

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/PP/P/2023/0432	Your Ref:	P/2023/0432
Date:	02/08/2023		

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

I refer to your consultation / email dated 18/7/2023 in respect of the above.

Access

The development site is bounded by Holt Road (Classified) to the south east and Dean Road (Classified) to the west.

Access off Dean Road

The development site is currently accessed off Dean Road and serves an existing Social Services Family Centre and football pitches for local youth football.

Dean Road is subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the traffic calming measures in place along this section.

Based on speeds of 25mph, any proposed / existing access in this location 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.

Although visibility in the north westerly direction is adequate, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing lighting column / telegraph pole in addition to the required splay cutting across 3rd party land.

The existing access is only 4.4m wide. I would normally recommend a minimum width of 4.8m for such a shared access.

There is an existing car park serving the development site but this would appear to be shared with the adjoining building and those attending any football matches / training on the adjoining football pitches.

I would not normally support any proposed re-development at the site that is likely to result in an increase in vehicle movements through this sub-standard access.

I understand that it is intended to re-locate the football pitch to accommodate the proposed dwellings. However, no details of the existing Social Services Facility including proposed parking provision for this and the football matches / training have been submitted. It is not clear whether these existing facilities (eg/ car park) will be upgraded by the developer as part of the proposed development. **I would recommend that clarification is provided on this matter.**

Access off Holt Road

Holt Road is a busy, classified road subject to a 30mph speed limit. It is proposed to access the residential development off Holt Road just beyond (north east) the existing toucan crossing.

Based on speeds of 30mph, any proposed access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It is proposed to construct a new access off Holt Road to serve the proposed development. The proposed access is 5.5m wide with 6m kerb radii which is considered acceptable. It would appear possible to provide a suitable access in this location that could provide the required visibility from a point at least 20m away from the toucan crossing. This was previously indicated on submitted plan (Drg. No. DWF-2627-301 Rev D). **I would recommend that the full extent of the required splays are indicated on the current layout plans.**

In order to construct the proposed access in this location, modifications will be required eg/ re-location of feeder pillars, telegraph poles etc. The existing bus stop on the nearside of the road will need to be relocated. The applicant will need to liaise with WCBC Transport Officer – Andrew Mytton on Tel: 01978 729760 on this matter. I would recommend that appropriate raised kerbs are provided for both bus stops, bus bay markings for both stops and a bus shelter for the nearside bus stop. **This detail needs to be indicated on a suitably scaled layout plan.**

There is a significant difference in levels between the development site and carriageway in this location. The developer would need to provide details of access gradient ie/ ideally max of 1:24 for first 10m and 1:12 thereafter. **This detail needs to be annotated on the submitted layout plans.**

Given the location of the proposed access close to boundary of existing dwellings, some form of retaining wall maybe required. **The developer will need to liaise with our Structures Section on this matter (contact tel no. 01978 729737).**

Our Active Travel Section have recommended that the existing cycleway / footway on the western side of the site frontage on Holt Road is widened to 5m. This detail needs to be indicated on a suitably scaled layout plan.

Any modifications to the existing road markings, toucan crossing, bus stops, utilities, street lighting columns etc. will need to be indicated on a suitably scaled layout plan.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Layout (Drg. Nos. HS01 Rev A, PL01 Rev G & PL02 Rev A)

Estate Road (Serving Plots 72 -74)

I would like to raise the following observations:-

<u>Visibility Splays</u>	All visibility splays need to be indicated at all internal junctions – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed).
<u>Main Access</u>	Dropped kerb / tactile crossings required across main access behind rumble strip (not shown).
<u>Footways /Service Strips</u>	2m wide footways or 1.8m wide service strips required both sides around entire perimeter of road. Alternatively road remains private.
<u>Turning Head</u>	Turning head does not comply with our adoptable standards (see attached standard detail).
<u>Parking Provision</u>	Appears acceptable. Please annotate driveway dimensions for all plots Driveway dimensions must comply with WCBC Standard Details (see attached detail).
<u>Surface Water Run-off</u>	No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any driveways fall towards the highway. Please indicate this detail on a revised layout plan.

Please indicate the above detail on a revised layout plan.

Estate Road (Serving Plots 40-49, 50-66)

I would like to raise the following observations:-

<u>Visibility Splays</u>	All visibility splays need to be indicated at all internal junctions – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed).
<u>Forward Visibility</u>	Please indicate / annotate the proposed forward visibility splay across the bend opposite plot 63.
<u>Main Access</u>	Dropped kerb / tactile crossings required across main access behind rumble strip (not shown).

<u>Rumble Strips</u>	Details of the proposed rumble strips need to be provided. If no footway provision on some sections is being proposed then access on foot / wheelchair / prams maybe difficult.
<u>Footways</u>	Limited footway provision has been proposed which is unacceptable. I would recommend that 2m wide footways are provided on both sides of the proposed estate road or as a minimum on both sides of the road up to the rumble strip fronting plot 43 (including crossing points behind).
<u>Service Strips</u>	2m wide Footways or 1.8m wide service strips required both sides around entire perimeter of road. Alternatively road remains private.
<u>Turning Head</u>	Turning head does not comply with our adoptable standards (see attached std. detail).
<u>Parking Provision</u>	Please annotate driveway dimensions for all plots Driveway dimensions must comply with WCBC Standard Details (see attached detail). Some double driveways are less than 5.6m wide. Driveway depths behind garages should be a minimum 5.5m. LPGN 16 does not include garage spaces as contributing to parking provision. Given the relatively sustainable location of the site, it would be considered reasonable to provide a minimum of 1 parking space for 1 & 2 bed dwellings with a minimum of 2 spaces for 3 & 4 bed dwellings. Please indicate / annotate this information on a revised layout plan.
<u>Surface Water Run-off</u>	No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any driveways fall towards the highway. Please indicate this detail on a revised layout plan.
<u>Undercroft Shared Access</u>	The shared access serving the car park for plots 44 – 47 only appears to be approximately 4m wide. I would recommend that this is widened to a minimum of 4.8m.

Estate Road (Serving Plots 1-16, 21-27 & 67-71)

I would like to raise the following observations:-

<u>Visibility Splays</u>	All visibility splays need to be indicated at all internal junctions – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed).
<u>Forward Visibility</u>	Please indicate / annotate the proposed forward visibility splay across the bend opposite plot 27.
<u>Rumble Strips</u>	Details of the proposed rumble strips need to be provided. If no footway provision on some sections is being proposed then access on foot / wheelchair / prams maybe difficult.
<u>Footways</u>	Limited footway provision has been proposed which is unacceptable. I would recommend that as a minimum, 2m wide footways are provided on both sides of the proposed estate road or as a minimum on both sides of the road up to the rumble strip fronting plots 26 /27 (including crossing points behind). Footway provision (2m wide) should extend in front of plots 28-34 and up to the rumble strip opposite plot 67.
<u>Service Strips</u>	2m wide Footways or 1.8m wide service strips will be required both sides around entire perimeter of road into the cul de sac beyond the rumble strip fronting plots 26/27.

Turning Head Turning head does not comply with our adoptable standards (see attached std. detail).

Parking Provision Please annotate driveway dimensions for all plots
Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Some single driveways are less than 3.2m wide and some double driveways are less than 5.6m wide. Driveway depths behind garages shall be minimum of 5.5m. LPGN 16 does not include garage spaces as contributing to parking provision. Given the relatively sustainable location of the site, it would be considered reasonable to provide a minimum of 1 parking space for 1 & 2 bed dwellings with a minimum of 2 spaces for 3 & 4 bed dwellings. Please indicate / annotate this information on a revised layout plan.

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway.
An Aco drain or similar must be installed where any driveways fall towards the highway.
Please indicate this detail on a revised layout plan.

Estate Road (Serving Plots 17 - 20)

I would like to raise the following observations:-

Parking Provision Double driveways for plots 18 – 20 are less 5.6m wide. Where integral garages are provided, the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway.
An Aco drain or similar must be installed where any shared private driveways fall towards the highway.

Please indicate this detail on a revised layout plan.

Estate Road (Serving Plots 28 - 34)

I would like to raise the following observations:-

Visibility Splays All visibility splays need to be indicated at all internal junctions / shared private accesses – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed).

Access I would recommend that swept path details of 7m long medium sized delivery vehicle entering and exiting the site private driveway are provided.

Parking Provision Double driveways for some plots are less 5.6m wide. Where integral garages are provide the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Surface Water No private surface water shall be permitted to flow onto the adjoining highway.
Run-off An Aco drain or similar must be installed where any shared private driveways fall towards the highway.

Please indicate this detail on a revised layout plan.

Estate Road (Serving Plots 35 - 39)

I would like to raise the following observations:-

Visibility All visibility splays need to be indicated at all internal junctions / shared private accesses
Splays – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed).

Access Any proposed shared access of this nature would normally require a minimum width of 4.8m. However, a 6m width would be required in this instance to allow cars to turn off individual driveways.

Parking Double driveways for some plots are less 5.6m wide. Where integral garages are
Provision provided, the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Turning The proposed shared private driveway does not indicate a shared communal turning
Provision head. I would recommend that a turning head suitable to accommodate the turning movements of a 7m long medium sized delivery vehicle is provided (see attached detail).

Please indicate this detail on a revised layout plan.

Surface Water No private surface water shall be permitted to flow onto the adjoining highway.
Run-off An Aco drain or similar must be installed where any shared private driveways fall towards the highway.

Please indicate this detail on a revised layout plan.

(Active Travel) Footway / Cycleway Links

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths / footway links, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

The planning inspectors report (Appeal Ref: APP/H6955/A/19/3238470) dated 21/06/21 in respect of planning application ref:P/2018/0673 refers to a pedestrian & cycleway route which could be provided across the site to avoid the busy Greyhound Roundabout and to encourage a modal shift away from the car for existing as well as prospective residents.

I assume that the 3m wide path on the southern side of the main internal access road will take the form of a 3m wide shared footway / cycleway. However, this feature appears to terminate outside plot 16.

It is not clear exactly what is proposed in respect of a replacement football pitch or improved car parking facilities on the land adjoining the development site. I assume that it is possibly being offered by the developer to the Council. If this is the case it would seem reasonable to request that the developer extends this link at least up to the existing hardstanding / car park currently serving the existing football field / Social Services building. This link should be constructed to WCBC adoptable standards with appropriate lighting / signage. However, such a feature could not be adopted by the Highway Authority given that it does not link directly to Dean Road (ie/ adopted highway). I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 to discuss / agree this detail. **Any such modifications should be referenced / indicated on a revised layout. I would request further clarification on this detail.**

Sewer Easement

The submitted Planning Layout (Drg. No. PL02 Rev A) appears to indicate an existing combined sewer including required easement running under the estate road serving plots 72 – 74 and under the main access serving the development site onto Holt Road.

I would request further clarification on how access to the site via the main Holt road access and access to plots 72 – 74 would be maintained / protected should any significant maintenance be required to this sewer. If access cannot be maintained / protected through the main access during such an event then the proposed 3m wide shared footway / cycleway will need to be constructed as a shared emergency link / cycleway / footway through the adjoining open space and out onto Dean Road. I assume this will need consent from the adjoining landowner(s).

Swept Path Details

Planning Layout (Drg. no. PL01 Rev G)

The submitted plan indicates the swept paths of an 11.2m long refuse vehicle entering, negotiating, turning and exiting the development site. However, the inbound and outbound movements appear to have been combined. Could you please ask the applicant to provide revised layout plans indicating inbound and outbound movements separately along with the centerline point of the road.

It is important that the horizontal alignment of the estate roads does not result in any significant encroachment of the centerline of the carriageway. Particular attention needs to be paid to the 2 no. bends outside plots 27 and 63. Localized carriageway widening maybe required in these locations.

Any proposed turning heads will need to be constructed to WCBC Standard Turning Head requirements.

Planning Layout (Drg. no. PL01 Rev G)

The submitted plan indicates the swept paths of a 7.7m long fire tender entering, negotiating, turning and exiting the development site. However, the inbound and outbound movements appear to have been combined. Could you please ask the applicant to provide revised layout plans indicating inbound and outbound movements separately along with the centerline point of the road.

It is important that the horizontal alignment of the estate roads does not result in any significant encroachment of the centerline of the carriageway. Particular attention needs to be paid to the 2 no. bends outside plots 27 and 63. Localized carriageway widening maybe required in these locations.

Any proposed turning heads will need to be constructed to WCBC Standard Turning Head requirements.

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.

I await the requested information.

Note to applicant

The proposed internal access road including footways / cycleways nad any off site highway works 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.

K. S. ...

Chief Officer, Environment & Technical