

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2016/0023	Your Ref:	KH/P/2016/0023
Date:	16 th February 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 323 506 Briary Close, Croesnewydd Road, Wrexham.

Development: Outline application to erect 9 no. two storey dwellings and construction of new access.

I refer to your consultation dated 18/01/2016 and email from Parry Davies Architects dated 25/02/2016 including revised layout plan (Drg. No. 13.5424/2 – Rev A) in respect of the above.

The proposed development site is located on Croesnewydd Road which is a 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 splays from the proposed access onto Croesnewydd Road.

I understand that the proposed access arrangements (ie/ lay-by) have previously been accepted in principle. The submitted layout plan indicates the footway fronting the development site taking the form of a continuous footway incorporating 2 no. dropped kerb access points which is considered acceptable (subject to demonstration of suitable swept path details – 11.2m long refuse vehicle). The limit of adoption can then remain as the back of footway. Any proposed layby / footway arrangement behind this can remain privately managed. I would recommend that a condition is included which requires the development site plus layby / access to be maintained by a private management company.

I would recommend that the footway fronting the development site is widened to 2m in the interest of pedestrian safety.

No private surface water is permitted to flow onto the adjoining highway. An Aco drain or similar will be required across both access points.

Any existing lighting columns and road gullies need to be clearly indicated on a revised layout plan. It is likely that these existing features will need to be re-located away from the proposed access points. This detail has not been indicated on the revised layout plan. **Could you please ask the applicant to indicate where the existing lighting columns and road gullies will be re-sited for further consideration.**

The applicant will need to contact our Street Lighting Section (contact Paul Rogers on Tel: 01978 729673) to discuss their requirements and any upgrade to the existing street lighting.

Please ask the applicant to indicate the above detail on a revised layout plan.

I understand that it was previously proposed to extend the existing refuge island towards the hospital access to cover the proposed entrance to the site. This would deter vehicles from making a right turn into the site. The extended refuge island should incorporate deterrent paving. Details of the existing / proposed carriageway hatching and waiting lane serving the hospital should be provided on a revised layout plan. This detail has not been indicated on the revised layout plan.

Please ask the applicant to indicate the above detail on a revised layout plan.

Swept Path Analysis

The previously submitted layout plan indicated the swept path movements of a 9.86m long refuse vehicle. WCBC typically use an 11.2m long refuse vehicle which may require modification to the proposed access arrangements. **Please ask the applicant to indicate the swept path details of an 11.2m long refuse vehicle accessing / exiting the site on a revised layout plan.**

Proposed Signage

The proposed signage (no entry & no right turn) will require a Traffic Regulation Order which will need to be funded by the applicant. I would recommend that the applicant liaises with our Traffic Engineer – Darren Green on Tel: 01978 729643 to discuss / arrange.

Parking & Turning Provision

Based on LPGN 16 requirements, the proposed development site would normally require a maximum of 21 no. spaces. The submitted layout plan appears to show the provision of 18 no. spaces which equates to 2 no. spaces per 2 / 3 bedroom dwelling.

The proposed level of parking provision is considered adequate given the relatively sustainable location of the site.

Given the existing parking issues relating to the nearby hospital, the proposed layby arrangement may experience some indiscriminate parking issues. I would recommend that the applicant liaises with our Traffic Engineer – Darren Green on Tel: 01978 729643 to discuss the possibility of a Traffic Regulation Order within the layby. Any proposed TRO would need to be funded by the developer.

In terms of turning provision at the development site, I comment as follows:-

It would appear possible to accommodate a refuse vehicle in the suggested layby arrangement which would avoid any interference with traffic flows on the adjoining highway. The proposed waste collection point at the front of the site appears acceptable. However, I would recommend that the applicant discusses any proposed refuse collection arrangements with our Refuse Section (Contact Wayne Anderson – Waste Strategy Officer on Tel: 01978 7296950).

The proposed car parking area provides sufficient space for the turning of medium sized delivery vehicles. **I would recommend that the proposed turning area is marked out accordingly.**

I await the requested information.

Notes to Applicant

- *The proposed highway works 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.



 Service Manager Environment