

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0608 **Your Ref:** SEH/P/2018/0608
Date: 3rd October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 417 395 Big Green Farm, Ellesmere Lane, Penley, Wrexham.

Development: Application for Approval of Reserved Matters Pursuant to Appeal

Ref: APP/H6955/A/17/3186707 (Appearance, Landscaping, Layout, Scale) for Residential Development Comprising 13 Houses.

I refer to your consultation / email dated 02/10/2018 including layout plan (Drg. No. 6670-05 Rev C) in respect of the above.

The proposed development site is located on Ellesmere Lane which is a rural, classified road subject to a 30mph speed limit.

Access

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

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north east and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south west.

Adequate lateral and forward visibility appears available for the proposed access. The splays indicated have not been shown correctly (ie/ full extent of splay not shown in southerly direction, splay in north easterly direction not indicated to nearside edge of c/way, forward visibility splay not shown) **Could you please ask the applicant to indicate these splays on a revised layout plan.**

There is an existing telegraph pole including street light in approximately the same location as the proposed access. This will need to be re-located. **Could you please ask the applicant to indicate its new position on a revised layout plan.**

Footways

I would recommend the construction of a 2.0m wide footway along the entire site frontage along Ellesmere Lane. Suitable dropped kerb crossing points including tactile paving shall be provided as necessary. **Could you please ask the applicant to indicate / annotate this detail on a revised layout plan.**

The proposed accessway ramp will need to be re-located closer to the main access just off the kerb radii (see attached detail) with appropriate dropped kerb crossing points including tactile paving.

Could you please ask the applicant to indicate / annotate this detail on a revised layout plan.

All internal footways shall be a minimum width of 2.0m.

Street Lighting

A scheme of street lighting will need to be submitted for the internal estate road.

I would recommend that a scheme to upgrade the existing street lighting along this section of Ellesmere Lane is included as part of any consent.

The above details will need to be submitted for approval to our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

Layout

The proposed turning head is of insufficient depth and does not comply with WCBC adoptable standards (see attached detail). **Could you please ask the applicant to amend this detail on a revised layout plan.**

A 2m wide footway will be required at the end of the turning head fronting plot 11. Any proposed driveway must not be located directly behind this footway. Plot 11 & 12s parking spaces would involve reversing head long over the footway which would be unacceptable. **Could you please ask the applicant to amend this detail on a revised layout plan.**

There is no provision for the turning of vehicles at the northern end of the cul de sac fronting plots 3 & 4. Manual for Streets recommends that refuse vehicles do not reverse more than 12m. **Could you please ask the applicant to address this detail on a revised layout plan.**

A minimum 0.5m wide service strip would normally be required at the end of the cul de sac fronting plot 4 for maintenance purposes. **This detail has not been indicated on the revised layout plan.** However, it is not clear as to what is intended for the adjoining field. The submitted layout plan appears to indicate a gated field access. **Could you please ask the applicant to clarify the proposed use within the adjoining field.**

Plots 3 & 13 indicate 1.8m high brick boundary walls either side of their driveways and sliding gates. The proposed wall would impede pedestrian visibility and will need to be amended. I would recommend that no gates are erected across the proposed driveways. **Could you please ask the applicant to amend this detail on a revised layout plan.**

In terms of parking provision, I comment as follows:-

Given the relatively remote location of the site, I would recommend that parking is provided in accordance with LPGN 16 maximum requirements. The 3 bedroomed properties only have 2 spaces rather than 3. Garages are no longer considered as contributing to parking (LPGN 16). A number of the driveways do not comply with WCBC standard driveway dimensions (see attached) in respect of width and depths. **Could you please ask the applicant to annotate the proposed driveway dimensions on a revised layout plan for clarity.**

Could you please ask the applicant to amend the above details on a revised layout plan.

Surface Water Drainage

A suitable scheme for the disposal of highway surface water will need to be submitted. I assume that our Flood Management Officer (Neil Taunt – Tel: 01978 729734) will be approving any proposed scheme.

Insufficient drainage information has been provided with this application. It is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

I would recommend that the proposed estate road / footways are maintained by a private management company.

Construction Traffic Management Plan - including details of contractor parking (Reserved Matter)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

I await the requested details.

Notes to Applicant

- *The proposed scheme 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.

However, as stated above, it is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

Supplementary Notes

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

peter oorthwaite

 Planning Control Manager