

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: EP/DC/PP/2018/0009 **Your Ref:** MP/P/2018/0009
Date: 22nd November 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 406 534 Land at Wrexham Road, Holt, Wrexham.

Development: Application for approval of reserved matters pursuant to outline planning permission P/2013/0823 - Appearance, Landscaping, Layout and Scale for residential development and formation of multi-use games area including details of noise assessment and attenuation, existing access closure and internal and external boundary treatments.

Access

I refer to your email / consultation dated 21/11/2019 including site layout plan (Drg. No. WRHLT-SP01 Rev G) in respect of the above.

The proposed development site is located on the B5102 Wrexham Road which is a classified road subject to a 30mph speed limit. Although, typical speeds may well be 30mph for vehicles approaching from the south west. I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the north east given the location of the existing flat topped kerb to kerb crossing across Wrexham Road.

Based on these speeds, any proposed access in this location would normally be required to provide visibility splays of 2.4 x 56m to the south west and 2.4 x 33m to the north east 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 indicated on the submitted layout plan.

I would recommend that the existing access serving the small car park off Wrexham Road is permanently closed up.

I would recommend the construction of a 2.0m wide footway along the entire site frontage in the interest of pedestrian safety. Dropped kerb crossing points will be required on both sides of Wrexham Road at the western end of the site frontage. **Please ask the applicant to indicate this detail on a revised layout plan.**

I assume it is the intention that the proposed estate road / footways will be constructed to adoptable standards and offered for adoption. However, a number of features indicated on the submitted layout plan do not comply with WCBC adoptable standards.

Any proposed access road serving up to 24 dwellings will need to be 4.8m wide with either 2.0m footways either side or 1.8m service strips.

Appropriate turning heads constructed to adoptable standards will be required within the curtilage of the developments site.

Parking provision within the proposed development site shall comply with the requirements of LPGN 16.

Layout

I would like to raise the following observations:-

<u>Visibility</u>	All visibility splays need to be indicated at all internal junctions – not shown ie/ 2.4 x 25m measured to nearside edge (20mpj design speed). O/S Plots 9 / 12 & access serving Plots 17 -24.
<u>Main Access</u>	Dropped kerb / tactile crossings required across main access (not shown). Rumble strip needs moving towards main access to accommodate dropped kerb crossing points behind away from driveway serving plot 1. 2m footway acceptable on western side of estate road. 1m wide service strip not acceptable on eastern side of estate road. A 1.8 m service strip or 2m wide footway is required to meet WCBC adoptable standards. Main turning head at end of estate road o/s plots 9 / 12 is of insufficient size and does not comply with WCBC adoptable standards.
<u>Side Road</u> <u>(Plots 17 – 24)</u>	Private access road appears to be of insufficient width to facilitate maneuvering of vehicles ie/ would require 6m clearance behind to turn. Driveways must comply with WCBC Standard Details (see attached detail). Could you please ask the applicant to annotate the required driveway dimension for each plot on a revised layout plan. Turning head is too small (see standard turning head details – medium sized delivery vehicle).
<u>Side Road</u> <u>(Plots 7 – 9)</u>	Private access road appears to be of insufficient width to facilitate maneuvering of vehicles ie/ would require 6m clearance behind to turn. Driveways must comply with WCBC Standard Details (see attached detail). Could you please ask the applicant to annotate the required driveway dimension for each plot on a revised layout plan. Turning head is too small.

Plots 10 – 11 Private access road appears to be of insufficient width to facilitate maneuvering of vehicles ie/ would require 6m clearance behind to turn.

Driveways must comply with WCBC Standard Details (see attached detail). Could you please ask the applicant to annotate the required driveway dimension for each plot on a revised layout plan.

Turning head is too small.

Parking Provision

Parking provision within the proposed development site shall comply with the requirements of LPGN 16. LPGN 16 does not include garage spaces as contributing to parking provision.

Based on LPGN 16 requirements, the proposed development would require a maximum of 72 spaces. The submitted layout plan appears to indicate the provision of 48 spaces which represents a shortfall of 33% compared with maximum standards. The proposed level of parking provision is considered unacceptable and is likely to result in on-street parking. I await a revised layout plan indicating individual driveway dimensions and improved parking provision.

Footway / Cycleway Link

I would recommend that the proposed footpath link at the rear of the site onto Francis Lane takes the form of a 3m wide shared footway / cycleway incorporating appropriate signage, barriers and lighting. I assume that the existing gated footpath link (including steps onto Francis Lane) will be closed up and the steps removed.

The submitted plan only indicates a 2m wide footway across the public open space. Please ask the applicant to amend this detail on a revised layout plan.

Could you please ask the applicant to provide a revised layout plan addressing the above issues. I **await the requested information.**

Supplementary Notes

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

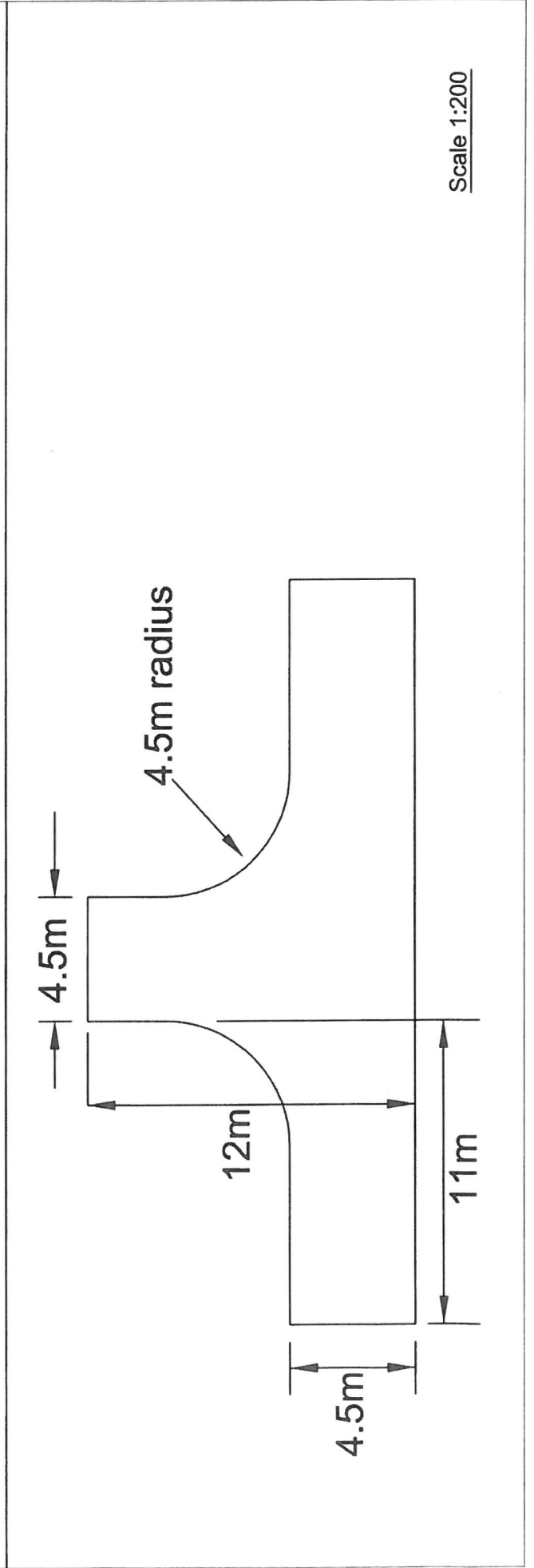
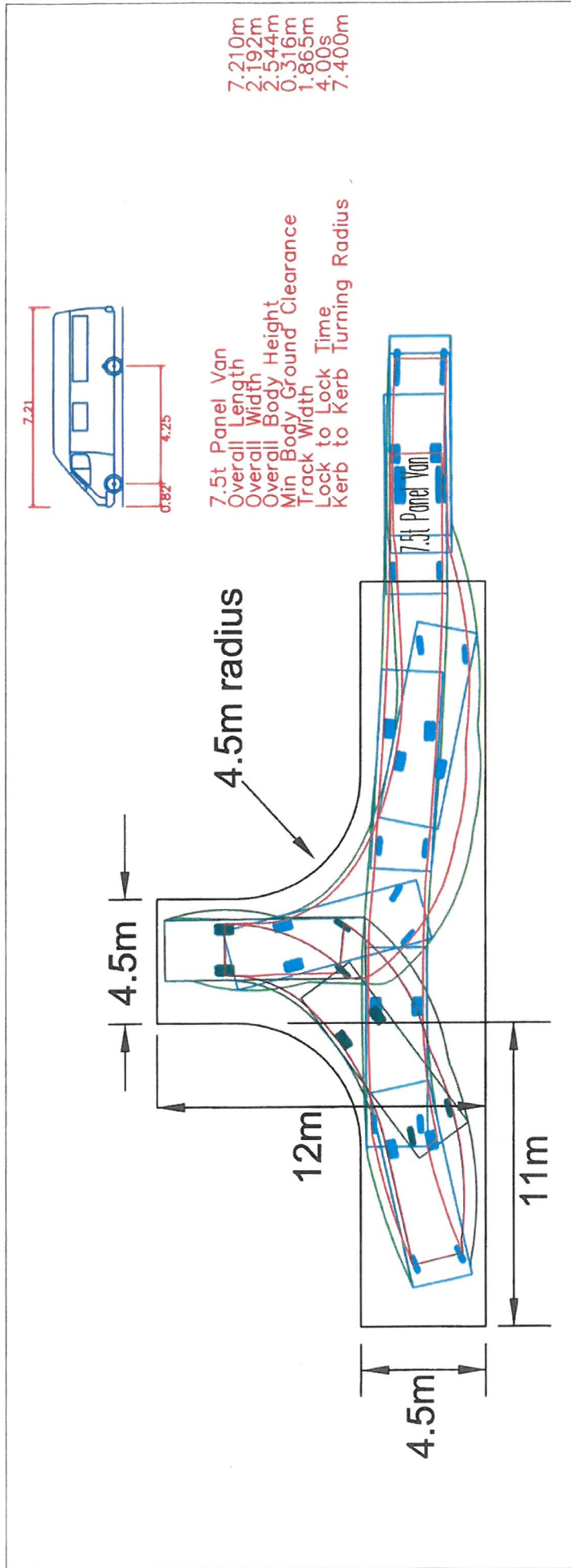
Note to applicant

The proposed internal access road including footways 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

Peter O. Andrews

an Chief Officer, Environment & Technical

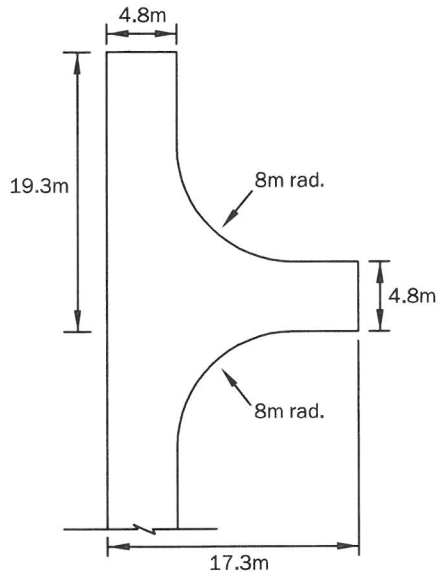


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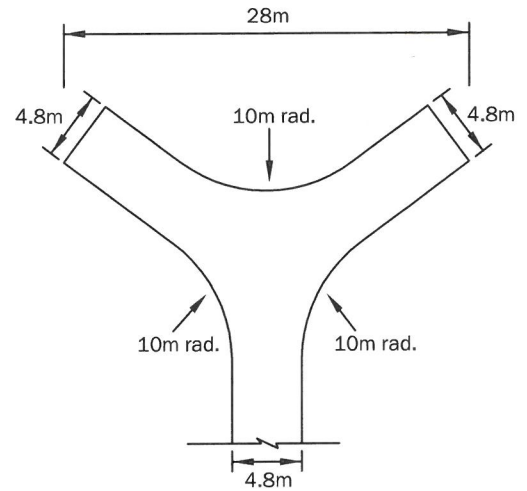
Turning Areas

4.8m Wide Carriageway

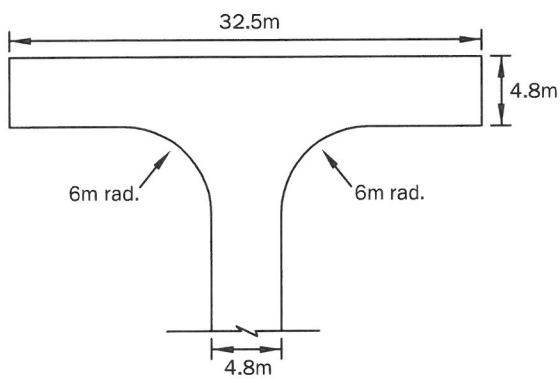
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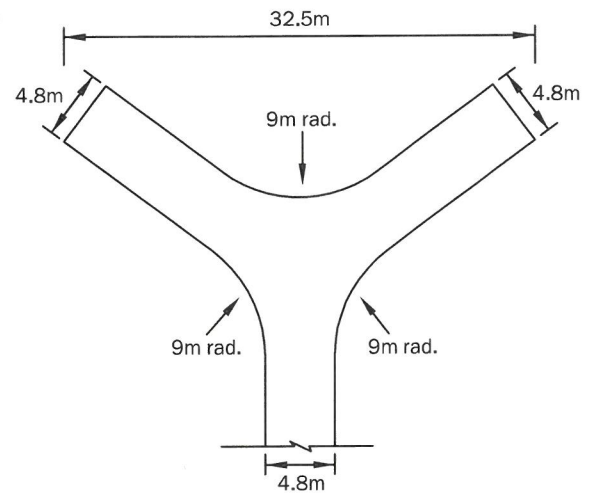
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Note:

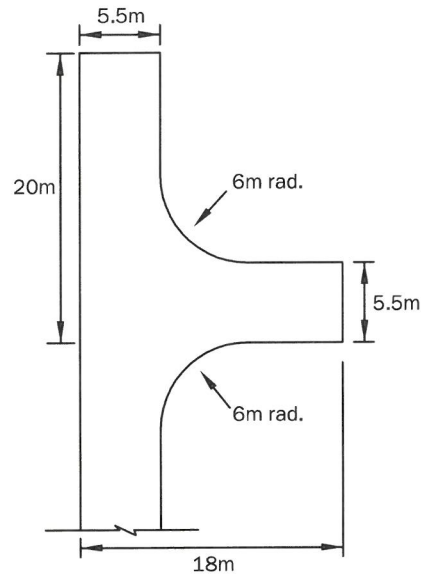
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

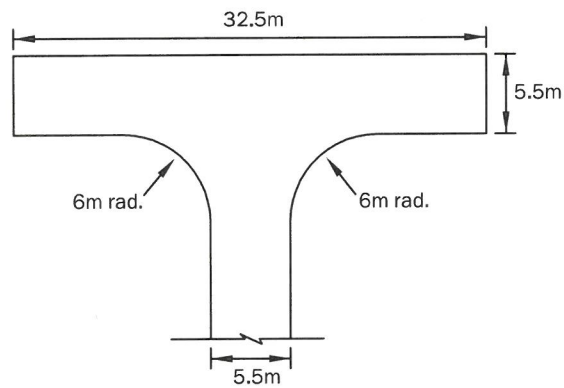
Turning Areas

5.5m Wide Carriageway

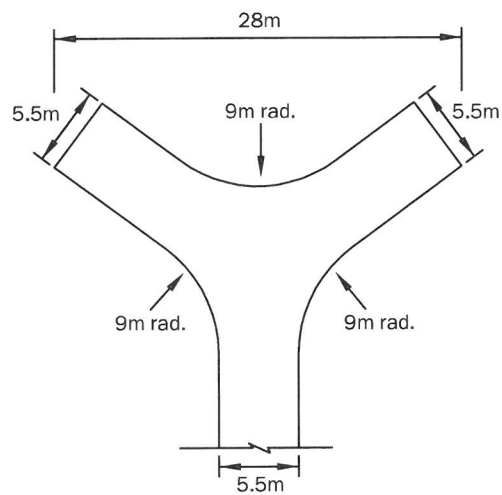
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Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500