

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0887

Your Ref: P/2018/0887

Date: 19th December 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 543 Bryn y Groes, Chester Road, Gresford, Wrexham.

Development: Amended site layout and substitution of house types on plot nos. 22 – 33.

I refer to your consultation / email dated 17/12/2018 in respect of the above.

Highways Layout Phase 5 (Area) Drg. No. PH5 HL1

- The turning head indicated on the submitted layout plan is of insufficient size to accommodate the turning movements of an 11.2m long refuse vehicle. Could you please ask the applicant to provide a revised plan indicating a turning head to adoptable standards (see attached detail).

If the required turning head cannot be provided then the Highway Authority would be unable to adopt this part of the development site. In this instance, I would recommend that the extent of adoption only extends up to a point opposite the driveway to plot no. 28 and demarcation studs are installed across the footways to indicate this cut off point. The private estate roads / footways beyond this point will need to be maintained in perpetuity by a private management company.

Refuse vehicles visiting the site will have to utilize the junction of the home-zone to turn within the site.

This proposal will also have implications for the proposed drainage and lighting arrangements. Any proposed gullies and connections within the private areas would need to be isolated from the main surface water drainage system. Any lighting columns within the private areas would need a separate supply and would not be maintained by the Council.

Please ask the applicant to confirm the above detail. Further details of the proposed lighting / drainage will be required if this option is confirmed.

- The proposed turning haed serving the private access road (plots 22 – 27) is considered adequate.
- I assume that plot nos. 22 -23 are all 4 or 5 bedroom properties. I would recommend that these plots are provided with a minimum of 3 parking spaces each. Garage spaces are no longer considered as contributing to parking provision (LPGN 16).

Plots 22, 23 & 33 only appear to have 2 parking spaces each which is considered inadequate

I would recommend the submission of a revised layout plan indicating clearly defined driveways with annotated dimensions complying with WCBC Driveway Requirements (see attached detail).

- Details of number of bedrooms for each house type and number of parking spaces proposed will be required and need to be tabulated on a revised layout plan.
- All proposed parking spaces require minimum a 6m clearance behind for turning. Please annotate this detail on a suitable layout plan in respect of both parking courtyards and private access roads. The private access road serving plots 22 – 27 does not appear to provide appropriate clearance for maneuvering.
- I would recommend that the applicant provides details of proposed bin stores / details of where bins will be collected from in respect of shared private driveways. Manual for Streets recommends that refuse vehicles reverse no more than 12m.

The footway fronting plot 11 has been extended up to the shared footway / cycleway link running alongside plot 22. Bins relating to plots 22 – 27 could then be placed on this footway on collection days. This detail is considered acceptable.

- Detail of emergency access ie/ splayed entrance / lockable bollards / visibility splays. Access needs to be capable of accommodating the swept path movements of a fire tender as previously demonstrated.

Detail of emergency access indicated on submitted layout plan 01 appears to differ from previously submitted plans.

Installation of “No-Dig Footpath / Cycleway / Turning Head”

It is unclear from the submitted information as to which areas are proposed for “no-dig construction”. I have not been provided with a “Tree Protection Plan” which the applicant refers to or a specification for the “no-dig construction”.

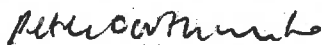
The proposed footway / cycleway running through the public open space will not be adopted. The use of “no-dig construction” is therefore a private issue for the private management company.

Could you please ask the applicant to provide the above details.

Note to Applicant

As the estate road alignment / layout is being modified, the applicant will be required to submit a revised “As Built” layout plan indicating all adoptable features.

I await the requested information.

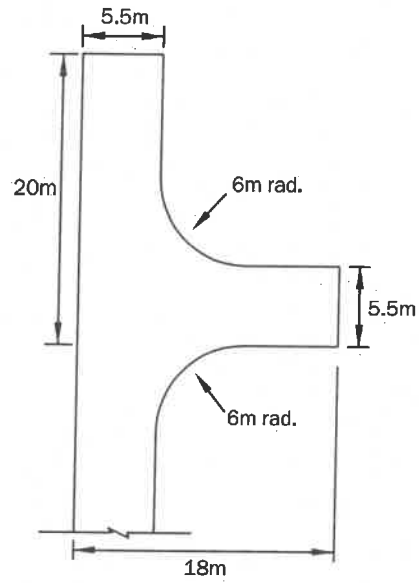


Planning Control Manager

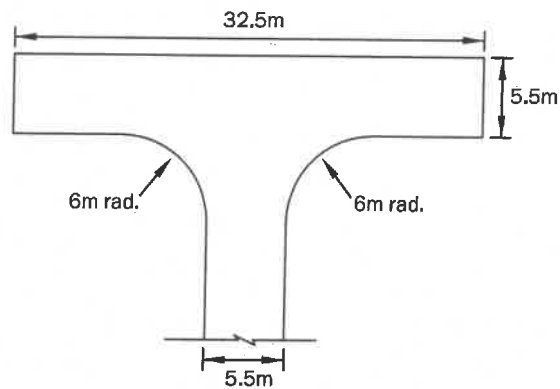
Turning Areas

5.5m Wide Carriageway

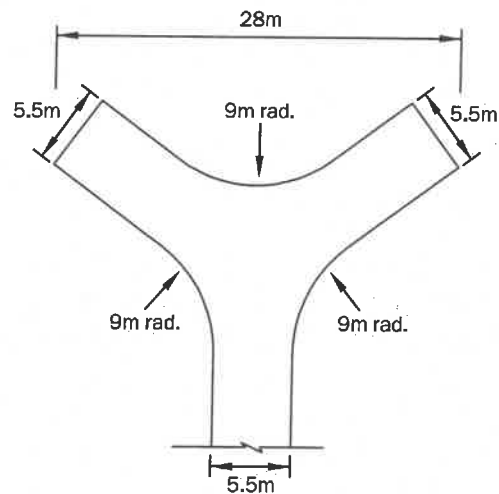
1



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

