

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:		Your Ref:	P/2020/0627
Date:	19 th October 2020		

Wrenbury Court, Wrenbury Way, Cefn Mawr, Wrexham LL14 3NE
Residential development of 34 dwellings.

Further to your email / consultation dated 05/10/2020 in respect of the above, I comment as follows:
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Sustainable Travel Options

It is agreed this is a sustainable location for development, with a range of facilities within walking and cycling distance. There is a bus stop within an appropriate walking distance with a half hourly service to Wrexham. Footways are already present linking the site into Cefn Mawr and appropriate internal footways are proposed within the development.

Access

The development uses the existing access which has been built to the standard conditioned by the sites previous planning permission in 2007. The 2.4m x 25m visibility splay is considered adequate given the location of the development.

Site Layout and Parking

The proposed site layout is appropriate, providing access and turning for vehicles, including larger delivery and waste vehicles.

The site plan provided shows that each of the two 1-bedroom bungalows have 2 parking spaces. This is above the maximum provision of 1.5 spaces per 1-bedroom dwelling set out in the Wrexham CBC Parking Standards (Local Planning Guidance Note No.16). Provision should be reduced to one space per 1-bedroom dwelling, although a shared visitor space would be acceptable and desirable to reduce the risk on any on-footway parking.

The parking spaces that appear to relate to units 33 and 34 are not immediately adjacent to the houses. This could encourage residents to park on the road or footway immediately outside their houses. At this location such parking would cause a significant obstruction and safety issue as visibility at the site access junction would be compromised.

Dimensions should also be given for these parking spaces to show that they are "wide enough to allow pedestrian access alongside parked cars (including wheelchair access)" as required by the Wrexham CBC Parking Standards.

It is stated in the Design and Access Statement that cycle storage will be provided for each dwelling, but it is not clear how or where this is to be provided.

Construction Traffic Management

No information has been provided on how construction traffic will be managed. Due to the site access being off a residential street, uses of a Construction Traffic Management Plan is recommended.

Traffic Generation

No assessment has been provided of the existing traffic levels or expected increase in traffic flow. However, as this site has previously had planning permission for fewer, but larger residents the level of traffic generation is no considered to be material different to warrant a need to refuse this application.

Conclusion

The submitted information is lacking some of the detail to make an informed decision on the likely impact of this development on the surrounding neighborhood. The major concern is that due to the proposed internal lay out that there is a significant risk, from the outset, that residents will park on the footway adjacent to their properties rather than in their allocated parking spaces (plots 33 and 34) and a reconfiguration of the internal plans needs to be carried out.

The following conditions are also recommended, once the above issue is resolved to the satisfaction of the Highways Department.

The number of car parking spaces provided for each dwelling must be within the maximum number permitted by Local Planning Guidance Note No.16. All parking spaces must meet the design standards specified by Local Planning Guidance Note No.16.

Cycle parking must be provided in line with Local Planning Guidance Note No.16.

A construction traffic management plan should be provided, and approved before construction work is commenced.

A handwritten signature in black ink, appearing to be 'R. [unclear]', written in a cursive style.

Chief Officer, Environment & Technical