

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:	19 th January 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 including layout plan (Drg. No. SCP / 13160 / F03 – Rev A) in respect of the above.

The proposed development site is located on Ellesmere Lane 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 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. **Could you please ask the applicant to indicate the required visibility splays in both directions from the proposed access on a revised layout plan.**

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 is only 4.5m wide. **Could you please ask the applicant to indicate a 4.8m carriageway width on a revised layout plan.**

I understand that the proposed access arrangements (ie/ lay-by) have previously been accepted in principle. However, I would recommend that the footway fronting the development site takes the form of a continuous footway incorporating 2 no. dropped kerb access points. 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.

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

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

Swept Path Analysis

The submitted layout plan indicates 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 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.

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. However, it is not clear as to where any bin store will be located or how bins will be emptied generally. It would seem sensible to provide a suitable bin store at the front of the site given the restricted access arrangements. I would recommend that the applicant discusses such refuse collection arrangements with our Refuse Section (Contact Wayne Anderson – Waste Strategy Officer on Tel: 01978 7296950). **Please ask the applicant to indicate the above detail on a revised layout plan.**

The proposed car parking area has no provision for the turning of medium sized delivery vehicles. **I would recommend that a revised layout plan is provided indicating a suitable turning head within the proposed car parking area (see attached detail).**

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.

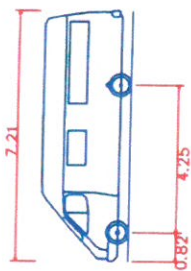
The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

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

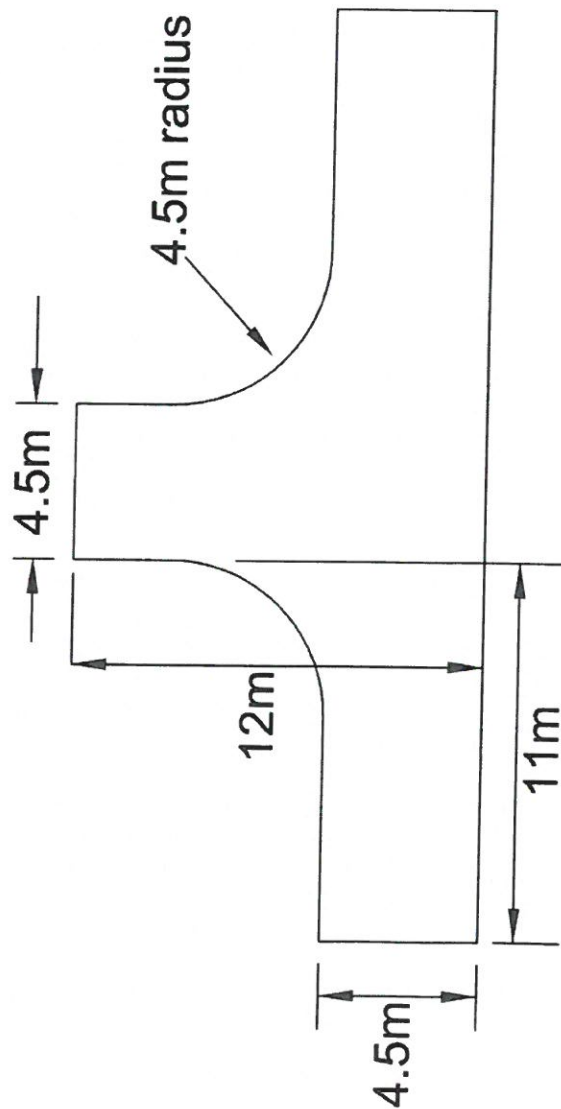
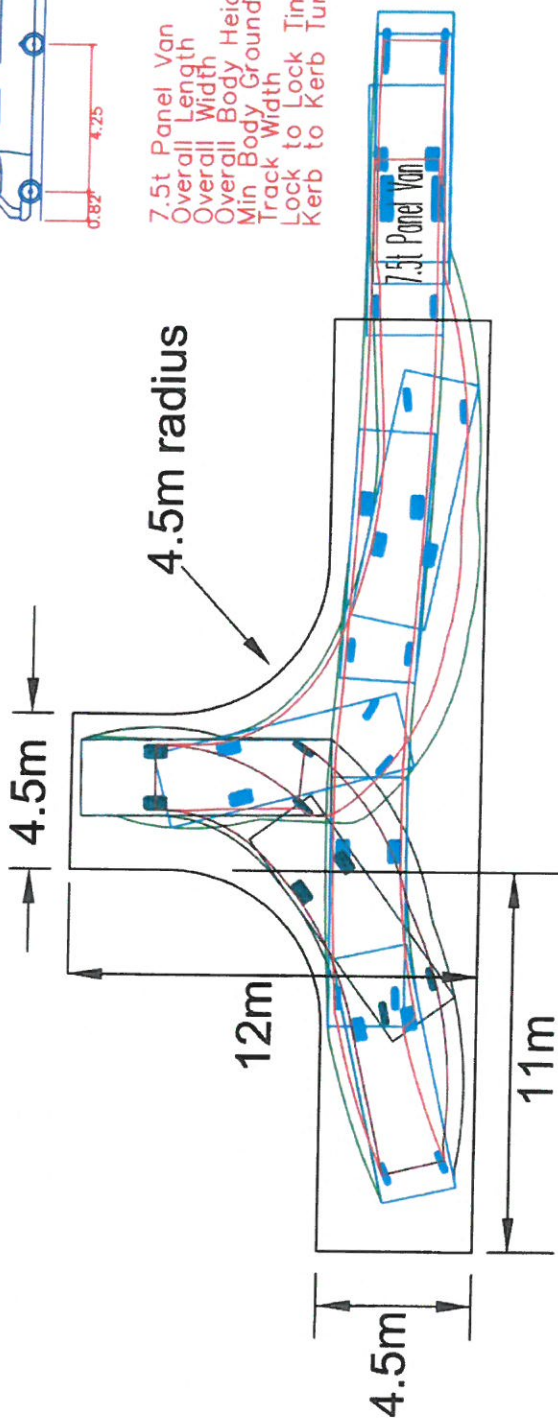
Peter O'Mahony

JP Service Manager Environment



7.5t Panel Van
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

7.210m
 2.192m
 2.544m
 0.516m
 1.865m
 4.00s
 7.400m



Scale 1:200