

Susan Davies

From: Matthew Phillips
Sent: 30 October 2018 14:02
To: planning_admin
Subject: FW: P/2017/0843
Attachments: Planning Latest Rev K-Landscaping PLN07.pdf

Please add email as agent correspondence and attached as amended plan

From: Glen Moody [mailto:g.moody@hardiebrack.co.uk]
Sent: 26 October 2018 15:07
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

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Dear Matthew

Please find attached updated drawing.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 25 October 2018 13:59
To: Glen Moody <g.moody@hardiebrack.co.uk>
Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>
Subject: RE: P/2017/0843

Glen,

In the parking area yes. The pavement across the site frontage is still required however as this provided pedestrian access to Total Fitness.

Regards

Matthew

From: Glen Moody [mailto:g.moody@hardiebrack.co.uk]
Sent: 25 October 2018 13:53
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

Matthew,

I don't follow, please confirm removing pavement and widening road to create shared vehicle and pedestrian zone to approx. 6,850mm will be acceptable.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 25 October 2018 13:47
To: Glen Moody <g.moody@hardiebrack.co.uk>
Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>
Subject: RE: P/2017/0843

Glen,

It is a shared surface parking area. I don't think the provision you are seeking to make is necessary. The parking area is shared surface anyway. Footpaths normally wouldn't be required by Highways for an estate road serving 10 units.

Regards

Matthew Phillips
Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Telephone/Ffôn: 01978 298780

From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]
Sent: 25 October 2018 13:43
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

Dear Matthew

As previously discussed, 800mm pavement would not be adequate for wheelchair and pram access, we will be removing pavement and widening road to create shared vehicle and pedestrian zone.

I will have the drawing amended and submitted late morning tomorrow.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 24 October 2018 11:23
To: Glen Moody <g.moody@hardiebrack.co.uk>
Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>
Subject: RE: P/2017/0843

Glen,

The private road that both myself and Highways have referred to is the one serving the car parking area to the existing and proposed dwellings. Without asking I can say with all certainty that Highways would not adopt that.

As for the roadway and footpath that all 6 plots front onto (which I have asked for no changes to), then as mentioned in my previous email, you would need to contact Highways directly regarding adoption.

Regards

Matthew Phillips

Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
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From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]
Sent: 24 October 2018 10:09
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

Dear Matthew

As part of this application reducing the pavement to provide 6m road width would unlikely meet LA adoptable standards, we have therefore proposed shared vehicle and pedestrian access to overcome this shortfall of the private road constructed and owned by others, our client is requesting confirmation if the road could be adopted and what the cost implications would be in order for us to submit amended drawings.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 24 October 2018 10:03
To: Glen Moody <g.moody@hardiebrack.co.uk>

Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>

Subject: RE: P/2017/0843

Glen,

I haven't suggested any changes to the private access road, the only change I have discussed is a minor change to the side (north) of plot 3.

I really can't answer regarding the prospect of adoption for the access road fronting the plots. You'd need to approach the Highways to discuss.

Regards

Matthew Phillips

Planning Control Lead/Arweinydd Rheoli Cynllunio

Environment and Planning/Amgylchedd a Chynllunio

Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam

Telephone/Ffôn: 01978 298780

From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]

Sent: 24 October 2018 09:56

To: Matthew Phillips

Cc: Nathan Cunningham

Subject: RE: P/2017/0843

Dear Matthew

Given any proposed changes to the private access road, could you please advise whether it would be possible to have the private section of road adopted and to advise on the cost implications.

Kind regards

Glen Moody

Director **Hardie Brack**

DDI: 0151 242 1505

Mob: 07985 915900

Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>

Sent: 23 October 2018 14:37

To: Glen Moody <g.moody@hardiebrack.co.uk>

Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>

Subject: RE: P/2017/0843

Glen,

Sounds ok to me.

From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]

Sent: 23 October 2018 11:43

To: Matthew Phillips

Cc: Nathan Cunningham
Subject: RE: P/2017/0843

Dear Matthew,

If the pavement isn't essential, a further option would be to provide 1m side access to plot 3, to remove footpath and widen road to 6.85m creating shared vehicle /pedestrian zone.

On the basis road needs to be 5.5m would essentially provide 1,350mm pedestrian zone which can be driven on.

This would be more beneficial to Plot 3 if you could please advise acceptable.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 23 October 2018 10:18
To: Glen Moody <g.moody@hardiebrack.co.uk>
Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>
Subject: RE: P/2017/0843

Glen,

As long as there is direct access to the rear of the dwellings from the car park I don't think the width of the footway is an issue. I wasn't suggesting reducing the pavement to 1m. I was suggesting ensuring plot 3 had its own private path at least a metre with the communal footpath being wide enough to ensure 6m clearance. Having measured it this morning I think the 6m clearance would be provided if the communal footpath to the rear of the site were 1.5m. So long as there is 6m clearance behind the existing parking spaces then Highways should have no reason to express concern about this matter.

Regards

Matthew Phillips
Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Telephone/Ffôn: 01978 298780

From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]
Sent: 23 October 2018 10:03
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

Dear Matthew

As you are aware the private road and parkin arrangement is existing and has been in use for over 12 months, reducing the pavement to 1m would require the client to offer 800mm of his land to another owner without charge.

Given there is only one pavement serving rear car parking the pavement should be wide as possible for prams and wheelchairs etc. to safely access their vehicles. Please confirm distance width of pavement needs to be in order to provide 6m wide road, we would have considered 1500mm wide path would be more suitable.

Should our client agree to reduce pavement width, please confirm that highways will still support this application prior to any further alterations being made.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 23 October 2018 09:29
To: Glen Moody <g.moody@hardiebrack.co.uk>
Cc: Nathan Cunningham <nathan@urbandevelopments.co.uk>
Subject: FW: P/2017/0843

Glen,

Please see below. The issue here appears to be in respect of the distance between plot 3 and the rear of 11 Shellbark Close, As far as I can tell there is actually no change to this part of the site – it would appear it has been laid out ever so marginally short having been out to check it this morning (and bumping into Nathan whilst I was there!!). However to avoid giving any issues for Members to pick up on, would it be possible to simply provide a 1m private path for plot 3 to have access to the rear garden and shrink the path/verge slightly so it is clear that there is 6m behind all parking bays for Shellbark close. The only critical part of the site from a pedestrian access point of view is the path running along the front of plots 3-6 and to the side of plot 6, which would be unaffected.

Regards

Matthew

From: Phil Palmer
Sent: 23 October 2018 08:46
To: Matthew Phillips
Cc: Peter Douthwaite
Subject: RE: P/2017/0843

Matthew

The required splays appear achievable from either position whether private drive is taken as 5.5m wide or 6m wide. The latest plan appears to indicate a 5.5m wide private drive for the first 15m then widening to 6m. Our approved Section 38 plans indicate a 6m wide private drive for the whole length as we previously requested for the 24 dwellings development (ref P/2015/0812). This would allow the first existing property to have 6m clearance behind their driveway for manoeuvring as required by LPGN 16. If the shared driveway is reduced to 5.5m, this existing property will be unable to reverse off their drive.

Phil

From: Matthew Phillips
Sent: 22 October 2018 10:26
To: Phil Palmer
Cc: g.moody@hardiebrack.co.uk
Subject: RE: P/2017/0843

Phil,

Does this mean the splays are ok?

Matthew

From: Phil Palmer
Sent: 16 October 2018 09:37
To: Matthew Phillips
Cc: g.moody@hardiebrack.co.uk
Subject: RE: P/2017/0843

Matthew

Looks like an oversight on my part as the splays don't appear to have been measured from the centreline of the shared private driveway on the previous plan.

Phil

From: Matthew Phillips
Sent: 12 October 2018 15:03
To: Phil Palmer
Subject: FW: P/2017/0843

Phil,

When you response to me can you copy the agent in also.

Regards

Matthew Phillips
Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Telephone/Ffôn: 01978 298780

From: Matthew Phillips
Sent: 12 October 2018 14:28
To: Phil Palmer
Subject: RE: P/2017/0843

Phil,

There is a matter that we seem to have gone backwards on – and I am not sure why. The comments in the second paragraph under the heading Access of Privacy Driveway in respect of visibility splays – in the previous response you had confirmed these splays had been shown on the plan. What has changed? The other thing is are you satisfied that the splays can be provided, which is probably more critical than whether they are shown on the plan.

Regards

Matthew Phillips

Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Telephone/Ffôn: 01978 298780

From: Phil Palmer
Sent: 11 October 2018 14:16
To: Matthew Phillips
Subject: RE: P/2017/0843

Hi Matthew

My response attached.

From: Matthew Phillips
Sent: 01 October 2018 10:24
To: Phil Palmer
Subject: FW: P/2017/0843

Phil,

Please see attached

From: Glen Moody [<mailto:g.moody@hardiebrack.co.uk>]
Sent: 28 September 2018 17:30
To: Matthew Phillips
Cc: Nathan Cunningham
Subject: RE: P/2017/0843

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Dear Matthew

As requested, site levels have been applied to the drawings.

Parking space 121 cannot be removed given this is not within the curtilage of the development site. It should also be noted the road and parking space are existing and presently used in this formation. We have made some slight modifications to the kerblin.

The private access road is as built and under sperate ownership. We have made some adjustment to widen the road to rear of parking bays.

We trust the design is now adequate.

Kind regards

Glen Moody
Director **Hardie Brack**

DDI: 0151 242 1505
Mob: 07985 915900
Web: www.hardiebrack.co.uk

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 27 September 2018 14:24
To: Glen Moody <g.moody@hardiebrack.co.uk>
Subject: P/2017/0843

Glen,

Just going through the highways comments I had about the amended plans – copy attached. I don't actually see anything of any major concern however there are two points that I think would be worth addressing.

Firstly under the section 'Access off Private Driveway' the reference to 5.5m is to the depth you have shown behind the spaces on the shared driveway to the parking area for the proposed dwellings and the existing communal parking area to the Gower dwellings. You have shown 5.5m as the depth behind the existing parking spaces. The Gower plans showed 6m. I have visited the site this afternoon to measure the distances and they are as follows:

- i) Depth of parking spaces within the Gower parking area – 4.85m (LPG16 advises 4.8m);
- ii) Kerb edge to kerb edge distances within the parking area 5.7m;
- iii) Southern kerb edge to edge of tarmacked parking area – 5.85m.

Once the depth of the kerb is taken account of then the space behind each parking space is probably around 6m. I don't really want this to become a major issue so I think 6m could be accommodated with only marginal adjustment to the submitted plans.

The other issue is the alignment of the carriageway owing to the position of space 121. The existing parking spaces actually already kick out relative to the road serving the existing dwellings, the proposals simply reinforce it, albeit a little further into the car park. Not sure if space 121 can be deleted as it lies within the Total Fitness leased land. The suddenness of the alignment could be reduced slightly however if the roadway could be aligned to give a more gradual sweep across the frontages of plots 2, 5 and 6. This would be at the expense of a small portion of the front garden of plot 2 and possible 1 and may necessitate pushing the driveway for plot 2 rearwards slightly so as to retain 2 parking spaces. However I think it might be worth marking that change – again I don't want this to be a major issue for members when I think a small change could largely address it.

Regards

Matthew Phillips
Planning Control Lead/Arweinydd Rheoli Cynllunio
Environment and Planning/Amgylchedd a Chynllunio
Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Telephone/Ffôn: 01978 298780

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