

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0388	Your Ref:	SEH/P/2016/0388
Date:	13 th June 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 394 457 Land west of and adjoining Graig Cottage, Station Road, Bangor on Dee, Wrexham.

Development: Outline application for residential development (17 dwellings) and new access.

I refer to your consultation dated 07/06/2016 including layout plan (Drg. No. 15.5599 / 2 Rev B) in respect of the above.

The proposed development site is located on Station 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 visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There are a number of existing mature trees and hedgerow fronting the site which may impede visibility from the proposed access. **Could you please ask the applicant to provide a revised layout plan indicating how the required splays will be provided.** Exact locations of existing trees will need to be included on such a plan to ensure that the required splays can be provided.

The applicant may wish to carry out a speed survey along this section to ascertain 85th percentile speeds. This may result in the requirement for reduced visibility splays at the site.

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 appears to be 4.8m wide with 6m kerb radii which is considered acceptable..

Any estate road serving up to 24 dwellings could take the form of a shared surface ie/ no footways but include an accessway ramp just inside the access and the provision of 1.8m wide grassed service strips either side of the estate road. A preferable alternative would be to provide 2.0m wide footways on both sides of the estate road.

The private driveway / access serving plots 13 – 15 could be served by a dropped kerb vehicular access.

It is unclear from the submitted layout plan which of the above options is proposed. **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

Any proposed access serving the development site would require a maximum gradient of 1:24 for the first 10m. There would appear to be a significant difference in levels between the existing carriageway level and the development site. **Could you please ask the applicant to indicate how it is proposed to provide a suitable access with an appropriate gradient on a revised layout plan.**

Turning Head

The proposed turning head does not meet our adoptable standards and would be unable to accommodate the turning movements of an 11.2m long refuse vehicle. **Could you please ask the applicant to indicate the provision of a suitably sized turning head (see attached details) on a revised layout plan.**

Parking Provision

Given the relatively remote location of the site, I would recommend that maximum parking standards are met / provided ie/ each 3 / 4 bedroom dwelling provides 3 no. spaces.

Garage spaces are not included as providing parking provision (LPGN 16).

Driveway dimension requirements are as follows:-

- A driveway with 3 cars in line behind a garage would need to be minimum 15.1m in length.
- A driveway with 2 cars in line behind a garage would need to be minimum 10.3m in length.
- A driveway with 2 cars side by side would need to be minimum width of 5.6m.
- A single driveway needs to be a minimum width of 3.2m.

A number of proposed driveways are not of the required width / length (see attached details) and are considered unacceptable.

Please ask the applicant to provide a revised layout plan indicating / annotating the above detail and a table indicating the proposed number of parking spaces per plot.

Footways

There is an existing 1.2m wide footway fronting the development site. I would recommend the construction of a 2.0m wide footway along the site frontage in the interests of highway safety. The provision of such a footway will have implications for the existing hedgerow and trees along the site frontage. The hedgerow will need to be removed / setback. If the existing trees are to be retained, then narrower sections of footway could be accepted to overcome this issue in these locations.

There is an existing gated field access served by a dropped kerb at the western end of the site onto Station Road. I would recommend that this access is permanently closed up with the access being reinstated to full height footway construction.

Please ask the applicant to provide a revised layout plan indicating / annotating the above detail.

Street Lighting

The proposed estate road will require an appropriate scheme of street lighting (LED). I would also recommend that the developer submits a scheme to upgrade the existing street lighting along this section of Station Road to incorporate LED lamps.

I await the requested information.

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

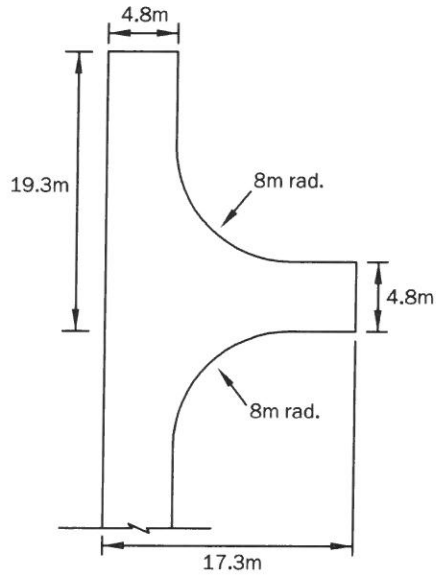
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.


Service Manager Environment

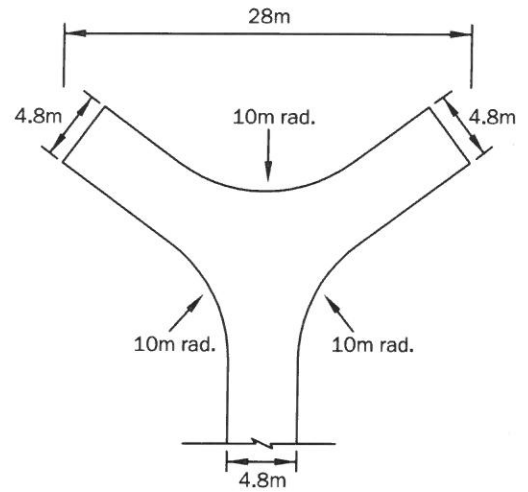
Turning Areas

4.8m Wide Carriageway

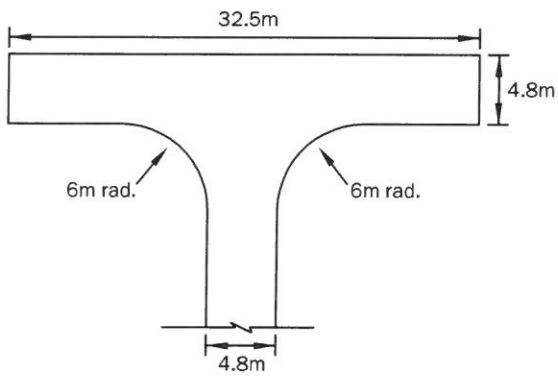
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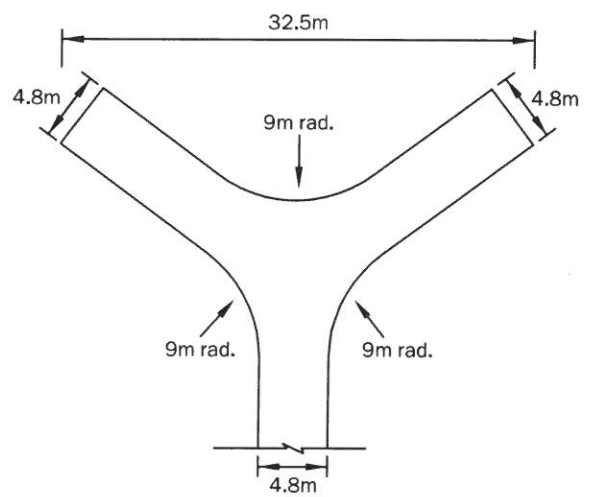
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Note:

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

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

