

MEMORANDUM



From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/0898 **Your Ref:** MP/P/2018/0898
Date: 12th March 2019

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

Location: O. S Grid Ref: 328 506 Land off Jacques Way, Wrexham.

Development: Erection of affordable housing units comprising 1 detached dwelling, 18 semi-detached dwellings and 6 flats and associated works.

I refer to your consultation / email dated 07/03/2019 including revised layout plan (Drg. No. JWA/PD/00 Rev H) in respect of the above.

Access

The development site is located off Jacques Way which is currently an unadopted, access road serving the Premier Inn. The development site including the land occupied by the Premier Inn previously had planning consent (ref: P/2006/0756) for the erection of 228 residential two bedroomed apartments .

The existing service road serving the hotel and development site provides access via a signalised junction onto Regent Street. The signal controlled junction was introduced as part of the Premier Inn development. If the proposed development is supported, the applicant will be required to fund a **re-validation of the existing signals** to ensure that the signals are operating at optimum conditions to serve both the Premier Inn and proposed dwellings. This could be included as a planning condition prior to first occupation of the development.

A s.38 / 278 agreement was included / required as part of the proposed Premier Inn development which included constructing the first section of the proposed access up to the hotel car park access to adoptable standards. However, I understand from our Streetscene Section that a number of issues in respect of the s.38 / 278 works are outstanding and are yet to be rectified. I understand that the proposed works including access have not yet gone onto the 12 month maintenance period. **I would recommend that no further development is permitted at the site until the Premier Inn has completed the required works and such works have completed the 12 month maintenance period.**

Traffic Generation

Given the previous consent at the site, the additional 25 dwellings are not considered likely to have any significant detrimental affect on the highway network

Layout (Drg. No. JWA/PD/00 Rev H)

The proposed access road serving the additional dwellings including proposed turning head appears acceptable.

I would estimate typical vehicle speeds approaching the development site at being around 20mph. Any proposed access / driveway would normally require visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway. This is relevant to the access serving the existing pumping station. Could you please ask the applicant to indicate the proposed visibility splays from this access point.

For a development of this size, we would normally require 2.0m wide footways on both sides of the road. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Our Streetscene Section have commented on the existing access road serving the site running alongside the Premier Inn. It would seem that there is some settlement in the kerb line which needs investigating. Assurances will be required regarding the stability of the existing embankment running alongside the existing carriageway in close proximity to the railway line. The submitted layout plan appears to indicate the construction of a new retaining wall along a significant portion of the site perimeter. This will have implications on both the estate road and adjoining public footpaths.

The Council has not had details of construction or approved / inspected any part of the access road beyond the agreed s.38 limit of adoption (ie/ up to hotel car park entrance.).

Stage 1 - Safety Audit

I would recommend that a Stage 1 - Safety Audit is carried out by the developer to ensure that the proposed wall does not pose any risk to the public and that any retaining wall and associated barriers adjoining the access road are adequate to ensure safe access by the public.

Slope Stability Report

I would recommend that a geotechnical report in respect of the stability of the slope / embankment running alongside the existing railway line supporting the access road is submitted for further consideration.

Retaining Wall - Technical Approval

The proposed retaining wall abuts an adopted public footpath and proposed adopted highway and will require Technical Approval. I would recommend that the applicant liaises with our Structures Section – contact Roger Davies on Tel: 01978 729736.

I would recommend that the applicant provides details of how far the proposed retaining wall extends and whether any barriers / fencing / walling is proposed above ground level in the interest of highway / pedestrian safety.

Parking and Turning Provision

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

Given the location of the site, it would seem acceptable to accept the following level of parking provision:-

Property	LPGN 16 Maximum Standards	Acceptable No of Spaces
1 bed	1.5	1
2 bed	2	2
3 bed	3	2

However, plots 1 – 7 (2 bed) & plots 18 – 19 / 22 – 23 (2 bed) only have 1 space each with 2 spare visitor spaces available for plots 1 – 7. This is likely to result in vehicles without spaces having to park and impede the turning head which is unacceptable.

The proposed estate road is likely to appeal those wishing to park their car and walk to town if they work in the town centre, those wishing to watch football at the Racecourse, potential students at the university and those parking their car to use the train. I would recommend that the applicant funds a **Traffic Regulation Order (TRO)** to install double yellow lines along both sides of the access / estate road. I would recommend that the applicant liaises with our Traffic section – contact Darren Green on Tel: 01978 729643.

One of plot 13's parking spaces involves a vehicle reversing headlong over the footway which is not ideal. **I would recommend that the applicant amends this arrangement.** Plot no. 24 does not have 6m clearance behind its driveway for maneuverability. **I would recommend that the applicant amends this arrangement.**

The proposed turning head indicated on the submitted layout plan is considered adequate.

Surface Water Drainage

Details of a suitable scheme for surface water drainage of the site will need to be submitted. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt on Tel: 01978 729734 for further guidance.

I understand that as part of the Premier Inn development, surface water run-off from the hotel car park was discharged into the drainage system serving the access road. If this is the case then the Council would not wish to adopt the proposed estate road.

Street Lighting

A suitable scheme of street lighting for the proposed estate road will need to be submitted to our Street Lighting Section for approval. Could you please liaise with our Street Lighting Engineer – Paul Rogers on Tel: 01978 729673.

Private Management Company

If the applicant cannot construct an estate road to adoptable standards it may be considered acceptable to support a limited development whereby the estate roads, footways, drainage system, street lighting are managed in perpetuity by a private management company.

In conclusion, there would appear to be potential to support a development of this size / nature subject to the existing estate road and highway improvement works being completed and adopted.

I await the requested information.



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Planning Control Manager