

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0166 **Your Ref:** SEH/P/2018/0166
Date: 21st May 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 543 The Old Caravan Site, Old Wrexham Road, Gresford, Wrexham.

Development: Demolition of bungalow, erection of 12 no. detached dwellings and garages, construction of access and associated works.

I refer to your consultation / email dated 21/05/2018 including revised layout plans (Drg. No. PL1 Rev K in respect of the above.

Access

The proposed development site is located on Old Wrexham Road which is a narrow, classified, road subject to a 30mph speed limit.

Assuming typical vehicle speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m to the nearside edge in the northerly direction and 2.4 x 56m in the southerly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the road in the southerly direction given the restricted carriageway width.

The proposed splays indicated on the amended layout plan are considered acceptable.

Any proposed access of this nature would normally need to be a minimum width of 4.8m with 6m kerb radii.

The submitted layout plan (Drg. No. PL1 Rev K) appears to indicate an access width of approximately 4.98m with a 6m kerb radius on the northern side and 5.1m radius on the southern side. The proposed access is considered adequate to serve the proposed development site including providing access to an 11.2m long refuse vehicle.

Layout

I would recommend that the small section of grassed service strip fronting plot 12 is replaced with footway.

All footways shall be a minimum of 2m wide. All service strips shall be 1.8m wide with the exception of the 500mm wide strip running along the western edge of the estate road (assuming it will not be used to accommodate any services).

Parking Provision

Parking provision at the proposed development site appears adequate.

Footway Provision

The provision of a 2m wide footway along the site frontage north of the proposed access is considered beneficial in terms of pedestrian and highway safety (visibility).

The footway link onto the Old Wrexham Road at the southern end of the site is considered adequate. However, details of the gradient of this access will need to be provided.

Lighting Provision

A scheme of street lighting for the internal estate and along the site frontage on Old Wrexham Road will be required. I would recommend that the applicant liaises with our Street Lighting Section (Contact: Paul Rogers) on Tel: 01978 729673 for further advice.

Surface Water Drainage

Details of a suitable surface water drainage system will need to be submitted / approved. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt on Tel: 01978 729734 to discuss / agree a suitable drainage system.

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 have no objections to the proposed development and would recommend that any permission includes the following conditions :-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **PL 1 Rev K**.

ZJ19 VISIBILITY SPLAYS (NEARSIDE AND CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres to the north measured to the nearside edge of the adjoining highway and 2.4 metres x 56 metres to the south measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

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SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new estate road including footways.*
- 2) *Detailed layout, design, drainage and construction of the proposed new footway link at the southern end of the site and new 2m wide footway at the northern end of the site along Old Wrexham Road.*
- 3) *A scheme of lighting for the internal estate road and along the site frontage on Old Wrexham Road.*

The scheme as is approved shall be fully implemented prior to first use of the development.

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PRIVATE MANAGEMENT COMPANY

The unadopted estate road serving plots 1 - 4 shall be maintained in perpetuity by a private management company.

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

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

peter do stewart

PA Planning Control Manager