

MEMORANDUM

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

Our Ref: EP/DC/PP/2017/0577 **Your Ref:** PF/P/2017/0577

Date: 18th July 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 369 574 Newhaven Garage, Chester Road, Rossett, Wrexham.

Development: Outline application for residential development, access and parking arrangements.

I refer to your consultation dated 13/07/2017 including layout plan (Drg. No. 437/03) in respect of the above.

The proposed development site is located on The Green which is an unclassified road subject to a 20mph speed limit.

The existing garage site currently sells second hand cars which are typically parked along the site frontage up to the existing kerbline. There is no existing footway along the majority of the site frontage. I understand that the garage previously operated as a petrol service station and could have generated a significant number of vehicle movements.

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

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.

Any proposed access serving the development site should ideally be located away from the junction with Chester Road but not too close to the boundary with the adjoining property (Peacehaven). The footway fronting the adjoining property (Peacehaven) is very narrow and limits the available visibility in the southerly direction. It is likely that a centrally located access along the site frontage (along The Green) could provide the optimum level of visibility.

The submitted layout plan indicates 4 no. individual driveways serving the 3 new dwellings and parking provision for Newhaven Cottage. Although, I would not normally consider this arrangement to be ideal, previous vehicle movements at the site (garage / petrol station) are likely to have been more intensive than the proposed development. I would therefore accept the proposed parking / access arrangements on this basis.

I would recommend that any boundary walls, fencing, landscaping along the site frontage is maintained at a maximum height of 0.6m above the adjoining footway in the interest of pedestrian safety.

Footway

I would recommend the construction of a 2.0m wide footway along the site frontage providing a continuous footway link between the existing footway fronting Newhaven and Peacehaven. I assume that the Council would adopt such a footway for future maintenance. The provision of such a footway would be a significant benefit in highway safety terms. The existing dropped kerb / footway on the corner of The Green / Chester Road will need to be raised to full height footway construction providing appropriate crossing points where applicable. 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.

Parking

Parking provision at the site will need to comply with the requirements of LPGN 16. I would normally recommend that maximum parking provision is provided given the proximity of the site to the junction with Chester Road. However, this may be difficult to request given the frequency of the bus service along Chester Road (ie/ every 12 minutes).

A number of cars typically park along the opposite side of the The Green which can restrict flows in this location. I would recommend that the applicant funds a **Traffic Regulation Order** (double yellow lines) to provide junction protection at the junction of Chester Rd / The Green. The applicant will need to contact our Traffic section (Darren Green – Tel: 01978 729643) to arrange.

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. I would recommend that the applicant liaises with our Traffic Section (Darren Green – Tel: 01978 729643) for further advice.

In principle, I have no objections to the proposed development on highway grounds.

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.

Peter Damwahe

for Service Manager Environment