

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0772	Your Ref:	P/2017/0772
Date:	10 October 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3137 5093 Land south of Berse Road, Caego

Development: Outline application for residential development and associated vehicular and pedestrian access.

I refer to your consultation dated 15 September 2017 in respect of the above site

The development site is located with a proposed access on to the classified highway Berse Road subject to 30 mph speed limit. A speed survey undertaken submitted with the application demonstrates that 85 percentile speeds are actually 35mph from the south east and 33mph from the north west; for which Welsh Government guidelines Manual for Streets recommends splays of 2.4 x 54 and 2.4 x 50 respectively. The proposed access demonstrated on drawing no. 118 P 03 H shows splays well in excess of Welsh Government recommendations are achievable.

The proposed access will be constructed with 5.5m wide road and 6m kerb radius in to the site, in full accordance with Wrexham Council guidelines on new residential development,

Berse Road is quite heavily trafficked particularly at peak hours. There are traffic queueing issues at the Berse Road roundabout 800m east of the development site each weekday. I would not wish to see a significant increase in traffic generation at this roundabout.

The applicant has submitted an assessment of the amount of traffic likely to be generated by the development using the nationally recognised TRICS database. The proposed development of 25 dwellings will only generate approximately 20 vehicles in the peak hour; an average of less than one vehicle every 3 minutes during the peak hour. This level of traffic is not considered to be significant.

Whilst traffic flows on Berse Road are quite heavy at peak hours, I noted from visiting the site that there were regular gaps in the traffic which would enable vehicles to leave the development site without causing any particular queueing difficulty.

Any new development will require a new 2m wide footway along the full frontage of the site. It is also considered that a footpath / cycle link should be made from the eastern corner of the site to link in to the existing cycle/footway constructed along the old Railway line.

The internal layout of the estate will be assessed as part of a reserved matters application.

Public footpath no. 43 crosses the site. I assume that our PROW officer will comment separately on this matter.

I recommend that any permission include the following conditions:

CONDITIONS

- ZJ15
038R** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ37
026R
E06N
E07N** **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:
- 1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,
 - 2) Detailed layout of the proposed new footway along the whole site frontage with Berse Road
 - 3) Detailed layout of the proposed link to the existing footway / cycleway on the old Railway line
- The scheme as is approved shall be fully implemented prior to first use of the development.
- ZJ45
026R** **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.
- ZJ46
026R** **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- ZJ23 (PRE-COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
035R** No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

**ZJ35
050R**

NEW 2.0 METRE FOOTWAY

Prior to first use of the development a 2.0m wide footway shall be constructed along the entire site frontage in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

**ZJ36
051R**

FOOTWAY / CYCLEWAY

Prior to first use of the development a 3.0 metre wide shared / combined footway / cycleway shall be provided within the site in strict accordance with a scheme (to include appropriate marking and signage) which has been submitted to and approved in writing by the Local Planning Authority.

peterwoothwaite

py Service Manager Environment

