

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Homan
Our Ref:	ET/DC/P/2020/0301	Your Ref:	P/2020/0301
Date:	4 th August 2020		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 281 423 Land adjacent to Cambrian House, Well Street, Cefn Mawr, Wrexham.

Development: Six Apartments, car parking, external works and community garden.

I refer to your consultation / email dated 24/07/2020 in respect of the above.

Access

The development site is situated on an unadopted road (Waterloo Place) along which vehicular speed is considered to be no more than 15mph due to the geometry of the road.

The proposed development site is accessed off Well Street which is a classified road subject to a 20mph speed limit. Any proposed access in this location would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility appears adequate providing splays in excess of 2.4 x 25m in both directions.

The existing access onto Well Street meets Well Street at an acute angle which is far from ideal. I assume vehicles exiting the site are unable to turn left along Well Street given the geometry of the access. The first section of the unadopted access road is only 4.1m wide, subject to existing vegetation being cleared, which is only just sufficient for 2 cars to pass simultaneously. I would normally recommend a minimum access width of 4.8m. I would raise concerns in respect of how cars would access into / out of Waterloo Place simultaneously off the adjoining highway without potential conflict.

The road is typically less than 4.1m wide which does not permit the simultaneous passage of vehicles. However, there are a number of passing places along the access road. The road already provides access to at least 5 dwellings and a number of driveways/ parking areas presumably associated with the dwellings fronting on to Well Street. The road also serves as access to a large car park associated with the George Edwards Hall.

Parking & Turning Provision

I understand the development site comprises 4 no. 1 bed apartments and 2 no. 2 bed apartments. LPGN 16 would normally require a maximum of 10 parking spaces for such a development. The submitted layout plan (Drg. No. NH/PD/07) indicates the provision of 6 parking spaces served off a 2.4m wide access.

The provision of 1 parking space per apartment would be considered adequate. Although, the proposed layout does not impact on the adjoining highway, I would suggest that the access is widened across the whole frontage and the 2 spaces nearest the access being setback either side of the car park.

Waste Collection / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

I understand that refuse vehicles currently have to reverse into Waterloo Place off the adjoining roundabout in order to service the site which is far from ideal. I understand that the refuse vehicle does not drive up to the car park at the end of Waterloo Place as there is not always sufficient space to turnaround.

I would therefore normally recommend that the application is refused for the following reason:-

REASON

The site is accessed from the adopted highway by means of a narrow, unadopted road which is considered substandard in width and junction layout to serve as a means of access to further residential development.

However, I refer to previous planning application ref: P/2017/0649 - Outline planning application to erect 1 no. 3 bedroom dwelling at 5 Bank Cottage, Waterloo Place. This application was refused then appealed. The inspectors comments in respect of access to further residential development off Waterloo Place were supportive and the inspector was not convinced that there would be any highway safety concern (see extract):-

Highway safety

7. The appeal site serves a garage with a vehicular cross-over onto Waterloo Place. Whilst the appeal land has seemingly no association with No. 5, it nevertheless is capable of being used by vehicles as shown on the design and access statement. The proposal for one dwelling provides 2 parking spaces and the existing arrangement provides a larger area for parking. The Council contends that the proposal would increase traffic onto a minor road. However, I am not persuaded that it would, because of the present arrangement. As the appellant points out the access road serves a museum with 28 parking spaces and several properties. No compelling evidence has been provided that one dwelling would give rise to a material increase in traffic flow as set out, or that if a material increase in traffic from the development would occur this would result in a highway safety concern.

8. The road is narrow with passing places and there is good forward visibility. Vehicles on the road would be travelling very slowly and the access arrangement onto the roundabout is deemed acceptable for the museum use and all other properties. There is no record of accidents on the roundabout from this entry point and the flow of traffic from the proposal would not be discernible compared to the existing arrangement.

9. I am not convinced there would be a highway safety concern, and in my view, the proposal complies with UDP Policy GDP1, in so far as it relates to highway safety.

On this basis I would raise no objections to the proposed development on highway grounds.

Supplementary Notes

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



Chief Officer, Environment & Technical