

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0092 Res(2)	Your Ref:	P/2024/0092
Date:	30/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLOL AR GYFER CODI 5 ANNEDD A MYNEDIAD NEWYDD ARFAETHEDIG (CADW YMDDANGOSIAD A THIRLUNIO) / OUTLINE APPLICATION FOR ERECTION OF 5 DWELLINGS AND PROPOSED NEW ACCESS (APPEARANCE AND LANDSCAPING RESERVED)

LAND ADJACENT TO MOUNT ALYN GATEHOUSE CROESHOWELL HILL ROSSETT WREXHAM

Grid Ref: E 334814.21 N 356804.89

I refer to your consultation / email dated 19/04/2024 including submitted layout plans (Drg. No. 8015/1 Rev A Jan 24 & Preliminary Road Alignment – Option 5 Rev P5) in respect of the above.

Access

The development site is located on Gegin Lane which is a rural, classified road currently subject to a 20mph speed limit.

Based on typical speeds of 20mph any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. It would appear possible to provide visibility splays from the proposed access compliant with the above requirements.

The proposed access is located just off the junction with the B5102 Croeshowell Hill. I would raise concerns in respect of the proximity of the access to the junction in respect of HGVs which frequently visit the existing Ballswood Quarry further along Gegin Lane. Observations would suggest that when such vehicles approach from the east up Croeshowell Hill they keep their approach speed up in order to enter Gegin Lane off the hill.

Layout Plan - Drg. No. 8015/1 Rev A Jan 24

I am unable to accurately scale the submitted layout plan. **Could you please provide a hard copy of this plan for assessment.**

The submitted plan indicates a 7.3m wide section of carriageway constructed off Gegin Lane just off the junction with B5102 Croeshowell Hill. A secondary access road is then proposed approximately 30m from the junction with Gegin Lane. **I would recommend the applicant clarifies**

the purpose of the 7.3m wide proposed access road and any future proposals beyond the access serving the proposed development site for further consideration.

The proposed access indicated on the submitted plan appears to be 5.5m wide with 6m kerb radii reducing to 4.5m wide fronting plots 2 – 5.. **I would recommend an access of this nature is a minimum width of 4.8m.**

I cannot assess the adequacy of the proposed turning head given the scaling of the plan. However, the proposed turning head does not appear to meet our adoptable standards (see attached standard details).

An estate road of this nature would typically require a maximum gradient of 1:24 for the first 10 metres and a maximum of 1:12 thereafter. The applicant would need to enter into a s.38 / 278 agreement with the Council to construct the estate road and any associated off site works.

As a minimum, the proposed access would require minimum 2m wide footways both sides of the road that could terminate just inside the access at a suitable pedestrian crossing point with rumble strip / accessway ramp, dropped kerbs and tactile paving. Beyond this point 1.8m service strips are typically required for a shared surface. This detail has not been indicated on the submitted layout plan. **I would recommend that this detail is provided on a suitably scaled layout plan.**

Footway Provision

There is currently no suitable footway provision serving the site. If the application is supported, I would recommend that minimum 2m wide footways are provided into / out of the site linking to the existing footways to the east and west along Croeshowell Hill and to the permissive footpath further along Gegin Lane. The applicant would need to enter into a s.38 / 278 agreement with the Council to carry out this work. Suitable dropped kerb crossing points with tactiles would be required which have suitable inter-visibility for approaching vehicles / pedestrians. Suitable dropped kerb crossing points with tactiles would also be required across the main accesses serving the site. This detail has not been indicated on the submitted layout plans. **I would recommend that this detail is provided on a suitably scaled layout plan.**

A development of this nature would need to be constructed to adoptable standards in accordance with Manual for Streets. This will ensure an 11.2m refuse vehicle can enter and turn safely within the site and not have to sit on Gegin Lane at the junction with Croeshowell Hill (frequent HGVs visiting Ballswood Quarry).

The estate road has a carriageway width of 4.5m not 4.8m as required for adoption purposes. The estate road will also need minimum 1.8m wide service strips beyond a suitable accessway ramp at the main access.

The proposed turning head at the eastern end of the site will need to comply with WCBC Standard Details providing turning for an 11.2m long refuse vehicle. **The turning head indicated appears to be of insufficient size.**

The proposed estate road will require a scheme of street lighting. The applicant will need to liaise with our Street Lighting Section (contact: Paul Rogers on Tel: 01978 729673) to discuss such details.

Parking & Turning Provision

Parking provision at the site would need to comply with LPGN 16 / WCBC Standard Driveway Requirements. LPGN 16 excludes garage spaces when considering parking provision. Given the unsustainable location of the site, I would consider it appropriate to provide parking provision for each plot in accordance with maximum requirements (see attached WCBC Standard Driveway Details).

Construction Traffic Management Plan

If the application is supported, I would recommend a condition is included requiring the submission of a Construction Traffic Management Plan (CTMP) including provision for contractor parking prior to commencement of works.

Highway Surface Water Drainage

The applicant will require SABs consent for this development and will need to submit appropriate details to our SABs Section for approval.

Public Transport

I have spoken with our Transport Section (contact: Andrew Mytton) who have advised that there is a very limited bus service serving this area. This comprises a bus service 3 times per week (weds, fri & sat) with 3 journeys per day.

Sustainability

The development site is located in a fairly remote location where there is limited footway provision. There are limited local facilities / services available within an easy walking distance. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

It may be difficult to support the proposed development for the reasons highlighted above.

I await the requested information.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);
2. Use of a parking space for a set down/delivery area;
3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);
4. If any lane closure or obstruction of the highway is required for a crane or similar;
5. Protection against dust and debris blowing onto the public highway
6. Construction traffic parking locally avoiding nuisance to others;
7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.
9. A section 278 agreement works agreement is required for more significant alterations to the existing highway
10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;
11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:
 - No surface water from the applicants site should be allowed to drain onto the public highway,
 - The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings from spreading.
 - No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



Chief Officer, Environment & Technical