

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2019/0369	Your Ref:	P/2019/0369
Date:	9 July 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2898 4324 Land at Gwynant, Plas Madoc, Acrefair

Development: Erection of 11 no. dwellings, comprising 4 no. one bed apartments, 2 no. two bed houses, 2 no. three bed houses and 3 no. four bed houses and all associated car parking.

I refer to your consultation dated 15 May 2019 in respect of the above.

The site is located on an unclassified highway within an existing housing estate.

It is considered that the traffic generated by the proposed development is unlikely to create any capacity issues within the existing estate. I do not therefore have any issues with the principle of the development. However there are a number of highway design issues which need to be resolved.

Looking firstly at the three proposed 4 bedroom dwellings to the west of Gwynant.

A 2m wide footway is required across the front of the site. This not only helps ensure visibility is achievable from each proposed driveway, it also ensures that there is a 6m turning area available, as standards require, behind each parking space. It also ensures adequate pedestrian links are provided for the new residents.

I would also suggest that the western most parking space is moved as manoeuvrability into and out of the space will be unnecessarily difficult. It could be provided on the other side of the footpath to the front door?

The six dwellings to the east of Gwynant require a 2m wide footway along the site frontage. This not only helps ensure visibility is achievable from each proposed driveway, it also ensures that there is a 6m turning space available, as standards require, behind each parking space. It also ensures adequate pedestrian links are provided for the new residents.

Parking spaces between the walls of two dwellings need to be 3.2m width (a total of 6.4m between walls) to ensure that it is possible to open both doors of a parked vehicle.

It is unclear from the plans whether the existing footpaths provided at the north, north east and southern boundary of the site are to be retained. The plans appear to show that all these paths are being deleted; this is unacceptable as the paths were taken on under the Gulliksen ruling some 10 years ago.

Any public footway affected will therefore need to be stopped up under Section 247 of the TACP Act.

I also note on site that there appears to be a serious lack of parking locally and given the available land wonder if the scheme has considered enhancing parking provision for the existing residents?

Please ask the applicant to amend the scheme in accordance with the above.

Peter Dathwaite

PM Service Manager Environment