

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0608	Your Ref:	SJG/P/2009/0608
Date:	24 th September 2009		

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

Location: O. S Grid Ref: 371 577 Darland House, Malreath & Dovenby, Chester Rd, Rossett, Wrexham.

Development: Demolition of Malreath and Dovenby, erection of two storey apartment block comprising 12 no. two bedroom apartments, construction of new vehicular and pedestrian access and associated external works.

I refer to your consultation received on 21/09/2009 including revised layout plan (Drg No. D.H:07 Rev E 18/09/09) and copy letter from Castlemead dated 18/09/2009 in respect of the above.

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 30mph speed limit. However, a recently conducted speed survey along this section of road determined 85th percentile values of 28mph. Such speeds would require visibility splays of 2.4 x 39m in both directions measured to the nearside edge of the adjoining highway. Visibility from the proposed access appears achievable.

The proposed access shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

I would recommend that any proposed access takes the form of a dropped vehicular crossing in the interests of pedestrian safety.

I would recommend that the main access is maintained at a minimum width of 4.5m alongside Darland House.

The proposed footway fronting the development site is only 1.6 – 1.8m wide. I would recommend that this footway is widened to a minimum of 2.0m in the interest of pedestrian safety. I would recommend that the existing dropped kerbs are reinstated to full height construction with the footway being resurfaced to the satisfaction of the Highway Authority (see note).

In terms of turning provision within the development site, the proposed turning head / area is considered adequate.

In terms of parking provision at the development site, I comment as follows:-

LPGN 16 would normally require the provision of 2 spaces per dwelling equating to a total of 24 spaces. Only 19 spaces have been proposed which would normally be considered inadequate.

However, as previously highlighted in my memo dated 30/07/2008 in relation to planning application ref: P/2008/0797, in order to promote the use of public transport and encourage a more sustainable means of transport to and from the development site, I would recommend that the developer offers a financial contribution to fund a bus shelter including real time information in lieu of the existing bus stop along this section of Chester Road.

As the developer appears willing to provide such a contribution to improve the sustainability of the site, I would consider the provision of 19 no spaces for this development to be adequate.

The proposed level of parking provision for the retail units is considered adequate.

The existing public footpath (PROW no. 22 – Allington) running alongside the development site is currently only 1.2m wide, is unsurfaced and has no lighting provision. I would normally recommend that this footpath is brought up to an adoptable standard being widened to at least 3.0m, surfaced in hard bound materials with appropriate lighting provision. The submitted layout plan only indicates a proposed width of 2.0m. However, this appears to be measured to the centerline of the existing overhanging hedgerow. The proposed widening is therefore likely to be minimal. The submitted layout plan does not indicate any resurfacing of the existing footpath or any lighting provision within the actual footpath.

I would normally therefore recommend the application be **REFUSED** for the following reason:-

Suitable improvements to the existing 1.2m wide public footpath running alongside the development site have not been demonstrated on the submitted layout plan (Drg No. D.H: 07 Rev E).

However, providing the applicant satisfactorily addresses the above issue, I would have no objections to the proposed development on highway grounds and would recommend any permission include the following conditions:-

CONDITIONS

1. The proposed access serving the development site shall provide visibility splays of approximately 2.4 x 39m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. The proposed access shall provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.
3. The proposed access shall be a minimum width of 4.5m up to the proposed turning head.
4. The proposed access serving the development site shall take the form of a dropped kerb vehicular footway crossing.

5. The existing footway fronting the development site along Chester Road shall be widened to 2.0m along the entire site frontage (see note).
6. Any existing dropped kerbs along the site frontage shall be reinstated to full height footway construction to the satisfaction of the Highway Authority (see note).
7. Parking provision at the proposed development site shall be in accordance with LPGN 16.
8. A suitable turning head constructed to adoptable standards shall be provided within the curtilage of the development site.
9. The internal footpaths, parking and turning areas shall be managed / maintained by a private management company.
10. The hatched area of land indicated on the submitted layout plan (Drg No. D.H. 07 Rev E - dated 18/09/09) to accommodate the proposed bus shelter shall be dedicated to the Highway Authority (see note).
11. The applicant shall provide a financial contribution (s.106) of £13000 to fund a bus shelter including real time information in lieu of the existing bus stop along this section of Chester Road (see note).
12. The existing public footpath (PROW no. 22 – Allington) running alongside the development site shall be brought up to an adoptable standard being widened to at least 3.0m, surfaced in hard bound materials including appropriate lighting provision to the satisfaction of the Planning Authority.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. In the interests of pedestrian safety.
3. To ensure the formation of a safe and satisfactory access.
4. To ensure the formation of a safe and satisfactory access and in the interests of pedestrian safety.
5. In the interests of pedestrian safety.
6. In the interests of pedestrian safety.
7. To provide for the parking of vehicles clear of the highway.
8. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.
9. To ensure that the internal footpaths, parking and turning areas are maintained to a suitable standard.
10. To facilitate the provision of improved public transport facilities.
11. To facilitate the provision of improved public transport facilities.
12. In the interests of pedestrian safety.

Supplementary Notes

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

Note to Applicant

- In order to promote the use of public transport and encourage a more sustainable means of transport to and from the development site, I would recommend that the applicant offers a financial contribution (s.106) of £13000 to fund a bus shelter including real time information in lieu of the existing bus stop along this section of Chester Road.
- In terms of any improvements to the existing public footpath (PROW no. 22 - Allington), I would recommend that the applicant liaises with our Public Rights of Way Section - contact Sean Hanratty on Tel: 01978 297159.
- The proposed footway works fronting the development site and works to the public footpath running alongside the site should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980. The dedication of the section of land proposed to accommodate the new bus shelter could also be included within this agreement.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out
- I would recommend that the existing road gully located within the proposed access is relocated to the satisfaction of the Highway Authority, details of which can be included in the above s.38 / 278 agreement.



RP Operational Manager Traffic & Transportation