre (i.e. excluding the traffic calming scheme) is not considered to be relevant given that the traffic calming scheme and associated footway form an intrinsic part of the proposed development / planning application. Therefore, the footway shortfall is approximately 80m along Vicarage Lane, which is considered to be acceptable for various reasons set out in previously submitted documentation (e.g. the Transport Statement and our letter dated 24th April 2019) and not 125m.

Chester Office:
Well House Barns
Bretton
Chester
CH4 0DH

South Manchester Office:
Camellia House
76 Water Lane
Wilmslow
SK9 5BB

- For the avoidance of doubt:
 - i) The distance between the south-eastern corner of the site's frontage to Vicarage Lane and the existing footway at the Chester Road / Vicarage Lane / High St crossroads is some 357m.
 - ii) Currently, there is no footway provision along this entire section of Vicarage Lane;
 - iii) As part of the proposed development, new footway infrastructure will be provided along parts of the site frontage, within the site itself and off-site near the Plough Public House; thereby providing safe dedicated pedestrian access.
 - iv) Of the 357m long section which does feature any footway provision, there is only a gap of just 80m where it is not possible to provide any improvement.
 - v) Therefore, the proportion that will be improved **is 78% of the total 357m distance.**

Site Access – Turning Provision

- With regard to the turning head at the end of the private cul-de-sac serving plots 1-8, the swept path drawing (now revised to **drawing 2479-01-SK03 C** - enclosed) accommodates a 3.5T van.
- Our letter dated 25th April 2019 set out the reasons for why this was deemed to be acceptable - namely because a 3.5T van is likely to be the largest vehicle size using that turning area, particularly given that plots 1-8 front onto Vicarage Lane.
- It is re-confirmed that the culs-de-sac serving plots 1-8, 39-41 and 32-37 would be privately maintained via a residential management company to be set up by the applicant.
- For the cul-de-sac serving plots 9-17 / 42-44, and as requested in the LHA's recent response, a 2m margin has been added around the full extent of the end of the cul-de-sac. This is shown on the revised site layout plan (base architects drawing PL-002 Rev G) and on the enclosed Axis **drawing 2479-01-SK03 C**.
- The locations of the proposed bin store / collection points were included on the previous site layout plan and these were informed through discussion with the Council's Waste Strategy Officer (Catherine Golightly) at that time.
- The collection points have been revised to ensure that they are large enough to be able to store 2 bins per property for the number of properties that they will serve on the adjacent culs-de-sac. This is shown on the latest site layout plan.
- The architect has assumed that there would need to be adequate provision for both a standard refuse and recycle bin to be positioned at the same time, as a worse-case scenario. These have been indicated within the hatched circles on the drawing.

- In terms of the requirement for localised widening on the internal loop road to accommodate the refuse vehicle movements, and as mentioned in our previous letter dated 25th April 2019, this is not considered to be necessary given that:
 - The layout has been shown to work on the refuse vehicle swept path drawing;
 - No vehicles would be blocked by the refuse vehicle waiting momentarily in the loop road (e.g. vehicles would travel the other way around the loop to get in or out);
 - The scheme is small – 44 units, so the refuse vehicle would be able service the entire site within around 10-15 minutes, once per week or every fortnight. Similarly, the traffic flows within the site will be very low;
 - MfS (section 6.8) indicates that refuse vehicles will transgress into both sides of the carriageway, but that this is acceptable given the infrequency of refuse collection movements; and,
 - A wider carriageway would end up dominating the layout.
- Furthermore, to add to the above, the concerns appear to revolve around the assumption that parked cars would be situated on the estate road and may block the path of the refuse vehicle. However, the scheme fully meets the Council's maximum parking standards, therefore there is no reason to suspect that regular overspill of on-street parking will occur.

Again, as noted in our previous letter dated 25th April 2019, I note that the LHA has not actually objected to the application but has merely expressed an unwillingness to support the proposal. In view of the responses above, we would ask if this position might be reconsidered so that the LHA can support the scheme, subject to conditions.

I look forward to hearing from you.

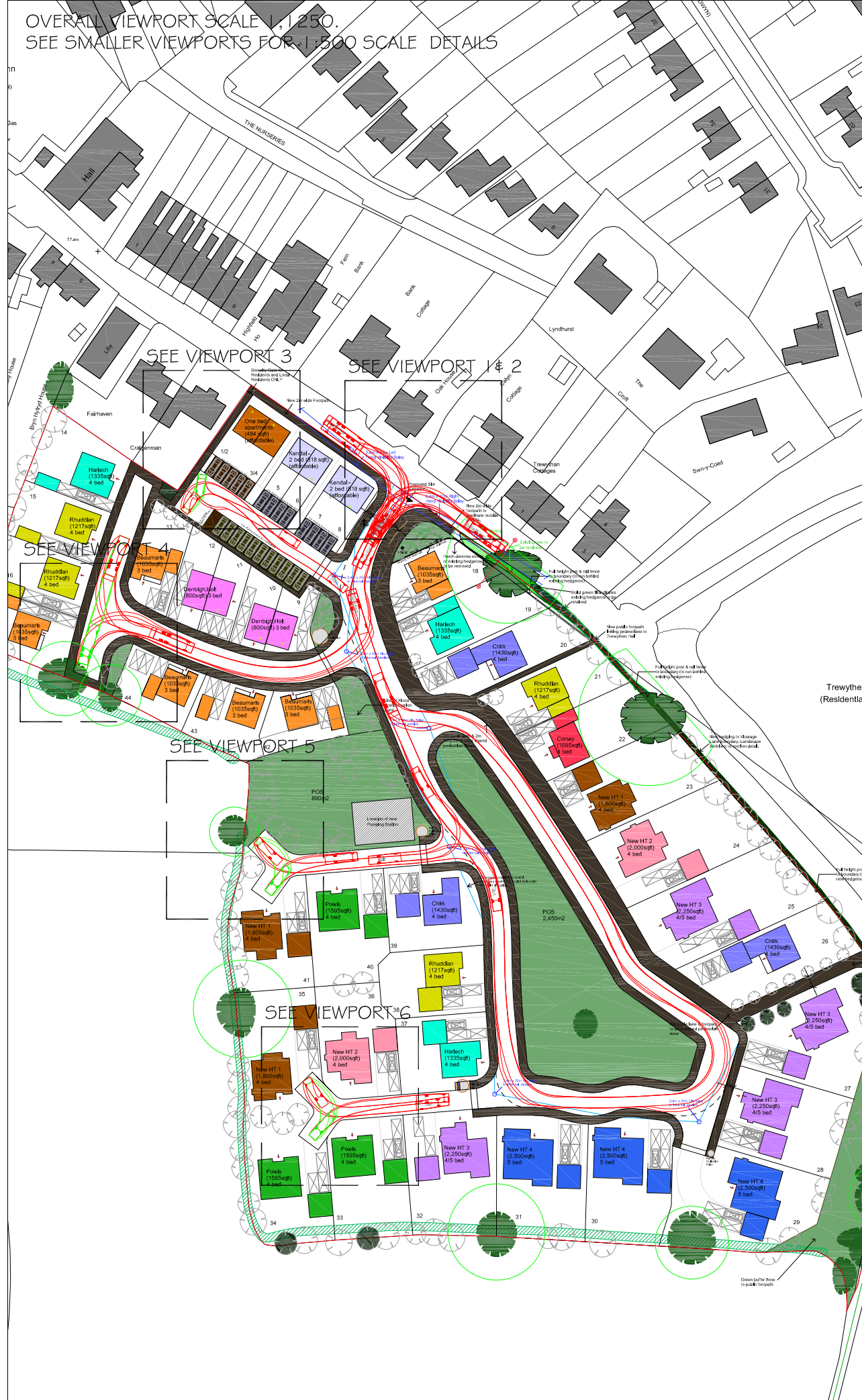
Yours sincerely,



Lee Kendall
Technical Director
For and on behalf of Axis

Enc: Drawing 2479-01-SK03 Rev C

CC: Justin Paul – J10 Planning
Mike Forgrave – Gower Homes



The site plan shows the proposed development at 18 Kendal Road, which is a 3-bed house (1035sqft) with an orange hatch. The site is bounded by Kendal Road to the north and east, and a sloping low level wall to the south. The plan includes the following features and annotations:

- Proposed Site Entrance:** Indicated by a black arrow pointing to the entrance of the proposed development.
- Hand Visibility Splays:**
 - 2.4m x 33m Left Hand Visibility Splay:** Indicated by a red line and text.
 - 2.4m x 41m Right Hand Visibility Splay:** Indicated by a blue line and text.
 - 2.4m x 25m Vis. Splay to Internal Junction:** Indicated by a blue line and text.
- Proposed Features:**
 - 2.4m x 33m Left Hand Visibility Splay:** Indicated by a red line and text.
 - 2.4m x 41m Right Hand Visibility Splay:** Indicated by a blue line and text.
 - 2.4m x 25m Vis. Splay to Internal Junction:** Indicated by a blue line and text.
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- Surrounding Properties:**
 - Kendal - 2 bed (818 sqft) (affordable):** A purple-shaded property to the north of the site.
 - Beaumonts (1035sqft) 3 bed:** An orange-shaded property to the south of the site.
- Other Features:**
 - Proposed Site Entrance:** Indicated by a black arrow pointing to the entrance of the proposed development.
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The site plan for the Craigieburn Development shows the following details:

- Buildings:**
 - One bed apartments (484 sqft) (affordable) - Orange building at the top right.
 - Beaumaris (1035sqft) 3 bed - Orange building at the bottom left.
 - A pink building at the bottom center.
- Parking and Access:**
 - 11/12 Parking Spaces for Local Residents - Green area at the bottom right.
 - 13/14 Parking Spaces for Local Residents - Green area at the bottom left.
 - 15/16 Parking Spaces for Local Residents - Green area at the top right.
 - 17/18 Parking Spaces for Local Residents - Green area at the top left.
- Lot Numbers:** 11, 12, 13, 5, 2.
- Proposed Paths:** Indicated by red and green lines.
- Other Features:** A red line runs diagonally across the site, and a green line runs along the bottom edge.

Site plan of the proposed new hospital building. The plan shows the layout of the building, including the main entrance, reception area, and various rooms. The rooms are labeled with their names and areas:

- POS 890m2
- Locat Pump
- New HT 1 (1,800sqft) 4 bed
- Powis (1595sqft) 4 bed

The plan also shows the location of the existing building and the proposed new building. The new building is shown in green, and the existing building is shown in brown. The plan includes a north arrow and a scale bar.

Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

5.330

1.986

0.338

3.3

3.5l Panel Van

Overall Length 5.339m

Overall Width 1.986m

Overall Body Height 2.565m

Min Body Ground Clearance 0.338m

Track Width 1.986m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 6.400m

8.00

Technical drawing of a truck chassis showing dimensions for the wheelbase and axle positions. The drawing includes a side view of the chassis with a wheelbase of 11.22. Below the chassis, a dimension line indicates the distance between the front and rear axles, which is 5.814. The distance from the front axle to the center of the chassis is 1.395, and the distance from the rear axle to the center of the chassis is 1.385.

Date	Time	Location	Weather	Wind	Temp	Humidity	Pressure	Remarks

Chester Office West House Barns Barrow Chester CH4 6DH		South Manchester Office Canalside House 75 Water Lane Wilmotow S94 5BB		axis
0844 8700 007		www.axisreport.co.uk		
client:				
project: VICARAGE LANE, GRESFORD				
drawing title:				
SWEET PATH ANALYSIS				
date: DEC 2018				
drawing number:		drawn by:	checked:	
2479-01-SKO3		BA	UK	
		status: --		
scale(s):		rev:		
1:500 @A3 UNLESS STATED		C		
planning environment design				