

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Simon Greenland

Our Ref: **Your Ref:** P/2020/0673

Date: 26th November 2020

Land at Ruabon Business Park, Ruabon, Wrexham
Approval of reserved matters pursuant to outline planning permission P/2018/0053 –
Appearance, landscaping, layout and scale

Further to your email dated 18/11/2020 in respect of the above, which relates to the detailed layout for the above development and I would comment as follows on the first phase of residential development, comprising 132 dwellings and the internal roads and open space at the Ruabon Business Park site:-

Parking

The car parking provision appears to be largely in line with the WCBC Parking Standards, with most dwellings allocated the maximum number of parking spaces, either on plot or nearby. Some clarification is required where spaces are not immediately adjacent to the dwelling on how these are to be allocated.

Larger driveways allocated to some 3 or 4 bedroom dwellings could reasonably accommodate up to 4 vehicles, depending on size, which could exceed the 3 space maximum in WCBC standards.

Site Layout and Turning

A vehicle tracking diagram is required to show that the turning areas provided are adequate for a refuse vehicle to be accommodated.

There is currently one street which is to be partially built within Phase 1 and continued in Phase 2, with no provision made for turning until Phase 2. Temporary provision must be made to ensure that larger vehicles can turn.

Footways and Cycling Provision

Footways are provided throughout the site as well as a network of off-road footpaths, providing good permeability for pedestrians. No specific provision is made for cyclists within the development, but the proposed design will promote low traffic speeds, enabling cyclists to confidently cycle on the roads.

Emergency service access

The masterplan shows two access roads into the development, although it is not clear that both will be built before the Phase 1 residential areas is complete. Swept path analysis is requested to confirm that all dwellings may be accessed by a fire engine.

Conclusion

Prior to approving the reserved matters application, I would request confirmation of the parking provision for each dwelling is provided in a tabulation to ensure the maximum number of spaces permitted by the WCBC Parking Standards is not exceeded.

In addition a swept path analysis should be undertaken and a tracking diagram presented to show that an 11.4m refuse lorry can access all parts of the development site with residential frontage and turn safely. This will also confirm that the site is accessible to the emergency services.

A handwritten signature in black ink, appearing to be 'R. H.', on a light gray background.

Chief Officer, Environment & Technical