

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning

Our Ref: EP/DC/P/2019/0054 **Your Ref:** MR/P/2019/0054

Date: 19th February 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 490 Scallywags Day Nursery, Bridge Road, Wrexham Industrial Estate, Wrexham.

Development: Demolition of existing Day Nursery and Outline Application for residential development for 6 no. dwelling units.

I refer to your consultation dated 28/01/2019 including layout plan (Drg. No. W142/003 Rev B) in respect of the above.

Although all matters are reserved, I would like to make the following comments:-

The proposed development site is located off Bridge Road which is a classified road subject to a 30mph speed limit. Visibility at the junction of Bridge Road / Bridgewater East (30mph) is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The site is accessed via a short section of unclassified road (4.9m wide – Bridgewater East). The existing access is located north of Bridgewater East off an unadopted access road which I assume is managed / maintained by the WCBC Assets Section. If this is the case, then **I would recommend the WCBC Assets Section is consulted on the suitability of any access serving the site in this location.**

Access

Assuming typical speeds of 20mph, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing access serving the nursery provides visibility splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving the nursery is approximately 7.2m wide reducing to 4.1m wide at 5.5m behind the adjoining carriageway. The access is hard paved and falls towards the unadopted access road and provides access to a car park which appears capable of accommodating approximately 20 cars.

The submitted layout plan indicates the erection of 6 no. 2 / 3 bedroom dwellings. Plots 3 – 6 appear to have parking provision off a car park at the northern end of the site. Plots 1 & 2 appear to have a proposed shared driveway (5.6m wide) which accesses directly onto the carriageway fronting the existing post office.

This existing business / post office has no designated off-street parking provision. This results in customers / delivery vehicles having to park along this section of road directly opposite the development site which is not ideal.

The access road is only 4.9m wide. Although the site is located on an undeveloped section of road, given the limited carriageway width and existing on-street parking issue along this section, it is considered unsuitable to support individual accesses directly onto this road. Vehicles park along this section on a regular basis and would prevent vehicles accessing the proposed individual driveways.

I would recommend that consideration is given to providing a shared access in approximately the same location as the existing nursery access providing either a communal car park for the proposed dwellings or an access road to the rear of the properties with driveways to the rear.

I would recommend that consideration is given to providing turning provision for a medium sized delivery vehicle (see attached detail). I understand that refuse vehicles currently struggle to access the site so typically reverse along this undeveloped road off Bridge Road which is not ideal.

The Highway Authority would not wish to adopt any proposed state road or communal parking / turning area. I would recommend that a suitable planning condition is imposed which requires these areas to be managed / maintained by a private management company in perpetuity.

I would recommend that the applicant submits a revised layout plan addressing the above issues providing an alternative layout.

Footway Improvements

I would recommend the construction of a 2m wide footway along the site frontage providing a continuous link from any proposed shared access serving the site up to the existing footway / cycleway on the junction of Bridge road / Bridgewater East. This footway shall be constructed to WCBC adoptable standards. The applicant will need to enter into a s.38 / 278 agreement in order to construct the footway at the southern end of Bridgewater East. The footway fronting the site will need to be maintained in perpetuity by a private management company.

The submitted layout plan (Drg. No. W142/003 Rev B) only indicates a footway along part of the site frontage.

Street Lighting

There may be a requirement to provide additional lighting provision along the new footway link which will need to be funded by the developer. I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673 to discuss.

Traffic Generation

Although access to the proposed development is not ideal, I assume that the existing nursery is likely to have generated a significant number of daily vehicle movements which would have exceeded the likely movements from 6 no. dwellings.

Parking and Turning Provision

Parking provision at the site will need to comply with the requirements of LPGN 16. I would recommend that maximum parking provision is provided given the existing on-street parking problems along this section of road.

The submitted layout plan (Drg. No. W142/003 Rev B) indicates a communal car park at the northern end of the site with a 4.8m wide access which accommodates 8 no. spaces. This would be considered adequate for 4 no. 2 bedroom dwellings.

I would recommend that consideration is given to providing turning provision for a medium sized delivery vehicle within the curtilage of the site (see attached detail). I understand that refuse vehicles currently struggle to access the site so typically reverse along this unadopted road off Bridge Road which is not ideal. The submitted layout plan (Drg. No. W142/003 Rev B) does not indicate where medium sized delivery vehicles will turn within the curtilage of the site.

Plots 1 & 2 appear to have a proposed shared driveway (5.6m wide) which accesses directly onto the carriageway fronting the existing post office. Any proposed access in this location would not be supported for the reasons given above.

Surface Water Drainage

I understand that this section of unadopted road currently suffers with flooding due to an unsuitable outfall for the existing surface water drainage system ie/ soakaway that does not function efficiently.

A suitable scheme for the disposal of surface water run-off will need to be submitted. I assume that our Flood Management Officer (Neil Taunt – Tel: 01978 729734) will be approving any proposed scheme.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

In principle, I have no objections to the proposed development on highway grounds. However, I would recommend that the applicant addresses the issues raised.

Notes to Applicant

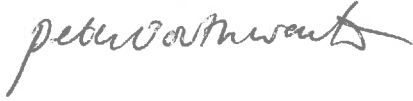
- *The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

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

A handwritten signature in cursive script, appearing to read "Peter Wathnaut".

 Planning Control Manager