

# MEMORANDUM



**From:** Service Manager Environment

**To:** Head of Community Well Being  
and Development

**Our Ref:** P/2015/0875

**Your Ref:** PP/2015 /0875

**Date:** 10 March 2017

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## Town and Country Planning Act 1990

### Section 78 Appeal at PART OF DISMANTLED RAILWAY LAND TO THE REAR OF BRIARSWOOD AND LAND OFF, MAIN ROAD, RHOSROBIN, WREXHAM

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of that response is attached for your information.

Service Manager Environment

*Mr*



# MEMORANDUM

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|-----------------|-----------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Service Manager Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2015/0875                 | <b>Your Ref:</b> | P/2015/0875                                  |
| <b>Date:</b>    | 5 January 2016              |                  |                                              |

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 3320 3520 Land South of dismantled railway, Main Road, Old Rhosrobin

**Development:** Outline planning application for residential development (50 no. dwellings) with all detailed matters reserved for further approval.

I refer to your consultation dated 24 November 2015 in respect of the above site

The application is in outline only with all matters reserved.

The development site is located on the B5425 Main Road, a classified highway subject to a 30mph speed limit. A speed survey undertaken by the applicant reveals 85 percentile speeds of 34 mph in both directions for which Welsh Government guidelines recommend a visibility splay of 2.4 x 50m in both directions.

Given that the speed of traffic is above the actual speed limit the applicant will need to investigate the feasibility of introducing central splitter islands to help both reduce the speed of traffic and also improve pedestrian links across the B5425 Rhosrobin Road.

It is possible to construct an access which would meet all highway design criteria in terms of visibility, width and pedestrian provision.

The traffic generation from 50 dwellings is likely to be around 40 at peak hours. This equates to an average of just 1 vehicle every 90 seconds which is considered to be insignificant in terms of highway capacity.

It is noted that the dismantled railway line is recognised in policy T10 and if the development is granted permission then the railway land will need to be upgraded in accordance with this policy.

There may be a requirement to widen the existing footway across the site frontage to help link into the cycleway currently located 150m to the north of the site.

I do not like the idea of parking courts being provided for plots 1 to 18 as experience proves that residents want to park outside their own home and do not utilise the parking courts.

Each of the issues raised will form part of a reserved matters application.

I therefore advise you that I do not intend to make any objection to the proposed development



*PD* Service Manager Environment