

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0167 **Your Ref:** SEH/P/2017/0167
Date: 6th March 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 497 Land Adjoining and to the West of Ty Brian, Salop Road, Wrexham.

Development: Erection Of 14 Bed Residential Care Home (Class C2) And 6 No. One Bedroom Apartments (Class C3) All Over Two Floor Together With 16 Car Parking Spaces, Cycle Storage And Landscape Garden Amenity Areas

I refer to your consultation / email dated 02/03/2017 including site layout plan (Drg. No. PL01A) in respect of the above.

Access

The proposed development site is located on Salisbury Road which is a busy classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road.

Any proposed access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted layout plan indicates the provision of these splays from the revised / proposed access.

In terms of vehicles approaching the access from the north east off Kingsmills Road, any proposed access would normally be required to provide a forward visibility splay providing a stopping sight distance of 33m for typical vehicle speeds of 25mph. The proposed access position would appear to provide a forward visibility splay of at least 33m.

Salisbury Road is a busy classified road particularly during peak hours which results in frequent queuing along this section of Salisbury Road fronting the development site up to the existing traffic lights. I would normally therefore have concerns over the potential for stacking of vehicles approaching this access from Kingsmills Road waiting to turn right into the development site. Any stacking of vehicles at this location could interfere with the free flow of traffic on Salop Road / Kingsmills Road.

Despite the potential for queuing in this area, given the relatively low speeds traffic along this section, the access is generally considered to be self regulating with those vehicles travelling along Salisbury Road typically giving way to those vehicles wishing to enter / exit the development site. However, I would recommend that the developer provides a "Keep Clear" road marking (Welsh over English) at the proposed site access along Salisbury Road. The existing double yellow lines shall be modified accordingly to suit the new access. I would recommend that the applicant contacts our Traffic Engineer – Darren Green on Tel: 01978 729643 to arrange. This detail will need to be included as part of the s.38 / 278 works.

It is considered appropriate to support a development at this site which generates up to the same level of traffic as could have been potentially previously generated by the public house and recycling centre. The proposed development is considered to be acceptable subject to improvements to the existing access arrangements as indicated on the submitted layout plan.

Parking & Turning Provision

In terms of parking provision at the development site, I comments as follows:-

Given the sustainable location of the site, the provision of 7 no. spaces for the proposed 14 bed care unit and 9 no spaces for the 6 no. one bedroom apartments is considered adequate.

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

I assume that the development site will be serviced by an 11.2m long refuse vehicle. The submitted swept path details showing such a vehicle access, turn and exit the site appear acceptable.

Site Layout

In terms of the proposed residential development layout, I comment as follows:-

As the proposed layout does not conform to highway adoptable standards, such a development would remain unadopted and would need to be maintained by a private management company. I would recommend that the proposed limit of adoption extends across the access in line with the back of the footway.

I would recommend the proposed widening of the footway located to the south west of the proposed access fronting the development site along Salisbury Road is constructed to an adoptable standard and offered for adoption as part of this development. This will also ensure that the proposed visibility splays are protected.

The existing dropped kerb access serving the development site will need to be reinstated to full height footway construction. The construction of the new access including the reinstatement of this section of footway shall be constructed to adoptable standards for which the developer will need to enter into an agreement with the Council under a combined s.38 / 278 agreement of the Highways Act 1980. This could also include the dedication of the strip of additional footway located to the south west of the proposed access.

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

Given the location of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

I would recommend that the new access is constructed and the current access to the existing facility closed up (reinstated to footway) before works on the care home / apartments commence. This detail shall be included in the required CTMP.

I therefore have no objections to the proposed development and recommend that any permission include the following conditions:-

CONDITIONS

- ZJ17**
038R **VISIBILITY SPLAYS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **PL01A**.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- ZJ09A**
033R **NO GATES WITHIN 10 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- NONSTD**
026R **SUBMISSION OF FURTHER DETAILS**
E06N No part of the development shall commence until a scheme detailing the
E07N construction of the following has been submitted to and approved in writing by
the Local Planning Authority: ***delete as appt ****
- 1) *Detailed layout, design, drainage and construction of the proposed new footway / carriageway.*
- The scheme as is approved shall be fully implemented prior to first use of the development.*
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

Note:

- *The proposed footway / carriageway (access) 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

Peter O'Donohue

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Service Manager Environment