

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Gwyn Humphreys                      |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0439                   | <b>Your Ref:</b> | P/2023/0439                         |
| <b>Date:</b>    | 02/08/2023                             |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

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

## LAND OPPOSITE EYTON SCHOOL EYTON WREXHAM

Grid Ref: E 333712.73 N 345104.36

I refer to your consultation / email dated 18/07/2023 including layout plan (Drg. No. RPP/TW-JOB35-03 Rev B) 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. This has been indicated on the revised layout plan.

### **Layout** (Drg. No. RPP/TW-JOB35-03 Rev B) (Reserved Matter)

Although a reserved matter, I have the following observations:-

The submitted layout plan indicates that the proposed estate road and car park is not intended for adoption by the Council. 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 assume this could be managed / controlled by a private management company.

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. The proposed turning head serving the main estate road is considered adequate.

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. The dimensions of the proposed turning head serving plots 1 – 3 are inadequate. Any proposed individual driveways should provide a minimum 6m clearance behind each space for maneuverability. **I would recommend that the required details are indicated / annotated with the proposed / required dimensions on a revised layout plan (see attached standard detail).**

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. **I would recommend that the swept path details of a refuse vehicle are shown eg/ 11.2m long vehicle entering / negotiating / turning / exiting the proposed estate road.**

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. This has been indicated on the revised layout plan.

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 has been indicated on the submitted 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. **This detail has been indicated on the submitted layout plan.** 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. **Basic details of the proposed modifications to the existing layby are indicated on the revised layout plan. I would recommend that the applicant liaises with our Traffic Section on this specific detail.** I would recommend that a 2m wide footway link (minimum) is also provided through the hedgerow into the residential estate at this location. This has been indicated on the revised layout plan. The applicant would need to enter into a s.278 agreement with the Council to carry out such improvements within the highway. Such modifications to the existing traffic calming features may well require public consultation (Traffic Section to advise). **If this is the case and the application is supported, 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.**

## 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.**

## 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.

No private surface water run-off shall be permitted to flow from the development site onto the adjoining highway beyond what is proposed for adoption. This detail will need to be provided.

## Refuse Collection / Recycling

It is important that if proposed, any bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

Could you please ask the applicant to confirm that the proposed communal bin store / collection point indicated on the submitted layout plan has been confirmed as being adequate by our Waste Strategy Section. **I would raise concerns given its proximity to the proposed crossing point and potential conflict with pedestrians / standing vehicles.** It may be considered a better option to service the site internally using a private waste collection company.

## **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