

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0231 **Your Ref:** SJG/P/2022/0231
Date: 16th March 2022

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 583 Land at Mill Brook Close, Lavister, Wrexham.
Development: Outline application (All matters reserved) for up to 7 dwellings.

I refer to your email / consultation dated 09/03/2022 in respect of the above.

I understand this is an "All Matters Reserved Application". However, I comment as follows:-

Access (Reserved Matter)

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 30mph speed limit.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The site is accessed via an existing dropped kerb vehicular access serving 3 dwellings off Mill Brook Close. This access is a private / unadopted road granted under planning consent ref: P/2007/0501.

Visibility from this access is currently inadequate in both directions providing splays of approximately 2.4 x 30m to the south and 2.4 x 12m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary wall / vegetation either side of the access. I assume this is a matter for Planning Enforcement.

If the proposed development is to be supported, I would recommend that the existing access is upgraded to a minimum width of 4.8m with 6m kerb radii with suitable crossing points / tactiles and rumble strip. I would recommend that the applicant submits a suitably scaled layout plan indicating the above detail including the full extent of the proposed visibility splays.

The current access road is surfaced with hard bound materials for 5m behind the adjoining highway. The access road is typically only 4.1m wide beyond this point and is surfaced with loose bound materials. **The existing / proposed access road would benefit from being a minimum of 4.8m wide and surfaced with hard bound materials.** The existing turning head appears to be used for parking vehicles. **I would recommend that a turning head constructed to adoptable standards / dimensions is provided to serve the proposed development site.**

The existing Aco drain across the access is blocked and needs attention. Alternative methods of surface water drainage may be considered appropriate to serve a revised access.

Layout (Reserved Matter)

Plots 1 & 2 indicate accesses directly onto Chester Road without the benefit of turning provision which would be considered unacceptable. Visibility from the proposed access points has not been demonstrated on the submitted layout plan. These dwellings would be better served off the internal access road.

I would recommend that the internal private driveway is a minimum width of 4.8m.

Adequate parking provision for each dwelling shall be provided in accordance with LPGN 16 requirements.

I would recommend that a suitable turning head is provided to accommodate the turning movements of a medium sized delivery vehicle off the private drive serving plots 6 & 7. **Could you please ask the applicant to indicate this detail on a revised layout plan.** Any revised layout plans will need to indicate details of existing bus stops and pedestrian crossing points to ensure they are not affected by the proposed development.

I assume that the internal estate road(s) will be managed by a private management company which would be covered by a suitable planning condition.

Waste Collection / Recycling

It is important that waste collection / recycling is considered particularly where dwellings are served off a private drive. If proposed, any bin store / compound must be 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. It is unclear how waste / recycling takes place at present and by what size of vehicle. Alternatively, if the site is privately managed refuse collection / recycling could be serviced by a private waste company who may have vehicles of a given size that could turn within the site. This would need to be covered by a suitable condition. This information needs to be provided.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Construction Traffic Management Plan

If the application is supported, then I would recommend a suitable condition 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.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K. S.', written in a cursive style.

Chief Officer, Environment & Technical