

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning

Our Ref: EP/DC/P/2018/0965 **Your Ref:** MRJ/P/2018/0965

Date: 23rd November 2018

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

Location: O. S Grid Ref: 455 398 Hanmer Arms, Hanmer Village Road, Hanmer, Wrexham.
Development: Application for outline planning permission for 19 no. holiday lodges, reception building and ancillary works.

I refer to your consultation dated 19/11/2018 including layout plan (Drg. No. SHF.244.001.L.D.00.003) in respect of the above.

Access

The proposed development site is located on Hanmer Village Road which is a classified road subject to a 20mph speed limit.

Assuming typical speeds of 20mph, any proposed / existing 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 in accordance with Manual for Streets.

It is proposed to serve the proposed development off the existing access road serving the Hanmer Arms. I understand that a number of apartments are also served off this access.

Visibility from the existing access serving the Hanmer Arms is adequate in both directions providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing access road is typically 4.8m wide with a 1.1m wide footway on the northern side. I would recommend that a 2.0m wide footway is constructed up to the proposed access serving the lodges. I would recommend the construction of suitable crossing points across the existing main access road and the provision of a 2.0m wide on the southern corner of the main access extending up to a point opposite the existing 900mm wide footway located on the opposite side of the road leading into the village.

The Highway Authority will only adopt the proposed footway within the existing access up to the existing limit of adoption. The applicant will need to enter into a s.278 agreement to construct the footway fronting Hanmer Village Road.

- Layout

Although a private matter, I would suggest that the proposed internal access onto the existing access road serving the Hammer Arms provides visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway (assuming typical speeds of 25mph).

I would recommend that the internal access road serving the holiday lodges is a minimum of 4.8m wide (preferably 5.5m). However, driveways / parking bays typically need 6m clearance behind for maneuverability / turning. This detail has not been indicated on the submitted layout plan. A suitable turning facility will be required within the curtilage of the site to accommodate the turning movements of a refuse vehicle. Alternatively a circular access road could be provided. The proposed turning heads (2 no.) indicated on the submitted layout plan will need to comply with WCBC adoptable standards (see attached details) to enable an 11.2m long refuse vehicle to turn within the site. Manual for Streets recommends that refuse vehicles should not reverse more than 12m. **Could you please ask the applicant to indicate this detail on revised layout plan.**

Given the geometry of the proposed access serving the site, **I would recommend that the applicant submits suitable swept path details indicating how an 11.2m long refuse vehicle will enter, maneuver, turn and exit the site.** Details of where refuse / recycling is to be collected from will need to be provided.

Existing Footway / Pedestrian Provision

Existing footway / pedestrian provision leading from the development site into the village centre is currently inadequate but the suggested improvements would offer some benefit in highway safety terms.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements. The provision of 2 parking spaces per lodge would be considered adequate.

Sustainability

The development site is located on a classified road along which there is limited footway provision leading to the village centre. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may be considered not to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Surface Water Drainage

A suitable scheme for the disposal of 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.

Construction Traffic Management Plan (including details of contractor parking)

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 information.

Notes to Applicant

- *The proposed footway 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.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

Supplementary Notes

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

peter oosthuis

hm Planning Control Manager