

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: ENV/DC/PP/2016/0401 **Your Ref:** SEH/P/2016/0401
Date: 4th May 2016

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 26/04/2016 including layout plan (Drg. No. 095-01-320 – Dated 03-12-15) 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. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

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 bend adjacent to the community room and store will need to be widened to accommodate access by a refuse vehicle. The proposed turning head at the north eastern end of the site will need to incorporate 8m kerb radii in order to accommodate the turning movements of an 11.2m refuse vehicle.

I would recommend the submission of swept path details of an 11.2m refuse vehicle accessing and exiting the site.

Could you please ask the applicant to indicate this detail on a revised layout plan.

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. If this access is deleted as a result of the development, then an alternative means of access would be required ie/ through the development site itself. 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. However, I would recommend that the kerb radii are increased to a minimum of 8m (see attached detail). **Could you please ask the applicant to indicate this detail on a revised layout plan.**

The area between the turning head will require 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 proposed stepped pedestrian access located in the highway verge along the site frontage is considered unnecessary. I would recommend that this feature is deleted.

Could you please ask the applicant to indicate this detail on a revised layout plan.

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.

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. 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.

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 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.

Peter Oathwaite

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Service Manager Environment