

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/P/2019/0596 **Your Ref:** PF/P/2019/0596

Date: 29th August 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 485 394 Land North of Oakfield Close, Bronington, Wrexham.

Development: Erection of 5 no. dwellings including associated garages, amenity space and access arrangements.

I refer to your consultation dated 12/08/2019 including layout plan (Drg. No. MR_003 Rev B) in respect of the above.

The proposed development site is located off School Lane which is a residential, classified road subject to a 20mph speed limit. The development site is accessed off Oakfield Close which is an unclassified road (cul de sac) off School Lane currently serving 12 dwellings.

The existing estate road accesses onto School Lane via a mini-roundabout which is considered acceptable to serve the proposed additional properties.

Access / Layout

The existing estate road leading to the development site is 5.5m wide with 1.8m footways either side.

Any proposed estate road serving up to 24 dwellings requires a minimum carriageway width of 4.8m with minimum 1.8m wide service strips either side. Such a layout would require a suitable accessway ramp. A minimum carriageway width of 5.5m is required where more than 24 dwellings in total are proposed (with 2m wide footways).

The submitted layout plan appears to indicate a mixture of service strips / footway either side of the estate road. In order to allow for any future development on the land beyond the site (edged in blue), I would recommend that the proposed layout incorporates 2m footway around the entire estate road. **I would recommend that the applicant submits a revised layout plan indicating this detail.**

The proposed turning head indicated on the submitted layout plan is not compliant with WCBC adoptable standards and cannot accommodate the turning movements of an 11.2m long refuse vehicle. Manual for Streets recommends a maximum reversing distance of 12m for refuse vehicles. **I would recommend that the applicant submits a revised layout plan indicating the provision of a turning head compliant with WCBC Standard Details (see attached detail).**

I assume that the proposed estate road / footways will be offered to the Council for adoption. In order to construct the proposed development, the applicant will be required to enter into a s.38 / 278 agreement with the Council. **The applicant will need to confirm whether the proposed internal estate road / footways will be offered for adoption.**

Parking Provision

I would recommend that all of the proposed dwellings provide parking to maximum LPGN 16 standards ie/ 3 spaces per 3 bed dwelling. LPGN 16 no longer includes garages as contributing to parking provision.

The proposed dwellings only appear to have 2 spaces per dwelling which is considered inadequate.

Any proposed driveways will need to comply with WCBC Standard Driveway requirements (see attached detail). A number of the proposed driveway do not meet these requirements. **I would recommend that the applicant submits a revised layout plan indicating / annotating the required driveway dimensions.**

Street Lighting

A scheme to provide additional street lighting along the estate road will need to be submitted to our Street Lighting Section. For any advice on this matter, please contact Paul Rogers on Tel: 01978 729673.

Highway Surface Water Drainage

A scheme for the disposal of surface water drainage will need to be submitted for approval to our Senior Flood Management Officer - Neil Taunt (Tel: 01978 729734).

Construction Traffic Management Plan (including details of contractor parking)

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.

In principle, I have no objections to the proposed development on highway grounds. However, I would recommend that the applicant addresses the issues raised.

Notes to Applicant

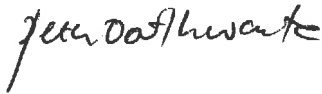
- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

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, 2, 3, 4 & 5 of the supplementary notes.

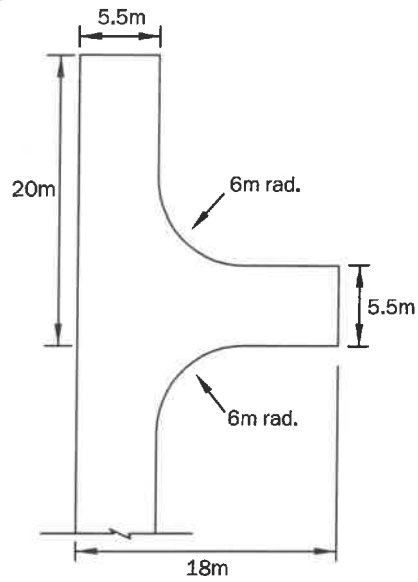


 Chief Officer Environment & Technical

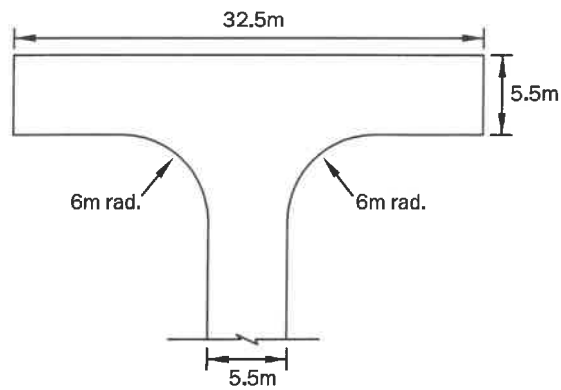
Turning Areas

5.5m Wide Carriageway

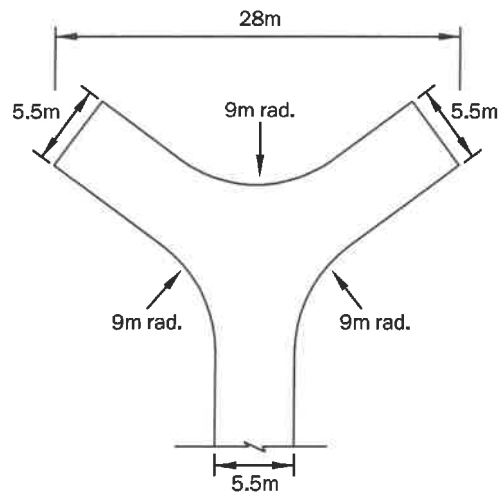
1



2



3



Note:

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

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

3 spaces alongside house and garage

3 spaces alongside house 'no garage'

2 spaces alongside house with garage

2 spaces 'no garage'

2 spaces and garage

2 spaces

