

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2018/0009 **Your Ref:** MP/P/2018/0009
Date: 13th February 2020

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.

I refer to your email / consultation dated 12/02/2020 including revised site layout plan (Drg. No. WRHLT-SP01 Rev O) in respect of the above.

Access

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.

The provision of the required visibility splays from the proposed access has been indicated on the revised layout plan.

I would recommend that the existing access serving the small car park off Wrexham Road is permanently closed up and reinstated as footway. Note added to submitted layout plan.

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. The submitted layout plan indicates this detail..

I assume it is the intention that the proposed estate road / footways will be constructed to adoptable standards and offered for adoption.

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. The submitted layout plan demonstrates the above detail.

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

The proposed layout of the estate road / footways and footway / cycleway is considered acceptable.

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 55 spaces which represents a shortfall of 24% compared with maximum standards. The proposed level of parking provision may result in some on-street parking within the estate. However given Welsh Government policy on parking and previous planning appeal decisions on car parking standards I consider that a recommendation for refusal on the grounds of inadequate parking is unjustifiable.

The revised layout plan includes a note stating that all driveway dimensions shall be compliant with WCBC Standard Details.

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. Having re-considered the layout of the public open space, I would recommend that the proposed footway / cycleway is accessed approximately half way along the turning head (opposite main estate road) providing a link to the MUGA to the south and a link to existing pedestrian access on Francis Lane diagonally opposite Millfield. An additional link between the MUGA and the access onto Francis Lane should be provided behind the existing hedgerow effectively forming a triangular footway / cycleway arrangement. Dropped kerb crossing points will need to be provided across Francis Lane between the proposed cycleway link and footway opposite.

The above detail will need to be included in the required s.38 / 278 agreement.

Surface Water Drainage

I assume that this site will require a separate SABS application / submission which needs to include a suitable scheme to deal with surface water run-off which will need to be approved by our Flood Management Officer – Neil Taunt. The applicant will need to contact our Flood Management Officer – Neil Taunt to discuss / agree any proposed surface water drainage system for the development site.

Construction Traffic Management Plan - including details of contractor parking (Reserved Matter)

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.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. WRHLT-SP01 Rev O

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres to the south west and 2.4 metres x 33 metres to the north east measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, lighting, drainage and construction of the proposed new estate roads, footways and shared footway / cycleway,*
- 2) *2m wide footway along site frontage including pedestrian crossing points across the B5102 Wrexham Road*
- 3) *pedestrian crossing points across Francis Lane*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD PRIVATE MANGEMENT COMPANY

026R The internal private estate road, parking and turning areas serving plots 17 – 24 shall be maintained in perpetuity by a private management company.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Note 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.

Supplementary Notes

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



Chief Officer, Environment & Technical

