

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/1039 **Your Ref:** SEH/P/2018/1039
Date: 8th January 2019

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

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

Development: Erection of 2 no. detached dwellings with central access road and associated parking to rear.

I refer to your consultation dated 12/12/2018 including layout plan (Drg. No. T064/010 Rev A) 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 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 wheeltrack position. The proposed splays are considered acceptable.

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.

Footway Provision

Given the lack of adequate footway provision along this section of Old Wrexham Road, I would normally not be able to support the proposed development. However, if the applicant was prepared to construct a new 2m wide footway along the site frontage then it would seem reasonable to support a limited development of this nature.

A new section of footway along this section would not only provide significant benefit to occupants of the proposed dwellings but would benefit all other pedestrians in this location. Such a footway would also ensure that adequate visibility is maintained in both directions from the proposed shared access.

The applicant will need to enter into a s.38 / 278 agreement with the Council in order to construct the proposed access / footway. I would recommend that the applicant submits a revised layout plan

Layout

I would recommend that any proposed shared access is a minimum of 4.8m wide and takes the form of a dropped kerb footway crossing. Any proposed footway would need to be 2m wide.

The construction of a 2m wide footway along the site frontage would be considered beneficial in highway safety terms. The proposed access / footway would need to be constructed to WCBC adoptable standards.

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 & Turning Provision.

I understand that the proposed dwellings both have 5 bedrooms. The proposed parking and turning provision indicated on the submitted layout plan is considered adequate.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD VISIBILITY SPLAYS (NEAR SIDE WHEELTRACK)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 40 metres to the south and 2.4 metres x 42 metres to the north measured to the near side wheeltrack. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ38 PAVEMENT CROSSING

026R Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.8metres.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction
E06N of the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Details of upgrade to street lighting along the site frontage (Old Wrexham Road).*
- 2) *New 2.0m wide footway along site frontage.*

The scheme as is approved shall be fully implemented prior to first use of the development.

Note 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.

Peter D'Silva

an Planning Control Manager