

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2014/0815	Your Ref:	JS/P/2014/0815
Date:	18 th November 2014		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 352 544 Land adjoining Trewythen Hall Care Home, Vicarage Lane, Gresford, Wrexham.

Development: Erection of extra care facility (20 bungalows) incorporating access road from existing driveway serving Trewythen Care Home; layby / passing bay and other associated works.

I refer to your consultation dated 07/11/2014 in respect of the above.

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.

Visibility from the existing access serving Trewythen Hall is adequate in the north westerly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 17m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary wall / hedgerow / mature trees / embankment. However, adequate visibility could be provided in this direction by removing these features.

The existing access is approximately 16m wide reducing to 5m in width, 5.9m behind the adjoining carriageway. The access is paved with hard bound materials.

No additional development which will result in any significant increase in vehicle movements served off this substandard access would normally be supported without providing adequate visibility.

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. 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 / staff walking from the proposed development site would have to walk in the order of 250m 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. It is assumed that a significant number of residents occupying the proposed bungalows may well still be active enough to wish to walk to the village and will not be totally reliant on using their cars.

I understand that a recently conducted traffic count along Vicarage Lane measured average two way daily flows (12 hr flows) of 766 movements, which included both cars and HGVs.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (Accessible Housing Development - 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 (20 no. dwellings) and does not support the opportunity for residents / staff 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.

In terms of parking provision at the site, LPGN 16 would normally require a maximum of 2 parking spaces per 2 bedroom dwelling. It is proposed to provide each bungalow with 1 no. parking space, with 8 additional spaces provided for visitor parking. This level of parking provision is considered adequate.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
2. **The site is considered to be in an unsustainable location and does not support the opportunity for residents / staff to walk safely from the site along Vicarage Lane to local facilities and public transport stops.**

Peter Douthwaite

PP

Service Manager Environment