

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2022/0986	Your Ref:	P/2022/0986
Date:	08/12/2022		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLLOL AR GYFER CODI 6 ANNEDD (YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) A FFURFIO O MAES PARCIO YSGOL / OUTLINE APPLICATION FOR ERECTION OF 6 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED) AND FORMATION OF SCHOOL CAR PARK

LAND OPPOSITE EYTON SCHOOL EYTON WREXHAM
Grid Ref: E 333712.73 N 345104.36

I refer to your consultation / email dated 28/11/2022 in respect of the above.

Access

The proposed development site is located on the B5426 which is a rural, classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph any existing / proposed 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. Visibility would appear achievable from the proposed access subject to removal of sections of existing mature hedgerow fronting the site.

Any proposed access road serving the site will need to be a minimum width of 5.5m with minimum 6m kerb radii.

Layout (Drg. No. RPP/TW-JOB35-03)

It is unclear from the submitted information whether the proposed estate road is intended for adoption by the Council. However, as the access to the proposed residential development also serves a proposed private car park, I would recommend that both the residential estate road(s) and car park are managed in perpetuity by a private management company. This could be covered by a suitable planning condition. A number of properties along this section of the B5426 do not have adequate off-street parking provision and may well be tempted to park in the proposed car park which may cause an issue in respect of its intended use by the school.

I would normally recommend that any proposed estate road layout complies with WCBC adoptable standards / Manual for Streets requirements.

Normally, all proposed turning heads would need to comply with WCBC adoptable standards being capable of accommodating the turning movements of an 11.2m long refuse vehicle. Any proposed private, shared driveway will need to provide a turning head capable of accommodating the turning movements of a medium sized delivery vehicle ie/ 7m in length (not shown). Shared private driveway 1 is only 3m wide and cannot accommodate the simultaneous passage of 2 vehicles.

Any proposed internal junctions / shared private accesses are normally required to provide visibility splays of 2.4 x 25m in both directions to nearside edge (based on a 20mph design speed) – Visibility detail at junctions not shown

The horizontal alignment of the internal access into both the residential estate and car park appear awkward particularly for larger vehicles. No swept path details have been provided.

Any proposed access onto the B5426 in this location would need to provide visibility splays of 24 x 25m in both directions in accordance with Manual for Streets.

The proposed access is located directly opposite the school vehicular access which appears to be used to park a small number of staff vehicles during the day. I would normally not support two access points being located directly opposite each other. However, in this instance the proposed vehicular movements from the school are likely to be minimal and not coincide with those of the development site.

The Highway Authority would only consider adopting the first section of the proposed access up to appropriate crossing / tactile points behind the accessway ramp.

I would recommend that appropriate 2m wide (minimum) footways are extended just inside the internal junction serving the residential development and similar provision is provided linking the car park with the crossing points behind the accessway ramp. **This detail needs to be indicated on a revised layout plan.**

I would recommend that a 2m wide (minimum) footway is extended along the site frontage in the westerly direction to a point opposite the existing pedestrian entrance serving the school. It may be possible to replace the existing speed cushions in this location with a kerb to kerb raised table (with tactiles) to facilitate pedestrian movements. Modifications to the existing layby, drainage and railings would also be required **I would recommend that the applicant liaises with our Traffic Section on this detail.** I would recommend that a 2m wide footway link (minimum) is also provided through the hedgerow into the residential estate at this location. The applicant would need to enter into a s.278 agreement with the Council to carry out such improvements. Such modifications to the existing traffic calming features may well require public consultation (Traffic Section to advise). **If this is the case, then I would recommend that a Grampian style condition is included which requires the installation of such a feature to be agreed / supported through the consultation process before any development can commence. I would recommend the applicant provides a revised layout plan indicating the above detail.**

The submitted layout plan indicates a pedestrian crossing feature on the eastern corner of the proposed access. It is not clear what form of crossing is proposed. However, a crossing in this location would not be supported.

Street Lighting

Any modifications / additional street lighting required will need to be discussed with our Street Lighting Section. I would recommend the applicant liaises with Paul Rogers on Tel: 01978 729673.

Parking Provision

Parking provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details. I would recommend that maximum parking standards are provided in this instance due to the remote location of site and existing on street parking problems in this area.

There are significant on-street parking issues during school drop off and pick up times along this section of the B5426. The proposed car park would be considered a significant benefit to reduce the occurrence of on – street parking along this section subject to appropriate management.

Surface Water Drainage

I assume that such a development will require SABs approval in respect of surface water drainage.

Refuse Collection / Recycling

I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

Construction Traffic Management Plan

If the application is supported, I would recommend that a suitable condition is included as follows:-

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 have no objections in principle to the proposed development. I await further details /plans addressing the issues raised.

Supplementary Notes

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



Chief Officer, Environment & Technical