

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: P/2017/0927

Your Ref: P/2017/0927

Date: 17 September 2018

Town and Country Planning Act 1990

Section 78 Appeal at Land off Mold Road, Gwersyllt

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of the response is attached for your information.

Peter O'Donoghue

for Service Manager Environment

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0927	Your Ref:	P/2017/0927
Date:	6 December 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3158 5381 Land off Mold Road, Gwersyllt

Development: Hybrid planning application comprising:

Full permission to demolish vacant buildings and erect 54 bedroom low secure unit with associated access, parking and landscaping.

Outline planning permission (with all matters reserved except for access) to demolish existing buildings and erect housing development (9 no. detached and semi detached houses, 27 no. apartments)

I refer to your revised consultation dated 20 November 2017 in respect of the above.

There are a number of currently unoccupied buildings standing on the site which were formerly used by the Council Environment department. If these buildings were occupied again under a B2/B8 use they could potentially generate approximately 200 vehicle movements per day.

An outline planning permission was granted on this site in 2015 to erect up to 65 dwellings. The outline permission fully considered the impact the additional traffic generation would have at the T junction with the A541 Mold Road. As the net impact was so minimal it was considered that the existing T junction with the A541 Mold Road could cater for the additional traffic without any requirement to upgrade the junction.

The proposed development of 36 dwellings and a secure unit would generate far less traffic than the already approved scheme of 65 dwellings; whereas the approved permission was generating approximately 59 two way movements in the AM peak hour, the proposed scheme will only generate 34. Similarly the PM peak reduces from 64 two way movements to just 29.

The overall net impact on the existing situation is so minimal that it would have very little detrimental impact on the highway network.

The road from the A541 Mold Road leading up to the site is not adopted highway. To the northern edge of the road there is an intermittent 1m wide footway reducing gradually down in width to nothing outside the working means club. To the southern edge there is intermittent footway again of substandard width. There is no street lighting on the road. Evidence would suggest that the

road is inadequately drained as there is regularly a large pool of water where it meets the adopted highway.

There are a number of HGVs / forklift trucks from the Kent supplies site which regularly reverse or park on the unadopted road as they load and unload supplies.

It is proposed to resolve the unadopted highway issues by undertaking a scheme of highway improvements to bring the road up to a standard suitable for adoption.

Pedestrian provision will be significantly improved by introducing a footway to both sides of the access road. Street lighting, drainage and road construction will all be upgraded to ensure the access is suitable for both residential and industrial use.

A scheme of double yellow road markings will ensure that vehicles are not parked on the highway in the vicinity of the bend near Kent Supplies.

The proposals do not appear to show pedestrian routes from the site which link to existing PROWs to the east and towards Bryn Alyn school. This will need to be addressed as part of any reserved matters application.

Adequate off road parking and turning facilities will be required as part of any reserved matters submission.

A Grampian condition should be attached to ensure that no development takes place until the access road is brought up to a standard suitable for adoption and a traffic regulation order imposed to prevent on street parking.

I recommend that any permission include the following conditions:

CONDITIONS

NONSTDC WESTMINSTER INDUSTRIAL ESTATE ACCESS ROAD

026R No development shall take place on the application site until such time as the highways and footways of the Industrial Estate access road have been improved to a standard suitable for adoption.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

**026R
E06N
E07N**

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTDC SUBMISSION OF FURTHER DETAILS (WESTMINSTER INDUSTRIAL ESTATE ACCESS ROAD)

**026R
E06N
E07N**

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Detailed layout, design, drainage and construction for the proposed adoption of Westminster Industrial estate Access road
- 2) A traffic regulation order scheme of double yellow road markings to prevent on street parking.

The scheme as is approved shall be fully implemented prior to any development on site

**ZJ46
026R NO PRIVATE SURFACE WATER RUN OFF**

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

**ZJ43
055R TRAVEL PLAN**

Prior to first use of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

**ZJ23
035R (PRE-COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**

No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

**ZJ45
026R CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

NOTES

E03N WORKS WITHIN THE HIGHWAY

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

E06N CONSTRUCTION OF ACCESS AND ESTATE ROADS ETC

This planning permission requires that development be carried out in accordance with the approved plans, including the construction of an estate road intended for adoption by the Council under the Highways Act 1980. It is essential therefore that the detailed proposals are submitted to the Highway Authority and confirmed as acceptable BEFORE development commences. Please contact the Highway Authority on telephone no. 01978 729696 for further guidance.

