

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0138 **Your Ref:** PF/P/2018/0138
Date: 6th March 2018

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

Location: O. S Grid Ref: 374 472 Land at Bedwell Road, Cross Lanes, Wrexham.
Development: Erection of 5 no. detached dwellings including means of access and associated works.

I refer to your consultation dated 05/03/2018 including layout plan (Drg. No. 10110.04.dsj – Dated Jan 2018) in respect of the above.

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

Access

Assuming typical 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 and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south.

It would appear possible to provide adequate visibility from the 2 no. proposed access points subject to the removal of a significant length of hedgerow / vegetation / trees.

Footways

Bedwell Road has little or no footway provision along this section (both sides). I would normally recommend the provision of a 2.0m wide footway along the entire site frontages providing a continuous pedestrian link with the existing 1.5m wide footway running alongside the existing property known as Oakwood. However, as the existing properties of Egerton and Bedwell Cottage are to remain it is more difficult to achieve a suitable continuous footway link. However, as the applicant has control of Bedwell Cottage, I would recommend that the existing boundary fence is setback and a 2m wide footway is constructed across the site frontage. I would recommend that a 900mm wide footway is constructed across the frontage of "Egerton" whilst maintaining a minimum carriageway width of 5.5m along this section. I would recommend that a 2.0m wide footway is constructed across the northerly site (2 dwellings) in the interest of pedestrian safety and to provide clear visibility from the site access(es).

Layout

Northerly Site / Southerly Site

The proposed accesses are both 4.8m wide which is considered acceptable. It would appear possible to provide adequate visibility from the 2 no. proposed access points subject to the removal of a significant length of hedgerow / vegetation / trees.

I would recommend that the proposed accesses are surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept any private surface water run-off.

Parking Provision

I would recommend that parking provision at the site complies with maximum LPGN 16 parking standards given the relatively remote location of the site. LPGN 16 does not include garages as contributing to parking provision.

The proposed 3 / 4 bedroom dwellings only appear to have 2 parking spaces each plus turning provision. Could you please ask the applicant to provide a revised layout plan indicating the above detail.

Driveway dimensions will need to comply with WCBC standards (see attached detail).

Public Footpath (PROW no. 1 – Sesswick)

An existing public footpath is located immediately to the north of the development site. 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.

Bus Stops

There are 2 no. bus stops located either side of the A525 at the A525 / B5130 crossroads which provides access to Wrexham Town Centre. I understand an hourly service is provided.

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 conclusion, it would appear possible to construct suitable accesses to serve a limited development of this size. However, Cross Lanes may be considered to be in an unsustainable location. Footway links / provision around Cross Lanes are inadequate and there are very few public services / amenities ie/ shops, schools, surgeries, post office, leisure etc. available within close proximity to the site. There would only appear to be a small mini market serving the existing residential properties.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18: Transport. This view was taken by the inspector at a recent appeal which was dismissed in respect of planning application ref: P/2016/0273.

However, if the application is to be supported I would recommend that the applicant submits a revised layout plan addressing the above issues (ie/ footway improvements, improved parking provision. **I await the requested information.**

Notes to Applicant

- *The proposed scheme (footway improvements) 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

- Public footpath PROW no. 1 - Sesswick is located immediately to the north of the development site. 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 / diversions.

Supplementary Notes

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

Peter O'Donnell

12p Service Manager Environment