



I would recommend that a 900mm wide footway is constructed across the frontage of "Egerton" whilst maintaining a minimum carriageway width of 5.5m along this section. I would recommend that a 2.0m wide footway is constructed across the northerly site (2 dwellings) in the interest of pedestrian safety and to provide clear visibility from the site access(es).

Although, the revised layout plan indicates a 1.8m footway width rather than 2m, this would be considered acceptable. **Any existing lighting columns and highway signs will need to be setback accordingly to ensure the new footway is clear of obstructions.** Could you please ask the applicant to provide a revised layout plan indicating the above detail.

Highway Drainage

It is not clear as to how the existing highway surface water run-off is dealt with along this section of Bedwell Road. **Could you please ask the applicant to provide a detailed plan indicating any existing gullies, surface water pipes and levels along this section of Bedwell Road.** It may be the case that surface water runs off the carriageway and drains into the existing verge. If this is the case and a kerbed footway is proposed, then a means of draining the existing highway run off will be required. In this instance, the applicant will need to provide details of a scheme to dispose of highway surface water to the satisfaction of the Highway Authority. The applicant may wish to consider disposal of surface water into the nearby brook. I would recommend that the applicant liaises with our Senior Flood Management Officer - Neil Taunt (Tel: 01978 729734) for further advice / approval on this matter.

Layout

Northerly Site / Southerly Site

The proposed accesses are both 4.8m wide which is considered acceptable. It would appear possible to provide adequate visibility from the 2 no. proposed access points subject to the removal of a significant length of hedgerow / vegetation / trees.

I would recommend that the proposed accesses are surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept any private surface water run-off.

Parking Provision

I would recommend that parking provision at the site complies with maximum LPGN 16 parking standards given the relatively remote location of the site. LPGN 16 does not include garages as contributing to parking provision.

The proposed 3 / 4 bedroom dwellings all have 3 parking spaces each which is considered acceptable.

Driveway dimensions will need to comply with WCBC standards (see attached detail).

There is limited clearance behind parking areas for plots 4 & 5. I would recommend that a minimum clearance of 6m is provided for maneuverability.

I would recommend that the garage for plot 2 is setback approximately 2.5m to improve access for plot 1.

Could you please ask the applicant to provide a revised layout plan indicating the above detail.

Public Footpath (PROW no. 1 – Sesswick)

An existing public footpath is located immediately to the north of the development site. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the detail of the footpath and any required modifications.

Bus Stops

There are 2 no. bus stops located either side of the A525 at the A525 / B5130 crossroads which provides access to Wrexham Town Centre. I understand an hourly service is provided.

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 conclusion, it would appear possible to construct suitable accesses to serve a limited development of this size. However, Cross Lanes may be considered to be in an unsustainable location. Footway links / provision around Cross Lanes are inadequate and there are very few public services / amenities ie/ shops, schools, surgeries, post office, leisure etc. available within close proximity to the site. There would only appear to be a small mini market serving the existing residential properties.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18: Transport. This view was taken by the inspector at a recent appeal which was dismissed in respect of planning application ref: P/2016/0273.

However, if the application is to be supported I would recommend that the applicant submits a revised layout plan addressing the above issues. **I await the requested information.**

Notes to Applicant

- *The proposed scheme (footway improvements) 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

- Public footpath PROW no. 1 - Sesswick is located immediately to the north of the development site. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761) to discuss the detail of the footpath and any required modifications / diversions.

Supplementary Notes

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



un Planning Control Manager