

# MEMORANDUM

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**From:** Chief Officer Environment & Technical      **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2018/1063      **Your Ref:** MRJ/P/2018/1063  
**Date:** 11<sup>th</sup> July 2019

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 350 545 Land West of Bryn Isa, Vicarage Lane, Gresford, Wrexham.

**Development:** Proposed residential development for 44 no. residential dwellings (of which 25% - 11 no. will be affordable ), public open space, landscaping, means of highway and pedestrian access, local highway and pedestrian infrastructure improvements along Vicarage Lane, foul sewerage pumping station and new off-street parking provision for existing residents.

I refer to the email from J10 Planning dated 02/07/2019, letter from Axis Planning dated 02/07/2019 and revised layout plan (Drg. No. PL-002 Rev G) in respect of the above.

## **Transport Statement**

Axis Planning disagree that pedestrians from the development site would have to walk a significant distance along Vicarage Lane without the benefit of a footway. The Transport Statement indicates that this distance is just under 80m with the proposed traffic calming scheme and approximately 125m without the proposed traffic calming scheme.

Although the additional footway provision along Vicarage Lane would offer some improvement in respect of pedestrian safety, it is considered that the scheme will introduce new issues with the introduction of a priority working system and reduced carriageway width. The proposed scheme is not supported by our Traffic Section or Road Safety Section for reasons highlighted previously and will no doubt be objected to by local residents.

Whether the distance is 80m or 125m, the development does not in our opinion meet Welsh Government Guidelines (TAN 18) which requires safe walking and cycling routes to local facilities and bus stops.

Given the nature of the vehicles that use this section of Vicarage Lane ie/ milk tankers, large tractors / trailers it is still remains a significant concern that pedestrians would have to walk to and from the village without a continuous footway link. A significant percentage of the existing vehicle movements along Vicarage Lane can be attributed to HGVs throughout the week and on weekends as indicated by the previously submitted Transport Statement.

## **Site Layout - Access**

The proposed visibility splays indicated at the junction fronting plot 20 are considered adequate.

## **Site Access – Turning Provision**

Any proposed turning heads will need to comply with WCBC Adoptable Standards.

Swept Path Analysis Details have been indicated for the proposed access points and turning heads on layout plan (Drg. No. 2479-01-SK03 Rev A) based on the following vehicles:-

- 3.5 T panel Van (5.3m long)
- 7.5 T Box Van (8m long)
- Refuse Wagon (11.2m long)

### Viewport 1 & 2

Indicates an 11.2m refuse vehicle accessing the main access and is considered acceptable.

### Viewport 3

Indicates a 3.5T Panel Van turning within the access road serving plots 1 – 8. I would recommend that a suitable turning head is provided to accommodate the turning movements of a medium sized delivery vehicle (see attached detail) eg/ Tesco delivery van. Deliveries along the frontage of Vicarage Lane should be avoided as cars already park on the opposite side of the road (ie/ existing residents).

Please ask the applicant to provide an amended layout plan indicating this detail.

I understand that this access road will be managed by a private management company

### Viewport 4

Indicates an 11.2m refuse vehicle turning within the access road. However, this cul de sac / side road would need to be constructed to adoptable standards if it is to be serviced by such a vehicle. The proposed layout of this cul-de-sac appears acceptable.

### Viewport 5 & 6

Indicates a 7.5T Box Van turning within the access road. The proposed turning head is considered acceptable.

I understand that this access road will be managed by a private management company.

Manual for Streets recommends that refuse vehicles reverse a maximum of 12m along any estate roads. I previously recommended that the applicant considers providing refuse / re-cycling collection points for the proposed shared private driveways in the interest of highway safety.

The revised layout plan appears to show refuse / recycling collection points for all three private cul-de-sacs which our Waste Strategy Officer considers to be acceptable. These areas will need to be surfaced with hard paved materials.

#### Waste Disposal / Recycling / Deliveries

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

The refuse collection points indicated on submitted layout plan (Drg. No. 2479-01-SK03 Rev A) do not appear to indicate any specific details of how a given number of bins for each property would be sited at the end of each cul de sac.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

I would recommend that localised carriageway widening is provided on the bends around the central public open space to accommodate the movements of an 11.2m long refuse vehicle. This is not demonstrated on the submitted layout plan. Any parked vehicles along this section of estate road may well prevent access by a refuse vehicle.

#### **Footway / Cycleway Provision**

The proposed 3m wide shared cycleway / footway link is considered acceptable.

The submitted layout plan (Drg. No. PL-002 Rev G) appears to indicate a 2m wide footway around the perimeter of the public open space which is considered acceptable.

I have no further comments to raise in addition to those raised in my previous memo dated 12/06/2019.

#### **Conclusion**

Subject to providing a suitable turning head to serve plots 1 – 8 and localized widening provided on the bends around the central public open space, the proposed layout appears acceptable.

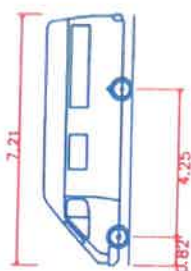
However, the proposed development site would not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

The proposed traffic calming / footway scheme is not supported by our Traffic Section or Road Safety Section for reasons highlighted previously and will no doubt be objected to by local residents.

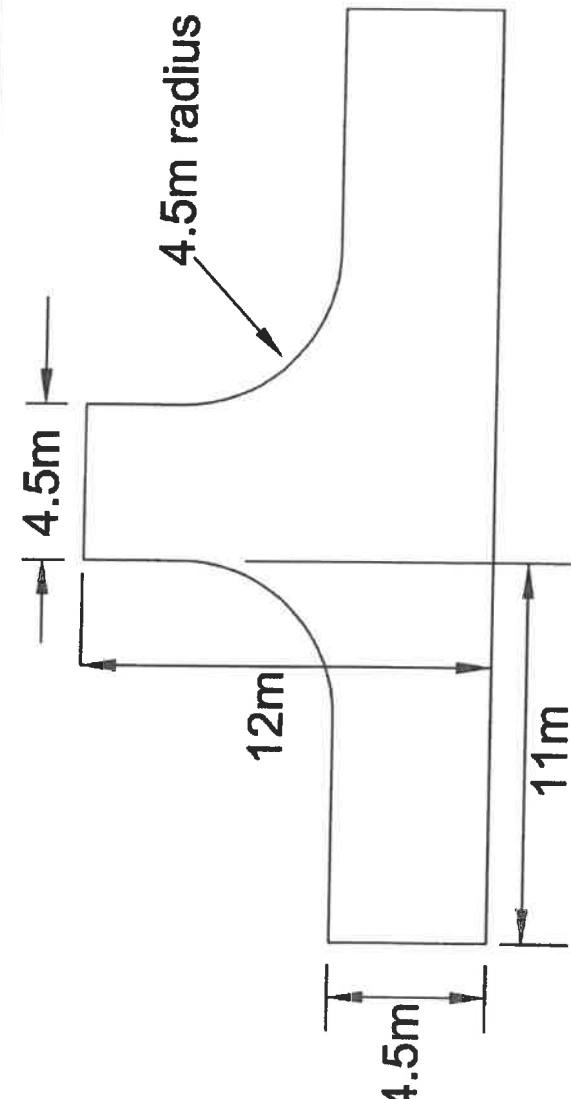
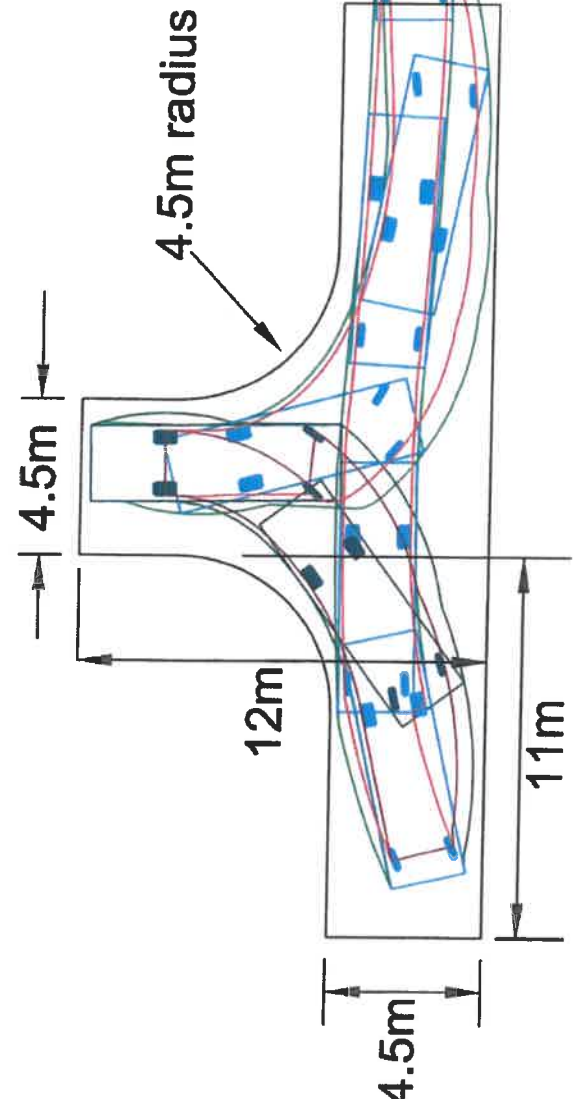
I would therefore consider the proposed development site to be in an unsustainable location for a development of this size (approx. 44 dwellings) and does not support the opportunity for residents to walk safely to local facilities and public transport stops. I would therefore not be able to support any application for such a development in this location for the reasons given above.

A handwritten signature in dark ink, appearing to read 'P. A. Fair', with a stylized flourish at the end.

<sup>18.</sup> Chief Officer Environment & Technical



- 7.5t Panel Van
- Overall Length 7.210m
- Overall Width 2.192m
- Overall Body Height 2.544m
- Min Body Ground Clearance 0.316m
- Track Width 1.865m
- Lock to Lock Time 4.00s
- Kerb to Kerb Turning Radius 7.400m



Scale 1:200