

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0104 **Your Ref:** SEH/P/2022/0104
Date: 8th February 2022

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

Location: O. S Grid Ref: 418 402 Land at Tupa, Penley Hall Drive, Penley, Wrexham.
Development: Reserved Matters pursuant to Outline Planning Permission P/2019/0835 (APP/H6955/A/20/3258703) (Access, Appearance, Landscaping and Scale) – Erection of 9 Dwellings.

I refer to your consultation / email dated 03/02/2022 in respect of the above.

Although All Matters are reserved, I would like to make the following comments:-

General

The development site is located off Penley Hall Drive which is an unadopted, residential estate road subject to a 20mph speed limit.

Penley Hall Drive provides access to the former Penley Hospital site (now Morris Homes) but remains unadopted whilst development continues at the site. The developer (Morris Homes) is still required to provide an emergency access / footway – cycleway link from the site onto the A539 and complete s.278 highway improvement works at the site access along the A539 as part of the existing planning consent.

I previously raised no objections to the proposed development in principle and recommended that no permission was considered until the existing development site is completed, existing access road is adopted and the highway improvement works at the access on the A539 are completed. The developer does not appear to have any intention of completing the necessary works to facilitate the adoption of the existing estate roads. The existing estate roads are therefore highly likely to remain unadopted until Morris Homes completes the required work to the satisfaction of the Highway Authority.

I understand that the layout of the proposed site (additional 9 dwellings) has been approved by the planning inspector as part of the P/2019/0835 (APP/H6955/A/20/3258703) appeal process. However, I have provided additional comments / observations on this layout within this response.

I understand that access to the site is to be considered as part of this application which I understand lies outside of the red outline indicated on the Proposed Site Layout & Access Plan (Drg. No. 6644-06 Rev B).

The previously submitted Transport Statement suggested that the development site could be maintained by a private management company and referred to sections 11.6 and 11.9 of Manual for Streets where management arrangements are discussed. The previous developer does not appear to have any intention of completing the necessary works to facilitate the adoption of the existing estate roads and I would therefore suggest that a suitable condition be included which requires the proposed development to be maintained in perpetuity by a private management company. I understand that the applicant intends to construct the new development to WCBC adoptable standards.

Proposed Layout (Drg. N. 6644-06 Rev B)

The proposed internal estate road appears to be 4.8m wide with 2m wide footways which meets WCBC adoptable standards. The proposed turning head appear to comply with WCBC adoptable standards. However, dwellings served off private driveways will require minimum clearance for turning ie/ minimum 6m – not provided. A communal turning head to accommodate medium sized delivery vehicles will also be required for any shared private driveways. This has not been indicated on the submitted layout plan.

Adequate visibility in accordance with Manual for Streets will need to be provided for any proposed internal access road / shared private driveway. This detail has not been indicated on the submitted layout plan.

The provision of 3 parking spaces for each dwelling would be considered adequate.

It is not clear whether the proposed development will have any street lighting and how the surface water drainage system will be provided. I assume the proposed development site will require SABs approval.

Access

The proposed development site accesses onto Penley Hall Drive / Winston Way which are both currently unadopted and subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed access / junction would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. It would appear possible to provide such splays but these have not been indicated on the submitted layout plan.

I understand that the applicant intends to construct the new development to WCBC adoptable standards. I would normally recommend that the road leading from the junction of Penley Hall Drive / Winston Way up to the development site is a minimum width of 5.5m and provides a continuous footway on the eastern side of the road extending from the existing access / footway to nos. 2-12 Penley Hall Drive up to the development site. A section of the road between the junction and development site only appears to be around 5m wide and has no footway / pedestrian dropped kerbs.

There is an existing rumble strip across the side road serving the site which has no suitable dropped kerb / tactile crossing points. I would recommend that these are provided. There is an existing ramp feature located approx.. 13m from the junction which does not appear to serve any purpose.



Chief Officer, Environment & Technical