

# MEMORANDUM

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**From:** Planning Control Manager                      **To:** Head of Environment and Planning  
**Our Ref:** EP/DC/P/2018/1063                      **Your Ref:** MRJ/P/2018/1063  
**Date:** 15<sup>th</sup> January 2019

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**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 350 545 Land West of Bryn Isa, Vicarage Lane, Gresford, Wrexham.  
**Development:** Proposed residential development for 44 no. residential dwellings (of which 25% - 11 no. will be affordable ), public open space, landscaping, means of highway and pedestrian access, local highway and pedestrian infrastructure improvements along Vicarage Lane, foul sewerage pumping station and new off-street parking provision for existing residents.

I refer to your consultation dated 18/12/2018 in respect of the above.

## **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 the applicant recently commissioned a speed survey which determined 85<sup>th</sup> 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.

The submitted layout plan (Drg. No. PL-002) indicates proposed splays from the main access of 2.4 x 35m in both directions measured to the nearside edge of the adjoining highway. The proposed splay in the north westerly direction is considered adequate. However, the proposed splay in the south easterly direction would not be considered acceptable.

The submitted Transport Statement (CI 4.2.2) states that the required splays of 2.4 x 33m to the west and 2.4 x 41m to the east are possible to achieve. However, the required easterly splay has not been indicated on the submitted layout plan. **Could you please ask the applicant to indicate the full extent of the required splays on a revised layout plan.**

## 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 956 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 existing local residents and their use controlled by an appropriately worded planning condition. The submitted Transport Statement indicates that parking provision at the development site will be provided in accordance with LPGN 16 maximum parking standards. However, plots 9 – 12 (3 bed dwellings) only have 2 parking spaces. This would leave only 7 spaces for any residents along Vicarage Lane who may wish to utilise these spaces if 4 additional spaces are allocated to plots 9 – 12 from the 11 no. spaces proposed. **Could you please ask the applicant to clarify this issue.**

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 maneuver of vehicles left into Old Wrexham Road more difficult and vehicles are likely to encroach over the centreline of the road. This has the potential to increase vehicle conflict at this junction if vehicles are approaching the junction along Old Wrexham Road or entering Vicarage Lane off Chester Road at the same time.

### Traffic Generation

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

TRICS Residential	Ave TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00-09:00)	0.161	0.347	0.598	7	19	26
PM (17:00-18:00)	0.351	0.194	0.545	15	9	24
Daily	2.923	2.861	5.784	129	126	254

The submitted information suggests that the development would generate between 24 - 26 two-way trips in either peak period or 254 two-way trips across a typical weekday. The submitted TRICs data indicates 5.8 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 at Kensington Grove, Acton, Wrexham. The results were as follows:-

TRICS Residential	Ave TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00-09:00)	0.124	0.476	0.600	5	21	26
PM (17:00-18:00)	0.482	0.259	0.741	21	11	32
Daily	3.782	3.835	7.618	166	169	335

This survey indicated typical weekday two-way flows of 7.6 movements per dwelling. In comparison, this would equate to around 335 total two-way weekday movements for the proposed site at Vicarage Lane.

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 two way weekday traffic flows along this lane ie/ 956.

## **Site Layout**

### Access

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

It is proposed to provide a 5.5m wide carriageway with a 2m wide footway on the western side, a 4m wide footway / cycleway on its eastern side with 6m kerb radii which is considered acceptable.

The submitted Transport Statement (Cl 4.2.2) states that the required splays of 2.4 x 33m to the west and 2.4 x 41m to the east are possible to achieve. However, the required easterly splay has not been indicated on the submitted layout plan. I would recommend that the required splays are indicated on a revised layout plan.

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.**

### Parking Provision

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

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 existing local residents and their use controlled by an appropriately worded planning condition. The submitted Transport Statement indicates that parking provision will be provided in accordance with LPGN 16 maximum parking standards. However, plots 9 – 12 (3 bed dwellings) only have 2 parking spaces. This would leave only 7 spaces for any residents along Vicarage Lane who may wish to utilise these spaces if 4 additional spaces are allocated to plots 9 – 12 from the 11 no. spaces proposed. **Could you please ask the applicant to clarify this issue.**

**Could you please ask the applicant to provide a revised layout plan annotating the proposed individual driveways in accordance with WCBC Standard Driveway dimensions (see attached detail).**

### Turning Provision

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

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

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

### Viewport 1 & 2

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

### Viewport 3

Indicates a 3.5T Panel Van turning within the access road serving plots 1 – 8. I would recommend that a suitable turning head is provided to accommodate the turning movements of a medium sized delivery vehicle (see attached detail). Please ask the applicant to provide an amended layout plan indicating this detail.

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

### Viewport 4

Indicates a 7.5T Box Van turning within the access road. I would recommend that a suitable turning head is provided to accommodate the turning movements of an 11.2m long refuse vehicle (see attached detail). Please ask the applicant to provide an amended layout plan indicating this detail.

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

### Viewport 5 & 6

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

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

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

Localised carriageway widening will be required on the bends around the central public open space to accommodate the movements of an 11.2m long refuse vehicle. This is not demonstrated on the submitted layout plan.

### **Footway Provision**

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.

I would recommend that the footway link between plots 26 and 27 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.

This detail has been indicated on the submitted layout plan. However, the cycleway / footway link does not need to be segregated and a width of 3m is sufficient. Please ask the applicant to provide an amended layout plan indicating this detail.

### **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**

As highlighted above, a number of issues in respect of access and layout need to be addressed.

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

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

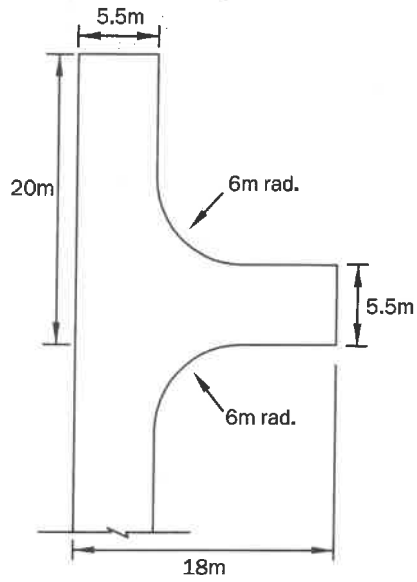


Planning Control Manager

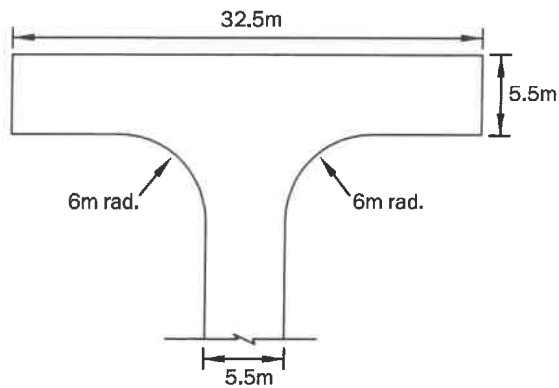
# Turning Areas

## 5.5m Wide Carriageway

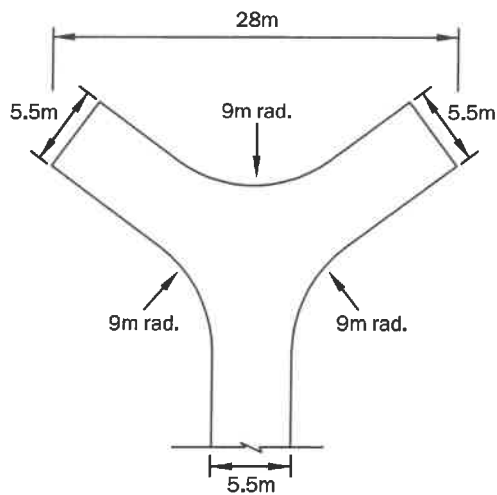
1



2



3



### Note:

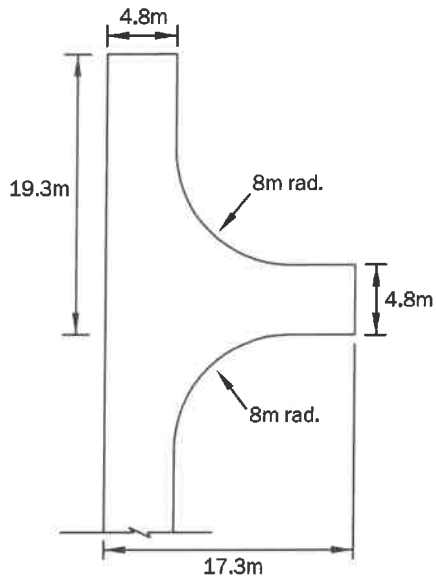
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

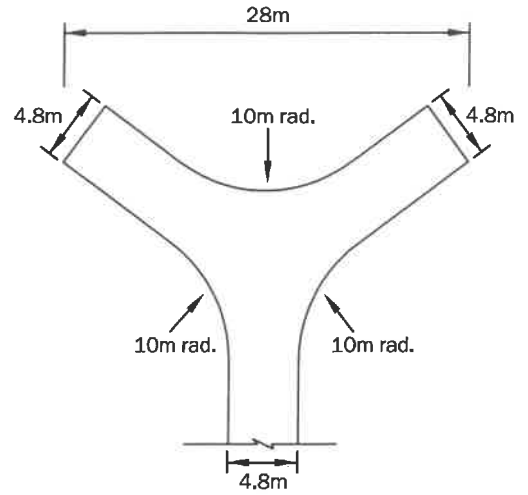
# Turning Areas

## 4.8m Wide Carriageway

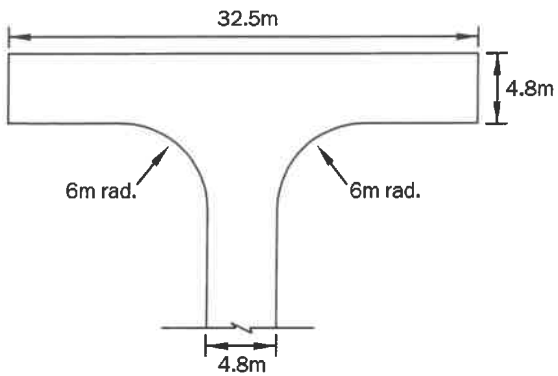
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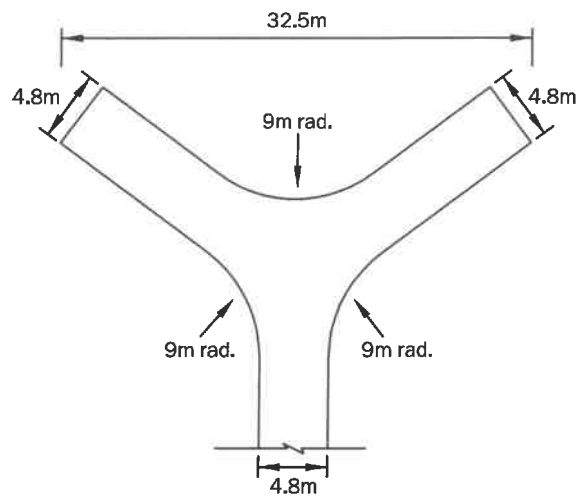
2



3



4

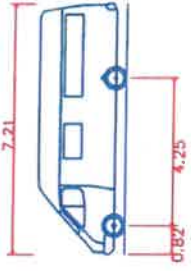


### Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

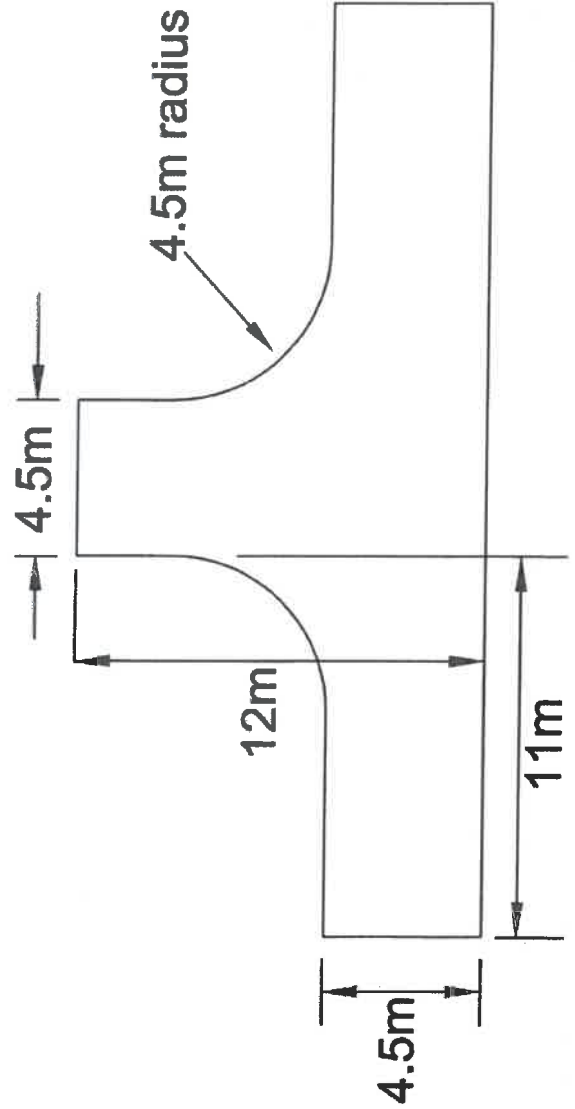
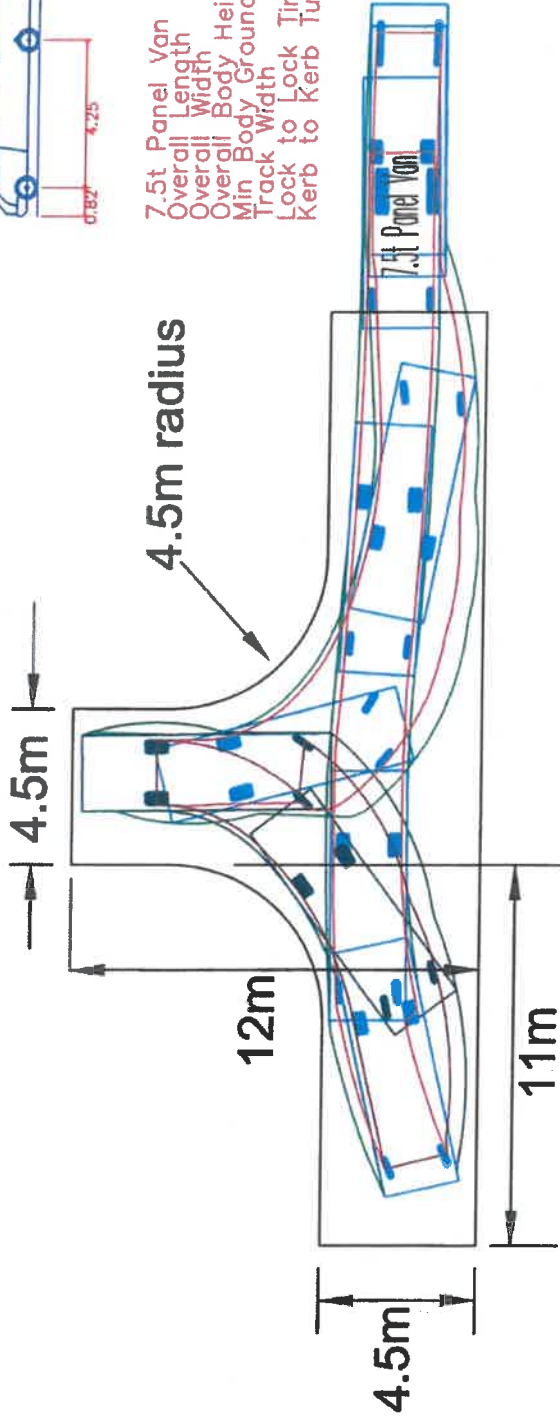
Scale 1:500



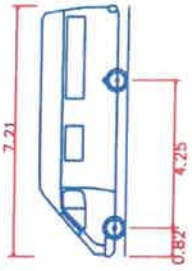


- 7.5t Panel Van
- Overall Length
- Overall Width
- Min Body Height
- Track Width
- Lock to Kerb Time
- Kerb Turning Radius

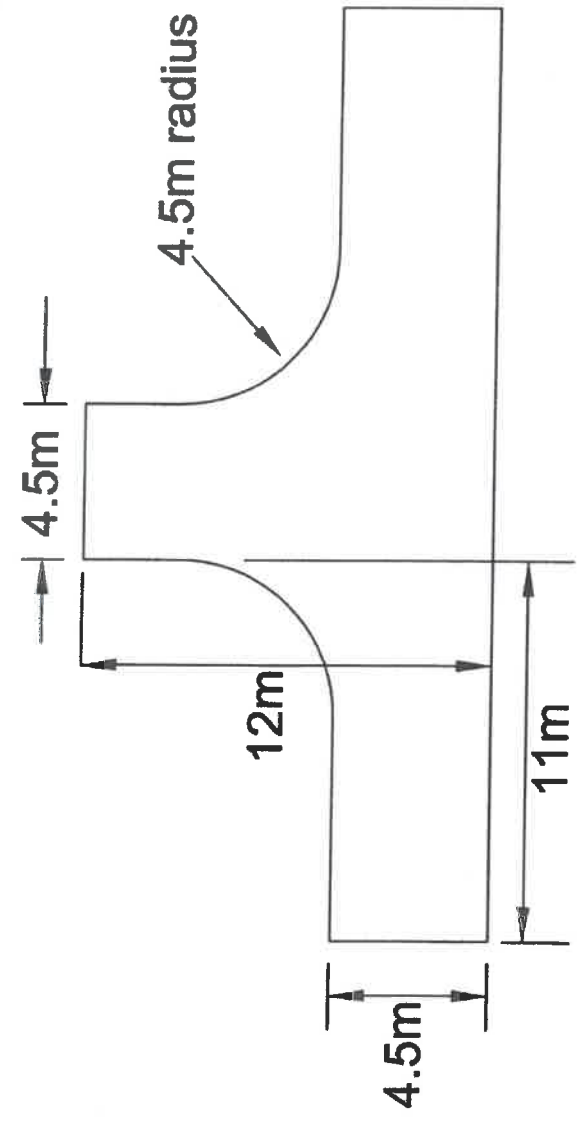
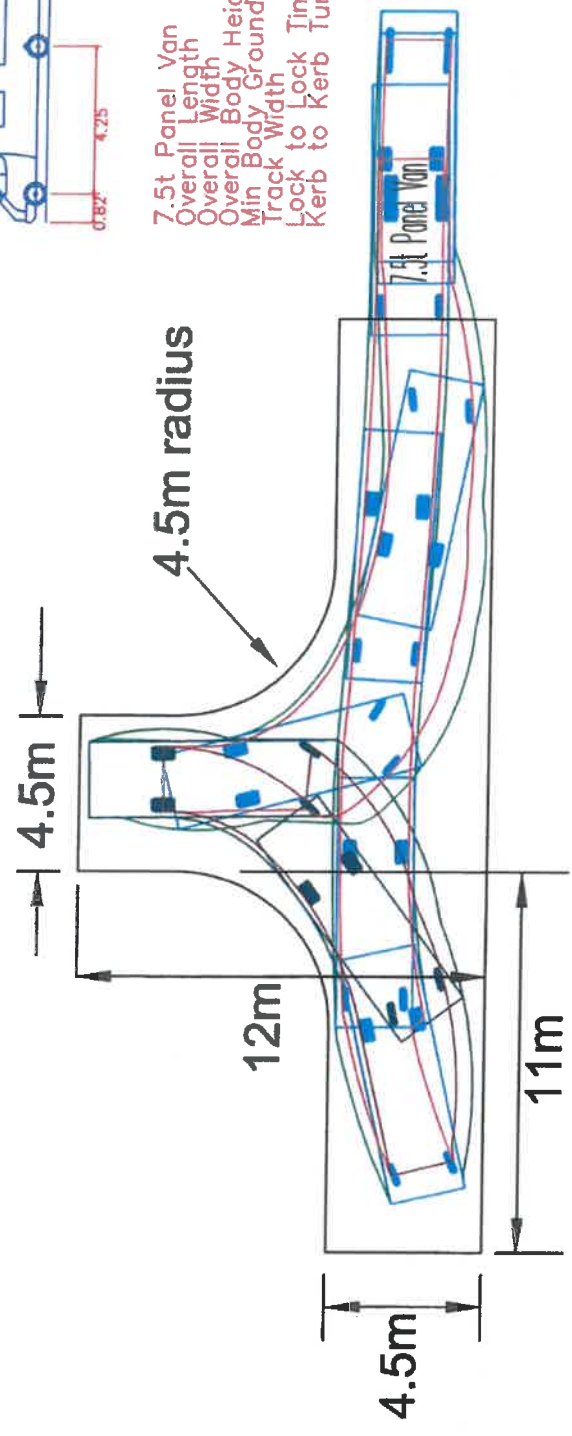
7.210m  
2.192m  
2.544m  
0.316m  
1.865m  
4.00s  
7.400m



Scale 1:200



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

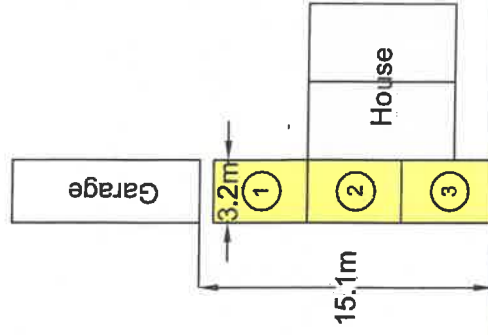


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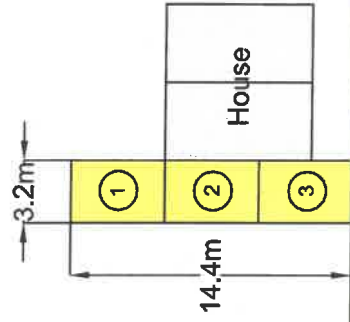
# PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

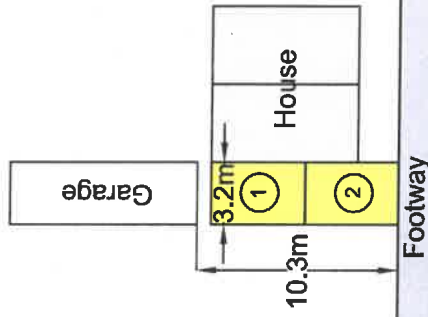
3 spaces alongside house and garage



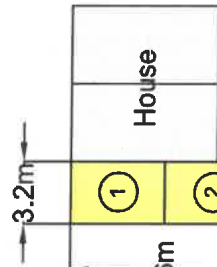
3 spaces alongside house 'no garage'



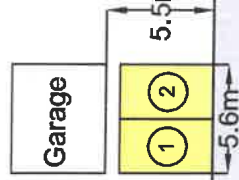
2 spaces alongside house with garage



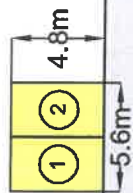
2 spaces 'no garage'



2 spaces and garage



2 spaces



φ of carriageway

Footway