

# MEMORANDUM

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**From:** Service Manager Environment      **To:** Head of Environment and Planning  
**Our Ref:** ENV/DC/PP/2016/0401      **Your Ref:** SEH/P/2016/0401  
**Date:** 31<sup>st</sup> May 2016

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 319 502 Land North of Pentre Bach, Croesnewydd Road, Wrexham.  
**Development:** Residential development (16 Apartments – 10 no. Two Bedroom and 6 no. One Bedroom).

I refer to your consultation dated 27/05/2016 including layout plans (Drg. No. 095-01-300 Rev C – Dated 27-05-16 & Drg. No. 095-01-320 Rev C – Dated 27-05-16) in respect of the above.

The proposed development site is located on Croesnewydd Road which is busy, 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 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It would appear possible to provide the required visibility splays from the proposed access.

Any proposed access (serving up to 24 no. dwellings) would need to have a minimum carriageway width of 4.8m incorporating 6m kerb radii. The proposed access road width of 5.5m with 6m kerb radii is considered adequate.

Any estate road serving up to 24 dwellings could take the form of a shared surface. I would recommend that the proposed access incorporates 2m wide footways both sides of the carriageway up to an accessway ramp located just inside the access (see attached detail). Appropriate tactile crossing points will be required just beyond the proposed accessway ramp. This point will form the limit of adoption of the access road. Any proposed ramp / rumble strip will need to provide 150mm wide channels either side to facilitate the flow of any surface water run-off. The precise detail of such an accessway ramp can be approved as part of the required s.38 / 278 agreement.

The applicant will be required to enter into a s.38 / 278 agreement with the Council to construct the proposed access.

There would appear to be an existing BT chamber in the location of the proposed access. I assume that this chamber will either need to be upgraded or re-located.

## **Internal Layout**

The proposed internal access road appears acceptable and is able to accommodate the turning movements of an 11.2m refuse vehicle.

Given the layout of the site, the internal estate road and parking areas will need to be managed in perpetuity by a private management company.

## **Attenuation Lagoon**

There is an existing access serving the site which currently provides access to the attenuation lagoons to the north east. These lagoons are maintained by Wrexham CB Council. Future access for maintenance purposes will need to be afforded to Wrexham Council by the applicant through the development site. Such an access would need to accommodate the largest size of vehicle likely to visit the site. The turning head indicated nearest to the attenuation lagoon appears to be of sufficient size.

I would recommend that the proposed turning head / access track are provided with some form of hard standing to ensure that maintenance vehicles can adequately access the site. Given the layout of the site, I assume that the development site will remain under private management. Some form of "easement" will therefore be required to enable access for maintenance vehicles in this location.

## **Footway Crossing / Footway Link**

There is an existing tactile crossing point on the radius of the access across Croesnewydd Road. I would recommend that this crossing point is re-located to the north east of the proposed access. The precise detail regarding the re-location of this crossing point can be approved as part of the required s.38 / 278 agreement.

## **Parking Provision**

Based on LPGN 16, the proposed development would require a maximum of 29 spaces. The submitted layout plan indicates the provision of 26 spaces which is considered adequate given the location of the site.

## **Street Lighting**

The proposed estate road will require an appropriate scheme of street lighting. There is an existing lighting column located immediately to the east of the proposed access along Croesnewydd Road which will need to be re-located. The applicant will need to liaise with our Street Lighting Engineer – Paul Rogers on Tel: 01978 729673 to discuss / arrange.

## **Landscaping**

The submitted layout plan indicates a scheme of tree planting in the adopted highway verge along the site frontage. The Highway Authority would not wish to support the planting of trees in the adopted highway.

## **Recycling – Bin Compound**

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

**Could you please ask the applicant to liaise with our Refuse Section on Tel: 01978 729682 to discuss the above detail and the adequacy of the area allocated to waste collection.**

## **Construction Traffic Management Plan**

I would recommend that the applicant submits a Construction Traffic Management Plan including provision for contractor parking for approval prior to commencement of works.

## **Traffic Generation**

It should be acknowledged that significant concerns exist as to the capacity of the A483 /A525 to accommodate further growth.

No Transport Assessment including junction capacity assessments has been submitted with this application. However, given the relatively low number of dwellings proposed, it is considered that the proposed development would not have a material impact on the highway network.

I therefore have no objections in principle to the proposed development and recommend that any permission includes the following conditions:-

## **CONDITIONS**

**ZJ41**  
026R

### **GENERAL LAYOUT**

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **095-01-300 Rev C – Dated 27-05-16.**

**ZJ15**  
038R

### **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

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

ZJ37  
026R  
E06N  
E07N

### **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, lighting and construction of the proposed new access & footways serving the development site.*
- 2) *Detailed layout, design and construction of the re-located footway crossing points across Croesnewydd Road.*
- 3) *Detailed layout, design and construction of the proposed access track / turning head for future maintenance of the attenuation lagoon.*

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

ZJ45  
026R

### **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 o'neill*

*RM* Service Manager Environment