

MEMORANDUM

From: Planning Control Manger

To: Head of Environment and Planning

Our Ref: EP/DC/P/2018/0469

Your Ref: SW/P/2018/0469

Date: 24th January 2019

Town and Country Planning Act 1990

Section 78 Appeal @ Land opposite Madras Primary School, Corner of Overton Road and Holly Bush Lane, Penley, Wrexham.

I refer to your consultation / email dated 16/01/2019 in respect of the above.

I am satisfied with my previous response made to this application (copy attached).



Planning Control Manger

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0469

Your Ref: MR/P/2018/0469

Date: 13th June 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 412 400 Land opposite Madras Primary School, Corner of Overton Road and Hollybush Lane, Penley, Wrexham.

Development: Outline application for residential development (8 houses) and construction of new vehicular access.

I refer to your consultation dated 11/06/2018 including Layout Plan (Drg. No. HPJ10158.02 Rev A)) in respect of the above.

The development site is bounded by the A539 Overton Road to the south and Vicarage Lane to the west which are both classified roads.

Access off A539 Overton Road

The A539 Overton Road is subject to a 20mph speed limit along this section. Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It would appear possible to provide the require splays from the proposed access. However, these splays have not been indicated correctly on the submitted layout plan.

However, the site is located directly opposite the Madras Primary School and the proposed access maybe viewed as being in an unacceptable location given the proximity of the school.

There is an existing school car park access located along this section of the A539 approximately 8m away from the proposed access point which is not ideal.

I understand that the Madras School is a primary school which caters for 3 – 11 year olds. I assume that this age group is likely to be more vulnerable in terms of highway safety than those attending a comprehensive school.

I understand that there are existing on-street parking problems along this section of the A539 when parents drop off and collect their children. I understand that parents are not permitted to use either of the 2 no. school car parks which are reserved for staff only. Any new access / estate in this location is likely to suffer from on-street parking by parents dropping off / collecting their children.

Footway provision fronting the school is considered inadequate providing typical footway widths of between 1.1 -1.4m. Ideally, footways fronting schools should be at least 2m wide or greater.

There is an existing bus stop layby located immediately east of the school with a bus stop opposite and pedestrian crossing points at the end of the bus stop layby.

It may be considered preferable to provide an alternative access to the development site off Vicarage Lane subject to highway improvements.

Access off Vicarage Lane

Vicarage Lane is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph. Visibility at the junction of Vicarage Lane with the A539 is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Any proposed / existing access in this location off Vicarage Lane would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It would appear possible to provide the required splays from a suitable location along the site frontage off Vicarage Lane. However, any proposed access would need to be located at the northern end of the site frontage away from junction with the A539 alongside Rose Cottage.

Vicarage Lane suffers from restricted carriageway widths with sections of the lane being typically less than 4.1m wide and cannot easily accommodate the simultaneous passage of 2 no. vehicles. Vicarage Lane has no footway provision or lighting provision in this location.

It would only be considered acceptable to support a limited residential development off an access in this location subject to the following highway improvements:-

- Widening of the first section / junction of Vicarage Lane to 5m (preferably 5.5m) up to Rose Cottage.
- Construction of a 2m wide footway along the eastern side of Vicarage Lane from Rose Cottage up to the junction with the A539 providing a continuous link with the existing footway on the A539.
- Construction of a 2m wide footway along the frontage of the site along the A539 Overton Road.
- Additional Street lighting along the first section of Vicarage Lane.
- Provision of appropriate surface water drainage. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt on Tel; 01978729734 for further advice.

Footway Provision

Footway provision fronting the development site along the A539 is considered to be inadequate providing typical footway widths of between 1.1 -1.4m. Ideally, footways fronting schools should be at least 2m wide or greater.

If the application is to be supported, I would recommend that a 2m wide footway is constructed along the site frontage along both the A539 and along Vicarage Lane in the interest of highway safety.

Could you please ask the applicant to indicate this detail on a revised layout plan.

Layout (Reserved Matter)

I would recommend that each dwelling is provided with adequate parking provision in accordance with LPGN 16 requirements (see attached details).

I would recommend that any proposed layout accommodates a suitable turning which can accommodate the turning movements of an 11.2m long refuse vehicle (see attached detail).

Given the non-standard layout of the site, I would recommend that any estate roads / footways are managed by a private management company.

Parking and Turning Provision (Reserved Matter)

I would recommend that each dwelling is provided with adequate parking provision in accordance with LPGN 16 requirements (see attached details).

I would recommend that any proposed layout accommodates a suitable turning which can accommodate the turning movements of an 11.2m long refuse vehicle (see attached detail).

Construction and Traffic Management Plan (including provision for contractor parking)

Please ask the applicant to provide a **Construction Traffic Management Plan** including the following information:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.

- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

In principle, I have no objections to the proposed development. However, I would recommend that the applicant considers providing an alternative access off Vicarage Lane subject to the suggested highway improvements.

Supplementary Notes

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

Peter Douthett

HA Planning Control Manager