

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0273 **Your Ref:** PF/P/2016/0273
Date: 6th April 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 374 472 Land West of Bedwell Road, Cross Lanes, Wrexham.

Development: Outline application for residential development (24 dwellings) including means of access to the site.

I refer to your consultation dated 23/03/2016 including layout plan (Drg. No. 10110.03.dsj – Dated March 2016) in respect of the above.

The proposed development site is located on Bedwell 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 a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south.

It would appear possible to provide adequate visibility from the proposed access subject to the removal of a significant length of hedgerow / vegetation / trees.

Footways

Bedwell Road has little or no footway provision along this section (both sides). I would normally recommend the provision of a 2.0m wide footway along the entire site frontage providing a continuous pedestrian link with the existing 1.5m wide footway running alongside the existing property known as Oakwood. However, as the existing properties of Egerton and Bedwell Cottage are to remain it would not appear to be sufficient space to accommodate a 2.0m wide footway link fronting these properties which is not ideal.

Although a footway link is proposed through the development site, this link appears to run through a shared private driveway. Any proposed footway link through this location would need to be a minimum 2.0m wide footway and adopted by the Council.

Layout

(Reserved Matter)

Although "Layout" of the site is a reserved matter, I would like to make the following observations:-

- The proposed turning heads indicated on the submitted layout plan are of insufficient size. Any proposed turning heads will need to be constructed to adoptable standards.
- Any internal junctions will need to provide visibility splays of 2.4 x 25m in accordance with Manual for Streets. This has not been indicated on the submitted layout plan.
- The main access onto Bedwell Road will require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. I would recommend localised footway widening at the junction (greater than 2m) to avoid the need for splays to cut across private gardens.

Parking Provision

(Reserved Matter)

I would recommend that parking provision at the site complies with maximum LPGN 16 parking standards given the relatively remote location of the site. This level of parking provision has not been indicated on the submitted layout plan.

Driveway dimensions will need to comply with WCBC standards.

Public Footpath (PROW no. 1 – Sesswick)

An existing public footpath is located immediately to the north of the development site. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the detail of the footpath and any required modifications / diversions.

Street Lighting

I would recommend that a scheme for the internal estate is submitted for further approval. The applicant will need to review the existing street lighting provision along this section of Bedwell Road which may require additional lighting provision opposite the proposed access.

Bus Stops

There are 2 no. bus stops located either side of the A525 at the A525 / B5130 crossroads which provides access to Wrexham Town Centre. I understand an hourly service is provided.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

In conclusion, it would appear possible to construct a suitable access to serve a development of this size. However, Cross Lanes may be considered to be in an unsustainable location for a development of this size. Footway links / provision around Cross Lanes are inadequate and there are very few public services / amenities ie/ shops, schools, surgeries, post office, leisure etc. available within close proximity to the site. There would only appear to be a small mini market serving the existing residential properties.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18: Transport.

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

- Public footpath PROW no. 1 - Sesswick is located immediately to the north of the development site. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the detail of the footpath and any required modifications / diversions.

Supplementary Notes

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

Peter Worthwaite

np Service Manager Environment