

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0336 **Your Ref:** SEH/P/2019/0336
Date: 11th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 544 Land south of The Paddock, Old Wrexham Road, Gresford, Wrexham.

Development: Outline application for proposed residential development to form 8 no. mews style properties in two blocks of 4 no. units with central access point and associated parking to rear.

I refer to your consultation / email dated 11/09/2019 including layout plan in respect of the planning appeal at the above site.

I previously raised concerns relating to the proposed retention of the existing hedgerow along the site frontage and providing a 2m footway behind this hedge.

The construction of a 2m wide footway along the site frontage would be considered beneficial in highway safety terms. It would be considered preferable to construct this footway in front of the hedgerow rather than behind in order to provide / maintain the required visibility splays. Pedestrian visibility at either end of the proposed footway onto Old Wrexham Road will need to be considered. The existing hedgerow may well impede visibility at these points.

The provision of a 2m wide footway in lieu of the hedgerow would potentially allow bins / recycling trolleys to be collected more efficiently without encroaching on the adjoining carriageway. It may be possible to re-plant a hedgerow behind this footpath outside of the required splays.

If the appeal is allowed then it will hopefully take into account / address the above issues requiring a modified site layout.

I assume that the proposed access road will not be adopted and will need to be maintained in perpetuity by a private management company (suitable condition required).

The first section of the proposed access and footways would need to be constructed to WCBC adoptable standards.

Any proposed access would need to be a minimum of 4.8m wide with 6m kerb radii. Any proposed footway would need to be 2m wide. I would recommend that the proposed accessway ramp is re-located just beyond the kerb radii with appropriate dropped crossing points / tactiles). The back of crossing points / tactiles would represent the limit of adoption. The applicant would need to enter into a s.38 / 278 agreement with the Council to carry out these works.

The submitted layout plan does not detail a suitable turning head to WCBC adoptable standards which is unacceptable. However, it may be possible to provide sufficient space for such a facility at the end of the estate road / parking area. I previously requested that the applicant provide a revised layout plan indicating / annotating the required turning head dimensions (see attached detail). This detail was never provided by the applicant.

If the appeal is allowed then, I would recommend any consent 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. -----.

NONSTD VISIBILITY SPLAYS (NEAR SIDE WHEEL-TRACK)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 40 metres to the south and 2.4 metres x 42 metres to the north measured to the near side wheel-track of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

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

- 1) *Detailed layout, design, drainage, lighting and construction of the proposed new access & footway*
- 2) *A scheme to upgrade Street Lighting along Old Wrexham Road.*
- 3) *Details of a suitable turning head at the rear of the site for a medium sized delivery vehicle.*
- 4) *Details of a suitable refuse / re-cycling collection point.*

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

NONSTD PRIVATE MANAGEMENT COMPANY

030R No part of the development shall commence until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority: **delete as appt ***

- 1) *Details of a private management company to maintain the access road, footways, parking areas and hedgerow in perpetuity.*

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

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

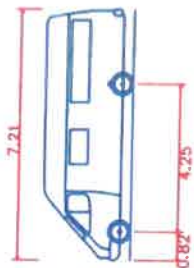
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

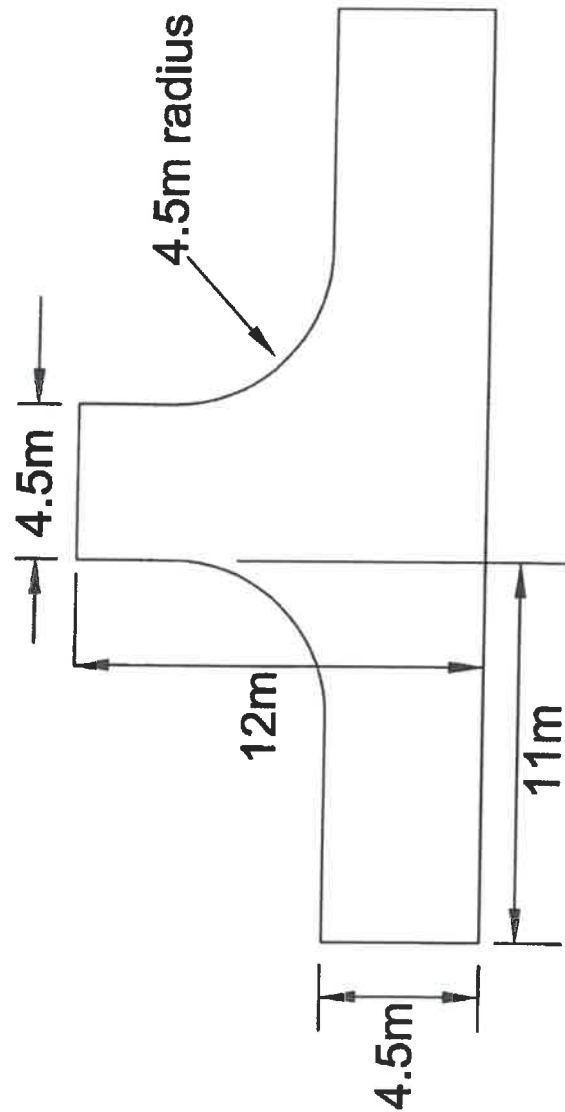
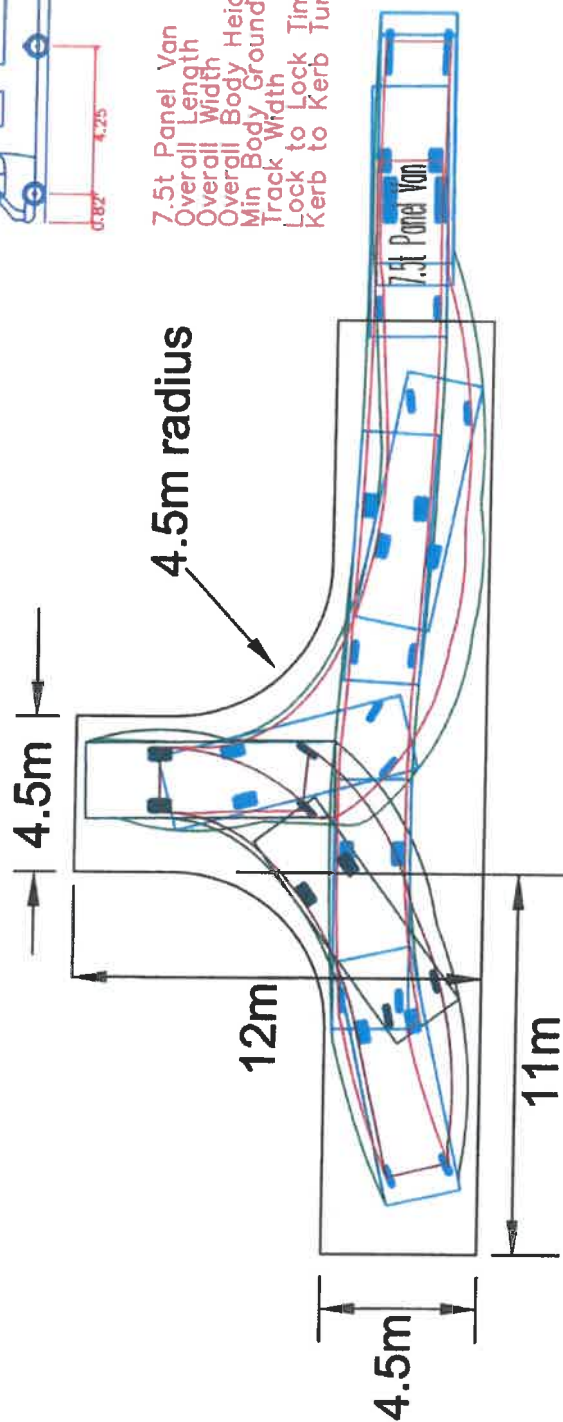


 Chief Officer, Environment & Technical



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