

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0037 **Your Ref:** SEH/P/2021/0037
Date: 1st March 2021

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 dated 15/01/2021 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. I would recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the proposed splays.

The submitted plans indicate 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 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 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.

Parking & Turning Provision

Any proposed car park serving the development site would need to comply with the requirements of LPGN 16. It is not clear from the submitted information as to the proposed public floor space in order to assess the proposal against LPGN 16 – A3 Use ie/ maximum of 1 car space per 4m² public floor space. **The applicant will need to provide this information for further assessment.**

If the application is supported, then I would recommend that any use is limited to a community café whereby food and drink cannot be consumed off the premises. This would in theory limit any likelihood of any indiscriminate parking along this section of road should it be used for example as a takeaway.

I await the requested information.

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical