

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:	14 th April 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 the email dated 13/04/2016 from Parry Davies Architects including revised layout plan (Drg. No. SCP/13160/F03 Rev B – Dated 22/02/2016) 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. 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 affected by the new access arrangements will need to be re-located away from the proposed access points.

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.

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 submitted layout plan indicates the proposed extension to the refuge island. The proposed "no right turn" sign will not be required in this instance.

Swept Path Analysis

The submitted layout plan indicates the swept path movements of a 7.2m long delivery vehicle and an 11.2m long refuse vehicle which are considered acceptable.

Proposed Signage

The proposed signage (no entry) 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. These signs will need to be located to the back of the adopted footway in a position that will not interfere with vehicular movements.

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 therefore have no objections to the proposed development on highway grounds and recommend 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. **SCP/13160/F03 Rev B – Dated 22/02/2106.**

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.
NONSTD 026R	NO PRIVATE SURFACE WATER RUN OFF No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved accesses to intercept any such run off prior to first use of the development.
NONSTD 026R E06N E07N	SUBMISSION OF FURTHER DETAILS 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: <i>delete as appt *</i> 1) Detailed layout, design, lighting, drainage and construction of the proposed new footway / access / layby 2) Signage detail 3) Extension to existing refuge island <i>The scheme as is approved shall be fully implemented prior to first use of the development.</i>
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.
NONSTD 026R	PRIVATE MANAGEMENT ARRANGEMENT The proposed internal estate road, parking areas and layby shall be maintained in perpetuity by a private management company.

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 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

- *The proposed signage (no entry) 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. These signs will need to be located to the back of the adopted footway in a position that will not interfere with vehicular movements.*
- *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.*

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 Service Manager Environment