

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0695 **Your Ref:** MR/P/2017/0695
Date: 22nd August 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 546 Balmuir Garage, 1 Chester Road, Gresford, Wrexham.

Development: Demolition of existing buildings associated with Balmuir Garage and outline application for residential development (4 no. dwellings).

I refer to your email / consultation dated 21/08/2017 including revised layout plan (Drg. No. B113/004 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 on the B5445 Chester Road which is a busy classified road subject to a 30mph speed limit.

Access (Reserved Matter)

Any proposed / existing accesses 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.

Visibility from the existing shared access is adequate in the north easterly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 11m measured to the nearside edge of the adjoining highway. Visibility in the south westerly direction is limited in that the required splays appears to cut across 3rd party land ie/ the adjoining garage / Londis site.

If the applicant cannot obtain agreement (ie/ s106 agreement) to look across this strip of land then any potential development would typically be limited to the equivalent traffic generation at the Balmuir Garage. Having spoken to the applicant, typical daily vehicle movements from the garage are as follows:-

	Typical Daily Vehicle Movements
2 no. Staff	Max. 8
Customers (5 – 6 per day)	Max. 12
Deliveries (4 per day)	Max. 8
Existing Bungalow	11
Total Movements	39

This would equate to up to 4 dwellings being acceptable at the development site. The access is also shared by the hand car wash and jet washing facility which will also have a given traffic generation.

It would appear that an advertisement for the hand car washing facility has recently been erected in the clear space beneath the existing garage sign which further impacts on visibility at the site. Planning Enforcement have been informed.

The access into the site takes the form of a dropped kerb access approximately 6.5m wide reducing to 6m at 5m behind the adjoining carriageway. The private access / driveway reduces to approximately 4.1m wide as it runs alongside the hand car washing facility. The existing access serving the development site is showing signs of deterioration and would benefit from re-surfacing.

Given the non-standard access layout, the access road would not be considered suitable for adoption. A condition could be included requiring the access roads and parking areas to be maintained by a private management company.

Layout (Reserved Matter)

I would like to make the following observations:-

- I understand from the applicant that a refuse vehicle can currently enter and turn within the existing garage site. The proposed turning head at the rear of the site complies with our current adoptable standards and is considered adequate to serve the proposed development site.
- The provision of 3 parking spaces per 3 / 4 bedroom dwelling is considered adequate.

Construction Traffic Management Plan - including details of contractor parking (Reserved Matter)

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 conclusion, I have no objections in principle to the proposed development on highway grounds

Supplementary Notes

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

