

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0608 **Your Ref:** SEH/P/2018/0608
Date: 21st February 2019

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

Location: O. S Grid Ref: 417 395 Big Green Farm, Ellesmere Lane, Penley, Wrexham.
Development: Application for Approval of Reserved Matters Pursuant to Appeal
Ref: APP/H6955/A/17/3186707 (Appearance, Landscaping, Layout, Scale) for Residential
Development Comprising 13 Houses.

I refer to your consultation / email dated 20/02/2019 including revised layout plan (Drg. No. 6670-10 rev B) in respect of the above.

Access

The proposed development site is located on Ellesmere Lane which is a rural, classified road subject to a 30mph speed limit.

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north east and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south west.

Adequate lateral and forward visibility appears available for the proposed access.

There is an existing telegraph pole including street light in approximately the same location as the proposed access. This will need to be re-located.

A carriageway width of 4.8m would be considered adequate for the proposed development.

Footways

I would recommend the construction of a 2.0m wide footway along the entire site frontage along Ellesmere Lane. Suitable dropped kerb crossing points including tactile paving shall be provided as necessary. This detail has been indicated on the revised layout plan.

The proposed accessway ramp incorporating dropped kerb crossing points including tactile paving indicated on the submitted layout plan is considered acceptable.

Street Lighting

I would recommend that a scheme to upgrade the existing street lighting along this section of Ellesmere Lane is included as part of any consent. This can be included as a planning condition.

The above details will need to be submitted for approval to our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

Layout

The proposed internal layout does not meet WCBC adoptable standards.

There does not appear to be any internal footways / service strips.

The internal turning area only appears capable of accommodating the turning movements of an 8m long refuse vehicle not 11.2m. The swept path movements have not been demonstrated with standard swept path software.

Insufficient drainage information has been provided with this application. It is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

I would recommend that the proposed estate road / footways are maintained in perpetuity by a private management company.

I would recommend that the proposed limit of adoption terminates at the crossing points behind the accessway ramp just inside the main access.

The proposed turning head indicated on the revised layout plan does not comply with our adoptable standards (see attached detail). The attached swept paths indicate that there is a slight overhang of the refuse vehicle when maneuvering within the turning head. The areas of overhang are likely to be impeded by the proposed shrub planting indicated on the revised layout plan. However, provided that these affected areas can be kept clear of any planting / obstructions then the turning head could be considered acceptable. **I would recommend that the applicant indicates this detail on a revised layout plan.** The proposed turning head will need to be surfaced with standard construction materials ie/ bitmac (to WCBC adoptable standards).

I would recommend that the applicant liaises with our Waste / Re-cycling Section (Contact: Catherine Golightly on Tel: 01978 729693) to discuss details of how the development will be serviced. However, I understand that our Waste Section has accepted the bin collection arrangements as indicated on the revised layout plan.

In terms of parking provision, I comment as follows:-

The proposed parking arrangements at the development site are considered acceptable.

Surface Water Drainage

A suitable scheme for the disposal of highway surface water will need to be submitted. I assume that our Flood Management Officer (Neil Taunt – Tel: 01978 729734) will be approving any proposed scheme.

Insufficient drainage information has been provided with this application. It is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

I would recommend that the proposed estate road / footways are maintained by a private management company.

Details of how the proposed access (to be adopted) will be drained will need to be submitted as part of the required s.38 / 278 agreement.

**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.

Providing the above issues can be addressed, I would 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. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions 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 nearside edge of the adjoining carriageway. 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 access and footways,*
- 2) *2m wide footway along site frontage*
- 3) *Turning Head*
- 4) *Scheme of street lighting along Ellesmere Lane,*

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

NONSTD PRIVATE MANAGEMENT COMPANY

026R The internal estate roads, parking and turning areas 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.

Notes to Applicant

- *The proposed scheme (access and 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.

However, as stated above, it is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

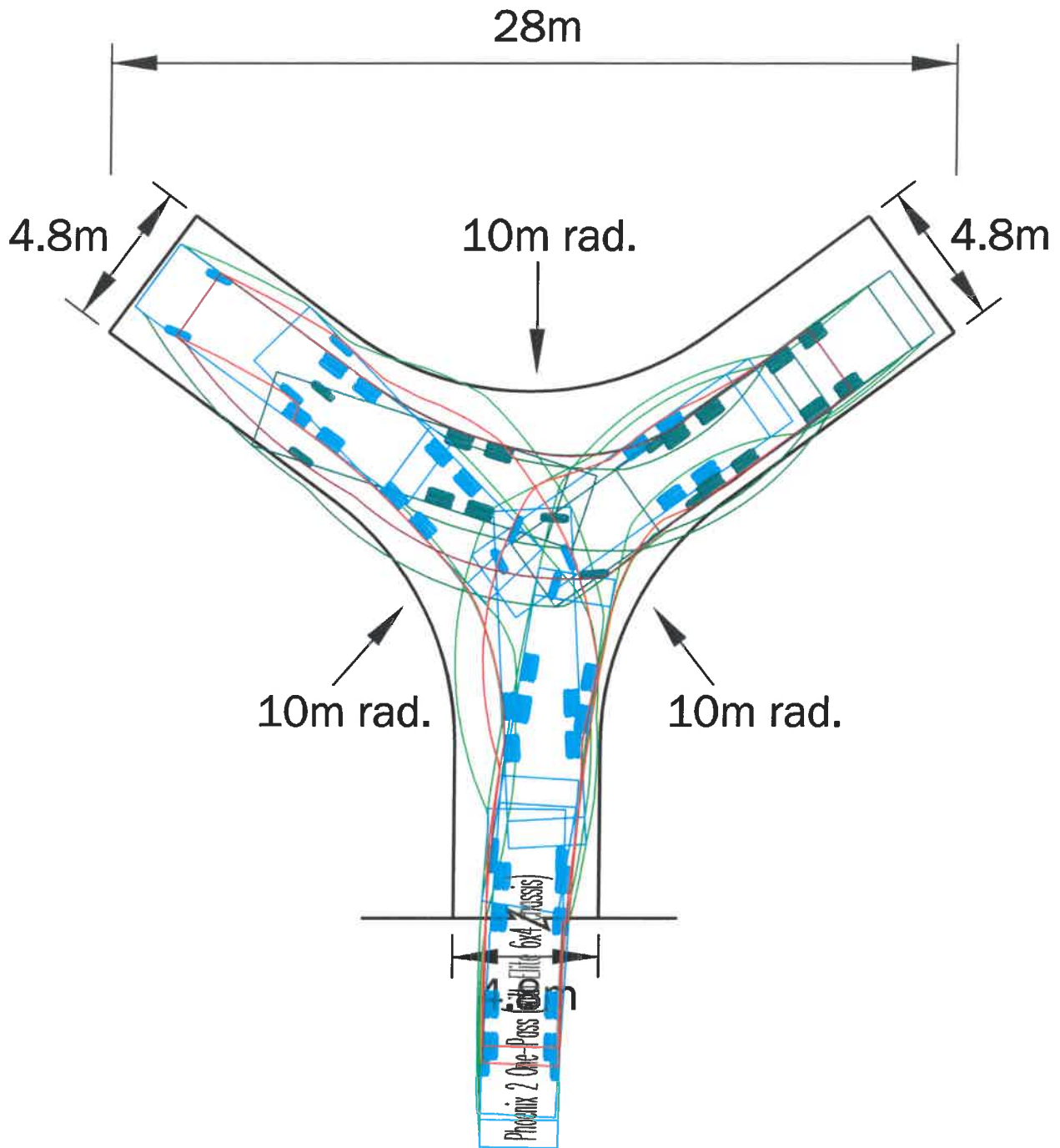
Supplementary Notes

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

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