

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/PP/DB/P/2023/0432 Res(4)	Your Ref:	P/2023/0432
Date:	22/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

MATERION A GADWYD YN OL YN DILYN CANIATAD CAIS AMLINELLOL P/2018/0673
APP/H6955/A/19/3238470 (MYNEDIAD, YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – CODI 74
ANNEDD / RESERVED MATTERS PURSUANT TO OUTLINE PLANNING PERMISSION P/2018/0673,
APP/H6955/A/19/3238470 (ACCESS, APPEARANCE,
LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF 74 DWELLINGS

LAND NORTH OF HOLT ROAD WREXHAM

Grid Ref: E 335142.75 N 351431.66

Further to previous highway responses, our meeting with Bellway Homes on 22nd January 2024 and subsequent amended submission dated 2nd February 2024, Highways updated comments are noted below and should be read in conjunction with previous responses:

Access

Access off Holt Road – We note the applicants reasons for not amending kerb radii to 10m radius from the 6m proposed. Independent external consultants have reaffirmed that schemes of this size should provide larger radii entrances. Whilst we are aware that 6m radii are utilised in numerous residential developments within the county, we remain concerned that the swept path analysis demonstrates that the refuse wagons extend significantly into oncoming traffic on Holt Road. Holt Rd is a busy road with potential to increase traffic considerably with other schemes currently being considered. We acknowledge that bin and recycling collection will only create 2 return trips weekly, however for a site of this size, there are other potential large vehicles & HGV's that may visit, not forgetting the benefits during construction, which may also take a couple of years. We believe larger kerbs could be squeezed in with minimal amendments to the substation.

The 25m x 2.4m visibility splays should be highlighted on the overall plan please, not on appended sketches.

We request that entrance plan be annotated with a comment confirming the bus stop will be relocated in consultation with the Local Planning Authority.

Amended plans should be submitted with bus stops located as annotated in the highways previous response, or if easier, we request this is conditioned, so the amended plans are not essential prior to planning approval. The applicant should coordinate with Andrew.mytton@wrexham.gov.uk directly to agree this, and design proposals accordingly. As discussed we accept in this instance that the work involves relocating the existing shelter and flag, not new shelters. The new locations

should include raised kerbing and bi-lingual road markings, together with removal of the same at the redundant locations please.

We request that a note be added committing to provide minimum driveway sizes.

The turning head details do not comply with Wrexham Highways standard dimensions provided and should be adjusted accordingly if the applicant requires roads to be adopted.

The developer should provide s38 plans demonstrating a maximum gradient of 1:24 for the first 10m and 1:12 thereafter. Other details required for s38 approval include dimensioned driveways (marked up or an annotated note), aco drains protecting the highway from private rainwater, street lighting, full construction detailing and active travel plans.

Forward visibility splays should be amended using 18 m SSD and presented on a scaled overall site plan for checking (we were unable to scale the separate sketches provided and unsure of the SSD size).

We note the cul de sacs and shared drives serving plots 71-74, 28-34, 50-53, 44-47, 35-39* and 17-20 will not be adopted.

In the absence of any turning head provision within the driveway to plots 35-39 we ask that traffic calming in the form of a highlighted speed bump or similar be provided to ensure vehicles such as delivery vans do not reverse out into the highway at speed. A larger visibility splay for larger vehicles reversing should be provided

Provision for the temporary bin stores on collection days should be shown on the s38 drawing that demonstrate that residents and refuse collection need to walk >15m to collect bins. This is of particular relevance for those dwellings served by unadopted road or shared drives along which the refuse wagon will not travel. We strongly recommend the applicant co-ordinates at an early stage with Wrexham County Borough Council's Senior Waste Strategy Officer, Gabrielle Povey on 01978 729640 to co-ordinate adequate provision for bin storage include recycling.

A demarkation highlighting the boundary between adopted and unadopted access should be provided, but can be agreed at s38 stage.

We strongly recommend the applicant co-ordinates with Wrexham County Borough Council's Strategic Transport Manager Gwen Thomas. On 01978 729667 or gwen.thomas@wrexham.gov.uk to agree detailing of cycle routes and footpaths, particularly at the entrance, crossing points and at the termination of the Active Travel route. Details of a gate/access provision onto the sports field needs to be agreed. Perhaps another brief teams meeting between the applicant, planning and highways/Active Travel could agree this.

Street lighting should be designed and appraised by Paul Rogers, available via paul.rogers@wrexham.gov.uk. We note that s38 highways adoption will be subject to prior written approval of Welsh Water for s104 drainage, and the SAB Officer for all surface water drainage.

The approval of the proposals by the above officers and Highways Development Control will be required prior to entering into a Section 38 agreement. Should the council be minded to approve the scheme from a planning perspective, this does not automatically mean that the design has been accepted for adoption. Should the plans approved at Planning stage not comply with adoptable standards, then proposals will need to be altered to the satisfaction of the Highway Officer, or the non compliant sections will remain unadopted and maintained privately.

We include our Standard Highways Guidance Notes also for information included in the Appendix below.

We ask that provision of a CTMP be conditioned in light of the size of the development within a residential area and accessing via a major highway artery serving the City and connecting

Wrexham Industrial Estate. This should include details of delivery management, parking, maintenance etc.

We are happy to meet the applicant again to review any of the above.



Chief Officer, Environment & Technical

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.

