



PRE-APPLICATION CONSULTATION REPORT (PAC)

**Prepared on behalf of Gower Homes Ltd & the owners (Miss C Houston, Miss K Houston,
Mr M Houston & Mrs K Davenport)**

in support of a

Detailed Planning Application

for the

***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 resident parking provision for existing residents.***

to Wrexham County Borough Council

On land west of Bryn Isa, Vicarage Lane, Gresford, Wrexham, LL12 8UR

December 2018

Ref. J10-GH-PS-RevA

CONTENTS	PAGE
1.0 INTRODUCTION & BACKGROUND	2
Legislative Requirements	3
The Benefits of Consultation	4
Method and Summary of Consultation	6
Key Issues Raised and Identified	9
2.0 DMO FEEDBACK and THE APPLICANT’S RESPONSE	12
Summary	22
3.0 APPENDICES	24
APPENDIX A : DMO Paperwork	
• Site Notice Photo	
• Online Web Consultation Page	
• Neighbour Notification Area	
• Emails to statutory consultees	
• Notice 1 B	
• Notice 1 C	
APPENDIX B : DMO Statutory responses	
• WCBC : Drainage	
• WCBC : Highways	
APPENDIX C : DMO Community Group feedback	
• Gresford Community Council	
• Gresford IMAGE Group	
• Gresford News Facebook page	
APPENDIX D : DMO Resident feedback	
• Community : Local Residents	

1.0 INTRODUCTION & BACKGROUND

- 1.1 This Pre-Application Consultation Report (or PAC) has been prepared and undertaken by J10 Planning Ltd (the Agent) acting on behalf of Gower Homes Ltd & the owners (Miss C Houston, Miss K Houston, Mr M Houston & Mrs K Davenport) (the joint Applicants).
- 1.2 The land associated with this proposal comprises an area of previously undeveloped agricultural land located on land west of Bryn Isa, Vicarage Lane, Gresford, Wrexham, LL12 8UR. The site comprises a single field parcel located on the southerly perimeter of the village that extend to 2.75 ha (6.8 acres) in area.
- 1.3 It accompanies and supports the submission of a Detailed Planning application to Wrexham County Borough Council (WCBC) for the proposed development of the sites for residential use.
- 1.4 Accordingly, the purpose of this supporting statement is to:
- **explain the statutory pre-application process;**
 - **discuss the benefits of consultation;**
 - **review the DMO pre-application process;**
 - **identify the key issues raised by consultees; and**
 - **demonstrate how the applicant has sought to respond to the consultation feedback and how the proposed development might have changed and been shaped and informed by this process.**
- 1.5 We consider that this document will serve to demonstrate that the applicants have followed a rigorous and robust method of engagement which has helped shape the proposals and become embraced by the applicant; but also, a process that has generated positive responses from consultees.
- 1.6 The applicant believes that this report, in association with all the other supporting statements and drawings linked to this submission, will assist and provide the Local Planning Authority with a clear basis for interpretation and decision making.

Legislative Requirements

- 1.7 The recently assented Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 means that from 1 August 2016 a far greater emphasis upon pre-application consultation with key stakeholders was introduced and a formal (Development Management Order (DMO) process was activated.
- 1.8 This now places a responsibility upon applicants to undertake and follow a pre-application procedure of formal consultation and engagement with key statutory consultees (e.g. NRW, DCWW, CADW, HSE, etc), the Local Authority, Town/Community Councils, local Ward Councillors, local residents and neighbouring businesses.
- 1.9 It applies to all Major applications (outline or detailed) where the project involves over 1,000 sqm of non-residential space and/or the site exceeds 1.0 ha or where the site involves 10+ residential dwellings and/or a site over 0.5 ha.
- 1.10 Even before the DMO process was introduced in Wales, front-loading the pre-application stage, amongst many practitioners, became best practice and its benefits are recognised as adding value, saving time and resources when one reaches the formal submission stage of a proposal. This more formal statutory duty is a significant step-change and places a big responsibility upon applicants, but also obliges those consulted to respond in a timely and full manner.

Benefits of Consultation

- 1.11 All development has the potential of influencing and changing the local economic, social, cultural, built and natural environments. Place-making and sustainable development are at the core of the planning and development process and development of any worth, will have impacts upon the fabric of our communities long after it has been built; hopefully positive ones.
- 1.12 The DMO process has therefore sought to “flush out” any areas of concern and ensure that no surprises are raised through the more formal statutory consultation period that will inure now the application has been formally submitted for determination.
- 1.13 The legislative requirements now placed upon applicants for major development projects are not for the faint hearted. The process essentially means that a significant (financial and resource) investment must be made before any such application is submitted for determination; thus “front-loading” a scheme more than ever before.
- 1.14 This means that the applicant must be confident that the application will have a good chance of succeeding and being approved. It places a massive amount of responsibility upon the applicant and his team to present and design a proposal that not only generates positive responses in relation to technical issues (such as highways, drainage, ecology, etc) but makes every attempt at second-guessing the more subjective opinions in relation to items such as design and infrastructure matters.
- 1.15 The fact is that the DMO process is required for both Outline and Detailed applications so even Outline submissions are not immune and gone are the days when a simple red line around a site was good enough for the principle of development to be deemed acceptable.
- 1.16 Nowadays even the simplest of (Outline) applications must address a host of technical issues and because of these more recent legislative pre-application changes the onus upon the applicant cannot be underplayed.
- 1.17 Thus, the process now effectively deters opportunistic and speculative applications because the investment in the project is too much to risk such investment. It is our opinion that the changes will mean that applications which do come forward will be “serious” and will have invested positively in solutions that make every attempt to pre-empt key issues.

- 1.18 Whilst there is a greater amount of responsibility placed upon the applicant to ensure pre-application consultation and engagement is sound and robust there is also a duty now upon consultees to respond in a comprehensive manner so that all key issues can be “ironed out” and satisfactorily addressed and, hopefully, resolved prior to the formal planning application being subsequently submitted.
- 1.19 Therefore, consultees have a duty to ensure they don’t “hold back” or remain silent at this stage because this is their opportunity to engage and be equally honest and transparent in their response, The Welsh Government have introduced this DMO procedure so that by the time an application is formally submitted for determination the process is largely administrative.
- 1.20 This is not to say there will not be issues to still address and overcome at the application stage, but the pre-application process ought to be the forum where issues are raised, so it is no good consultees remaining silent and then raising issues that they could have raised during the DMO stage as this is not what the new legislation is about.

Method and Summary of Consultation

- 1.21 It has, of course, been necessary and important to enter into dialogue with the very body that is responsible for local planning matters; that is Wrexham County Borough Council and indeed the applicant has gone beyond the minimum standard requirement set out in the DMO process by liaising and engaging with many of the organisations, bodies, groups and agencies as part of the pre-application process.
- 1.22 This has been reported in the supporting **Planning Statement** and is reported in **Appendix A** to that statement. It is clear from that pre-application process that Planning Officers have been supportive of the applicant's proposal. The Highway Officers have been reluctant to offer support, but we believe that all their concerns have been now satisfactorily addressed.
- 1.23 Indeed, we contacted the local Ward Councillors (Andrew Atkinson and Russell Gilmartin) and managed (on 13 August 2018) to meet with and discuss the proposals with the most local Ward Councillor (Andrew Atkinson) before the DMO process began on 24 August 2018.
- 1.24 Besides holding several meetings with Officers at Wrexham County Borough Council, we liaised with a host of others (e.g. NRW, DCWW, HSE, CART and the Council Planning, Highways and Environmental Protection teams).
- 1.25 We have been guided by the Guidance on the DMO process published by Welsh Government and followed the requirements as set out in the table below:

REQUIREMENT	ACTION	STATUS
Display a site notice in at least one place on or near the land to which the proposed application relates for a period of no less than 28 days before submitting an application for the proposed development	Two sets of site notices were erected and displayed on the perimeter of the site with both sets being visible upon the Vicarage Lane frontage	Notice 1B : complete
Write to "any owner or occupier of any land adjoining the land to which the proposed application relates"	Some 60+ notices were distributed to all neighbouring owners/occupiers of land and premises (and residential dwellings) in the locality of the site	Notice 1B : complete
Make the draft planning application Information available publicly	A full draft application pack was produced and made available online with an online comments form	J10 website : consultation portal
Consult community and specialist consultees before applying for planning permission	Notice was served upon the Wrexham CBC (highways, environmental health and planning), NRW and Welsh Water.	Notice 1C : complete

	Also, Notice was served upon the Gresford Community Council and the local Ward Councillors (Andrew Atkinson and Russell Gilmartin). All draft material was placed upon the Consultation Portal of the J10 website (where an online comments form was available) with the ability to download any item. For those with no personal access to the internet reference was made to the Gresford Library where free use of computers offered anyone without internet or computer access the ability to view the material online.	
Consider if Environmental Impact Assessment (EIA) is required for the project	No EIA Screening Opinion has been submitted due to it not meeting the legislative threshold	Not Applicable
Submit a pre-application consultation report (PAC) as part of the planning application	This report fulfils this requirement	Complete

1.26 The formal Notices (1B and 1C) were made available in both the Welsh and English languages.

1.27 The PAC is required to contain the following:

- a. *a copy of the site notice (**Notice 1B**)*
- b. *a declaration that the site notice was displayed in accordance with the statutory requirements, i.e. in at least one place on or near the development site for no less than 28 days (**Photos of Site Notice**)*
- c. *a copy of the notice given to owners and occupiers of adjoining land (**Notice 1B and plan illustrating extent of addresses served**)*
- d. *copies of all notices provided to councillors, town and community councils, and specialist consultees (**Notice 1C**)*
- e. *a summary of all issues raised in response to the statutory publicity (i.e. site notice and letters to owners, occupiers) – the developer must confirm whether the issues raised have been addressed and, if so, how they have been addressed (**see pursuant section**)*
- f. *copies of all responses received from specialist consultees with an explanation of how each response has been addressed by the developer (**see pursuant section**)*

1.28 Items (a), (b), (c), (d) are provided – please refer to **APPENDIX A**.

1.29 Item (f) : copies of all responses : are provided – please refer to **APPENDIX B**.

- 1.30 Items (e) and (f) : are detailed in the pursuant two sections that follow; noting that all responses received from community representatives and residents are available in **APPENDICES C and D.**
- 1.31 There is no set or standard template / format for the PAC and it is up to the applicant to determine the best way of presenting this material. It is hoped that this PAC provides a helpful and understandable way for all parties to navigate the process.

Key Issues Raised and Identified

1.32 The DMO process generated responses from a small circle of statutory consultees. The table below identifies who they were and what the key issues were.

CONSULTEE	SUMMARY OF ISSUES RAISED
WCBC Highways	Access visibility splays can be provided – may require some hedgerow removal and re-alignment Traffic management / priority system proposals are unacceptable and not supported due to visibility issues, traffic building up at junction and vehicles (esp. large ones like milk tankers) presenting build up at restricted points; vehicles likely to encroach over centreline of road swept paths not included to show if this manoeuvre is possible Flows of an additional 300+ movements represent significant increase, especially given lack of footway provision and applicant figures not considered to be reflective for a site like this The lack of 140 m of footway provision is considered unacceptable Resident on-street parking also presents problems for pedestrian Proposed resident parking for existing residents is insufficient and it is unclear as to how they will be guaranteed Layout : Manual for Streets needs to be followed; would recommend 2.0m footway either side of main access road within the site; with any internal visibility providing for 2.4x25m visibility splays; parking to be a maximum LPGN16 standards; turning heads to standards; ability to accommodate 11.3m refuse wagon; 3.0m wide shared footway/cycleway link into Footpath no 12 Surface water drainage detailed design scheme will be required for approval should road be adopted CTMP will be required
WCBC Drainage	FCA is acceptable
WCBC Planning	No comments received
WCBC Environmental Protection	No comments received
DCWW	No comments received
NRW	No comments received
Gresford Community Council	Highway traffic volume – lands will be unable to cope Rural aspect of village will be significantly altered Proposal is outside settlement boundary
Ward Councillors	No comments received

- 1.33 The limited nature of the issues raised reflects the considerable time, effort and resources invested by the applicant in the pre-application process. Original unedited copies of the consultation responses are provided (**APPENDICES B and C**).
- 1.34 The feedback and advice provided to the applicant team by officers from the Local Planning Authority and other stakeholders and consultees is considered to have been most constructive and helpful and we would like to thank all involved for their guidance, advice and input throughout this process.
- 1.35 This has been a hugely collaborative process and the applicant team has been challenged by Officers and others throughout and in response the changes made have assisted in shaping this application.
- 1.36 Planning Officers at Wrexham CBC have consistently provided support for the proposals since our early meetings, and the applicant's team have responded positively in developing an exciting set of proposals which we consider reflects the advice conferred.
- 1.37 Entering into positive and creative dialogue with Council Officers and other agencies is important, but the Planning system is also about engaging positively with all interested parties and other stakeholders.
- 1.38 Consensus building with local communities and their representatives is critical to ensure that all voices are heard in shaping the places that are proposed for development; places where we live and work.
- 1.39 As part of the pre-application process, besides meeting professional Officers at the Council we decided to engage directly with the local community through their Ward Councillor (meeting held on 13 August 2018) and also an arm of the representative community council body (the Gresford IMAGE Group) whom we met on 20 September 2018.
- 1.40 Although we offered to meet with the Community Council this was never taken up. As a result, this appears to have influenced the flavour of responses which then came back to us from residents (see **APPENDIX D**) because there were an awful lot of issues raised by these that could have been addressed through a "face to face" Q&A session. This is also reflected in the quality of the Community Council response. Many of the concerns raised are "common" to almost every letter of objection but one has to place this into perspective as only just over 20 objections were lodged (out of over 2,000 households and a population of over 5,000) and many of these are from residents who do not even live in the direct vicinity of the application site.

1.41 The key issues raised by residents can be summarised as follows:

- Traffic increase
- Pedestrian safety
- Improvements are insufficient
- Use of open countryside
- Special Landscape Area
- Green Barrier
- High quality agricultural land
- Drainage : floodrisk
- Loss of hedgerow and Ecology
- Lack of community infrastructure : doctor's surgery, schools
- Exclusive development

1.42 We have provided a copy of all these responses, which reveal a transparent “warts and all” paper trail record and in the next section will show how we have responded to them and whether any changes have been made to the proposals.

2.0 DMO FEEDBACK and THE APPLICANT'S RESPONSE

- 2.1 As the previous section confirmed, the consultation responses identified a series of key issues. The table below repeats these but also provides a response to them and in the final column identifies what changes (if any) have been made by the applicant and his team in addressing the consultation responses received.
- 2.2 Because the Community Council comments raised a host of more extensive issues that could fit into the table below we have provided a separate document (see **APPENDIX C**) dedicated solely to their concerns and the section that follows this table.

CONSULTEE	SUMMARY OF ISSUES RAISED	APPLICANT RESPONSE	PROPOSED CHANGE
WCBC Highways	Access visibility splays can be provided – may require some hedgerow removal and re-alignment	This is feasible, and the revised drawings indicate the extent of new footway (and associated hedgerow removal) along the site frontage that is necessary to protect the visibility splays in perpetuity.	Masterplan layout plan revised
	Traffic management / priority system proposals are unacceptable and not supported due to visibility issues, traffic building up at junction and vehicles (esp. large ones like milk tankers) presenting build up at restricted points; vehicles likely to encroach over centreline of road swept paths not included to show if this manoeuvre is possible	Chapter 6 of the TA sets out a detailed appraisal of the anticipated operation of the proposed highway mitigation scheme and concludes that there is no reason to believe that the feared problems will actually occur. The area along which the scheme is proposed already operates informally with drivers giving way to one another and so from a vehicular perspective the scheme will not cause the road to operate significantly different to how it does already. If anything, the operation will be improved because drivers waiting at Old Wrexham Road will have a better view of oncoming traffic and drivers turning in from Chester Road will have	Highway Improvement Scheme proposed

		formal priority over any oncoming vehicles, thereby enabling them to pull away from Chester Road more easily.	
	Flows of an additional 300+ movements represent a significant increase, especially given lack of footway provision and applicant figures not considered to be reflective for a site like this	Chapter 5 of the TA sets out an assessment of the trip-generating potential of the scheme, including the use of WCBC's own suggested trip rates derived from a survey of another site elsewhere in Wrexham. There is no reason to believe that the traffic generated cannot be safely and satisfactorily accommodated on the local highway network. Despite some perception to the contrary, Vicarage Lane is relatively lightly trafficked and in traffic engineering terms it is a public highway that undoubtedly has the capacity to carry significantly more traffic flow than it does at present.	No Change
	The lack of 140 m of footway provision is considered unacceptable	Again, Chapter 6 of the TA sets out a detailed assessment of why the lack of a footway along this isolated section should be acceptable, having regard to (amongst other things) the fact that there will be new pedestrian facilities provided along 266m of a 342m long section of Vicarage Lane (or 78% of this distance) , where currently there are no such facilities, as a result of the proposed development.	Footway provided as far as it is possible to do so
	Resident on-street parking also presents problems for pedestrian movement	Refer to Chapter 6 of the Transport Statement	Proposal is to offer residents off-street parking
	Proposed resident parking for existing residents is insufficient and it is unclear as to how they will be guaranteed	There are a number of mechanisms to ensure that the spaces will be available to	Spaces increased, and mechanism proposed

		the residents who might demand them in perpetuity, including (not exclusively):- • Legal transfer of land title (including right of access); • Long term leasehold with peppercorn rent; • By license / management company arrangement. Chapter 4 of the Transport Statement examines these issues in more detail.	
	Layout : Manual for Streets needs to be followed; would recommend 2.0m footway either side of main access road within the site; with any internal visibility providing for 2.4x25m visibility splays; parking to be a maximum LPGN16 standards; turning heads to standards; ability to accommodate 11.3m refuse wagon; 3.0m wide shared footway/cycleway link into Footpath no 12	These issues have been examined and addressed as part of a series of amendments to the scheme	Masterplan amended to address these points
	Surface water drainage detailed design scheme will be required for approval should road be adopted	Agreed : details of this can be secured by means of an appropriate planning condition.	No change – condition to be applied
	CTMP will be required	Agreed : details of this can be secured by means of an appropriate planning condition.	No change – condition to be applied
Gresford Community Council	Highway traffic volume – lane will be unable to cope	TA proves capacity is available	No change
	Rural aspect of village will be significantly altered	Site is visually well contained as proved by LVIA and indeed any development in Gresford will require loss of countryside	No Change
	Proposal is outside settlement boundary	Correct, but so are all other alternative sites	No change
Gresford IMAGE Group	Removal of hedgerows	Some hedgerow will need removing to allow access and visibility anywhere along the frontage, but amount is limited	No change
	Why cannot access be moved further east where existing gate is	This would increase lack of pavement into village and access is positioned to maximise pedestrian routing	No change

		and take advantage of natural fall of land	
	Agricultural Grade 2 land	Incorrect land is Grade 3a/3b	No change
	Bat flight path and possible other protected species	All trees retained;	No change
	Special Landscape designation	No longer relevant given LDP evidence base to remove	No change
	Construction traffic and milk tanker and other highway use conflicts	Construction traffic management plan will be required so to avoid peak hours; but one will never manage to avoid all conflicts; narrowness of lane at certain points will result in self-policing give way	No change : CTMP required
	Pedestrian footway improvements not considered adequate	Improvements are being offered which will enhance pedestrian safety and ensure greater priority is given to those on foot or cycle	Footway is maximised as are general improvement mitigation scheme
	On-street parking would not be removed, and new resident parking would not be used as too far from houses	Applicant considers that resident take-up would be good; it would be controlled and managed in perpetuity	Additional spaces now offered with easier, more legible access and location within site
	Vicarage Lane would become a rat-run to the WIE and lane is too narrow	The lane is never going to be widened; some may use it to travel to WIE, but the proposal is not considered to exacerbate such a perceived concern	No change
	Trip rates not believed	Rates are accurate	No Change

Gresford Community Council

- 2.3 We did offer to meet with the Gresford Community Council and indeed, the local Ward Councillor (Andrew Atkinson) agreed to issue us with a formal invitation to their meeting on 30 August 2018, but instead we learnt that the meeting involved only members of the Council and local residents and not the applicant or his representatives. This was disappointing, particularly since we had originally agreed to attend and had in actual fact extended the invitation to them in our consultation letter of 24 August 2018 but were then never taken up on the offer.
- 2.4 The resultant DMO response (see **APPENDIX C**) from the Gresford Community Council on 19 September was vague, short and lacked detail. It cited the volume of traffic, rural aspect and the fact the site is outside of the settlement boundary as three objections. The letter ended by stating if the matter proceeded to an application these and additional objections would be lodged with the Wrexham Council.

- 2.5 We responded by suggesting it would be more helpful if they were to expand on these “additional objections” now rather given that this was the whole purpose of the DMO process. We received no reply and as such we are none the wiser as to the true nature of their objection.
- 2.6 The unsubstantiated objection and lack of invite to the Community Council meeting is a massive disappointment. We would urge the Authority and/or Welsh Government to consider educating Community and Town Councils on the purpose of the DMO process and their obligation and remit to respond. It is little use expecting applicants to invest in the process if the respondent consultee parties fail to engage fully.

Ward Councillor

- 2.7 Despite the pre-submission engagement with the local Ward Councillor (Andrew Atkinson) where he expressed the view that he suggested to us that he could not support the scheme (based upon his view it would result in drainage and highway problems, pressure upon local infrastructure – especially with the loss of the Doctor’s Surgery; along with use of Green Barrier land). He subsequently never made any formal submission to us but instead, as author and “keeper” of the “Gresford News” Facebook page (see **APPENDIX C**), he again expressed his opinions and sought to generate community feedback.
- 2.8 Interestingly, the Green Barrier is no longer an issue as it is to be revoked in the emerging LDP. Additionally, the Doctor’s Surgery issue has been since resolved as the decision to close the surgery has been reversed. Furthermore, there are and never have been any drainage issues associated with the land, so this leaves the sole issue of Highways.
- 2.9 We presented the case that this site out-performs all other alternative sites in Gresford and Cllr Atkinson appeared to agree and accept that all sites would pose highway challenges. We drew attention to the mitigation measures and the host of benefits (POS, affordable, quality design, local employment, etc) that would be delivered by this scheme and left it with him to reflect on what was being proposed.
- 2.10 We welcome forensic debate which is informed, accurate and objective but must challenge positions that are based upon speculation and assumptions.

Gresford IMAGE Group

- 2.11 We were approached by the local IMAGE group to their meeting on 20 September 2018 where we briefly presented the scheme and the floor was open to questions. We listened and answered all questions. A summary of the debate was reproduced in their meeting notes (see **APPENDIX C**). much of the discussion was taken up with highway related concerns.

Local Residents

- 2.12 Amongst the 20+ residents who responded there was a common theme and flavour to the majority of comments, with traffic suggested as a key issue for most; however, there were several who welcomed the opportunity for new housing and for affordable housing. The applicant has sought to address each and every response and the table below provides a summary and breakdown of the responses and any changes considered appropriate.
- 2.13 Out of the 24 submissions; 2 were supportive, 4 were neutral positive and 18 were objections. We note that out of the 24 submissions; 15 were from residents of Vicarage Lane, whilst others included respondents from either elsewhere within the settlement or their addresses were withheld and even one was from Rossett some 3+ miles away.

Resident Name	Address	Summary of Issues Raised	Applicant Response	Proposed Change
Bailey	Gresford	Support new housing especially affordable	Welcome comment	No change
Cottam	Swyn y Coed Cottage, Vicarage Lane, Gresford	Run childminding business from home; concern over pedestrian safety when carers take children to park with increased traffic of 19% Support new family housing	Difference will be indiscernible and if business is taking children up and down lane now they are doing so with confidence that there is no problem.	Additional pedestrian improvements along the land will enhance pedestrian safety
Evans	Bodwyn Crescent, Gresford	Lives two streets away but walks dog down the lane and is concerned with increased Traffic movements; already there are many milk tankers using the lane and traffic management scheme will lead to backing up Increase in residents will increase pressure on schools, healthcare and sewerage system		
Filce	Harwoods Lane, Rossett	Use of BMV land Land is Green Barrier TAN1 dis-applied so lack of 5-year supply no longer carries weight Existing infrastructure (medical and education) is over-burdened Highway safety concerns	BMV, Green Barrier and TAN1 points addressed in Planning Statement. Other comments noted – planning obligations will provide for and address any education shortfall.	No Change
Freedman	Green Gables, Vicarage Lane, Gresford	Pedestrian safety concerns, despite proposed improvements BMV Grade 2, which has been organically farmed	Land is Grade 3a and 3b not Grade 2 No flooding incidences are recorded; occurs	No change

		Land floods in NE corner Site at end of sewerage system Better to put access opposite Care Home site Resident parking won't work and on library days street is parked more Traffic calming won't work because of traffic lights – leading to build up	and the infiltration tests confirmed this Site can be served by mains sewers as confirmed by DCWW Moving the access further south would result in conflict with existing junction to care home and resident parking can work as will improvements along highway	
Grant	Vicarage Lane, Gresford	Traffic impact claims not believed Air pollution Green Barrier Emerging LDP identifies no new housing for Gresford Trewythen Hall appeal is not relevant to highway safety but is to Green Barrier Rural character will be ruined TAN1 para 6.2 is relevant and belief the proposal is speculative	Gresford is Tier 2 in emerging LDP and significant weight should be attributed to this and fact site will no longer be Green Barrier Site is not located in an Air Quality Management Area, so no pollution issues are considered to exist Extra footways will enhance pedestrian safety and removing vehicles off the highway will not ruin rural character Trewythen Hall appeal involved 20 no. assisted living bungalows and the Inspector (paras 20 to 23) confirmed that she did not find the road un-safe	No change
Holmes	Oakfield Cottages, Old Wrexham Road, Gresford	Vicarage Lane will not be able to cope with additional trips Pedestrian safety will be jeopardised Important to retain open fields Over-stretched local services	Capacity is available Improvements for pedestrian safety are proposed	No change

Jones	Foxwood Cottage. Carthage Lane, Gresford	Does not believe Gresford community infrastructure can cope with another 42 households Increase in traffic will harm pedestrian safety given narrowness and rural nature of the lane	Gresford needs new open market and affordable housing Improvements to pedestrian safety are proposed	No change
Kelsall	Celyn Cottage, Vicarage Lane, Gresford	Has no off-street parking Concerned that development will impact traffic and parking, but would be a lot more favourable if parking for residents was offered	Off-street parking being proposed for residents like this	Increased off-street parking proposed
Kettell	The Elms, Vicarage Lane, Gresford	Concerned about increased traffic along a sub-standard lane for pedestrians	Improvements to pedestrian safety are proposed	No change
Lane	NO address supplied	Use of Green Barrier Too many houses built in area Belief that affordable won't be built Believes houses will be for people outside Wrexham and be shoddy and knowns no-one who wants one Also concerned about traffic impact and impact upon GP surgery	Apart from infill no new homes have been built locally on any scale and affordable need exists and will be secured by S106 legal agreement	No change
Morris	Vicarage Lane, Gresford	Traffic impact Use of Green Barrier, landscape / hedgerow and ecology impact	No landscape impact due to visually enclosed nature of site and no harm to ecology	No change
Owen	NO address supplied	Understand need for housing but concerned with use of agricultural field, impact upon SSSI, increased pollution, lack of infrastructure, highway danger to pedestrians	No SSSI All other comments noted	No change
Paletta	Bryn Issa, Vicarage Lane, Gresford	Traffic issues and cannot understand how issues can be successfully mitigated by the proposed improvement measures	Improvements will improve pedestrian safety	No change
Parrish	Trewythen Cottages, Vicarage Lane, Gresford	Disapprove and will object at PA stage	Unable to comment if nothing submitted; we invited further comments but nothing forthcoming	No change
Richards	Vicarage Lane	Oppose for many reasons : none being identified	We recommended they explain but no further comments were received	No change

Ridgway	Dinchope, Wynnstay Lane (junction with Vicarage Lane), Gresford	Increase in traffic volume; road is in poor state of repair; milk tanker use has increased; have to give way one in six journeys	Frequency (1 in 6) of having to give way demonstrates the low level of congestion being experienced and puts this into perspective	No change
Roberts	Trewythen Cottages, Vicarage Lane, Gresford	Welcomes but would like to see higher level of affordable homes Traffic and pedestrian safety concerns Not reasonable to expect people to walk through the site to footpath link No on-street parking for some residents on lane and any new spaces are likely to be used by new residents and visitors Don't believe highway improvements will work Welcomes high quality street frontage and layout; but would suggest POS is relocated directly adjacent Vicarage Lane frontage	Significant extra pedestrian footways are provided and it is quite reasonable to offer a link through the site; passing POS that will be available to all residents; controls to ensure off-street parking is for existing residents will be secured Planning Officers want built frontage and not POS	Affordable housing increased to 11 no. units (25%); footways enhanced; additional off-street parking; some minor layout improvements
Smith	Vicarage Lane, Gresford	Having attended the Community Council meeting (that the applicant was not invited to) she felt qualified to object due to the increased traffic congestion likely	Drew attention to the TA document and the improvements proposed; no further comments received	No change
Tompsett	Westwood House, Vicarage Lane, Gresford	Green Barrier and agricultural land Lack of infrastructure – GP surgery and schools Extra traffic, along lane with on-street parking, milk tankers, refuse wagons Lane used as rat run Air pollution Welcomes affordable housing	Not within an Air Quality Management Area Applicant unable to prevent rat-running; but traffic calming does impede traffic and slows up users to give greater priority to pedestrian users	No change
Trius	Vicarage Lane, Gresford	Traffic problems Lack of street lighting	Highway Authority might require some additional street lighting	No change
Ward	NO address supplied	Impact upon landscape Traffic	No new issues raised	No change

		Use of Grade 2 land Health and safety and wellbeing issues		
Williams	Allington Hall, Vicarage Lane	Closure of GP surgery; pressure on schools Lane cannot cope with traffic impact	No new issues raised	No change
Willis (Dairy)	Gresford Bank Dairy, Vicarage Lane, Gresford	Greater highway restrictions will result in milk tankers causing more hazards blocking the highway than currently occur	Capacity exists; impediments may occur, but these are unlikely to increase significantly	No change

Summary

2.14 In response to the items raised during the DMO process and the more recent LDP consultation exercise the applicant has made a series of changes to the following items:

- Planning Statement
- Design & Access Statement
- Transport Assessment
- Masterplan
- Highway Improvements Plan

2.15 **The facts are :**

- *This development will deliver 266m of new pedestrian footway along Vicarage Lane where there presently isn't any leaving just 76m without any footway (which physically is never going to be able to be provided)*
- *The scheme will deliver 11 no. new affordable dwellings reflecting the known need (25% of the total dwellings) where there haven't been any built for two generations*
- *The proposal will deliver a good mix of dwelling types and far from being "exclusive" 36% of the units are 1, 2 and 3 bed units ... opportunities for young persons and starter homes for families*
- *This application is made by a "local" employer (Gower Homes who have consistently built in the Borough every year for the last 30 years) who provides local jobs and it's is about investment into the community and securing real jobs and supporting real families ... it is not a PLC looking at volume capital receipts for shareholders in some far-flung place but about a company dedicated to providing quality new homes for its local customer base*
- *Many objectors may have children and friends keen to stay in Gresford and this will serve to provide for that audience*

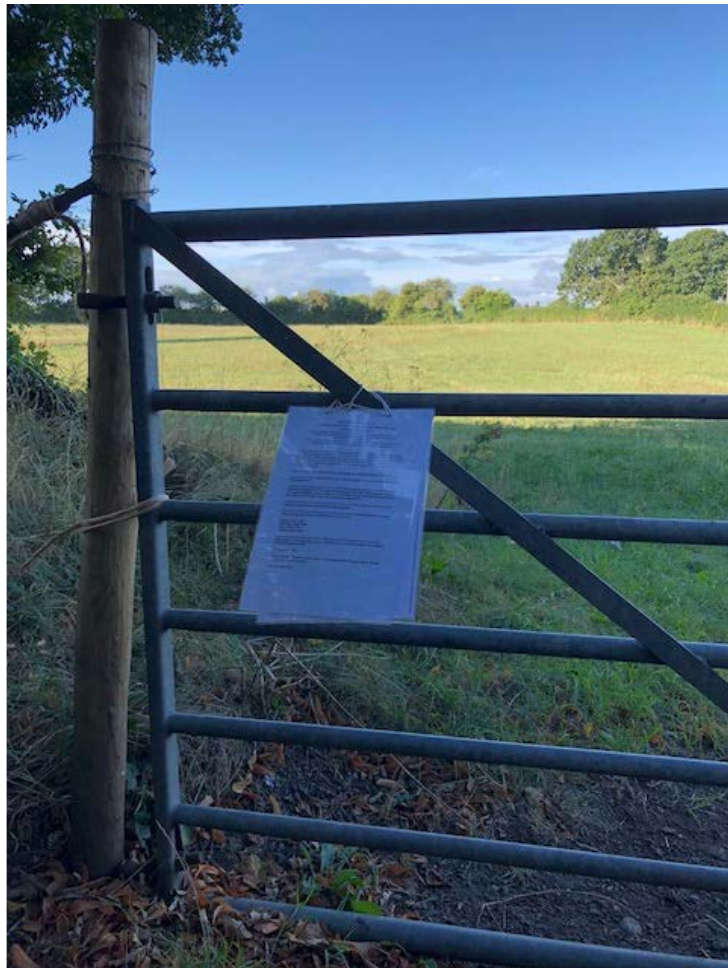
2.16 Objectors often lose "perspective" and focus in on single issues, failing to take a proportionate approach and assessment since they have already been misled by negativity and social media "wow-words" about development being bad and not in my back yard. This statement may not change such views but may allow observers (and decision makers) to "pause" and reflect on the bigger picture and what is actually being proposed here.

- 2.17 The applicant considers they have responded positively to all concerns raised by those parties with whom the professional client team have engaged and consulted in accordance with the regulations through the formal DMO process.
- 2.18 Our conclusion is that there is now nothing to prejudice a positive determination of this application indeed, it is our opinion that suggests the exact opposite.
- 2.19 The applicant will continue to engage with Wrexham CBC, the Gresford Community Council, Ward Councillors, the Gresford IMAGE Group and other statutory consultees and interested parties. All further and additional comments received as a result of the statutory planning application consultation process will be considered by the applicant and we will reserve our right to respond as appropriate and necessary.

APPENDIX A

DMO Paperwork

DMO Consultation : Site Notices : August 2018





CONSULTATIONS

J10 offer a range of bespoke consultation services. These include undertaking project specific community engagement exercises, stakeholder liaison and pre-application feasibility.

We consider consultation as more just paying lip-service to a statutory process and more about embracing third party views and concerns. In our opinion, every project benefits from a front-loaded proactive consultation approach and real value can be added by listening and learning often this will help to positively shape the project as it moves forward, overcomes problems and identifies solutions.

Quality pre-submission efforts are increasingly becoming best practice and indeed certain statutory planning systems now oblige a more formal process involving the production of PAC's and SCI's.

Current consultations can be viewed here and a response form is provided on this page which will enable you to submit comments direct to the team.

Please note that unless you specifically request for any personal details to be redacted they will appear in any subsequent consultation report we may produce and submit in support of an application made available as a public document to the Local Planning Authority.

Please note that the consultation material that appears on the link below is DRAFT only and NO planning application has been made.

We look forward to hearing from you.

Live Consultations

None Presently Active

Comment on a consultation

Name *

E-Mail *

Name of Consultation *

Message *

Please prove that you are human
by solving the equation *

Submit

From: Justin Paul
To: [Neil Taunt](#); [Ian Jones](#); [Phil Palmer](#); [Pete Douthwaite](#); [Nicola Corbishley](#); [Mared Rees](#); [Matthew Phillips](#)
Cc: [Michael Forgrave](#)
Subject: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification
Date: Friday, August 24, 2018 9:00:00 AM
Attachments: [Binder - Consultee.pdf](#)
[image002.png](#)
[image006.png](#)

Dear Sir / Madam

As required by the relevant planning legislation please find attached a formal Notice with respect the proposed residential development by Gower Homes at Vicarage Lane, Gresford.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here:

<http://www.j10planning.com/consultations/gower-gresford>

I look forward to hearing from you by the 21 September 2018.

Yours faithfully
Justin Paul

Justin Paul BA BTP MRTPI
MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Justin Paul
To: [Serena Baxter](#)
Cc: [Michael Forgrave](#)
Subject: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification
Date: Friday, August 24, 2018 9:02:00 AM
Attachments: [Binder - Community Council.pdf](#)
[image002.png](#)
[image006.png](#)

Dear Serena

As required by the relevant planning legislation please find attached a formal Notice with respect the proposed residential development by Gower Homes at Vicarage Lane, Gresford.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here:

<http://www.j10planning.com/consultations/gower-gresford>

You will note from our letter that we are also offering the Community Council an opportunity to positively engage and if you wish to take us upon this then please let me know.

Either way we look forward to hearing from you by the 21 September 2018.

Yours sincerely
Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Justin Paul
To: [Cllr Andrew Atkinson](#); [Cllr Russell Gilmartin](#)
Cc: [Michael Forgrave](#)
Subject: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification
Date: Friday, August 24, 2018 9:01:00 AM
Attachments: [Binder - Cllr AA.PDF](#)
[Binder - Cllr RG.PDF](#)
[image007.png](#)
[image009.png](#)

Dear Gentlemen

As required by the relevant planning legislation please find attached a formal Notice with respect the proposed residential development by Gower Homes at Vicarage Lane, Gresford.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here:

<http://www.j10planning.com/consultations/gower-gresford>

Please note that under separate cover we have notified the Community Council and also offered them an opportunity to positively engage with us by coming in to meet them (ideally outside of normal Council meeting business so adequate time is provided).

Additionally, all neighbours within immediate proximity of the application site will be notified by a notice drop later today.

Site notices have been erected as well.

I look forward to hearing from you by the 21 September 2018.

Yours sincerely
Justin

Justin Paul BA BTP MRTPI
MANAGING PARTNER
J10 Planning Ltd
1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ
01244 349400 // 07971 446630 // justin@j10planning.com
Company Reg. No. 6000409 VAT Reg. No. 815630835



SCHEDULE 1B Articles 2C & 2D
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR
PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

NOTICE UNDER ARTICLES 2C AND 2D

(to be served on owners and/or occupiers of adjoining land and community consultees; and
displayed by site notice on or near the location of the proposed development)

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at **land east of Bryn Isa, Vicarage Lane, Gresford, Wrexham, LL12 8UR**

I give notice that **Gower Homes Ltd & the owners (Miss C Houston, Miss K Houston, Mr M Houston & Mrs K Davenport)**

is intending to apply for planning permission to **Wrexham County Borough Council for the Proposed residential development for 42 no. residential dwellings (of which 10 no. will be affordable), public open space, landscaping, means of highway and pedestrian access, local highway infrastructure improvements along Vicarage Lane and foul sewerage pumping station.**

You may inspect copies of the proposed application, the plans and other supporting documents online at <http://www.j10planning.com/consultations/gower-gresford>

and computer facilities are available to view this information online at **Gresford & District Community Library, Vicarage Lane, Gresford, LL12 8UW** between the hours of:

Tuesday : 14.00 – 17.00

Wednesday : 14.00 – 17.00

Friday : 10.00 – 17.00

Saturday : 10.00 – 13.00

Anyone who wishes to make representations about this proposed development must write to the applicant/agent at justin@j10planning.com or **J10 Planning Ltd, 1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ**

By 21 September 2018

Signed: **Justin Paul (on behalf of Gower Homes & the owners (Miss C Houston, Miss K Houston, Mr M Houston & Mrs K Davenport))**

Date: 24 August 2018

ATODLEN 1B Erthyglau 2C a 2D
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM
GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO
HYSBYSIAD O DAN ERTHYGLAU 2C A 2D

(i'w gyflwyno i berchnogion a/neu feddianwyr tir cyffiniol ac ymgynghoreion cymunedol; ac i'w arddangos drwy hysbysiad safle ar neu gerllaw lleoliad y datblygiad arfaethedig)

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir gennych wrth ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad Arfaethedig ar y tir i'r dwyrain o Fryn Isa, Vicarage Lane, Gresfordd, Wrecsam, LL12 8UR

Rwyf yn hysbysu bod **Gower Homes Ltd a'r perchnogion (Miss C Houston, Miss K Houston, Mr M Houston a Mrs K Davenport)**

yn bwriadu gwneud cais am ganiatâd cynllunio i Gyngor Bwrdeistref Sirol Wrecsam ar gyfer y datblygiad preswyl Arfaethedig ar gyfer 42 o anheddau preswyl (y bydd 10 ohonynt yn fforddiadwy), man agored i'r cyhoedd, gwaith tirlunio, mynediad i'r ffordd fawr a mynediad i gerddwyr, gwelliannau i seilwaith y ffordd leol ar hyd Vicarage Lane a gorsaf pwmpio carthffosiaeth.

Gallwch archwilio copiâu o'r canlynol: y cais arfaethedig, y cynlluniau a dogfennau ategol eraill ar-lein yn <http://www.j10planning.com/consultations/gower-gresford>

ac mae cyfleusterau cyfrifiadur ar gael i archwilio'r wybodaeth hon ar lein yn **Llyfrgell Gymunedol Gresfordd a'r Cyffiniau, Lôn y Ficerdy, Gresfordd, LL12 8UW** rhwng yr oriau canlynol:

Dydd Mawrth : 14.00 – 17.00

Dydd Mercher : 14.00 – 17.00

Dydd Gwener : 10.00 – 17.00

Dydd Sadwrn : 10.00 – 13.00

Mae'n rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at y ceisydd/yr asiant yn justin@j10planning.com neu **J10 Planning Ltd, 1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ**

Erbyn **21 Medi 2018**

Llofnod: **Justin Paul ((ar ran Gower Homes Ltd a'r perchnogion (Miss C Houston, Miss K Houston, Mr M Houston a Mrs K Davenport))**

Dyddiad: **24 Awst 2018**



Ward Councillor Andrew Atkinson
79 Pentre Street
Llay
Wrexham
LL12 0NF

SCHEDULE 1C : Article 2D

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012
CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE
2D (to be served on specialist consultees, as defined by article 2(1) of the Town and
Country Planning (Development Management Procedure) (Wales) Order 2012

Purpose of this notice : this notice comprises a formal request for a pre-application consultation
response under article 2D of the Town and Country Planning (Development Management Procedure)
(Wales) Order 2012.

Proposed development at **land east of Bryn Isa, Vicarage Lane, Gresford, Wrexham, LL12 8UR**

I give notice that **Gower Homes Ltd & the owners (Miss C Houston, Miss K Houston, Mr M Houston
& Mrs K Davenport)**

is intending to apply for planning permission to **Wrexham County Borough Council for the Proposed
residential development for 42 no. residential dwellings (of which 10 no. will be affordable), public
open space, landscaping, means of highway and pedestrian access, local highway infrastructure
improvements along Vicarage Lane and foul sewerage pumping station.**

You may inspect copies of the proposed application, the plans and other supporting documents
online at <http://www.j10planning.com/consultations/gower-gresford>

In accordance with the requirements of article 2E of the Town and Country Planning (Development
Management Procedure) (Wales) Order 2012, a consultation response must be sent to
justin@j10planning.com by **21 September 2018**.

Signed: **Justin Paul (on behalf of Gower Homes Ltd & the owners (Miss C Houston, Miss K Houston,
Mr M Houston & Mrs K Davenport))**

Date: **24 August 2018**

J10 Planning Ltd 1-3 Upper Eastgate Row Eastgate Row North Chester CH1 1LQ
Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com



Cynghorydd Ward Andrew Atkinson
79 Pentre Street
Llay
Wreccsam
LL12 0NF

ATODLEN 1C : Erthygl 2D

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

HYSBYSIAD O DAN ERTHYGL 2D (i'w gyflwyno i ymgynghoreion arbenigol, fel y'u diffinnir gan erthygl 2(1) o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn ddeisyfiad ffurfiol am ymateb i ymgynghoriad cynymgeisio o dan erthygl 2D o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad arfaethedig ar y tir i'r dwyrain o Fryn Isa, Vicarage Lane, Gresfordd, Wreccsam, LL12 8UR

Rwyf yn hysbysu bod **Gower Homes Ltd a'r perchnogion (Miss C Houston, Miss K Houston, Mr M Houston a Mrs K Davenport)**

yn bwriadu gwneud cais am ganiatâd cynllunio i **Gyngor Bwrdeistref Sirol Wreccsam** ar gyfer y datblygiad preswyl Arfaethedig ar gyfer 42 o anheddau preswyl (y bydd 10 ohonynt yn fforddiadwy), man agored i'r cyhoedd, gwaith tirlunio, mynediad i'r ffordd fawr a mynediad i gerddwyr, gwelliannau i seilwaith y ffordd leol ar hyd Vicarage Lane a gorsaf pwmpio carthffosiaeth.

Mae copi o'r cais arfaethedig; planiau; a dogfennau ategol eraill wedi eu hatodi/ar gael i'w harchwilio ar lein yn <http://www.j10planning.com/consultations/gower-gresford>

Yn unol â gofynion erthygl 2E o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012, rhaid anfon ymateb i'r ymgynghoriad at justin@j10planning.com erbyn **21 Medi 2018**.

Llofnod: **Justin Paul** (ar ran **Gower Homes Ltd a'r perchnogion (Miss C Houston, Miss K Houston, Mr M Houston a Mrs K Davenport)**)

Dyddiad: **24 Awst 2018**

J10 Planning Ltd 1-3 Upper Eastgate Row Eastgate Row North Chester CH1 1LQ
Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com



This drawing is the property of base Architecture & Design Ltd.
It shall not be copied or scanned, in part or whole, without prior
consent of base Architecture and Design.
Do not scale this drawing.

Accommodation Schedule



Site Boundary = 2.75 ha

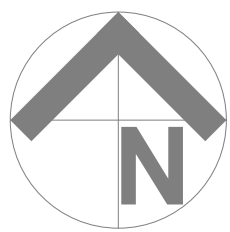
Affordable Housing Units = 10no. (24%)

Open Market Housing Units = 32no.

Total Units = 42no.

Development Density = 15no. units pha

Total POS = 4,643sqm (17%)



Rev No.	Date.	Rev.	By.	Chk.	

PLANNING

Scale.	1:500 @A1	Date.	28.02.2018	Drawn by.	AO	Chk.	HR
Project Title. Proposed Housing Vicarage Lane, Gresford							
Client. Gower Homes							
Drawing Title. Proposed Masterplan							
Project No.	BA1858	Drawing No.	PL-002	Revision.	-		

base Architecture and Design is a registered Limited Company

APPENDIX B

DMO statutory responses

From: [Neil Taunt](#)
To: [Justin Paul](#)
Subject: RE: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification
Date: Tuesday, September 18, 2018 1:50:44 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Dear Sir,

Thank you for the recent pre submission consultation for the above site.

I have reviewed the Flood Consequence Assessment and Drainage Strategy and am satisfied that sufficient evidence has been included to demonstrate a feasible scheme for the management of surface water generated by new impermeable surfaces is achievable. This information should be submitted in support of any future application. The preliminary drainage layout does indicate a large number of proposed highway soakaways. If the highway were to be put forward for adoption there is currently a commuted sum payment to cover future maintenance for each structure proposed, and appropriate access easements would be required if these were located outside of the adopted carriageway..

In addition to the comment above, I trust you are aware that the commencement of schedule 3 of the Flood and Water Management Act 2010 (the Act) was signed 1 May 2018. This will mean that from the 7 January 2019 any new development that satisfy the criteria will require SuDS Approval Body (SAB) approval prior to the commencement of development. It is proposed to make transitional arrangements as follows:

- Existing sites and developments with planning permission granted or deemed to be granted (whether or not subject to any conditions as to a reserved matter – but see also below) or for which a valid application has been received but not determined by 7 January 2019, will not be required to apply for SAB approval.
- SAB approval will still be required if the planning permission was granted subject to a condition as to a reserved matter and an application for approval of the reserved matter is not made before 7 January 2020.

It is reasonable to assume that, if the development were to progress, and any associated drainage conditions not be discharged prior to the January 2020 date, then SAB approval would be required prior to the commencement of any works on site.

If you have any question on the above please let me know.

Regards

Neil Taunt MCIWEM C.WEM CEnv CSci

Uwch Swyddog Rheoli Llifogydd / Senior Flood Management Officer



01978 729734 / 07808 787632



Amgylchedd a Chynllunio, Cyngor Bwrdeistref Sirol Wrecsam, De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam LL13 9PW



Environment & Planning, Wrexham County Borough Council, Abbey Road South, Wrexham Industrial Estate, Wrexham LL13 9PW



wrecsam.gov.uk | wrexham.gov.uk



twitter.com/cbswrecsam | twitter.com/wrexhamcbc



facebook.com/cyngorwrecsam | facebook.com/wrexhamcouncil

From: Justin Paul [mailto:Justin@j10planning.com]

Sent: 24 August 2018 09:01

To: Neil Taunt; Ian Jones (Resources - Abbey Rd Depot); Phil Palmer; Peter Douthwaite; Nicola Corbishley; Mared Rees; Matthew Phillips

Cc: Michael Forgrave

Subject: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification

This email's attachments were cleaned of potential threats by Wrexham Council's Security Gateway.
Click [here](#) if the original attachments are required (justification needed).

Dear Sir / Madam

As required by the relevant planning legislation please find attached a formal Notice with respect the proposed residential development by Gower Homes at Vicarage Lane, Gresford.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here:

<http://www.j10planning.com/consultations/gower-gresford>

I look forward to hearing from you by the 21 September 2018.

Yours faithfully
Justin Paul

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835

Cyngor Bwrdeistref Sirol Wrecsam/ Wrexham County Borough Council
Neuadd y Dref, Wrecsam. LL11 1AY
Guildhall, Wrexham. LL11 1AY
DX: 721924 - Wrexham 4
www.wrecsam.gov.uk www.wrexham.gov.uk



J10 Planning
1-3 Upper Eastgate Row
Eastgate Row North
Chester CH1 1LQ

Eich Cyf/Your Ref
Ein Cyf/Our ref
Dyddiad/Date
Gofynner am/Ask for
Rhif Cyswllt/Contact No
E-bost/E-mail

EP/PP/DC/Pre/2018/051
18th September 2018
Mr P Palmer
01978 729688
phil.palmer@wrexham.gov.uk

FAO: Justin Paul

Dear Sir

**Land off Vicarage Lane, Gresford, Wrexham.
Proposed Residential Development (42 dwellings)**

I refer to your email / consultation dated 24/08/2018 including layout plan (Drg. No. PL-002) in respect of the above and comment as follows:-

Access

The development site is located on Vicarage Lane which is a classified road subject to a 30mph speed limit west of the Trewythen Hall access and 60mph east of this access.

Any proposed / existing accesses within the 30mph zone would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. However, I understand that you have recently carried out a speed survey which determined 85th percentile speeds of 24.9mph for vehicles travelling eastbound (away from village) and 29.1mph for vehicles travelling westbound (towards Gresford).

Based on these determined speeds, any proposed access serving a residential development would need to provide visibility splays of 2.4 x 41m to the south east and 2.4 x 33m to the north west measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. It would appear possible to provide a suitable access from the proposed development site which could provide adequate visibility. However, there are a number of mature trees and an established hedgerow fronting the site which would need to be removed to achieve the required splays.



Transport Statement

I have discussed the proposed traffic management measures (ie/ priority system) with our Traffic Section. The proposed traffic management measures are considered unacceptable and would not be supported.

A previously conducted traffic count along Vicarage Lane measured average two way daily flows (12 hr flows) of 766 movements, which included both cars and HGVs. However, the proposed development has the potential to generate in excess of 300 additional vehicle movements per day along this section of Vicarage Lane which is considered to be a significant increase compared with existing traffic flows along this lane.

I understand that a more recent traffic survey was carried out over 7 days between 01/07/2017 and 07/07/2017. This indicated two way weekday traffic flows in the region of 950 vehicles. In terms of HGVs, on an average day, 58 HGVs travel along Vicarage Lane which is significant given the lack of footway provision leading to the village from the development site.

Although the village centre is only a relatively short distance from the development site, there are no existing footways between the site and the junction with Chester Road. Although, a new footway could be provided along the entire site frontage, there is no scope to construct a new footway alongside the existing carriageway leading to the village centre given the limited available carriageway width between the existing properties along this section. Pedestrians walking from the proposed dwellings would have to walk in the order of 140m along Vicarage Lane without the benefit of any footway provision to reach any existing footway provision within the village which is considered unacceptable.

Some of the existing properties along this section of Vicarage Lane do not have adequate off-street parking provision which results in vehicles being parked along the highway. Parked vehicles typically affect vehicle flows along this section and can result in pedestrians walking along the road having to walk around these vehicles which is not ideal. Although the submitted layout plan indicates the provision of additional off-street parking provision for visitors / residents along Vicarage Lane, visitors / residents quite commonly prefer to park directly outside their properties for security / convenience reasons. It is suggested that 11 no. parking spaces will be offered to plots 9, 10 (which comprise 2 x 3 bed dwellings) as well as the existing residents along Vicarage Lane. The Transport Assessment indicates that parking provision will be provided in accordance with LPGN 16 maximum parking standards. However, 2 of the 11 spaces would be required for plots 1 – 8 and 6 of the parking spaces would be required for plots 9 and 10. This would leave only 3 spaces for any residents along Vicarage Lane who may wish to utilise these spaces. It is not clear how these spaces would be guaranteed to specific residents of Vicarage Lane and how any visitors to the development site would be prevented from using these spaces.

I have visited the site on a number of occasions and witnessed a significant number of vehicles parked along this section of Vicarage lane on both sides of the road. I have witnessed both milk tankers and tractor / trailers trying to negotiate between these parked vehicles on a number of occasions.

The proposed traffic management proposal / priority system including provision of 1.8m wide footway is likely to result in additional issues along this section of Vicarage Lane. Such issues include:-

- Vehicles travelling north west long Vicarage Lane may not see vehicles turning left off Chester Road or right off Old Wrexham Road into Vicarage Lane and continue travelling through the restricted section of carriageway. This would result in vehicles having to sit and wait for the oncoming traffic to clear. During this time, any traffic arriving behind these waiting vehicles has the potential to back up onto Chester Road and across the existing junction which is unacceptable. This has the potential to increase the likelihood of danger to road users and pedestrians.

- Any cars visiting the properties along the restricted section of Vicarage Lane may park along this section and restrict the available carriageway width. Any larger vehicles eg/ milk tankers, HGVs may well be unable to pass along this section which would be unacceptable.
- The location of the footway on the corner of the Vicarage Lane / Old Wrexham Road will make the turning manoeuvre of vehicles left into Old Wrexham Road more difficult and vehicles are likely to encroach over the centreline of the road. Although swept paths of a refuse vehicle have been provided with a new section of footway in this location , swept paths negotiating the existing junction have not been provided.

Traffic Generation

TRICS data was submitted in respect of the proposed development as follows:-

TRICS Residential	Ave TRICS Trip Rates			Ave TRICS Trip Rates		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00-09:00)	0.158	0.355	0.513	7	15	22
PM (17:00-18:00)	0.340	0.165	0.505	14	7	21
Daily	2.124	2.190	4.314	89	92	181

The submitted information suggests that the development would generate approximately 22 two-way trips in either peak period or 181 two-way trips across a typical weekday. The submitted TRICS data indicates 4.314 movements per dwelling for the proposed development site which is considered to be low for a development of this nature.

However, we have recently carried out a traffic survey on a site similar to this site which indicated typical weekday two-way flows of 7.6 movements per dwelling. In comparison, this would equate to around 319 total two-way weekday movements for the proposed site.

Site Layout

In terms of the proposed site layout (Drg. No. PL-002), I comment as follows:-

The proposed development will need to comply with WCBC Adoptable Standards / Manual Streets.

I would recommend the construction of a 2.0m wide footway either side of the main access to ensure the provision of adequate visibility in both directions along Vicarage Lane. Any internal access roads / junctions will need to provide visibility splays of 2.4 x 25m (20mph) in both directions in accordance with Manual for Streets. This detail has not been indicated on the submitted layout plan.

I would recommend that parking provision is provided in accordance with LPGN 16 maximum requirements.

Any proposed turning heads will need to comply with WCBC Adoptable Standards. A suitable turning head to accommodate the turning movements of a medium sized delivery vehicle will need to be provided for the proposed private cul-de-sac behind plots 1 – 8.

We would normally require 2m wide footways on both sides of the internal estate road. This has not been indicated on the submitted layout plan.

Localised carriageway widening may be required on the bends around the central public open space to accommodate the movements of an 11.3m long refuse vehicle.

I would recommend that the footway link between plots 25 and 26 takes the form of a 3m wide shared footway / cycleway link with appropriate cycle barriers. I would recommend the provision of a 2m wide footway along Vicarage Lane linking the above footway link into the site to public footpath no. 12 (Gresford) which runs alongside the eastern boundary of the site. Our Public Rights of Way Section have recommended that the developer widens the existing public right of way to 2m where it abuts the site boundary which shall be dedicated to the Highway Authority.

Surface Water Drainage

A suitable scheme to dispose of highway surface water run-off would need to be submitted and approved before any proposed estate road(s) could be considered suitable for adoption. This will need to be assessed / approved by our Flood management Officer – Neil Taunt.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition should an application be supported.

Conclusion

In conclusion, 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.

I would therefore consider the proposed development site to be in an unsustainable location for a development of this size (approx. 42 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.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

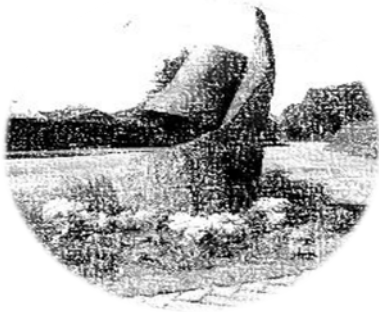
Yours faithfully

A handwritten signature in dark ink. It begins with the letters 'PP' followed by a space and the number '1'. This is enclosed within a large, loopy oval. To the right of this oval is a long, horizontal, wavy line that tapers off to the right, resembling a stylized 'H' or a flourish.

Planning Control Manager

APPENDIX C

DMO community group feedback



GRESFORD COMMUNITY COUNCIL

CYNGOR CYMUNED GRESFORD

Justin Paul BA BTP MRTPI
MANAGING PARTNER
J10 Planning Ltd
1-3 Upper Eastgate Row,
Eastgate Row North,
Chester, CH1 1LQ

19th September 2018

Dear Mr Paul

Re: Formal Notice with respect to the proposed residential development by Gower Homes at Vicarage Lane, Gresford

Thank you for your notification regarding the above proposal which you sent to Gresford Community Council on the 24th August 2018.

I can advise that Gresford Community Council discussed this matter at their meeting on the 30th August. A number of concerns were raised and discussed, and the Council instructed me to respond on their behalf as follows.

The Council wish to register their objections to this proposal on the following grounds:

1. Neither Vicarage Lane or the neighbouring road Old Wrexham Road will be able to cope with the additional volume of traffic that such a development would bring, since existing residence is at capacity now, in particular the road itself due to its narrowness, or at the main road junction.
2. The rural aspect of the village will be significantly altered by such a development.
3. The proposal is outside the settlement limit set out in the LDP.

Should the matter proceed to Planning Application stage, the Council will raise these and additional objections at that time with the principal Planning Authority.

Yours sincerely

S. Baxter
Clerk to Gresford Community Council

From: [Justin Paul](#)
To: [clerkgresford](#)
Subject: Re: Gower Homes - Gresford : formal WG DMO pre-submission consultation notification
Date: Wednesday, September 19, 2018 8:27:04 PM

Serena

Thank you for your letter - you finish by saying that you will raise "other" matters at the application stage - may I remind you that if you know what these are they should be raised now and not later - the reason being is that now is your opportunity to raise all matters and not later - this is the whole point of the new welsh government statutory consultation procedure. If you do have other issues please advise us of them now - if not then please amend your letter accordingly.

With regards

Justin

Justin Paul
07971 446630
Justin@j10planning.com

On 19 Sep 2018, at 20:17, clerkgresford <clerkgresford@gmail.com> wrote:

Dear Mr Paul

Thank you for your notification. Please find attached a copy of the letter which is on its way to you in hard copy format, which is the response to the proposal of Gresford Community Council.

Regards

Serena Baxter.

S Baxter

Clerk to Gresford Community Council

Telephone 01978 355135

In preparation for the introduction of the requirements of the new General Data Protection Regulation (replacing the Data Protect Act from May 2018), this is to inform you that the information the Community Council holds about you will consist of information you have provided to us, which could include your name and address, together with your telephone number(s) and email address if you have provided them. This information will be used solely for the purpose of Gresford Community Council communicating with you. The Council does not share this information with any other person or organisation and will hold it only for as long as it is needed. If you are content for this situation to continue, you do not need to do anything further at the moment. If you wish the Council to delete your personal data, please let me know.

On Fri, 24 Aug 2018 at 09:02, Justin Paul <Justin@j10planning.com> wrote:

Dear Serena

As required by the relevant planning legislation please find attached a formal Notice with respect the proposed residential development by Gower Homes at Vicarage Lane, Gresford.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here:

<http://www.j10planning.com/consultations/gower-gresford>

You will note from our letter that we are also offering the Community Council an opportunity to positively engage and if you wish to take us upon this then please let me know.

Either way we look forward to hearing from you by the 21 September 2018.

Yours sincerely

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



<image006.png>

<Justin paul- Pre-planning proposal Vicarage lane.docx>

Our ref: MWF/AM/VLG

30th August 2018

Mr Andrew Bailey
Woodvale
Pant lane
Gresford
LL12 8EU

Dear Mr Bailey

Land off Vicarage lane, Gresford

Further to our telephone conversation yesterday please find enclosed the following:

- Our presentation document.
- Latest proposed masterplan (site plan), drawing No PL-002
- Our publicity and consultation flyer which I hand delivered to properties in the vicinity of the site last Friday afternoon.

Gower Homes is a Wrexham house building company that has been building homes in the Wrexham area since 1992. My Father was also a housebuilder in the Wrexham area from the early 1970's, one of his schemes was the construction of 50% of Bodwyn Crescent in the village. I am a local man and have lived in Wrexham all of my life and have family and friends living in Gresford. The majority of our staff, subcontractors and suppliers are from Wrexham.

Naturally we are very excited about the prospect of developing in Gresford and our scheme will deliver the following benefits to the community:

1. Ten affordable houses. There have been no affordable houses built in Gresford for several generations. We think Annefield Park in the late 1950's/early 1960's were the most recent "affordable" houses built in the village. Wrexham Housing Department have confirmed that of all the villages in Wrexham County Borough Council, Gresford has the 2nd highest waiting list for affordable houses. As I am sure that you will appreciate, because of the desirability of Gresford, house prices are dear when compared to most of the borough and as a consequence many first time buyers cannot afford to buy in the village and have to purchase their first homes elsewhere. Interested parties have already made contact with us regarding the affordable houses. The affordable houses that we would propose would allow persons with a strong connection with the village to have first option to purchase.
2. There is likely to be an education contribution payable for primary and secondary. If required at the time of determining the application, this would likely be in the region of between £76,000.00 and £170,000.00 which would be ring fenced for additional classrooms in the local school, or put into an overall fund and go toward building a new school. It would be at the council's direction as to how this was allocated.

3. Significant amount of Public Open Space would be provided within the site.
4. We did discuss with the planners a footpath along the entire frontage of the site which of course would be convenient for all residents given the lack of footpath along Vicarage Lane, but it was agreed that it would be preferable to maintain the hedgerow and the rural nature of Vicarage Lane and create a link footpath through the site from the North Western tip adjacent to Craigenroan through the site returning back toward Vicarage Lane and linking up to public footpath Nr 12 through our open space in the Southern Eastern corner of the site near Bryn Issa.
5. Our Highway Consultant has looked at ways of creating footpath links from the site to the Chester road to improve pedestrian links and will continue to liaise with Wrexham Highways in this regard. As part of our extensive highways report it has been established that “the existing road safety record is highly enviable because there have been no recorded accidents in the most recently available 5 year period at any location along Vicarage Lane, including at its junction with Chester Road”. Traffic surveys have been carried out and have established that traffic speeds are low generally between 19.8 and 24.9mph. A typical 40 house development would likely generate 25-30 two way car movements (in and out) in each peak hour (8.00 – 9.00am and 5.00 – 6.00pm), approximately one vehicle extra every two minutes. We have committed to work with Wrexham Highways to find the best highway solution.

If Gresford is to grow we think this site given its sustainability and close links to the heart of the village centre (some 130m away from the site) we think this site is the most logical extension to the village.

In principle we are happy to meet up to discuss our proposals but all meetings will be agreed through our planning consultant Justin Paul of J10 planning, who is on holiday this week and I am away for most of next week, so Justin will be in touch with you next week.

Any interested parties can access our full proposal, reports and supporting documentation on www.j10planning.com/consultations/gower-gresford.

If you have any further queries or require additional information please do not hesitate to contact me.

Yours sincerely

Michael Forgrave
Gower Homes Ltd

Cc Justin Paul - J10 Planning

From: Justin Paul
To: ["andrewmackembailey@googlemail.com"](mailto:andrewmackembailey@googlemail.com)
Cc: ["Michael Forgrave"](#); [Cllr Andrew Atkinson](#); [Lee Kendall](#)
Subject: vicarage lane, gresford
Date: Monday, September 3, 2018 6:38:00 PM
Attachments: [Gower let to Andrew Bailey 300818.pdf](#)
[image003.png](#)
[image007.png](#)

Dear Andrew

As Michael referred to in his letter, having now returned from holiday, I am responding to confirm that we shall be happy to attend the session organised for 20th September at 7.30 pm at the Memorial Hall.

We look forward to meeting the group and entering into some positive engagement.

Yours sincerely

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Andrew Bailey [<mailto:info@gowerhomes.co.uk>]

Sent: Sunday, August 26, 2018 10:40

To: info@gowerhomes.co.uk

Subject: Gower Homes Website Enquiry

A user has made an online enquiry. They have left the following details:

Name: Andrew Bailey

Telephone: 01978855144

Email: andrewmackembailey@googlemail.com

How did you hear about us: Pre application notice - off Vicarage Lane Gresford

Message:

I refer to the above pre application and note you refer to "being able to view it on computers based at Gresford Community Library- in (opening hours) Whilst true you may be aware that GDCL is a charity run by volunteers, of which I am chair and we had no knowledge or information that you were going to publish this reference. That said if you would like to lodge a paper copy in the library during opening hours (with a disclaimer note that GDCL neither favours or objects) I am sure we can accommodate.

I also chair our environmental group IMAGE and if a representative of your

group would like to attend our September meeting on Thursday 20th @ 7.30 pm in the Memorial Hall it may be an opportunity for you to put your plans to members of the community.
Contact details as above.

From: [Andrew Bailey](#)
To: [Justin Paul](#)
Subject: Re: vicarage lane, gresford
Date: Thursday, September 20, 2018 5:05:52 PM
Attachments: [image010.png](#)
[image012.png](#)
[image002.png](#)
[image009.png](#)
[image010.png](#)

Hi Justin

The meeting is an IMAGE meeting (environmental group =Improve **Marford And Gresford's Environment**) and I am the chairperson.

normally only a few but word has got out and our ranks will be swelled.

As we have the normal IMAGE business to get through I intend to keep things quite compact. So if you are ok up to 10 minutess from yourself- I will bring the map and other documents you kindly sent me. That will be followed by a q & a session about concerns people may have and if any are tending to give a speech or pronounce what they feel I will try and curtail them.

To ease the flow I intend to package any potential concerns into groups e.g. -

Highways/footpaths-ecology -affordable homes etc to aid the flow. As I say we have the rest of the agenda afterwards so I am hoping we can commence that circa 20.15-20-.20.20 hours.

If you are unfamiliar with where the hall is come to the main traffic lights (as from Wrexham) and turn left and after about 200 metres turn left again by the lake and if you are lucky you may find a parking space by the hall ,which is the right hand fork (as opposed to the legion)- otherwise it would mean parking by the lake and dashing for it.

I intend to be there from 7.0pm to help set up

Andrew Bailey

On Thu, 20 Sep 2018 at 15:19, Justin Paul <Justin@j10planning.com> wrote:

Andrew

Please could you kindly confirm what the format for this evening will be and who we will be meeting ?

I look forward to hearing from you

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Justin Paul

Sent: Monday, September 3, 2018 6:38 PM

To: andrewmackembailey@googlemail.com

Cc: Michael Forgrave <michael.forgrave@gowerhomes.co.uk>; Cllr Andrew Atkinson <andrew.atkinson@wrexham.gov.uk>; Lee Kendall <lee.kendall@curtins.com>

Subject: vicarage lane, gresford

Dear Andrew

As Michael referred to in his letter, having now returned from holiday, I am responding to confirm that we shall be happy to attend the session organised for 20th September at 7.30 pm at the Memorial Hall.

We look forward to meeting the group and entering into some positive engagement.

Yours sincerely

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Andrew Bailey [<mailto:info@gowerhomes.co.uk>]

Sent: Sunday, August 26, 2018 10:40

To: info@gowerhomes.co.uk

Subject: Gower Homes Website Enquiry

A user has made an online enquiry. They have left the following details:

Name: Andrew Bailey

Telephone: 01978855144

Email: andrewmackembailey@googlemail.com

How did you hear about us: Pre application notice - off Vicarage Lane Gresford

Message:

I refer to the above pre application and note you refer to “ being able to view it on computers based at Gresford Community Library- in (opening hours) Whilst true you may be aware that GDCL is a charity run by volunteers, of which I am chair and we had no knowledge or information that you were going to publish this reference. That said if you would like to lodge a paper copy in the library during opening hours (with a disclaimer note that GDCL neither favours or objects) I am sure we can accommodate.

I also chair our environmental group IMAGE and if a representative of your group would like to attend our September meeting on Thursday 20th @ 7.30 pm in the Memorial Hall it may be an opportunity for you to put your plans to members of the community.

Contact details as above.



NOTES ON A MEETING OF IMAGE HELD ON THURSDAY 20 SEPTEMBER 2018

The meeting was held in two parts – firstly a meeting with the developers for the Vicarage Lane development which would allow questions from the floor and for the developers to explain further the environmental issues.

Secondly would be the general IMAGE September meeting. Everyone who was there for the first part of the meeting was very welcome to stay to attend the general meeting.

PART ONE – VICARAGE LANE DEVELOPMENT

Comments and responses have been grouped together as appropriate.

Gower Homes, represented by Justin Paul, Managing Partner, Gower Homes; Michael ?? and Lee ?? (Highway Consultant)

Attendance: Simon Ward, Rosalind Ann Field, Janet Holmes, Jonathan Poletta, Doug Bailey, Lisa Jones, Margaret Freedman, Marian Williams, John Ridgway, Peter and Lucy Morris, Lucy Grant, Val Shields, Andrew Bailey, Phil Edwards, Barbara Watson

Andrew Bailey, Chair of IMAGE, explained that the meeting had been called to allow the developers to explain the development from within IMAGE's remit – he would therefore be happy to allow comments and questions regarding environmental issues in the widest sense, but asked that participants did not stray onto issues such as school and doctor surgery availability.

Currently the site is under pre-application discussion with WMBC. This is part of the Welsh Government Consultation Procedure and there has been contact with Ward Councillors, Community Council, etc. Also one meeting has been held with local residents. The draft plan currently appears on the website link.

Deadline for comments regarding the plan TO THE DEVELOPERS is tomorrow. There will be a further chance to comment once the planning application has gone in to WMBC. IMAGE Secretary would put this information onto appropriate FaceBook pages.

The Developers have estimated that after the development there will be 180-200 traffic movements per day on Vicarage Lane. This is 80-90% increase on current figures. However, WMBC have estimated that there will be nearer 400 movements. The developer's representative explained that they had worked to different systems, but that theirs was the correct figure. *This should be followed up with WMBC Traffic Officer.*

Query raised regarding the exit from Vicarage Lane onto Wynnstay Lane – as Vicarage Lane narrows it is difficult to get along (especially considering meeting milk-lorries travelling in the opposite direction), and the road at that end is not sufficiently wide or in a good enough condition to handle access to more cars. It is basically a single-track lane towards the Wynnstay Lane end. Vicarage Lane is likely to become a rat-run to the industrial estate and any building on that road is going to encourage that as by the law of averages, a certain number of people living in those houses are likely to be working on the industrial estate.

Queries raised by many regarding parking on Vicarage Lane outside current homes. There will be a few spaces available on the site for current householders, but these would of necessity be away from their houses. This was not received positively.

The Developers intend to provide a footpath for a very short section between the site and Chester Road, but the audience felt this will not make the road any safer for pedestrians (especially children walking from the site to schools, or to get buses, etc) or make things easier for motorists, especially combined with the proposed 'traffic management' plans, which it was felt would only make things more difficult for cars trying to get onto Vicarage Lane from Chester Road. Any delays on entry to Vicarage Lane will impact on the junction with Chester Road and cause

back-ups at the traffic lights. Construction Lorries and Milk Lorries meeting each other in that stretch would make for a hazardous situation especially for any pedestrians.

Queries regarding removal of the hedgerows. Developers state only necessary hedgerows will be removed to enable access to the development. Query why the access could not be changed to allow all remaining hedgerows to be retained. *This can be considered when the plan goes to WMBC if enough people express concern.*

Queries regarding the fact that the land is currently Grade II agricultural land, managed organically. Lots of ecological issues – bat fly-path, foxes and badgers in area. The Developers said that the site acknowledged bat protection issues. They were not aware of foxes or badgers on the site. It was implied that an Ecological Survey had been done – *this needs following up.*

There was anger that a large healthy tree had been cut down which just happens to be directly opposite the entry road to the site. The developers said that the landowner was entitled to cut down any trees which were on his land that did not have a TPO on them. *It was suggested that the Borough Tree Preservation Officer be approached to consider all other trees on the site as quickly as possible.*

Lots of concerns regarding the fact that the land is currently green barrier Special Landscape designation. Developers explained that this will almost certainly not be the case when the LPD is agreed as Gresford will be expected to provide land for development. The LPD does not show this land as being development land. No housing allocation site has been shown within the current village boundaries and it is expected that more land will have to be made available. *This needs following up.*

Concerns during development of the site re construction traffic – all construction traffic will have to arrive through the village to the traffic lights (see concerns re traffic management plans/meeting milk lorries etc).

It is understood that the Campaign for the Protection of Rural Wales are looking at this development proposal. Unanimous decision to support their findings. *[Simon Ward – do you have a contact? If so, could you forward it to IMAGE Secretary please so that we can share the notes from this meeting with them and liaise for future development]*

Residents are reminded that they should respond to the proposal as soon as it is available on the WMBC website, even if they have already commented.

No-one present was designated to follow up the points above but IMAGE will respond to the proposals when they are with WMBC. It was suggested that the Local Member be approached to ask for assistance with regard to gaining more information as required above. IMAGE Secretary will approach Andrew Atkinson, Member for Gresford.

Andrew Bailey thanked the Developers for attending the meeting and drew this part of the meeting to a close.

From: [Michael Forgrave](#)
To: [Justin Paul](#)
Cc: ["Lee Kendall"](#)
Subject: FW: IMAGE MEETING PART 1 - MEETING WITH DEVELOPERS VICARAGE LANE DEVELOPMENT - NOTES FROM MEETING
Date: Friday, October 12, 2018 9:47:24 AM
Attachments: [image001.png](#)
[September 2018 Notes from meeting with Vicarage Lane developers..docx](#)

Justin,
Notes from the image meeting, and a list below of those that attended.
Mike.

Michael Forgrave Managing director

michael.forgrave@gowerhomes.co.uk

Tel: 01978 291 364

www.gowerhomes.co.uk

8 Temple Row | Wrexham | LL13 8LY

Take a look at our new look website www.gowerhomes.co.uk featuring our current and upcoming developments



From: Doug Bailey [<mailto:dougbailey6@gmail.com>]
Sent: 09 October 2018 12:58
To: Michael Forgrave <michael.forgrave@gowerhomes.co.uk>
Subject: Fwd: IMAGE MEETING PART 1 - MEETING WITH DEVELOPERS VICARAGE LANE DEVELOPMENT - NOTES FROM MEETING

----- Forwarded message -----

From: **Barbara Watson** <barbingledene@gmail.com>
Date: Mon, 8 Oct 2018 at 23:48
Subject: IMAGE MEETING PART 1 - MEETING WITH DEVELOPERS VICARAGE LANE DEVELOPMENT - NOTES FROM MEETING
To: Simon Ward <simonward10@btinternet.com>, <annfield223008@icloud.com>, Janet Holmes <janet.holmes2@tiscali.co.uk>, <jonpaletta@aol.com>, <dougbailey6@gmail.com>, Lisa Jones <lisa.jones@coopmembers.co.uk>, <mvfreedman@btinternet.com>, <jonjan2009@hotmail.co.uk>, <plmorris@waitrose.com>, <lucy.grant@btinternet.com>, Val Shields <shieldsval@gmail.com>, Andrew Bailey <andrewmackembailey@googlemail.com>, Emlyn Jones <emlynjones70@gmail.com>, Graham Frank-Keyes <g.frank-keyes@talktalk.net>, Jan Jones <riversdalex@live.co.uk>, Jean Roscoe <jeanroscoe@btinternet.com>, Jenny Dutton <2j.dutton@gmail.com>, Margaret Heaton <mheaton05@gmail.com>, Matt Lloyd <mattlloyd500@gmail.com>, Peter Moroney <pmoroney47@yahoo.co.uk>, Philip Edwards <eandjcoal@gmail.com>, Sue Cleaver <sue@suecleaver.com>, Beryl Blackmore <blackbb1927@outlook.com>, Andrew Atkinson <andrew.atkinson@wrexham.gov.uk>, Russell Gilmartin <Russell.Gilmartin@wrexham.gov.uk>

Please find attached the notes from the meeting held on Thursday 20 SEptember with the developers of the proposed Vicarage Lane development.

I hope you will feel these are a fair summing up of the points raised at the meeting, but if you have anything to add, please just email 'all' with your comments.

The minutes of the second part of the meeting have been sent out separately to all IMAGE members.

Thank you for attending the meeting with the developers and please do feel able to update us with any information you have. You are always welcome to attend IMAGE meetings if you do not do so already, but if you wish to discuss the Vicarage Lane development further at one of our meetings, you should email me and request that it is specifically added to the agenda.

Best regards

Barb.

--

Barbara Watson

GRESFORD NEWS FACEBOOK PAGES

Posts



[Gresford News](#)

20 hrs ·

The residents meeting regarding Vicarage Lane and Old Wrexham Road planning applications is 7:45pm tomorrow (Monday) at Gresford Trust Memorial Hall.

The Old Wrexham Road planning application has now been withdrawn by the applicant but Vicarage Lane is a very important one to discuss at this time.

Many thanks,

Andrew Atkinson.

[2 Comments](#)

66

 Justin Paul

[Like](#) [Show More Reactions](#)

[Comment](#) [Share](#)

[Oldest](#)

Comments



[Mandy Short](#) [Tom Burton](#)

[Manage](#)

[Like](#)

· [Reply](#) · 19h



[Lynne D-n](#) Which one on Old Wrexham Road has been withdrawn please ?

[Manage](#)

[Like](#)

· [Reply](#) · 18h



[Gresford News](#) The mews houses not the caravan park

1

[Manage](#)

[Like](#)

· [Reply](#) · 17h



[Lynne D-n](#) Thank you, i didnt know of any others. (Not my business just nosey).

1



Gresford News

28 August at 12:54 ·

Meeting regarding planning booked.

The residents meeting regarding Vicarage Lane and Old Wrexham Road planning applications is 7:45pm Monday 3rd September Gresford Trust Memorial Hall.

Please note although anyone from Gresford or Marford that is interested is welcome to attend it is predominantly a residents meeting for those two roads and priority will be given to those residents to air their views. I'll do my best to make sure everyone gets to ask the questions they want but I must make sure those residents don't miss the opportunity to ask questions and share their views.

I will be extending an invitation to the developers to attend part of the meeting.

Many thanks,

Andrew Atkinson.

[5 Comments](#)

[2 Shares](#)

1010

 Justin Paul

[Like](#) [Show More Reactions](#)

[Comment](#) [Share](#)

[Oldest](#)

Comments



[Mandy Short](#) [Tom Burton](#)

[Manage](#)

[Like](#)

· [Reply](#) · 5d



[Elizabeth Dawn Marks](#) It would be good for the village to hear what's going on as it does impact on the doctors, schools and the traffic up in that area. I think as a village we need to support each other with these things but agree that the speaks need to be the residents of the roads x

4

[Manage](#)

[Like](#)

· [Reply](#) · 5d



[Pam Roberts](#) Spot on Dawn

2

[Manage](#)

[Like](#)

· [Reply](#) · 5d



[Louise Lamb](#) [Trish Cottam](#)

[Manage](#)

[Like](#)

· [Reply](#) · 5d



[Raine Grunwald Lewis](#) [Leonie Lewis](#) [Lowri Staunton](#) you might be interested in this xx

[Manage](#)

[Like](#)



Gresford News

24 August at 10:06 ·

A pre-planning consultation has begun for 42 homes to be built on Vicarage Lane.

When I look at planning applications I always think about mitigation and how things could be improved if the development were to go ahead. In this case in my personal opinion I do not see how any amount of mitigation can widen Vicarage Lane, make it significantly safer or less congested at certain times of the day with large vehicles. I don't support this application but welcome your views whatever they may be.

I have recently met with the developer and they were to their credit very upfront and honest about their plans and though we don't see eye to eye I'm grateful to them for how they are approaching this.

This consultation comes before a planning application and it's a chance to make our views known. The plans do include affordable housing which I welcome but I centre my concerns around highways, green barrier land and our current infrastructure issues which include Alyn Family Doctors.

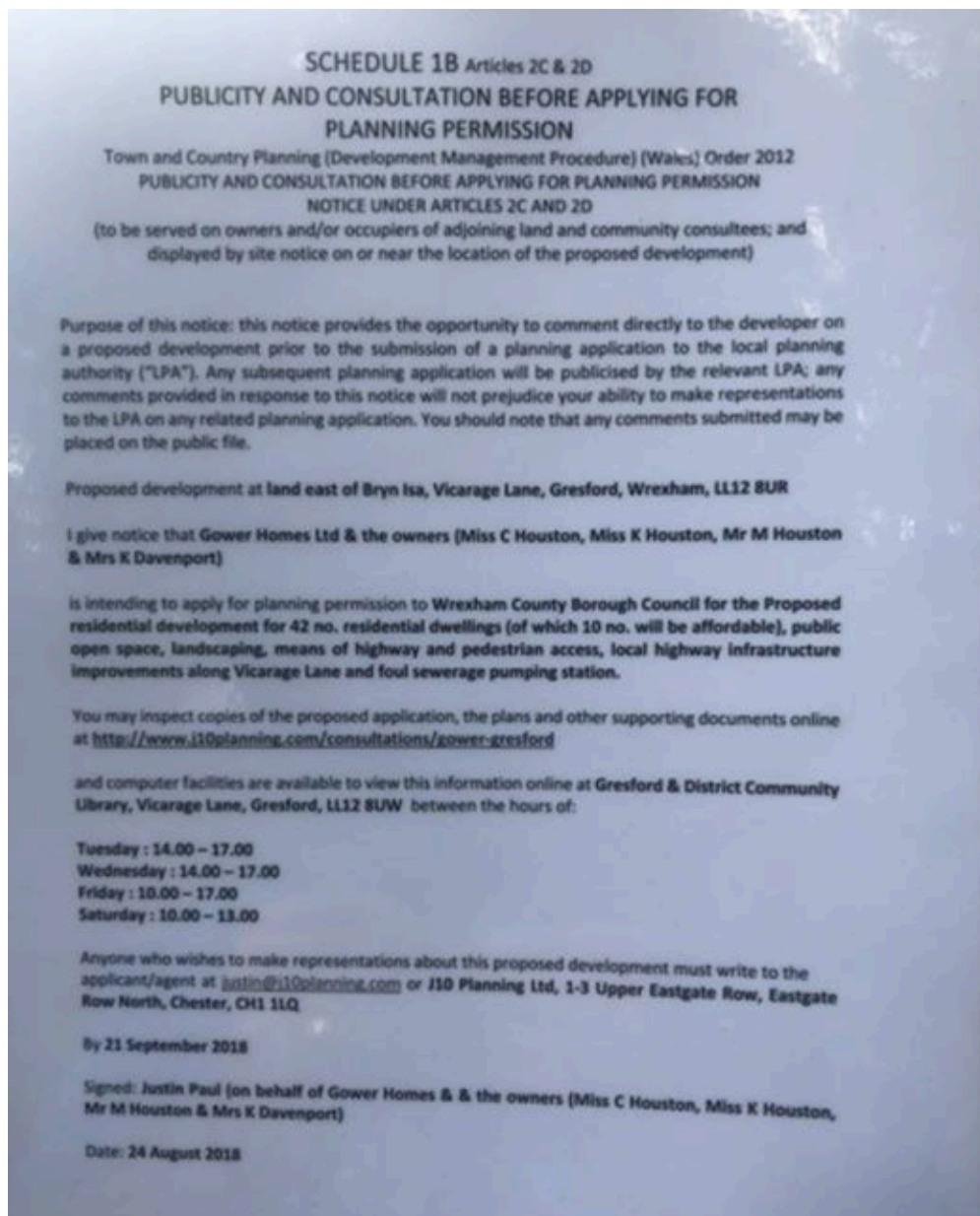
I am looking at organising a local residents meeting to discuss this and the Old Wrexham Road proposal.

I will be grateful for your views.

Many thanks,

Andrew Atkinson

<http://www.j10planning.com/consultations/gower-gresford/>



[33 Comments](#)
[7 Shares](#)

1818

 Justin Paul

[Like](#) [Show More Reactions](#)

[Comment](#)

[Share](#)

[Oldest](#)

Comments



[Rob Markert-Jones](#) [Michelle Markert-Jones](#)

[Manage](#)

[Like](#)

[· Reply · 1w](#)



[Rhian Williams](#) [Helen Elizabeth Hughes](#) [John Williams](#) [Robbie Williams](#)

[Manage](#)

[Like](#)

[· Reply · 1w](#)



Sarah Roberts Here is the link to the plans and a place to comment: <http://www.j10planning.com/consultations/gower-gresford/>

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#) · [Edited](#)



Claire Jones Sue Jones

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Adrian Rogers The road is certainly not wide enough to accommodate the extra traffic and with the frequency of the milk tankers I fear for the safety of those who walk along the road to the library as there is no footpath

3

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Gresford News Agreed

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Heather Jayne This is just getting ridiculous. How can Gresford cope with the builds already in progress, let alone the additional plans that appear on what feels like a monthly basis.

5

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Julia Chaplin Looking at the plans the 'affordable housing' seems to be shoe horned into a tiny corner of the site with the executive homes separate

2

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Mark Parry The use of the road for milk tankers alone is a massive danger. Lots of residents road parking makes it tight. Unless there's an alternative entrance / exit it will increase risk. Though this doesn't seem to be high on approval committee or WG thinking on other applications passed 🤔🤔

2

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Gresford News It needs to be a big consideration

1

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Michael Roberts Having just had a brief look through the Design and Access Statement, i wonder how happy the owners of the surrounding properties are with their properties being used within the document? Also there is little if any mention about the doctors surgery.. oh yes that's because there probably won't be one when it's completed! (although that's all gone a bit quiet too) They have indicated on the "site and it's context" plan where the Alyn Family Doctors is but i feel this is a bit misleading. Also the artists impressions seem to over exaggerate the actual width of Vicarage lane, especially where it shows the traffic light junction but not a view from the junction showing the dangerously narrow road up the side of the Plough.

1

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Gresford News Excellent points

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Craig Parrish The plans in the Highway document indicate lengths of footpath and one way / priority traffic directions. They forgot to show all the residents on road parking which will disappear !!!

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Gresford News Very good point that needs raising constantly

[Manage](#)

[Like](#)

· [Reply](#) · 1w

[View more replies](#)



Alexander Merry Pressure on infrastructure needs assessing - if Drs surgery struggling now, how would a reduced / combined surgery (per the proposals) cope with yet more residents ?

2

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Louise Lamb Vicarage Lane is already so busy with the tankers, there are no pavements and in many places there is no option to widen the road. Surely safe access has to be high up the list of considerations??

1

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Gresford News Let's hope so

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Michael Roberts "The land is presently owned by family members who have entered into a legal agreement with Gower Homes who will purchase the land for development" Anybody know who this is?

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Gresford News](#) It's a bit of a consortium of family members as I understand it. I'm not sure if they're still local

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Michael Roberts](#) Interesting comments from Curtins & J10....."4.5.2 Moreover, Gresford has the capacity to deliver growth and in the context of Planning Policy Wales (and the emerging framework which concentrates on placemaking and sustainable growth) it is therefore unclear why Gresford is not identified within the emerging LDP as being a location to provide for this growth."

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Andrew Bailey](#) To all concerned about this pre-application I will ensure our environmental group- IMAGE- discuss this at our September meeting in Memorial Hall on Thursday 20th. Andrew, do you think the potential developers may be prepared to come if available?

2

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Gresford News](#) I've invited the developers to a residents meeting

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Andrew Bailey](#) Meeting starts @ 7.30pm.

2

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Gail Owen](#) [Fiona Kettell](#)

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Fiona Kettell](#) Owning a house opposite this proposed site. I can say there are already safety and congestion issues that can only get worse if approval for the current plan goes ahead. Traffic has increased markedly over the last 10 years and another 42 houses with all those extra cars and pedestrians- it's an accident waiting to happen.

11

[Manage](#)

[Like](#)

· [Reply](#) · 1w



[Andrew Atkinson](#) [Fiona Kettell](#) completely agree

2

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Ann Field I agree whole heartily. I will be looking onto a new back garden if it goes ahead!

2



Samantha Jane Straker This is getting ridiculous. The roads of Vicarage Lane and Old Wrexham Road are already difficult enough to negotiate safely. They certainly can't cope with any more traffic from developments other than those agreed. Plus it will take away all the green space we have.

4

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Gresford News Completely agree

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Karen Stevenson Not sure how I feel on this one. I understand the need for affordable housing but that road is really tight and losing green area spoils the place. On a point less important but a point not the less. Gresford is starting to lose it's village feel. I think I've just put myself against it but the feelings of residents on that road are more important than mine

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Adele Armson Vicarage Road also as well as old wrexham Road the paddock - Gresford is going to be so built up at this rate the village feeling will rapidly be a thing of the past - That road is getting busier by the minute the tankers rushing up down people using it as a cut through speeding - doctors closing schools will be struggling also it just ridiculous- there still building the new builds on Chester Road last phase that's been over 2yrs

1

[Manage](#)

[Like](#)

· [Reply](#) · 1w · [Edited](#)



Izzy Owen This is so ridiculous!

Go and build your cheaper (affordable housing) paper thin houses else where! Vicarage lane is a country lane which if you drive down (not race) is a Pleasant place with lovely views which is so rare to see nowadays! Horses, people, dogs, cattle use this lane which already is dangerous, imagine it with more traffic. Greedy people everywhere nowadays let the land stay how it is! People start paying more for milk so farmers actually make a profit and don't feel they have to sell their land to keep running and build your boxes else where!

6

[Manage](#)

[Like](#)

· [Reply](#) · 1w



Annie Gabrielle Be nice to think they would be affordable but yet again I Doubt the average homeowner will be able to afford them

2

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Fraser Arnot Nimby

2

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Gresford News Based on what?

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)

[View more replies](#)



Todd James I bloody hope this is refused, it's a nightmare already on that road! Just as the doctors closes also.

2

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Evan Meredith I am not a resident of Vicarage Lane, but as a life long Gresfordite I would like to give personal opinion. Vicarage Lane is (apart from Willis' tankers) a country Lane & this particular field, a very beautiful one, I walk the dog and watch it through ...[See more](#)

15

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)

3 Replies



Paul Grant As someone who lives along Vicarage Lane, I strongly believe this development would completely ruin its rural character. It would also set a dangerous precedent for the development of other parcels of land along Vicarage Lane and elsewhere in the area....[See more](#)

14

[Manage](#)

[Like](#)

· [Reply](#) · [1w](#)



Karen Jones I agree entirely with you Paul Grant and [Evan Meredith](#) x

2

[Manage](#)

[Like](#)

· [Reply](#) · [5d](#)



Eira Leech Is the tree protected by a TPO?

1

[Manage](#)

[Like](#)

· [Reply](#) · 5d



Leonie Lewis [Trish Edwards Grunwald](#)

[Manage](#)

[Like](#)

· [Reply](#) · 5d



Lynne D-n Its such a pretty lane to live on. Its become very busy with the huge tankers (so many more than used to be). If two of them meet....you can expect to be reversing around blind bends. Its so dangerous, imagine an extra housing estate.
I avoid the lane now.

[Manage](#)

[Like](#)

· [Reply](#) · 4d



Gail Owen 8 cars where at a standoff today outside Elms Cottage on Vicarage Lane the road is so narrow and nobody would back down as to who had right of way..imagine another 84+ cars from this development on such a narrow lane
..nightmare...

[Manage](#)

[Like](#)

· [Reply](#) · 4d



Lea Edwards it will go ahead. gresford and llay seem to be a target at the moment. I'm just waiting to see the obituary page in the leader in few years. if I'm still here!

[Manage](#)

[Like](#)

· [Reply](#) · 3d

APPENDIX D

DMO resident feedback

From: dougbailey6@gmail.com
To: [Justin Paul](#)
Subject: New Message (sent by contact form at J10 Planning)
Date: Tuesday, September 18, 2018 1:50:03 PM

Name: Doug BAILEY
E-Mail: dougbailey6@gmail.com
Name of Consultation: Gower - Gresford

Message: I fully support the introduction of a range of quality new housing into the village, including much needed affordable housing, and a variety of larger family homes.

From: [Trish](#)
To: [Justin Paul](#)
Subject: Proposed Development Vicarage Lane Gresford
Date: Thursday, September 20, 2018 3:27:37 PM

We run a homebased childminding service from my home Swn y Coed Vicarage Lane Gresford. My wife is a registered with the Care Inspectorate Wales and I am her registered assistant and we are registered for up to 10 children.

In addition we are members of Wrexham Community Childminding Network and have regularly provided placements for families in crisis. As a small business we provide a flexible service and pride ourselves in the service we provide for children with additional needs.

Combining parents picking up and dropping off their children with our pick ups and drop offs at schools etc. generates 28 trips up and down Vicarage Lane each working day. Noting the week you carried out your traffic survey we were on holiday and obviously those figures would not be in your count.

There is no doubt that Gresford needs more homes for people but we would question the need for more 4 and 5 bedroom houses, what we need are more 2 and 3 bedroom houses for young families. It would be great if our children who have grown up in this community could live here after they get married.

Our real concern is the safety of the children in our care and in particular on the days we walk down Vicarage Lane to pick up and drop off at school or go to the park. The problem area is the pinch point from the library down to the main road and two small lengths of isolated footpath will do nothing to ease it, in fact potentially they could make it worse. Your transport statement dismisses a 19% increase in traffic as not an issue which to us does not appear to be a responsible approach to public safety. In addition you say an extra vehicle every two to three minutes is imperceptible, when we are on our 6 minute walk down Vicarage Lane with a double buggy and two children walking we will perceive it!

We are concerned that should this development proceed it will involve road closures for service connections etc. This would have a major impact on our business if parents cannot get to us and we cannot get to school.

Has anybody calculated how many vehicles would use Vicarage Lane during then construction phase and what effect they would have on traffic flows and where would the construction phase access be?

Vicarage Lane is used extensively by walkers and cyclists ,increase in traffic would again increase their risk.

Regards

Trish & Kevin Cottam

From: [Richard](#)
To: [Justin Paul](#)
Subject: FW: Vicarage Lane Development Gresford - Gower Homes
Date: Friday, September 14, 2018 12:29:23 PM

Vicarage Lane Development Gresford - Gower Homes

Justin

I refer to the above, and confirm I must lodge my objections to the development on Vicarage Lane on the basis of the increase in traffic, which I believe could lead to considerable delays and/or accidents occurring on this road.

I do walk my dog on a regular basis on the lane and invariably I meet at least 3 tankers going to and from Willis Farm. This is within a period of , I would say 15 minutes.

If this is the case, and if this was multiplied throughout the day, then obviously there are a considerable number of lorries travelling along Vicarage Lane. If the traffic was increased with a further 42 residents, which averaging probably 2 cars per property there is no question, in my mind, that this will lead to future problems.

The suggested traffic management of reducing the carriageway to a single carriageway by the library, will also cause horrendous problems, and in my view, is not a viable solution. Traffic would back up directly onto Chester Road, which will again lead to traffic problems.

In addition to the objections I would raise on a highway basis, the number of residents would increase greatly which would put tremendous pressure on the Schools which are already full also on the sewerage system which regularly blocks and last but not least, on the health facilities. Gresford Health is already under great pressure and further increase in patients would cause absolute chaos.

I would also point out that in the design and access statement it suggests that the Yew Tree is a Public House- it is no longer a Public House, and would suggest that this is changed as soon as possible. There are also some out of date photographs, which indicate a building on the corner of High Street and Chester Road which is obviously not the case.

In conclusion ,I intend to object to the Planning Authorities as and when the Application is submitted.

Regards

Richard Evans
51 Bodwyn Crescent
Gresford
Wrexham
LL12 8NQ

From: [John Filce](#)
To: [Justin Paul](#)
Subject: Development of 42 Houses at Vicarage Lane Gresford
Date: Monday, September 17, 2018 6:26:58 PM
Attachments: [Objection to 42 houses at Vicarage Lane Gresford.pdf](#)
[ALC Map Land at Vicarage Lane Gresford.pdf](#)
[Planning Appeal APP H6955 A 15 3095184 Vicarage Lane Gresford.pdf](#)

Dear Sir

We attach a letter containing our formal objection to the above development together with a copy of the Wales ALC Map and a copy of a very relevant Planning Inspector decision regarding development at Vicarage Lane Gresford.

We will therefore be obliged if you will carefully consider our comments as to why this development is opposed and note that we will be making appropriate representations to the LPA should this matter proceed to Outline Planning. We are completely opposed to these opportunist developments on BMV Land that should be carefully preserved for future generations.

Regards

Joan & John Filce

Monday, 17 September 2018

My Ref

Your Ref

Dear Sir

Proposal to Build 42 Homes on Land off Vicarage Lane Gresford Wrexham

With reference to your proposal to build 42 Houses as above we write to place on record our formal objection to the plans. We are residents of Rossett and are served by the same doctors and schools as Gresford which prompts us to express our views on any measure that makes the infra-structure worse for the local community in Gresford, Marford Llay and Rossett.

Our formal objections are as follows:-

- a) The land in question is BMV Grade mainly Grade 3a (89.7%) but a portion Grade 3b (10.3%). From the Wales ALC Map it is clearly shown that the land was surveyed Post 1988 as part of the Agricultural Land Classification (Wales) Surveys. The land is therefore ring fenced under Wrexham CBC UDP Policy EC2 and PPW 9 Para 10.4.1 and cannot be built out as the land cannot be restored in the future to greenfield status as required by these planning requirements.
- b) The Welsh Government Rural Affairs has expressed concern regarding the loss of any BMV land as there is only about 7% left in Wales and it should be protected as a finite resource. Land in grades 1, 2 and 3a should only be developed **if there is an overriding need for the development**. (No such need can be shown)
- c) The land is located in a green barrier and is situated outside the settlement boundary and such development contravenes Wrexham CBC UDP Policy EC1. Policy EC1 of the UDP only permits development within a green barrier if it is for *"agriculture, forestry, essential facilities for outdoor sport and recreation, cemeteries and other uses of land which maintain the openness of the Green Barrier and do not conflict with the purpose of including land within it"*. The development clearly does not accord with this requirement.
- d) The purposes of the Green Barrier set out in paragraph 5.2 of Wrexham CBC UDP reflect those in PPW 9 and include: *"to prevent the coalescence of urban areas and villages with other settlements; assist in safeguarding the countryside from encroachment; and to protect the setting of an urban area"*. This development therefore conflicts with the purposes of including the land within the Green Barrier as well as failing to maintain openness.
- e) PPW9 states in paragraph 4.8.15 that inappropriate development should not be granted planning permission *"except in very exceptional circumstances where other considerations clearly outweigh the harm which such a development would do to the Green Belt or Green Wedge"*. 42 houses in this location are clearly inappropriate development – See Planning Decision Ref APP/H6955/A/15/3095184 land adjoining Trewythen Care Home Vicarage Lane Gresford Wrexham LL128US dated 25th Nov 2015 refusing 20 Elderly

Persons Bungalows adjoining the care home as inappropriate development in a Green Barrier.

- f) For information we must advise that Tan 1 Paragraph 6.2 was dis-applied by the Cabinet Secretary for Energy, Planning and Rural Affairs on the 18th July 2018 so that the lack of a 5 year Land Bank by Wrexham CBC no longer carries considerable weight and all developments must still comply with the planning requirements above.
- g) The infra-structure cannot sustain any further burdens by such development as the Medical Practice covering Gresford, Marford and Rossett and Llay cannot cope, the schools are overburdened in the area and there are also serious concerns regarding highways safety.

For information we have provided along with this letter a copy of the ALC Map showing the land quality grades and a copy of the Planning Inspectors Decision referred to above.

In summary.

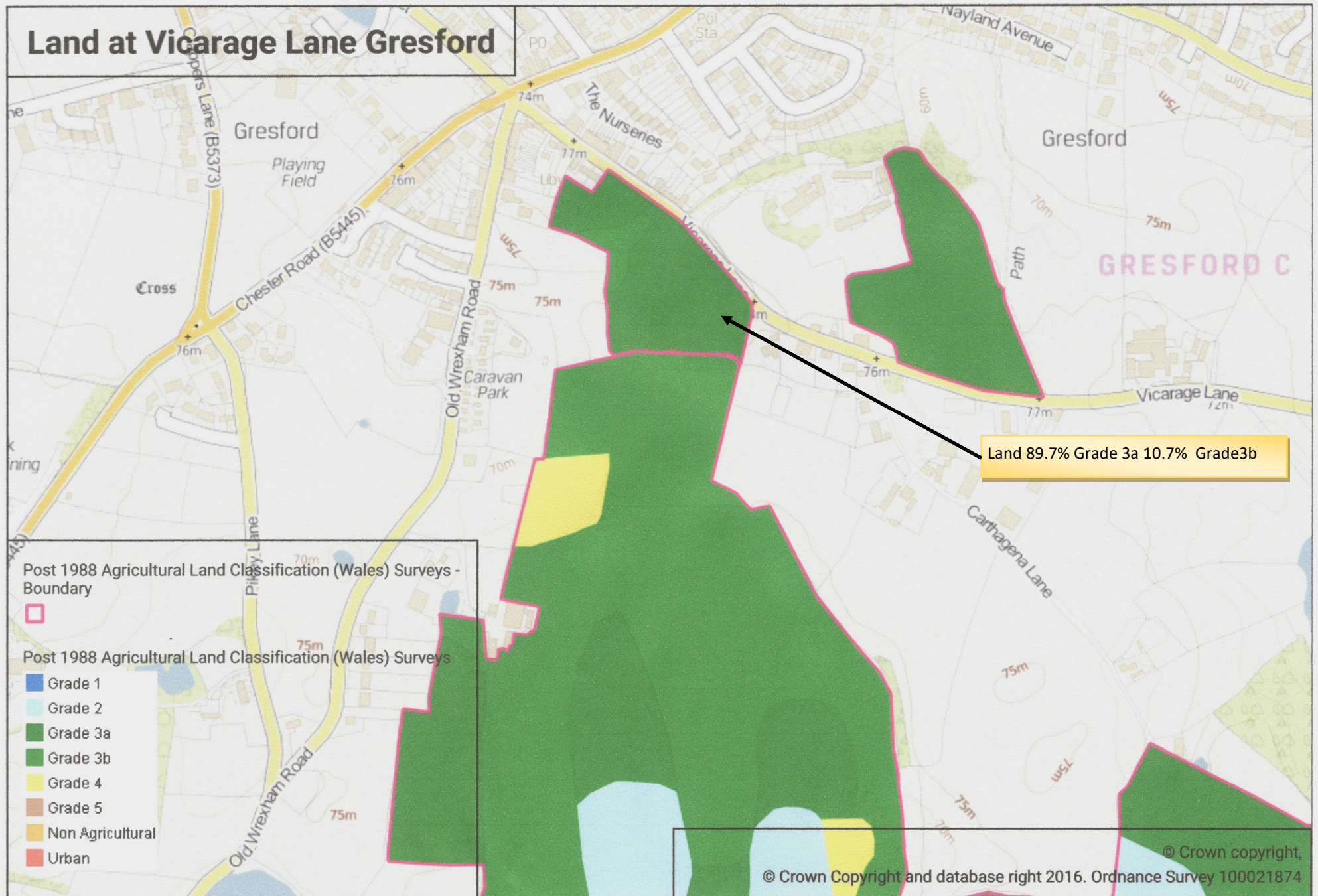
The above development is clearly inappropriate development, in a Green Barrier on protected BMV land outside the settlement boundary which will encroach into the open countryside in contravention of both local and national planning policies and should not therefore be pursued.

Yours Faithfully

Joan & John Filce

J10 Planning Ltd
1-3 Eastgate
Upper Eastgate Row
Eastgate Row North
Chester
CH1 1LQ

Land at Vicarage Lane Gresford



Green Gables
Vicarage Lane, Gresford
Wrexham LL12 8US

13 Sept 2018

Re: Proposed development on Vicarage Lane:

Dear Sirs

I would like to register my opposition to the proposed development in the strongest terms since I do not feel any further development along this narrow lane can be considered safe. I believe the increase in traffic which would undoubtedly result if the development were approved would greatly increase the risk of accident both due to collision between vehicles but more worryingly to pedestrians as well as residents of the local care home who necessarily use mobility scooters. When walking along this stretch at present, great care is required and it is not uncommon to be necessary to take "shelter" out of the way of the traffic. As you are aware the road is exceedingly narrow, and no footpath is provided, or possible. The road beyond the proposed development is even narrower, and, in my view, not capable of taking further traffic.

The road is used regularly by pedestrians who live in the houses on the road, as well as on Carthagen Lane, by the residents and employees of the care home. Being rural in character, it is also well used by dog walkers, runners and cyclists, even from very early hours, to late at night.

Comments on Traffic survey by Curtins, downloaded from J10 web site:

I cannot reconcile the impression given by the document "Highways-065526-Vicarage-Lane-Gresford-TS-Final-V2.1-COMPLETE" with my own experience using Vicarage Lane (and I suspect everyone else's), since the norm, when travelling by car at the entrance of the road, is commonly to meet another vehicle coming in the opposite direction. This expectation probably also explains the low average speed recorded in this section.

I believe the calculation of possible "conflict" at the start of Vicarage lane is seriously flawed in that the assumption that it takes 4.47 secs to travel the 50 meters is incorrect. This is because the time is NOT defined by the "average speed" measured by the survey, but by the timing of the traffic lights at the junction with Chester road. I hope this is a genuine error and not case of trying to mislead.

This has two effects - firstly extending the time to between 45 secs and 1 minute, on average, (defined by the timing of the lights), thus making the possibility of two vehicles meeting much greater (more than 50%) than the document tries to imply. Secondly these lights produce a "bunching" of vehicles (since they have been held up by the lights (travelling in both directions)), which makes the passage even more difficult.

I also reject the argument that the only section of Vicarage Lane where "conflict" could be a problem is the first 50 meters of the roadway. I feel the whole stretch between the lights to somewhere between Celyn Cottages and the entrance to the Trewythen Hall Care home needs to be considered (which includes the boundary of the proposed development). This section of road normally contains parked cars and as such is effectively single carriageway width for virtually the whole length. I do not believe the provision of "extra parking" within the proposed development will have any effect on this in the slightest, since I do not believe it would be used in practice and can see no suggestion in the document as to how this stretch is to be kept clear. The actual position of this "extra parking" is also unclear, in that the plan shown in the Curtins' document (page 51)

does not agree with proposed masterplan. The plan states that 11 places will be provided. As simple check one evening however showed 11 cars parked on the roadway (including some "end on" to the house, but protruding onto the roadway), with spaces still unoccupied where cars are known to be normally present. This should not be surprising using the figures provided on your document (page 9), so I cannot see how you expect the stated extra provision to be adequate.

Further, since I suspect the development of this site would lead to a LARGE increase in the number of school aged residents using Vicarage Lane, the possibility of accidents between cars and pedestrians during the early morning peak, with pupils proceeding from the estate to Chester Road, to use public transport, is a real worry. Use of cars to "do the school run" at this peak period would only make matters worse, unfortunately.

The document also does not consider the problems which will occur during the construction stage of the development (if it is permitted) when significant extra HGV traffic will be present within the first part of the roadway. I feel this needs to be addressed, and not ignored.

Concerning the actual proposed plan, I also feel the width of the roadway within the estate is inadequate, since a single parked car on this roadway would effectively block it for larger or emergency vehicles. No consideration for this appears to have been undertaken in the "Swept path analysis", in which the full width of the roadway appears to be necessary.

I trust this makes my views totally clear, and trust that they will be forwarded to the council.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P.A. Freedman', with a long horizontal flourish extending to the right.

Dr P.A. Freedman

cc: Councillor Andrew Atkinson

From: [Margaret Freedman](#)
To: [Justin Paul](#)
Subject: Vicarage Lane Gresford
Date: Thursday, September 20, 2018 11:24:05 PM

Proposed Gower development, Vicarage Lane, Gresford

I am writing to express my concerns over the proposed development on Vicarage Lane, Gresford, following the two consultation meetings at the Memorial Hall and having read much of the documentation available on your website.

This is grade 2 agricultural land that has been organically farmed for the past ten years, adjacent to a rural lane much used by runners, walkers and cyclists. The lane is also used as a direct route to Wrexham Industrial Estate, despite its narrowness and several bends. It floods after heavy rain in several places, notably at the north east corner of the site. I note that at least one of the drainage test pits failed to drain (number 9). The site is located right at the end of the local sewage system which could be a problem. All the houses to the east of the site have septic tanks.

The proposed access point to the site would have been better situated opposite Trewythen Hall where the road is significantly wider, despite this being further from the village amenities for some of the site. The suggestion that residents who currently park on the lane should instead park on spaces specially provided on the site is just not realistic: people want to park as close as possible to their main amenity, their home. On library days there are often extra cars parked on the lane belonging to library users, both the elderly and mothers with young children.

Finally, and perhaps most importantly, the proposed traffic calming will not work because of the traffic lights.

Margaret Freedman
Green Gables
Vicarage Lane
Gresford

Sent from my iPad

From: [Paul Grant](#)
To: [Justin Paul](#)
Subject: Vicarage Lane development
Date: Thursday, September 20, 2018 10:05:11 PM
Attachments: [letter 2.docx](#)

Dear Justin

Please find attached my response to the proposed development on Vicarage Lane

Regards

Paul Grant

<http://www.bbc.co.uk>

This e-mail (and any attachments) is confidential and may contain personal views which are not the views of the BBC unless specifically stated.

If you have received it in error, please delete it from your system.

Do not use, copy or disclose the information in any way nor act in reliance on it and notify the sender immediately.

Please note that the BBC monitors e-mails sent or received.

Further communication will signify your consent to this.

Paul Grant

5 Vicarage Lane

Gresford

20/1/18

Dear Justin

I am writing to voice my strong opposition to the proposed plans to build 42 homes on Vicarage Lane. I believe both the residents of Vicarage Lane and the wider village community are united in opposition. While residents along the lane like my family will be most affected, it is also very much a community asset used by dog walkers, joggers and cyclists. They too do not want to see its rural character ruined.

Vicarage Lane is a semi-rural lane which is totally unsuitable for further development and the significant increase in traffic. I live at 5 Vicarage Lane where there is a high level of on street parking. This often leads to congestion, particularly involving the milk tankers from the Willis depot. This part of Vicarage Lane in particular would simply not cope with any increase in traffic. I also believe it would lead to increased air pollution.

Your traffic report claims there will be an increase of 19% in traffic and this will be imperceptible. I totally disagree. The council's own figure of more than 50% is much more realistic. A simple headcount of houses along Vicarage Lane would tell you 42 extra homes will be much more than a 19% increase in houses along the lane and therefore the consequent traffic will be much higher too.

Current planning regulations say there should be safe pedestrian access to local amenities. As you admit, you are unable to provide a footpath along a significant stretch of the road. You use the inspector's report into the Trewythen Hall development as supporting evidence to back your contention that the road is safe to walk along. That is misleading. Those plans did not involve any significant increase in traffic along this section of the road. Your plans will mean a huge increase in vehicles. As one resident said, it is an accident waiting to happen. You are not providing safe access and your plans to mitigate traffic issues are not workable.

The land is currently green barrier. While you make great play of the proposal to remove that status, that is only a proposal and to be decided in the future. Its current status means that any development would have to be under exceptional circumstances. I believe your plans fall well short of meeting the criteria. The proposal would represent inappropriate development in the green barrier, in accordance with the provisions set out within national and local plan policy

Under the emerging LDP Deposit Plan, there is no allocation for housing in Gresford. That's simply because the council realises there isn't the need. If you give weight to the proposal to remove the green barrier, you must also give equal weight to the proposed LDP and its non-allocation of houses in Gresford. You can't pick and choose.

I believe great weight should be placed on the planning inspectorate's refusal for development at Trewythen Hall. The site is directly across the road from your planned development and is subject to similar planning constraints. The inspector did not believe the proposal met the exceptional circumstances test. I contend this development does not either. In fact, there are more reasons for opposing it, such as the highways issue.

You say the proposed development isn't speculative because you've spent a lot of time and money on drawing up the plans. I disagree. Developers have seen the lack of a five year plan and paragraph 6.2 of TAN 1 as an open invitation to put forward plans for areas of land which would normally be completely out of reach. Unfortunately, in the time since you first struck a deal with the landowners, the Welsh government has closed one loophole by dis-applying the entire paragraph 6.2 of TAN 1. This severely weakens your case for development on green barrier land.

Finally, you warn that if the plans are rejected by the council you will appeal. I sincerely hope the council are not cowed by this. Remember, the last time a proposed development on Vicarage Lane went to appeal, the developer lost. The argument in favour wasn't strong. I believe your case is weaker still.

Regards

Paul Grant

From: [Janet Holmes](#)
To: [Justin Paul](#)
Subject: PRE PLANNING CONSULTATION - Vicarage Lane Gresford
Date: Friday, September 21, 2018 11:05:59 AM

Dear Sir

I am lodging my objection to this development.

Vicarage Lane is a rural lane and cannot cope with an increase in traffic. The observations in your traffic management report will not work and will cause gridlock at the traffic lights at the Plough junction.

The Health and safety of pedestrians using the lane will be jeopardised by the increased traffic generated by this development.

This as I said is a rural village and the retention of fields is important to ensure this continues. Local services are already overstretched and this will only add to issues already being experienced.

I will make these observations again should the plan be submitted to WCBC.

Janet Holmes
6 Oakfield Cottages
Gresford.

From: [christine jones](#)
To: [Justin Paul](#)
Subject: Vicarage lane
Date: Wednesday, September 19, 2018 4:54:48 PM

Dear Sir,

I would like to register my serious concerns regarding the potential development of 42 houses on Vicarage Lane, Gresford.

I have lived in Marford and Gresford for the past twenty years and fully appreciate the beauty of our surroundings and the community feel we have managed to maintain despite considerable localised developments. The services our village has to offer such as doctors, schools, libraries are already struggling under the weight of the population and I do not believe capable of dealing with a further 42 families. However the prime concern is one of road safety.

I am not against further development provided it is appropriate and not likely to cause concern in any way. In fact, I would go so far as to say I understand the need for more housing and I am not a 'NIMBY'.

However, anyone who frequently uses Vicarage Lane will be acutely aware of the very real dangers a development would be likely to cause to this very narrow, single-lane traffic byway no matter what supposed traffic controls were introduced.

I live off Vicarage Lane on a private Road called Carthagen Lane and I have to use Vicarage Lane to get to every destination from my property. This involves turning both left and right onto Vicarage Lane and as a result, I am very experienced with the current traffic issues already causing constant problems and dangers to drivers, cyclists and pedestrians. Not least the constant usage of the Lane by Willis dairy tankers of which I understand there are 54 that constantly use Vicarage Lane in both directions.

I also walk my dogs twice daily and have to be extremely careful because of the narrowness of the carriageway. I do not believe a pathway through the proposed development would make any difference whatsoever because it would do nothing to protect pedestrians and cyclists as it would only serve the length of the development after which pedestrians would have to return to the lane that has no potential for a pavement.

In my opinion, Vicarage Lane is already a time bomb, an accident waiting to happen, and I am truly amazed that no one has yet been killed or knocked down to date particularly in the winter months.

All of the suggested methods of traffic alleviation and control by the developers would not work in this situation without causing complete mayhem to the traffic along Vicarage. In particular, the traffic lights where there are already major issues with the dairy tankers constantly coming through the lights onto a lane that is far too narrow to accommodate them.

As a current frequent pedestrian who constantly has to get out of the way for traffic of all sizes by squeezing between parked cars, I dread to think what this would be like if the traffic was increased by approximately 80-90 further cars from the development as most families

nowadays are two car families.

The problem does not only concern the road from the development to the traffic lights. It is a major concern for the **entire** length of Vicarage Lane in both directions as it will cause traffic to cut through to Marford because of congestion at the traffic lights in Gresford. I would also imagine that new residents of the development would be working at the new Wrexham super prison, Wrexham Industrial Estate and Chester Business Park.

Vicarage Lane is currently a **village** lane. It is not designed or capable of dealing with the increased burden of traffic that would be generated. What I would ask is, should consent for planning be awarded, who is subsequently going to stand and accept liability for the probable tragic consequences of a traffic accident or fatal knockdown of a child or elderly resident of the nursing home which is immediately adjacent to the proposed site.? No one could then dispute the warnings that were raised prior to the development.

Because the area is so beautiful, people are always walking along the lane to reach other walks. Cyclists, runners , dog walkers, families and elderly pedestrians are already risking the lane as there are no pavements and no opportunities to introduce any. It is one thing for someone like myself to be walking but the dangers to the elderly and children, in particular, are already unacceptable.

I am sorry to labour the point, but I have yet to meet any other resident from the entire village who feels this development is justified but more importantly SAFE.
Thank you for your time and consideration

Mrs Christine Jones
Foxwood Cottage
Carthagen Lane. Gresford

From: [Julie Kelsall](#)
To: [Justin Paul](#)
Subject: Development at Vicarage Lane, Gresford
Date: Friday, August 24, 2018 11:46:45 AM

Dear Justin

As a resident of Vicarage Lane (Celyn Cottage) I am very concerned about the effect this development will have on traffic and parking.

As we live in an old cottage, we have no off-street parking. At the moment, we can manage to grab a space somewhere on Vicarage Lane. However, I am very worried that we will have nowhere to park if more houses are built. The Lane is already jam-packed with parked cars and am very concerned that this situation will worsen.

Also, there is a lot of through traffic from cars coming to and from the industrial estate, as well as huge milk lorries which cause lots of congestion. I work as head of Languages in a local high school and my husband is HR Business Partner at Berwyn Prison. I cannot see how we will manage to get to work on time with the extra traffic throughout and congestion.

I would like to sell my house in order to avoid such a construction of ugly modern houses which will not be in keeping with the traditional style of Vicarage Lane. However, with the threat of such a development I cannot see how we will be able to find a buyer, even if we massively cut the selling price.

Please could you let me know how you are going to address the issues of parking and congestion for existing residents of Vicarage Lane?

Best regards

Julie Kelsall

From: Justin Paul
To: "Julie Kelsall"
Subject: RE: Development at Vicarage Lane, Gresford
Date: Friday, August 24, 2018 2:07:00 PM
Attachments: [image007.png](#)
[image008.png](#)
[image010.png](#)
[image011.png](#)
[image013.png](#)

Yes, apologies, my mistake earlier I thought the spaces had been removed, but upon reviewing just now and looking at the masterplan they are still in and to be offered.
I therefore hope this means you will, as you say, be more favourable and supportive.
Best regards
Justin

Justin Paul BA BTP MRTPI
MANAGING PARTNER

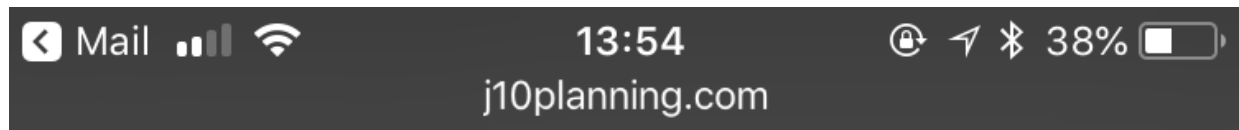
J10 Planning Ltd
1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ
01244 349400 // 07971 446630 // justin@j10planning.com
Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Julie Kelsall <juliekelsall6@gmail.com>
Sent: Friday, August 24, 2018 1:58 PM
To: Justin Paul <justin@j10planning.com>
Subject: Re: Development at Vicarage Lane, Gresford

Do you mean this reference in the final Transport statement dated 12 March 2018?

I would certainly be much more favourable if parking for existing residents was considered.



13 of 118

C...ne, Gresford

Transport Statement



3.3 Proposed Parking Provision

Car Parking

3.3.1 The proposed development layout demonstrates that car parking would be provided as per the following:

- 1-bedroom dwellings: 1.5 car spaces per unit;
- 2-bedroom dwellings: 2 car spaces per unit;
- 3/4-bedroom dwellings: 3 car spaces per unit; and

- 5-bedroom dwellings: 4 car spaces per unit.

3.3.2 In addition to the above, it is proposed that a parking area is to be provided at the north-west corner of the site, adjacent to units 1 – 8.

3.3.3 These 11 parking spaces would be offered to plots 9, 10 as well as the existing residents along Vicarage Lane in order to assist in reducing the number of parked vehicles along the road, thus increasing the available space for pedestrians, cyclists and vehicles to pass one another.

3.3.4 If necessary it is envisaged that the legal ownership of the spaces could be transferred to those properties along Vicarage Lane whose owners wish to obtain a parking bay through an agreed management arrangement.

Cycle Parking

3.3.5 Room to securely store at least two bicycles per dwelling will be provided.

On Fri, 24 Aug 2018 at 12:19, Justin Paul <Justin@j10planning.com> wrote:

An early version of the masterplan layout did consider the provision of some neighbour off-street parking this, but it was removed as the plans developed.
However, this could be re-visited if there was local interest and support for such a facility.

From: Julie Kelsall <juliekelsall6@gmail.com>

Sent: Friday, August 24, 2018 12:15 PM

To: Justin Paul <justin@j10planning.com>

Subject: Re: Development at Vicarage Lane, Gresford

Hi Justin

Many thanks for your quick reply. I've had a look at the plans and the access road to get onto the estate is directly opposite the cottage where I live and park my car (I park outside Westwood Cottage). I don't have anywhere else to park as I don't have off street parking. It is illegal to park opposite a junction. Where would you suggest I park my car? Would the plans include any parking facility for houses such as mine, that don't have off-street parking?

On Fri, 24 Aug 2018 at 11:56, Justin Paul <Justin@j10planning.com> wrote:

Hello Julie

Thank you for your email and I note your comments.

Do please take some time to view the Highways Report on the weblink:

<http://www.j10planning.com/consultations/gower-gresford/>

Our highway advisors have calculated that there is sufficient capacity to handle the additional vehicles generated by the proposal.

Additionally, the applicant does not expect any additional on-street parking will be generated by the scheme; with sufficient parking provision made on site to meet standards. Furthermore, some highway improvements are being proposed along Vicarage Lane (and these are detailed on the plan included in the Highway Report) with a view that these may calm movements as they approach the residential area.

I hope that this goes some way to answering your queries. Any ideas you might that the applicant and his team could consider would be most welcome.

Best regards

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Julie Kelsall <juliekelsall6@gmail.com>

Sent: Friday, August 24, 2018 11:47 AM

To: Justin Paul <justin@j10planning.com>

Subject: Development at Vicarage Lane, Gresford

Dear Justin

As a resident of Vicarage Lane (Celyn Cottage) I am very concerned about the effect this development will have on traffic and parking.

As we live in an old cottage, we have no off-street parking. At the moment, we can manage to grab a space somewhere on Vicarage Lane. However, I am very worried that we will have nowhere to park if more houses are built. The Lane is already jam-packed with parked cars and am very concerned that this situation will worsen.

Also, there is a lot of through traffic from cars coming to and from the industrial estate, as well as huge milk lorries which cause lots of congestion. I work as head of Languages in a local high school and my husband is HR Business Partner at Berwyn Prison. I cannot see how we will manage to get to work on time with the extra traffic throughout and congestion.

I would like to sell my house in order to avoid such a construction of ugly modern houses which will not be in keeping

with the traditional style of Vicarage Lane. However, with the threat of such a development I cannot see how we will be able to find a buyer, even if we massively cut the selling price.

Please could you let me know how you are going to address the issues of parking and congestion for existing residents of Vicarage Lane?

Best regards

Julie Kelsall

From: [Stephen Kettell](#)
To: [Justin Paul](#)
Cc: [Andrew Atkinson](#)
Subject: Vicarage Lane Development
Date: Wednesday, September 19, 2018 4:48:16 PM

Dear Sir

I am writing to express my personal concerns about the proposed development on Vicarage Lane, Gresford.

As a resident at the far end of Vicarage Lane I am concerned about the increase of traffic that will arise from the proposed development.

The Curtins report does fully not address the traffic using the whole lane and the impact this will have on all the residents and the deterioration of an already sub standard road not meant for high volumes of traffic from residents and people using it as a cut through to the industrial estate and Wrexham.

In recent years I have been called as a witness to give evidence at trial to an incident between a walker and a truck in which a severe head injury occurred - any increase in the amount of extra traffic on this road would be dangerous to walkers, cyclists and drivers.

This is a road with constant traffic problems from:

Cars parked on the street due to no parking spaces for residents or people visiting.

Tankers / farm traffic going up and down the lane 24hrs daily.

The nature of the lane with very constrictive spaces that need drivers reversing all the time.

Limited vision due to the contours in the road, trees and hedges.

This is a country lane busy enough with residents, dog walkers, runners, cyclists and school children walking home from the bus stop.

Any increased traffic would pose a safety threat to all of us and I do not believe there is sufficient space to accommodate a two lane road and a walking pathway as well as parking for residents.

Regards,

Steve Kettell
North Wing, The Elms
Vicarage Lane
Gresford
Wrexham LL12 8UT

Ph:+44 (0) 1978 853339

Mob: 07961 899887

From: [Sue Lane](#)
To: [Justin Paul](#)
Subject: Fwd: Gower Homes - proposals for Vicarage Road, Gresford
Date: Monday, September 3, 2018 6:11:00 PM

----- Forwarded message -----

From: **Sue Lane** <sula54321@gmail.com>
Date: 3 September 2018 at 18:07
Subject: Gower Homes - proposals for Vicarage Road, Gresford
To: justin@j10plannng.com

There must be plenty of other places to build, not on green belt. There have been houses galore being built in this area, another development being build not so far away, we've had enough, it's supposed to be a village, not a sprawling town.

The chat about jobs on the site is disingenuous, they're not likely to be Wrexham people & won't be permanent unless the houses are so shoddy they'll be needed for ongoing snagging.

The mention of 10 affordable houses is disingenuous, how often do you hear developers saying they'll build them then renege. Even if the homes for the 'poor' are built, they will not be truly affordable in this area. Who's to say they won't be bought as an investment & sold on at a tidy profit.

42 homes likely means up to 84 extra vehicles using a very narrow road which is used by walkers, dog walkers, joggers, cyclists, there's no room for them.

42 homes likely means 84 adults & god knows how many children. We're already losing our GP surgery so they can concentrate on Llay - they've been building there too, like there's no tomorrow & I understand permission has been given for another 400 houses to be built.

I don't know of one person who wants these houses, or any more being built in Gresford/Marford.

From: [Lucy & Peter Morris](#)
To: [Justin Paul](#)
Subject: Land east of Bryn Isa, Vicarage Lane, Gresford
Date: Thursday, September 20, 2018 10:35:40 PM

As residents of Vicarage Lane for more than 22 years, we are very strongly opposed to the proposed development for 42 residential dwellings on Vicarage Lane.

Our main objections (although by no means our only objection) relate to the health, safety and wellbeing issues which would be caused by the total unsuitability of Vicarage Lane to any increase in the volume of traffic. The road is already hazardous for drivers, cyclists and pedestrians due to the increasing traffic using the lane and this development would only exacerbate these issues beyond reasonable limits. The traffic calming proposals would bring the lane to a complete standstill and are totally unacceptable.

The destruction of green barrier, habitat, hedgerows, landscape and rural nature of area are also of serious concern.

We will make a full and detailed representation to the planning authority should this proposal reach the full planning application stage.

Please also note that we also strongly object to photographs of our property being used in your promotional material without our consent

Regards

Lucy and Peter Morris

From: [Gail Owen](#)
To: [Justin Paul](#)
Subject: Vicarage lane development view
Date: Friday, September 21, 2018 3:27:47 PM

Hello juat wanted to provide our feedback on the proposed site

We have concerns regarding an increase in traffic vicarage lane is very narrow by the plough there are already issues with tankers and no pavement for pedestrians safety.

Issues with increased pollution

Issues with lack of infrastructure

Vehicles using top end vicarage lane as a rat run to overcome the plough traffic problems

Increased danger to walkers on country lane

Detriment to area designated as SSSI

While we understand need for housing this is agricultural field

A site in village should be considered for elderly and young families the majority of the proposal is high valued house's

Overall the proposal has too many houses on it which henerates too much traffic on a country lane it then impacts the tranquility and sense of well being as families walk up and down the lane

From Gary and Gail owen.

Gino Paletta
Bryn Issa Vicarage Lane
Gresford
Wrexham
LL12 8US

20th September 2018

Mr Justin Paul
J10 Planning Ltd
1-3 Upper Eastgate Row
Eastgate Row North
Chester
CH1 1LQ

Dear Mr Paul,

I would like to raise an objection to the proposed development on Vicarage Lane. I consider that the location is not appropriate due principally to the fact that Vicarage Lane would not be suited to accommodating the additional traffic that would be generated by the development. As someone who uses the road on a daily basis, it is my strong conviction that any development would cause serious problems on a road which already suffers from a number of traffic issues. I do not see how these issues could be successfully mitigated, and I remain unconvinced by the measures that have been proposed in the transport statement produced by Curtains.

Sincerely,
Gino Paletta

From: [Justin Paul](#)
To: [Craig Parrish](#)
Subject: Re: Land east of Bryn Isa, Vicarage Lane, Gresford, Wrexham LL12 8UR
Date: Thursday, September 20, 2018 9:31:15 PM

Mr Parrish

I acknowledge this email - but since you raise no concerns I cannot second guess what actual concerns you might be eluding to - it is now that you ought to raise objections not later - that's the point of the welsh government statutory consultation stage we are obliged to undertake - so unless you can provide a substantiated submission I am unable to see how the applicant can possibly look to address the unknown concerns you appear to have.

Yours sincerely

Justin Paul

Justin Paul

07971 446630

Justin@j10planning.com

On 20 Sep 2018, at 19:02, Craig Parrish <craig.parrish@hotmail.co.uk> wrote:

Dear Mr Paul

Ref: Land east of Bryn Isa, Vicarage Lane, Gresford, Wrexham LL12 8UR

Your Client: Gower Homes & the owners (Miss C Houston, Miss K Houston, Mr M Houston, & Mrs k Davenport)

With regards to the above and the publicity and consultation notice dated 24 August 2018

Having examined the documentation made available we hereby confirm our **firm disapproval** to your Clients proposals.

Should your Client pursue a planning application for the above then we shall be submitting our **strongest objections** to the local authority.

I would be grateful if you could confirm receipt and acknowledgement of our response to the notice.

Yours sincerely

Mr & Mrs C Parrish

4 Trewythen Cottage
Vicarage Lane
Gresford

From: [Justin Paul](#)
To: [Janet Richards](#)
Subject: Re: housing proposal on Vicarage Lane, Gresford
Date: Wednesday, August 29, 2018 9:08:45 AM

Hello Janet

Now is the time to advise us not the council as we are responsible for this consultation and if you fail to express your views now we will be unable to address any concerns you have

I look forward to hearing from you

Yours sincerely

Justin Paul

07971 446630

Justin@j10planning.com

On 28 Aug 2018, at 10:54, Janet Richards <southwood1269@gmail.com> wrote:

Dear Sir,

I am writing on behalf of myself and my mother who are residents on Vicarage Lane, Gresford. We oppose your planning application strongly for many reasons, reasons which we will be expressing to Wrexham council in due time.

Yours faithfully,

Janet Richards

Sheila Richards.

From: [John Ridgway](#)
To: [Justin Paul](#)
Subject: HOUSING DEVELOPMENT ON VICARAGE LANE
Date: Wednesday, September 19, 2018 8:57:03 PM

Dear Justin Paul

We are unable to support the proposed development adjacent to Vicarage Lane on the grounds that the resultant unavoidable increase in traffic volume presents an unacceptable safety risk. We have lived in Dinchope opposite the junction of Vicarage Lane and Wynnstay Lane for 35 years and in that time we have seen a progressive deterioration in the state of the road surface mainly due to the increase in size and frequency of the milk tankers which use it. Recently the lane has at times been almost impassable due to pot holes on either side. Other safety hazards are several places where the width of the lane causes vehicles to have to give way and the two blind corners which require one of the vehicles to have to reverse blind, hoping that no one is approaching unawares or too fast. Having to give way is not a rare occurrence and on average happens to us about once in every six journeys which we are prepared for, having used the lane for such a long time.

Yours faithfully John and Janet Ridgway

From: [Bryn Roberts](#)
To: [Justin Paul](#)
Subject: Pre- application consultation - Proposed development on land east of Bryn Isa, Vicarage Lane, Gresford, Wrexham LL12 8UR
Date: Friday, September 14, 2018 1:32:00 PM

Dear Sirs,

I live opposite the proposed development site at 1 Trewythen Cottages Vicarage Lane. I wish to comment on the proposal as shown on the plan attached to the consultation, drawing no. PL-002, dated 28/02/2018.

I understand that, due to delay in adopting a new development plan, the proposed status of the land is still not certain. I accept that, in order to meet government-imposed housing targets, it is likely that some land on the edge of Gresford and Marford may have to be released for housing development. I feel however, that the priority should be to provide a higher proportion of affordable homes for local people and that the proposed provision on this site is inadequate. My main concerns are over amenity and, in particular, traffic generation and road safety. The plan, and the highway amendment proposal show two primary elements of footpath provision, namely on the part of road around the entrance to Trewythen Hall a footpath link would be created through the development which would be available as an alternative to walking along the road, and secondly, in the area closer to the traffic lights and Plough pub, it is proposed to create build-outs for pedestrian use, reducing the highway to single-carriage with priority from the West. Vicarage Lane is not heavily-trafficked in terms of total number of vehicles but has a significant number of hgv movements throughout day and night to and from the dairy and, in addition to the residents of the houses, has a large residential home and associated bungalow development, all creating pedestrian movement along the road, in some cases with wheelchairs and mobility scooters. I don't think it's reasonable to expect these people to walk through the development in order to avoid using the road; in practice people would still use the most direct route. And in the area of the build-outs, pedestrians would still unavoidably be in conflict with west-bound traffic which needs to wait for the lights and keep clear of the single-carriageway. It is estimated that the development would generate several hundred more traffic movements throughout the day - some of these would travel east towards the industrial estate on roads which are very narrow with limited passing places. But the primary highway concern is around the Western end, approaching the old Wrexham - Chester Road. Vicarage Lane narrows at this point and is fronted by a variety of house types and the highway proposal plan demonstrates that not all dwellings have off-street parking provision. In particular the terraced housing has inadequate parking frontage which means that cars parked on site project into the carriageway, or are parked entirely on the carriageway. Several houses around the site entrance also do not have on-site parking and need to use the road. It has been stated that some provision would be made on the development site; however I consider that in reality these would be occupied by new residents and their visitors, and also that existing Vicarage Lane residents should not be expected to park their vehicle out of site and a distance away from their houses. The single-carriageway proposal would be unworkable in this context, it would require the lane to be kept free at all times i.e. no parking, deliveries or emergency vehicles even so would be extremely tight for the large vehicles which use this lane. It would also lead to congestion at certain times of the day when vehicles firstly have to back up from the build-outs but secondly, on seeing traffic movement towards the lights, proceed along the single-carriageway and are unable to leave it when the lights change, therefore blocking it to traffic from the West and causing gridlock on the main road. I don't see how this can be reasonably resolved because there is no possibility of highway widening here.

On the subject of the development layout I do consider that high-quality development along with retention of mature landscape features would, in the long term, not be seriously injurious

to the visual amenity of existing residents. I consider , however, that an amendment to the layout to place the main area of public open space directly adjacent to Vicarage Lane would have several benefits. It would provide an area of open space for use of existing, as well as new residents, it would allow a new footpath to be constructed parallel with the lane, inside the existing hedgerow, with limited access to the road and would retain to an extent the open outlook from Vicarage Lane, rather than one looking onto the back of new property, as currently proposed.

In conclusion, I would object to the proposal in its current form on traffic grounds and even if the planning authority were of a mind to approve, consider that several layout changes, as above would be in the interest of both new and existing residents.

Thank you for your consideration.

From: Justin Paul
To: ["Gina Smith"](#)
Subject: RE: Vicarage Lane Development, Gresford
Date: Wednesday, September 12, 2018 7:56:00 AM

Thank you Gina, your observations are appreciated on this. If you have not done so already I would encourage you to review the Transport Assessment document which the applicant believes addresses these very points. If you can think of any additional solutions over and above those that have been presented then we would welcome such views.
Regards
Justin

-----Original Message-----

From: Gina Smith <ginasmith260959@icloud.com>
Sent: Tuesday, September 11, 2018 6:54 PM
To: Justin Paul <justin@j10planning.com>
Subject: Vicarage Lane Development, Gresford

Dear Justin,

My name is Gina Smith and I own and have lived at 8 Vicarage Lane, Gresford since 2012 and as such feel qualified to be able to comment and express my concerns in relation to the above proposed planning proposal. Following the residents meeting held on Monday 3rd September I wish to write and record my views regarding the existing traffic issues along Vicarage Lane as follows:-

1. Major parking problems at present.
2. Extremely busy with milk tankers.
3. Dangerous for pedestrians to walk along.
4. Single line traffic due to parked vehicles.
5. Constant noise from vehicles.
6. Air pollution from vehicle exhausts.

With the proposed 42 houses and associated cars & vans I feel that the above concerns will definitely increase to beyond levels that Vicarage Lane was originally provided to cater for, resulting in major traffic congestion at peak times and additional parking issues.

Based on the above I therefore wish to register my objection to the proposed planning application.

Regards
Gina Smith

Sent from my iPhone

Westwood House , Vicarage Lane , Gresford , LL12 8US

Email : petertompsett363@gmail.com Telephone : 01978 852816

To : J10 Planning Ltd.

1-3 Upper Eastgate Row ,

Eastgate Row North . Chester CH1 1LQ

Dear Mr. Paul ,

Re: Proposed Development , Vicarage Lane , Gresford .

With regard to the above I am writing to express my serious concerns regarding the proposed building of 42 houses on the field east of Bryn Isa .

Firstly is the loss of irreplaceable agricultural land and part of the green buffer between the village and Wrexham . Such a loss will further damage the village ambience of Gresford .

Secondly is the impact on the infrastructure . Already the Doctors at the Alyn practice are under such pressure they are having to close the Gresford Health Centre in order to cope with existing demand , In addition , the local schools will have to handle extra pupils . Another 42 households will strain these resources to the limit – or beyond .

Thirdly , and most importantly is the inability of Vicarage Lane to accommodate approximately 80 extra traffic movements (based on an average of two cars per household) morning and evening .

Apart from residential traffic , the lane is used as a “ Rat Run ” to the Industrial Estate or as a short cut by a number of cars morning and late afternoon in particular which would coincide with traffic leaving the proposed estate adding to the problem . Also , Trewythyn Hall has a steady stream of visitors and delivery vehicles through the day .

Already the lane has residents' parked vehicles virtually the length of the lane from The Plough to Trewythyn Hall which effectively reduces this section to one way traffic . Also , the Tanker traffic from Willis is active from early morning and throughout the day which exacerbates the problem . The proposed exit from the estate is just a short distance from a blind bend in the lane and from personal experience this bend can be very dangerous when traffic approaching the village finds oncoming traffic on the wrong side of the lane due to the parked cars or stationary for the same reason .

On Bin Collection day the Bin Lorry of necessity moves slowly down the lane and inevitably causes hold ups . As the collection usually coincides with the morning traffic , these days would be very difficult for any extra vehicles trying to exit the lane .

Then there is the question of pollution . All of these cars will have to wait for the traffic lights to allow them to pass and meanwhile will be pumping out fumes right next the current residents homes . Recent studies have shown just how damaging this can be to health particularly to the young and the old . I doubt that those proposing this plan would choose live in one these houses should the plan be approved .

Currently , the lane is used for recreational purposes by cyclists and walkers and dog owners . Residents of Trewythyn Hall also walk or use mobility scooters to visit the shops . Additional traffic will make this unpleasant or even hazardous .

I note the addition of " Affordable Housing " is included in the plan . Out of interest it would be good to know the proposed price of these in order to assess how affordable they might be .

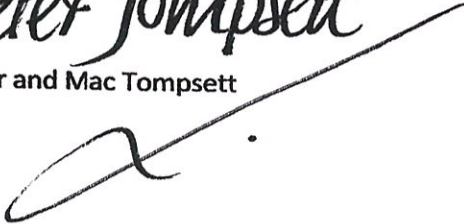
In summary , the proposed plan would permanently damage the village ambience of Gresford and probably become the thin edge of the wedge to urbanise the area . More seriously is the sheer impracticability of such an increase in traffic volume in what is a narrow country lane and the impact it would have on the environment and residents . It seems to be a recipe for chaos .

We both strongly object to this proposed development on these grounds .

Yours sincerely



P.P. Peter and Mac Tompsett



From: [Angie Trius](#)
To: [Justin Paul](#)
Subject: VICARAGE LANE GRESFORD DEVELOPMENT
Date: Tuesday, September 11, 2018 9:59:02 AM
Attachments: [signature.asc](#)

Hi,

I am just writing to express my personal opinion about the proposed development on vicarage Lane, Gresford.

As a resident on this road, I have very serious concerns about the impact of this development on traffic and safety on this road.

Having looked at the Curtins report, I must admit that I am totally surprised of the lack of insight on the issues regarding traffic on the lane.

Currently, this is already a road with daily traffic problems derived from:

- Numerous cars parked on the street (not enough driveways to accommodate residents and visitors)
- Milk-tankers going up and down the lane constantly
- Nature of the road which is in fact a country lane with very narrow spaces that need drivers reversing all the time
- Limited vision in places due to hedges and lack of street light

In my view, this is a country lane busy enough with residents, dog walkers, runners and school children walking home from the bus stop.

An increased traffic would pose a safety threat to all of us and I do not believe there is sufficient space to accommodate a two lane road and a walking pathway as well as parking for residents.

Kind regards,

Dr Angie Trius and Dr Mark Doran
A Trius Consulting Ltd
MD Neurology Ltd
Vicarage Lane
Gresford
Wrexham LL12 8UT

From: [S WARD](#)
To: [Justin Paul](#)
Subject: Vicarage Lane
Date: Wednesday, September 19, 2018 9:01:14 PM

Good Morning Justin,

Thank you for giving us the residents of Gresford the opportunity to express our views on the proposed development of 42 houses on Vicarage Lane.

I want to object to this development in the very strongest manner possible.

You have chosen completely the wrong site to build on here in Gresford,

Apart from the many strong Environmental and Ecological reasons you should not build on this land as there are numerous you will be spoiling this beautiful Landscape and completely destroying the rural character of our Village forever.

You will also be putting everybody's Health Safety and wellbeing who live and use Vicarage Lane at risk on a daily basis.

I have grave concerns about the amount of generated traffic both during the possible construction phase and following it.

I will put it to you that you will have to completely shutdown Vicarage Lane for months and months on end to install Gas, Electricity, Water and sewerage that is already at saturation point.

Access and egress to and from residents properties and in and out of Vicarage Land is a constant struggle now even before the 42 houses are constructed and the addition of hundreds upon hundreds of traffic movements a day.

I urge you to think very seriously about going ahead with this development and the removal of this special landscape that is held so fondly by the people of Gresford.

Regards

Simon Ward

P.S I will be submitting a much more detailed objection to this development to the Wrexham Council should you go ahead with this proposal.

From: [S WARD](#)
To: [Justin Paul](#)
Subject: Vicarage Lane Gresford
Date: Friday, September 21, 2018 2:08:50 PM

Hello Mr Paul,

I want to object very Strongly to this development

You have sited your development here in Gresford in a completely unsuitable position. There are many Environmental and Ecological reasons you should not build on this land. which is grade 2 good quality agricultural land farmed Organically and is in constant use. You will be spoiling this beautiful Landscape and completely destroying the rural character of our Village forever.

You will also be putting everybody's Health Safety and wellbeing who live and use Vicarage Lane at risk on a daily basis.

I have witnessed many near misses and actual vehicle collisions over a number of years that have gone unreported on this lane and the foul and abusive language and the threatening behaviour that goes with it, something that no data analysis or survey that you may have carried out can be captured in.

Access and egress to and from residents properties and in and out of Vicarage Lane is a constant struggle now, even before the 42 houses are constructed and the addition of hundreds upon hundreds of traffic movements a day.

A simple delivery or a domestic DIY job can bring this country lane which is of a single track at points into grid lock.

I urge you to think very seriously about going ahead with this development and the removal of this special landscape that is held so fondly by the people of Gresford.

Regards

Mrs J Ward

From: [Marc Williams](#)
To: [Justin Paul](#)
Subject: Vicarage lane,Gresford,Wrexham
Date: Monday, September 10, 2018 9:11:07 AM

Morning Justin

My name is Marc Williams from Allington Hall, Vicarage Lane Gresford,i am writing to lodge an objection to the proposed development on Vicarage Lane, reasons being the area has been put under pressure on doctor surgery being closed, schools up to capacity and the already unbearable amount of traffic that uses this LANE as a rat run to the industrial estate alongside 34 dairy wagon some 40ft tractor trailer units that at times be three at a time.This area was built at a time when cars were few and far between and now we are on overload. I trust my views will be consider and look forward to your response.

Regards

Marc Williams

From: [robert willis](#)
To: [Justin Paul](#)
Cc: lrb@jhwillisltd.com
Subject: Planning for the library field on vicarage lane.
Date: Friday, September 21, 2018 10:57:25 AM

Dear Sirs,

I am concerned about the planning application for the field on vicarage lane. I own a fleet of milk tankers based at Gresford Bank vicarage lane.

If vicarage lane is restricted by the short lengths of pavement planned, this will bring the tankers to a stop and from my experience, if they are stopped they become a hazard blocking the roadway.

We have the same problem when the refuse is being collected, cars follow the Lorry and ones coming the other way do their best to get out of the way.

For vicarage lane to take more traffic it needs another road relieving it going from by the Trewithen Hall entrance to the the main Chester road.

Robert Willis
Gresford Bank

Sent from my iPad