

MEMORANDUM

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

Our Ref: EP/DC/PP/2018/0758 **Your Ref:** SEH/P/2018/0758

Date: 31st October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 415 394 Land off Ellesmere Lane, Penley, Wrexham.

Development: Outline application for proposed housing development, formation of vehicular access and access road and associated works (All Matters Reserved).

I refer to your consultation dated 22/10/2018 including layout plan (Drg. No. P-02 Rev B) in respect of the above.

Although all matters are reserved, I would like to make the following comments:-

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

Access

Assuming typical speeds of 30mph, any proposed / existing access 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 access in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed access from the south west to cars waiting to turn right into the site.

The submitted layout plan indicates that adequate lateral visibility can be provided from the proposed access. **However, the submitted layout plan does not demonstrate how adequate forward visibility is to be provided from the proposed access point. In order to provide adequate forward visibility when approaching the main access from the south west, it may be necessary to re-locate the proposed access. I would recommend that the applicant indicates how adequate forward visibility will be provided in respect of the proposed access on a revised layout plan.**

In order to construct the proposed access, the applicant will be required to enter into a s.38 / 278 agreement with the Council. The applicant will need to confirm whether the proposed internal estate road / footways will be offered for adoption.

Public Footpath (PROW no. 3 – Penley)

An existing public footpath is located on the junction of Tudor Drive / Ellesmere Lane across the road from of the development site. An existing field gate and dropped vehicular access is located at this point (off Ellesmere lane). I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the detail of the footpath and any required modifications.

Footways

I would recommend the construction of a 2.0m wide footway along the entire site frontage in the interest of pedestrian safety. Suitable dropped kerb crossing points including tactile paving shall be provided as necessary across the main access. Appropriate pedestrian crossing points will be required at suitable locations either side of the access in order to cross to the footway on the opposite side of the road. The provision of a footpath link at the south western end of the site onto Ellesmere Lane would be considered beneficial (potentially between plots 20 / 21). The above detail has not been indicated on the submitted layout plan.

I would recommend that any proposed footway along the site frontage provides a continuous link up to the driveway serving the adjoining property in the north easterly direction.

Could you please ask the applicant to indicate the above detail on a revised layout plan.

Street Lighting

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. A scheme of street lighting for the internal estate roads will also be required.

Layout

Although "Layout" of the site is a reserved matter, I would like to make the following observations:-

- A minimum carriageway width of 5.5m is required where more than 24 dwellings are proposed.
- Adequate visibility needs to be provided at any internal junctions ie/ 2.4 x 25m in both directions (for a Design Speed of 20mph).
- Any proposed turning heads will need to comply with WCBC adoptable standards and be of sufficient size to accommodate the turning movements of an 11.2m long refuse vehicle.

Parking Provision

Parking provision at the site will need to comply with the requirements of LPGN 16. I would recommend that maximum parking provision is provided given the relatively remote location of the site.

The submitted layout plan appears to indicate the provision of 50 parking spaces. I would recommend that maximum parking standards are provided in this instance (ie/ 54 spaces).

All proposed driveways shall be provided in accordance with WCBC standard requirements (see attached details).

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.

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.

In principle, I have no objections to the proposed development on highway grounds. However, I would recommend that the applicant addresses the issues raised.

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

Supplementary Notes

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

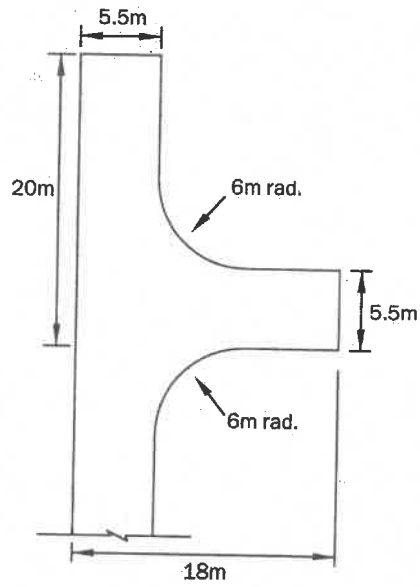
Peter Dostmawate

MD Planning Control Manager

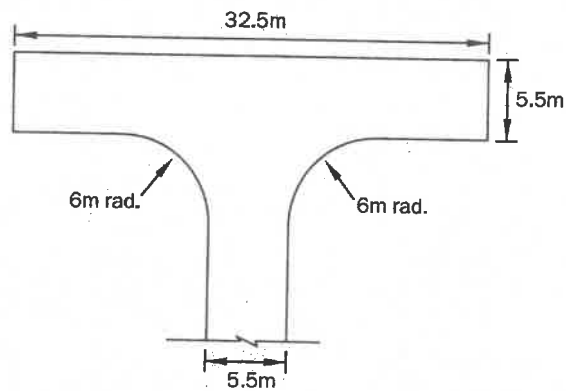
Turning Areas

5.5m Wide Carriageway

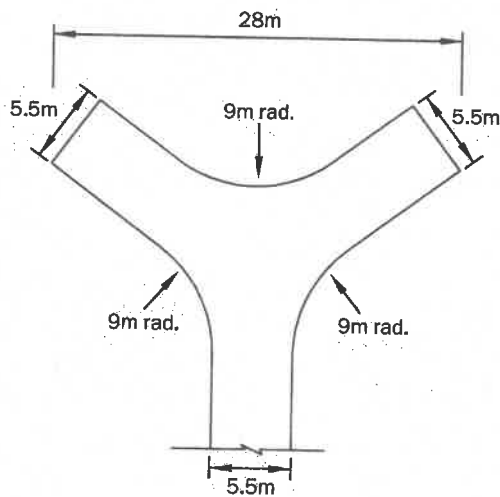
1



2



3



Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

