

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2022/0008 **Your Ref:** SEH/P/2022/0008
Date: 13th January 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 368 573 Rossett Park, The Green, Rossett, Wrexham.

Development: Demolition of Disused Toilet Block and Construction of New Community Hub with Internal Works

I refer to your consultation / email dated 06/01/2022 in respect of the above.

Access

The development site is located on The Green which is an unclassified road subject to a 20mph speed limit.

Assuming speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

A previous application at the site (Planning Ref: P/2021/0037) for a new community hub included plans indicating the construction of a new car park to serve the proposed development accessing onto The green at approximately the same position as an existing gated maintenance access.

In order to provide adequate visibility from the proposed access, a Traffic Regulation Order would normally be required (funded by the applicant) to install double yellow lines on both sides of the road along the whole length of The Green. Without such an order, parked cars would impede visibility in both directions from the proposed access.

A Traffic Regulation Order has recently been introduced to provide 2 hr. limited waiting bays along the western side of the road to deter commuter parking. I understand from our Traffic Section that a proposal for double yellow lines along both sides of The Green is currently being considered due to the on-going issues of indiscriminate parking by parents at school drop off and collection times which is causing highway / pedestrian safety issues in this area. The simultaneous two way flow of vehicles along this section is also difficult given the remaining limited carriageway width with the on-street parking bays being in place. I understand from our Traffic Section that the proposed measures are unlikely to be supported through any consultation process. If the application is supported then I assume a Grampian style condition could be imposed to ensure this can be achieved.

The existing maintenance access is 4.8m wide and is gated approximately 1.6m behind the edge of carriageway. I would recommend that any proposed access is a minimum width of 4.8m to facilitate two way movements. Any proposed access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary. I would recommend that no gates are erected across the proposed access.

The current application does not include any off street parking provision for the proposed development which is considered unacceptable. The applicant suggests in the Design & Access Statement that the majority of visitors to the site will arrive mainly on foot and anybody arriving by car can park on the adjoining highway. Given the existing parking issues in this area and the potential for visitors to the site to arrive by car, it would be difficult to support such a proposal without the benefit of adequate off-street parking provision.

Parking & Turning Provision

Any proposed car park serving the development site would need to comply with the requirements of LPGN 16. The proposed development appears to be a mixture of Class D2 / A3 use. The applicant appears to have based the parking requirement assessment on an overall Class D2 Use with the café / service counter area being treated as ancillary to this use.

If this is considered acceptable to Planning, then Class D2 use would normally require a maximum of 1 car space per 15m² gfa. This would equate to a maximum requirement of 11 spaces for a gross floor area of 160m². Parking demand would obviously be higher if part Class A3 use is included. The proposal does not include any off-street parking provision which is considered unacceptable.

The Design & Access Statement does refer to alternative parking areas that the hub could potentially utilize by agreement. These include the existing parking bays along The Green, the B5102 Holt Road, Chris The King Catholic Church Parking and Rossett Hotel Parking. It is not clear as to what agreement is in place for the church and Rossett Hall Hotel parking. Further information would be required on such proposals.

If the application is to be supported, then I would recommend that a suitable condition is included which prevents food and drink being consumed off the premises. This would in theory limit any likelihood of any indiscriminate parking along this section of road. As previously discussed, I would recommend that the proposed hub provides a minimum of 6 off-road spaces. This would at least provide 55% parking provision compared with LPGN 16 maximum standards (assuming Class D2 use is accepted for whole development). I would recommend that a suitably scaled layout plan is submitted indicating this detail. If the application is supported then I assume a Grampian style condition could be imposed to ensure that the TRO proposals indicated above are implemented. It is considered that these measures would provide an overall benefit to the existing highway issues in this location.

I await the requested information.



Chief Officer, Environment & Technical