

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0835 **Your Ref:** SEH/P/2019/0835
Date: 14th November 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 418 402 Land at Tupa, Penley Hall Drive, Penley, Wrexham.
Development: Outline application for 9 no. dwellings.

I refer to your consultation dated 13/11/2019 in respect of the above.

Although All Matters are reserved, I would like to make the following comments:-

General

The development site is located off Penley Hall Drive which is an unadopted, residential estate road subject to a 20mph speed limit.

Penley Hall Drive provides access to the former Penley Hospital site (now Morris Homes) but remains unadopted whilst development continues at the site. The developer (Morris Homes) is still required to provide an emergency access / footway – cycleway link from the site onto the A539 and complete s.278 highway improvement works at the site access along the A539 as part of the existing planning consent.

Although I would have no objections to the proposed development in principle, I would recommend that no permission is considered until the existing development site is completed, existing access road is adopted and the highway improvement works at the access on the A539 are completed.

The submitted Transport Statement suggests that the development site could be maintained by a private management company and refers to sections 11.6 and 11.9 of Manual for Streets where management arrangements are discussed. However, without the completion of the proposed s.278 works at the main junction, provision of emergency access and adoption of the estate roads, any additional residential development would not be supported.

Any proposed access roads serving the development site shall be constructed to adoptable standards including the provision of adequate turning facilities. Parking provision at the development site shall comply with LPGN 16 requirements. The applicant will need to demonstrate that they have control of the land between the development site and the proposed internal estate road currently maintained by Morris Homes in order to form a suitable access.

Adequate visibility in accordance with Manual for Streets will need to be provided for any proposed internal access road onto the existing internal estate road currently maintained by Morris Homes.

Layout Plan - Drg. No. A(100)05 Rev E

Any proposed access road leading to the development site shall be a minimum width of 5.5m and provide 2.0m wide footways linking to the site. The estate road itself could be a minimum of 4.8m wide with 6m kerb radii and take the form of a shared surface ie/ providing 1.8 service strips in lieu of 2m wide footways.

Adequate visibility splays would need to be provided at the junction of the estate road and at the existing junction with Penley Hall Drive ie/ 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway based on assumed speeds of 20mph.

Any proposed turning heads would need to comply with WCBC adoptable standards (see attached detail).

Dwellings served off private driveways will require minimum clearance for turning ie/ minimum 6m. A communal turning head to accommodate medium sized delivery vehicles (see attached detail) will be required for any shared private driveways.

I would recommend that parking provision for each dwelling complies with the maximum requirements of LPGN 16. Driveways shall comply with WCBC Standard Details (see attached).

Surface Water Drainage

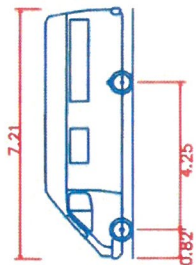
I assume the proposed development site will require SABs approval.

Details of a suitable scheme for surface water drainage of the site will need to be submitted. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt on Tel: 01978 729734 for further guidance.

In conclusion, there would appear to be potential to support a development of this size / nature subject to the existing estate road and highway improvement works being completed and adopted.

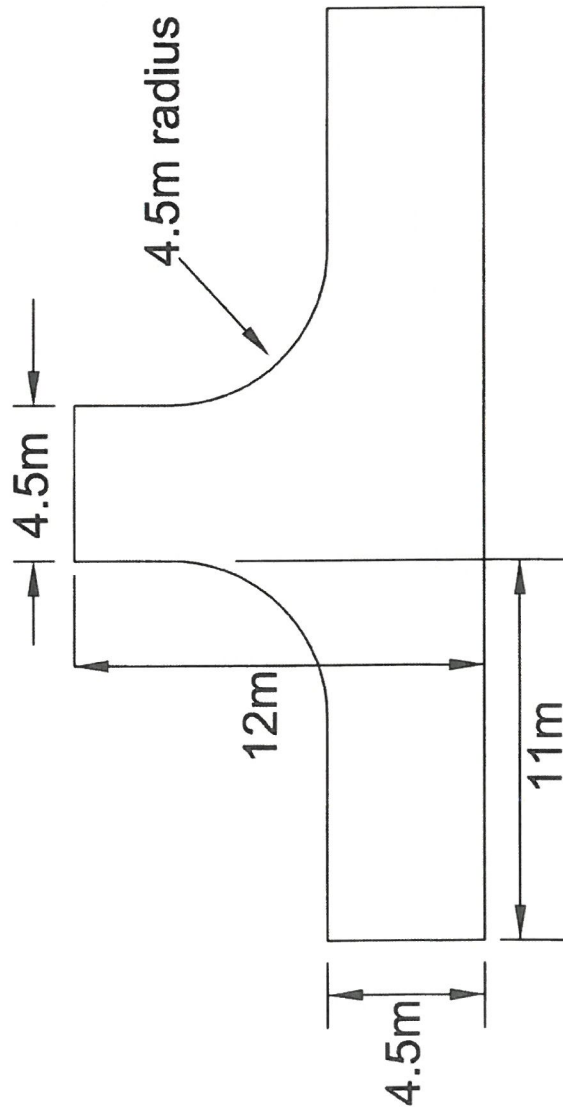
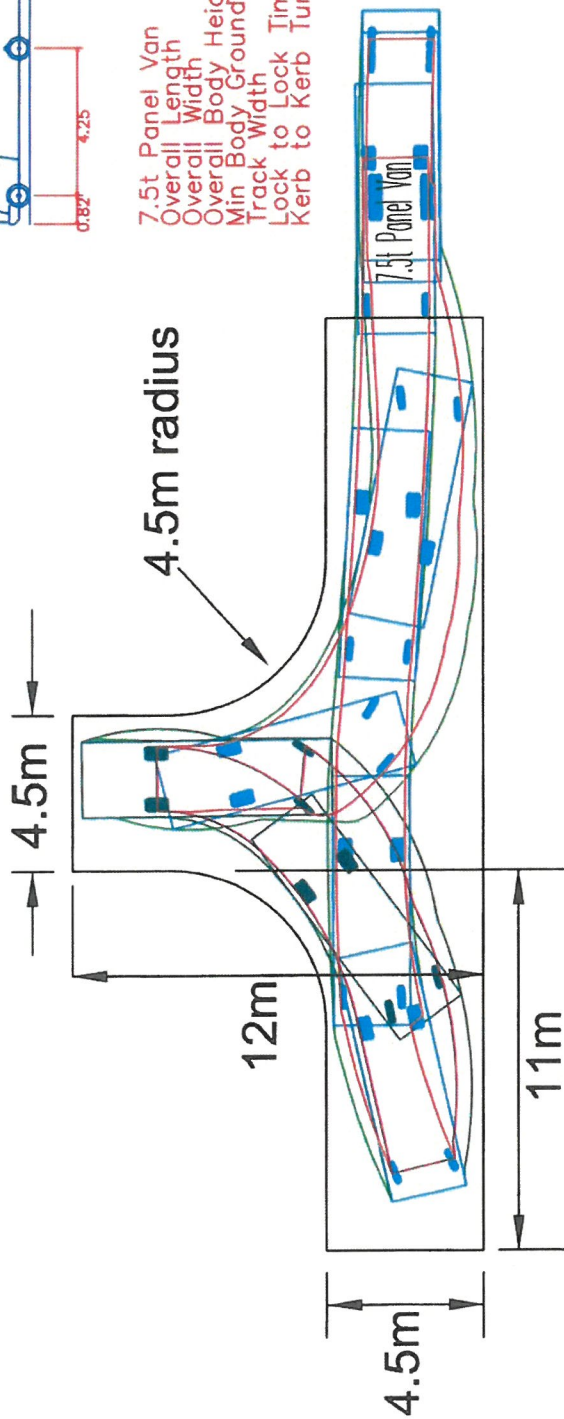


 Chief Officer, Environment & Technical



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
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200