

# MEMORANDUM

**From:** Service Manager Environment      **To:** Head of Environment and Planning  
**Our Ref:** EP/DC/PP/2017/0404      **Your Ref:** MR/P/2017/0404  
**Date:** 1<sup>st</sup> June 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:** Outline application for the erection of up to 12 dwellings and construction of vehicular access.

I refer to your consultation dated 18/05/2017 including layout plan (Drg. No. B113/004 – Dated March 2017) 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 3<sup>rd</sup> 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                              |
|                           |                                 |
| <b>Total Movements</b>    | <b>39</b>                       |

This would equate to up to 4 dwellings being acceptable at the development site. However, the access is also shared by the hand car wash and jet washing facility which will also have a given traffic generation. If these activities were to cease then additional dwellings maybe considered acceptable based on this traffic generation. **Please ask the applicant to clarify the above detail.**

However, if the applicant can obtain agreement from the adjoining Londis Site to provide the required visibility splay in the south westerly direction then the suggested 6 no. dwellings may be considered acceptable. **Please ask the applicant to clarify whether such an agreement is possible.**

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.

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:-

- The proposed turning heads will need to comply with current adoptable standards (see attached detail). The turning heads indicated on the submitted layout plan are of insufficient size to accommodate the turning movements of an 11.2m long refuse vehicle. I understand from the applicant that a refuse vehicle can currently enter and turn within the existing garage site.
- The provision of 2 parking spaces per 2 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.

### **Supplementary Notes**

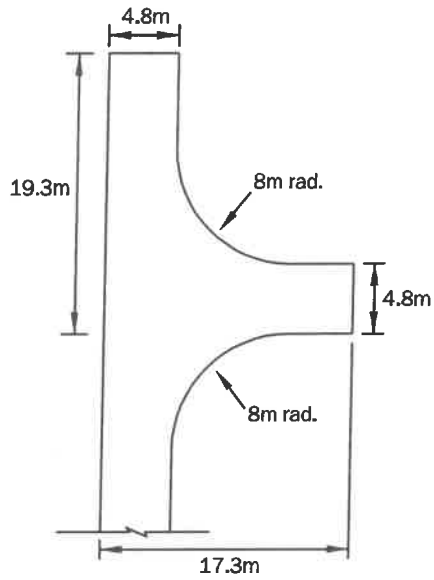
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

*peter doorman*

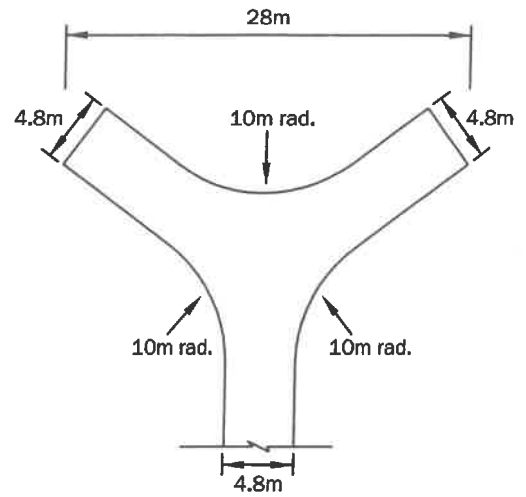
## Turning Areas

### 4.8m Wide Carriageway

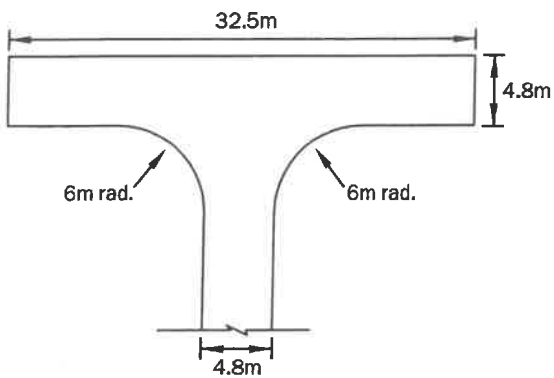
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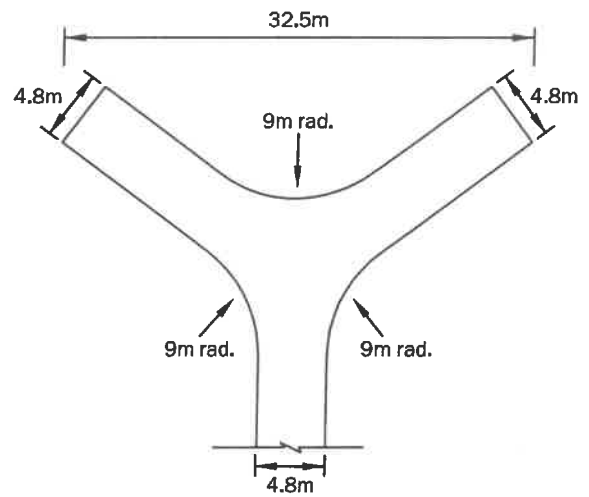
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#### Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500