

MEMORANDUM

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

Our Ref: EP/DC/PP/2017/0310 **Your Ref:** PF/P/2017/0310

Date: 27th April 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 (4 no. two storey dwellings) and new access and parking arrangements.

I refer to your consultation dated 26/04/2017 including layout plan 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 assume that the garage may have 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 does not appear to be to scale and does not indicate a centrally located access or indicate what visibility plays are achievable from the proposed access. **I would recommend that the applicant submits a revised, suitably scaled layout plan indicating the proposed visibility plays from a centrally located access.**

Any proposed access should also provide pedestrian visibility plays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. **This detail should be indicated on a revised layout plan.**

It is not clear from the submitted layout plan what access width is proposed to serve the development site. I would recommend a minimum access width of 4.8m through to the rear parking area.

I would recommend that any proposed access takes the form of a dropped kerb vehicular crossing.

I would recommend that the applicant submits a revised, suitably scaled layout plan indicating the above detail.

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. **I would recommend that the applicant submits a revised, suitably scaled layout plan indicating this detail.**

Parking & Turning Provision

Parking provision at the site will need to comply with the requirements of LPGN 16. I would recommend that maximum parking provision is provided given the proximity of the site to the junction with Chester road.

The submitted layout plan indicates the provision of 10 no. parking spaces, 2 of which I understand will be allocated to Newhaven. **I would recommend that the applicant submits a revised, suitably scaled layout plan indicating the proposed parking arrangements.**

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.

In terms of turning provision at the site, I comment as follows:-

The proposed layout plan would normally be required to provide a suitable turning head which could accommodate the turning movements of a medium sized delivery vehicle (see attached detail). No turning facility has been indicated on the submitted layout plan which is unacceptable. **I would recommend that the applicant submits a revised, suitably scaled layout plan accommodating suitable turning facilities for a medium sized delivery vehicle.**

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. However, I would recommend that the applicant addresses the issues raised.

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.

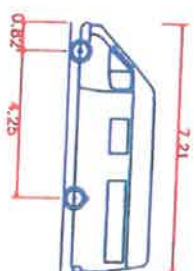
The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

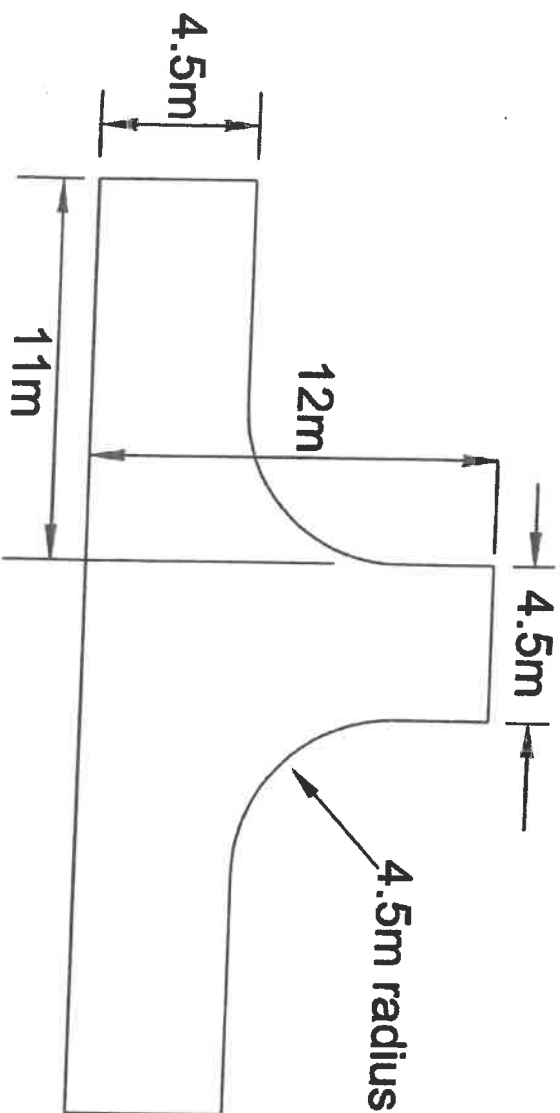
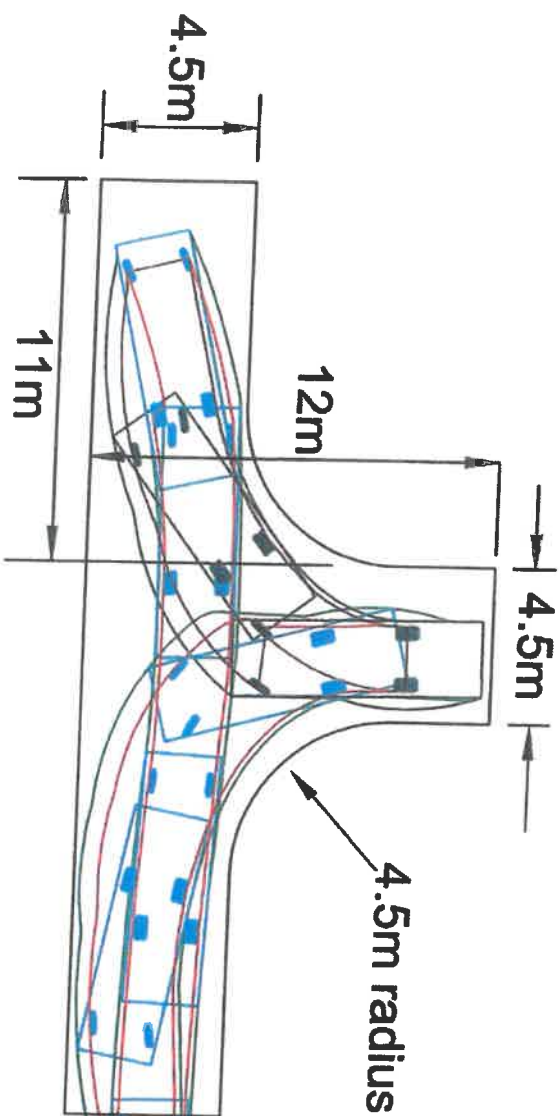
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Donohue

PP Service Manager Environment



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m



Scale 1:200