

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/0198	Your Ref:	P/2016/0198
Date:	13 June 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3050 4777 Packsaddle Bank, Wrexham Road, Pentre Bychan
Development: Demolition of existing dwelling, erection of cul de sac of 11 no. detached dwellings and construction of new vehicular access.

I refer to your revised consultation dated 7 June 2016 in respect of the above.

The site is located on a very busy classified highway currently subject to a 40mph speed limit. It is possible to provide adequate visibility from the proposed access on to B5605 Wrexham Road.

Other developments on this stretch of road provide a ghost island right hand turn lane to enable safe access into their sites. It would appear possible to provide a similar ghost island to serve this development. Condition 12 of the outline planning permission on this site (P/2014/0800) requires the provision of a ghost island junction but there is nothing within the application to demonstrate how this will be provided.

The access road itself is to be constructed with a 4.8m width with service strips both sides. Street lighting and drainage will be required if the developer wants to enter into a S38 agreement to ensure that the road can be adopted by the Highway Authority.

Dwelling nos. 1 and 2 appear to be taking access from the proposed road into the site rather than off the turning head. There is a significant level difference at these locations. Any access must be at a gradient of no more than 1 in 10 – please ask the applicant to demonstrate this is achievable on a revised plan. Each of these accesses must also provide adequate visibility on to the highway. Given the number of existing trees in this location, please ask the applicant to demonstrate splays of 2.4 x 25m on to the access road.

Many of the plots appear to provide only two parking spaces plus a garage (which doesn't count towards parking provision) Given the size of the plot I would have thought it possible to provide an improved level of car parking for each plot so that cars do not end up parked along the highway.

Whilst I have no issue with the principle of development can you please ask the applicant to address the issues raised above.

Peter Northwhite

SM Service Manager Environment