

MEMORANDUM



From: Planning Control Manager

To: Chief Officer Planning & Regulatory

Our Ref: PR/DC/P/2019/0336

Your Ref: SEH/P/2019/0336

Date: 9th May 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 544 Land south of The Paddock, Old Wrexham Road, Gresford, Wrexham.

Development: Outline application for proposed residential development to form 8 no. mews style properties in two blocks of 4 no. units with central access point and associated parking to rear.

I refer to your consultation / email dated 25/07/2018 including layout plan (Drg. No. T064/006) in respect of the above.

Access

The development site is located on Old Wrexham Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

However, a recent speed survey carried out along this section determined 85th percentile speeds (24hr) of 28.6mph for vehicles travelling northbound and 29.7mph for vehicles travelling southbound.

Based on these speeds, any proposed access in this location would normally be required to provide visibility splays of 2.4 x 40m in the southerly direction and 2.4 x 42m in the northerly direction measured to the nearside edge of the adjoining highway. The submitted layout plan (Drg. No. E067/002) indicates proposed splays of 2.4 x 44.5m in the southerly direction and 2.4 x 44m in the northerly direction measured to the nearside wheel-track position.

The proposed splays appear to rely on lowering / maintaining the hedgerow at the front of the site at 1m in height which is not ideal. The hedgerow is likely to grow and obscure visibility over time. The gradient of the site appears to fall away and would not assist in providing visibility from the proposed access. The splay in the southerly direction appears to cut across the garden of plot no. 5 and may well be impeded by future planting.

Although the village centre is only a relatively short distance from the proposed development site, there are no existing footways between the site and the junction with Chester Road. Although, a new footway could be provided along the entire site frontage, there is very limited scope to construct a new footway alongside the existing carriageway leading to the village centre given the limited available carriageway width between the existing properties along this section. Pedestrians walking from the proposed dwellings would have to walk a significant distance along Old Wrexham Road without the benefit of any footway provision to reach any existing footway provision within the village which is not ideal.

Some of the existing properties along this section of Old Wrexham Road do not have adequate off-street parking provision which results in vehicles being parked along the highway. Parked vehicles typically affect vehicle flows along this section and can result in pedestrians walking along the road having to walk around these vehicles which is not ideal.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops. The proposed development site may be considered to be in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

Some of the existing properties along this section of Old Wrexham Road located directly opposite the proposed development site / access do not have adequate off-street parking provision. The existing carriageway width along this section is approximately 6.4m which leaves around 4.4m carriageway width for two way traffic movements if cars are parked along this section. Although not ideal, it is still adequate for 2 cars to pass simultaneously.

Layout

I assume that the proposed access road will not be adopted and will need to be maintained in perpetuity by a private management company (suitable condition required).

The first section of the proposed access and footways would need to be constructed to WCBC adoptable standards.

Any proposed access would need to be a minimum of 4.8m wide with 6m kerb radii. Any proposed footway would need to be 2m wide. I would recommend that the proposed accessway ramp is re-located just beyond the kerb radii with appropriate dropped crossing points / tactile (see attached details). The back of crossing points / tactile would represent the limit of adoption.

The submitted layout plan does not detail a suitable turning head to WCBC adoptable standards which is unacceptable (see attached detail). However, it may be possible to provide sufficient space for such a facility at the end of the estate road / parking area. **Could you please ask the applicant to provide a revised layout plan indicating / annotating the required turning head dimensions.**

Waste Disposal / Recycling / Deliveries

The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

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.

The construction of a 2m wide footway along the site frontage would be considered beneficial in highway safety terms. It would be considered preferable to construct this footway in front of the hedgerow rather than behind in order to provide / maintain the required visibility splays. Pedestrian visibility at either end of the proposed footway onto Old Wrexham Road will need to be considered. The existing hedgerow may well impede visibility at these points.

The provision of a 2m wide footway in lieu of the hedgerow would potentially allow bins / recycling trolleys to be collected more efficiently without encroaching on the adjoining carriageway. It may be possible to re-plant a hedgerow behind this footpath outside of the required splays.

Any existing telegraph poles / lanterns shall be re-located to the back of the new footway. Existing lanterns shall be upgraded to LED. I would recommend that the applicant liaises with our Street Lighting Section. Contact Paul Rogers on Tel: 01978 729673.

The applicant will need to enter into a s.38 / 278 agreement with the Council in order to construct the proposed access / footway.

Parking Provision.

The provision of 2 spaces per dwelling (2 / 3 bedrooms) would be considered acceptable.

The proposed development site would not appear to meet the requirements of the settlement policies (3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops. It may therefore be considered that the proposed development site is in an unsustainable location which does not support the opportunity for residents to walk safely to local facilities and public transport stops.

However, if the application is to be supported, I would recommend that the applicant addresses the issues raised above.

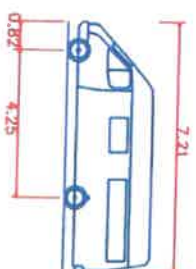
Supplementary Notes

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

Pat Downes

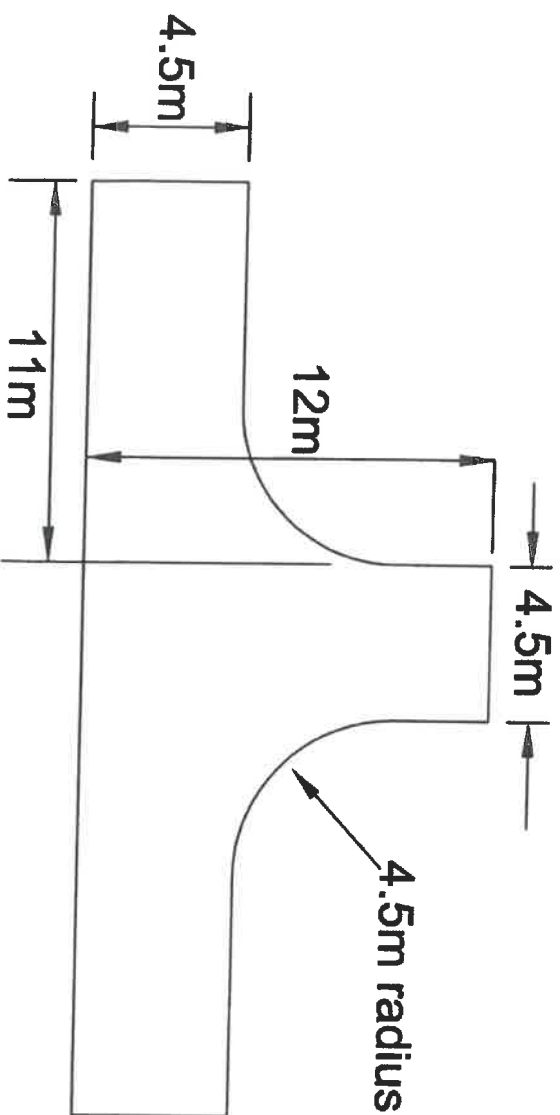
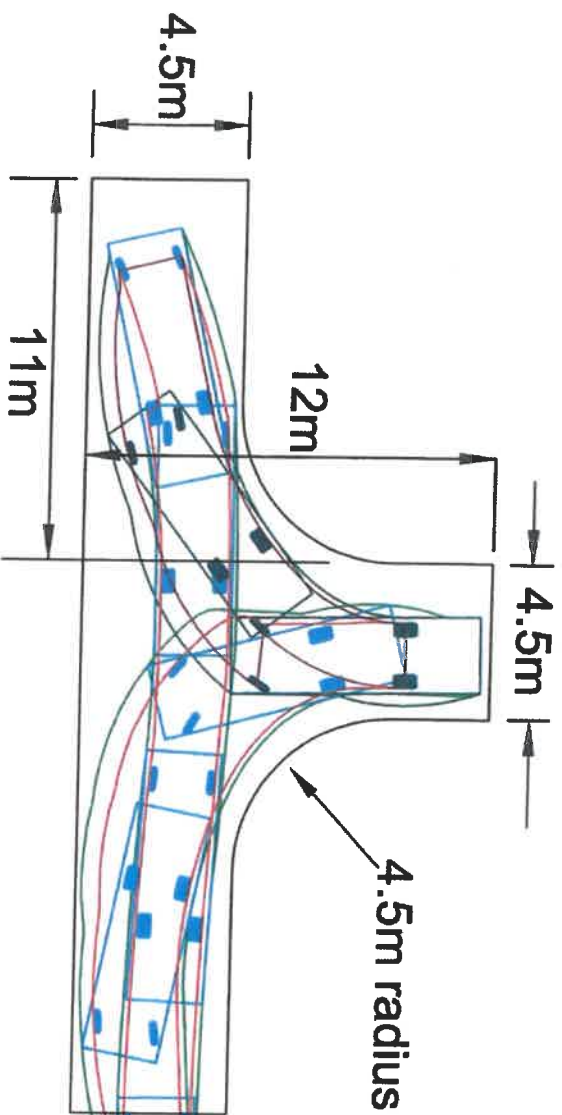
Planning Control Manager

an



7.5t Panel Van
 Overall Length
 Overall Width
 Min Body Ground Clearance
 Track Width
 Lock to Lock
 Kerb to Kerb
 Turning Radius

7.210m
 2.192m
 0.344m
 1.865m
 4.00s
 7.400m



Scale 1:200