

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0603 **Your Ref:** SEH/P/2018/0603
Date: 26th July 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 544 Land adjacent to The Paddock, Old Wrexham Road, Gresford, Wrexham.

Development: Erection of 8 no. mews style properties in two blocks of 4 no. units with central access road and associated parking to rear.

I refer to your consultation / email dated 25/07/2018 including layout plan (Drg. No. T064/006) in respect of the above.

Access

The development site is located on Old Wrexham Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location 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, the submitted layout plan (Drg. T064/006) indicates proposed splays of 2.4 x 44.5m in the southerly direction and 2.4 x 39.5m in the northerly direction measured to the nearside edge of the adjoining highway.

However, actual speeds along this section of Old Wrexham Road may well be lower than 30mph given the geometry of the road and presence of parked vehicles on the highway. I would recommend that the applicant arranges for a speed survey to be carried out along this section to determine 85th percentile speeds, This may well determine the requirement for reduced visibility splays from any proposed access. **I await the requested information.**

Although the village centre is only a relatively short distance from the proposed 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 very limited 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 a significant distance along Old Wrexham Road without the benefit of any footway provision to reach any existing footway provision within the village which is not ideal.

Some of the existing properties along this section of Old Wrexham Road 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.

The proposed development site would therefore 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. The proposed development site may be considered to be in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

Some of the existing properties along this section of Old Wrexham Road located directly opposite the proposed development site / access do not have adequate off-street parking provision. The existing carriageway width along this section is approximately 6.4m which leaves around 4.4m carriageway width for two way traffic movements if cars are parked along this section. Although not ideal, it is still adequate for 2 cars to pass simultaneously.

Layout

Any proposed estate road / footways would need to be constructed to WCBC adoptable standards.

Any proposed access would need to be a minimum of 4.8m wide with 6m kerb radii. Any proposed footway would need to be 2m wide. However, 1.8m service strips with an accessway ramp would be considered acceptable if a shared surface was proposed. I would recommend that the proposed accessway ramp is re-located just beyond the kerb radii with appropriate dropped crossing points / tactiles (see attached details).

The submitted layout plan does not include a suitable turning head to WCBC adoptable standards which is unacceptable (see attached detail). **Could you please ask the applicant to address this issue.**

The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

The construction of a 2m wide footway along the site frontage would be considered beneficial in highway safety terms.

Any existing telegraph poles / lanterns shall be re-located to the back of the new footway. Existing lanterns shall be upgraded to LED. I would recommend that the applicant liaises with our Street Lighting Section. Contact Paul Rogers on Tel: 01978 729673.

The applicant will need to enter into a s.38 / 278 agreement with the Council in order to construct the proposed access / footway.

Parking Provision.

The provision of 2 spaces per dwelling (2 / 3 bedrooms) would be considered acceptable.

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. It may therefore be considered that the proposed development site is in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

However, if the application is to be supported, I would recommend that the applicant addresses the issues raised above.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

petroosthwhite

W Service Manager Environment