

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2023/0662	Your Ref:	P/2023/0662
Date:	1 st May 2024		

TOWN AND COUNTRY PLANNING ACT 1990

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BERSHAM SPORTS AND SOCIAL CLUB BERSHAM ROAD BERSHAM WREXHAM
Grid Ref: E 331351 N 349285

I refer to your consultation / email dated 13/10/2023 in respect of the above.

The proposed site, currently used as The Bersham sports and social club, is accessed via the Classified Bersham Rd the B5099.

Visibility splays appropriate for the current speed limit should be clearly highlighted on the proposed layout. It is noted that effective traffic calming exists both ways along the B5099

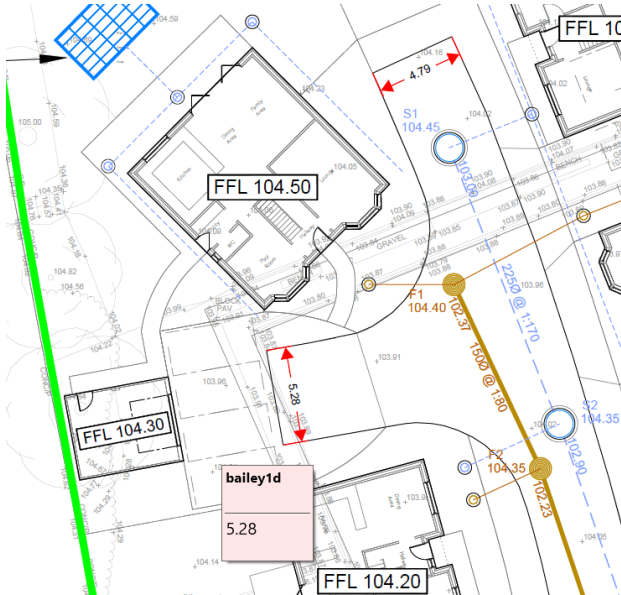
Details of the access to the Scottish Power substation will be required with visibility splays highlighted. Consideration should be given to vehicle turning within the space to avoid reversing out. Have Scottish Power commented on the proposed arrangement, with doors facing away from the proposed access? Would Scottish Power reverse in?

Co-ordination with Andrew Mytton is required for bus stop relocation at the developers' expense, and coordination with Gwen Thomas WCBC's Active Travel Lead for a contribution towards active travel improvements for the residents. Contact details are Andrew.Mytton@wrexham.gov.uk and Gwen.Thomas@wrexham.gov.uk.

Additional highways comments that would be required to facilitate a S38 adoption of the site road, should it be required include:

- 1) The Turning head should be to WCBC highways standard layouts
- 2) 500mm verge required as a minimum for maintenance access where there is no footpath nor services within. Where a street light is required, the verge should be a minimum of 1m. If the verge contains services, 1.8m width is normally required.
- 3) Ducted service crossings should be provided
- 4) Street lighting should be designed and proposals submitted to WCBC's Paul Rogers for approval.
- 5) Evidence of foul s104 Technical Approval would be required
- 6) Dropped kerbs could be considered if there is a need for machine access to the SuDS basin. The SAB officer will need to approve the SuDS scheme if there is potential for surface water below the highway, or if the highway surface water drains into the SuDS scheme.
- 7) Add visibility splays to drawings and road markings. Third party surety should be provided if the splays cross land outside the highways control

- 8) Longitudinal levels along the site entrance should be confirmed as equal or less than 1:24 for the first 10m, which we assume is achievable on what is a relatively flat site.
- 9) It is noted that the site road is 4.8m wide which is acceptable. 6m entrance kerb radii is acceptable. The principle of the wider turning head is acceptable (5.3m), presumably to ease parking space access. Subject to the turning head dimensions being in accordance with the WCBC standards, the parking spaces appear tight given the need for garage door opening, access around and a service verge.



- 10) Is there any historical land use that warrants consideration (eg mining?). Technical matter for S38 consideration.
- 11) To enable highways adoption,
 - a. Aco's will need to be provided if drives run towards the highway
 - b. Drives should be hard paved for at least the first 5m
 - c. No gates will be permitted within 5m of the highway
- 12) A Section 278 agreement would be required for the entrance works within the highways boundary. This can be combined with the S38 should the road be adopted.
- 13) If the site road is not adopted, then points a,b & c will apply at the junction.

Conclusion:

In summary, can the applicant arrange for an amended plan that considers:

1. WCBC standard turning head dimensions,
2. Visibility splays at the entrance,
3. The sub-station access raises concerns as drawn. Have Scottish Power accepted the access/driveway and orientation of the kiosk doors? It is unacceptable to ask a Scottish Power van to reverse onto this highway.
4. Bus stop relocation that has been agreed with Andrew Mytton
5. Active travel improvements local to this site that facilitate/encourage the use of alternative means of transport and pedestrian access to and from local facilities. (The applicant should coordinate with Gwen Thomas to review any small scale improvements proportional to the scale of this development)
6. Driveway detailing and confirmation if the site road is proposed for adoption
7. Confirm the principles of surface water removal from the highway

Chief Officer, Environment & Technical