

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2018/0964	Your Ref:	P/2018/0964
Date:	26 February 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2934 4332 Walker Fan House and adjoining bungalow, Wynnstay Yard, The Green, Ruabon

Development: Outline application for up to 6 no. dwellings located either side of the Walker Fan house building including demolition of bungalow

I refer to your appeal consultation dated 19 February 2019 in respect of the above.

Westerly access

The topographical survey of the existing site shows the bottom of the embankment to be at a height of 118.6 – the back edge of the footway at the top of the embankment is at 121.93 – a level difference of 3.33m

I make it there is a distance of approximately 6m between the two points so this means that the gradient of the driveway would be approximately 1 in 2 and therefore well above our maximum gradient standard of 1 in 10.

The highways plan D075/019 appears to show a spot height level of 120.76 at the bottom of the embankment. I assume the idea is to import material in order to raise the level of the access nearer to the height of the adjacent road level? If the level is at 120.76 then the difference becomes 1.17m. The gradient of the driveway would be approximately 1 in 5 and still be above our recommended maximum gradient of 1 in 10.

I attach a copy of WCBC highway standards for your information (Column 7 - up to 6 dwellings - max gradient 1 in 10)

Easterly access

It is unclear whether the proposed amendments at the junction on to the B5605 are in land under the applicant's control.

The increased width appears wide enough to cater for the passage of two cars simultaneously but this should be confirmed by a swept path analysis to show vehicles are not forced to wait on the highway while vehicles exit and enter simultaneously.

The private drive in front of the existing dwelling Wynn Offa is of inadequate width to allow the simultaneous passage of vehicles. A couple of passing bays should be provided somewhere along its 70m length before reaching the proposed private drive improvements fronting the four proposed dwellings.

The proposed turning head appears to be adequate to allow a transit style delivery van to turn within the private drive. However the turning head appears to cut in to adopted highway land (see attached plan) which supports the B5605 and the highway authority object to this proposal.

It is also unclear how the developer intends to accommodate refuse collection.

In conclusion I would maintain that the proposed plans do not demonstrate a safe and satisfactory vehicular access to the site. There are significant differences in land levels between the proposed access road and the B5605 Park Road, and the proposed gradient of this access road is considered to be unsafe. Further, the site layout plan does not make adequate provision for vehicle manoeuvrability as the private drive is too narrow for vehicles to pass, and refuse collection has not been properly provided for. It has not therefore been demonstrated that access to the site would not have a detrimental impact upon highway safety and the proposal would be contrary to Wrexham Unitary Development Plan Policies GDP1 (d) and T8.

Peter Duthwaite

an Service Manager Environment

Figure 1 Minimum Standards of Adoptable Highways

M/V

Number of Dwellings	Carriageway Width	Centreline Radius	Footway Width	Verge Width	Design Speeds	Max. Gradient	Min. vertical curve length	Junction Spacing Same Side	Junction Spacing Opp. Side	Junction Alignment	Kerb Radius at junction
0-6 ^{#1}	4.1	10	NA	2X1.5	20 mph	1 in 10	NA	NA	NA	90±10°	6 m
7-24	4.8 ^{#2}	20 ^{#3}	NA	2X1.8 ^{#11}	20 mph	1 in 12 ^{#4}	10	NA	NA	90±10°	6 m
25-150	5.5 ^{#5}	20 ^{#3}	2 ^{#10}	NA	20 mph	1 in 12 ^{#4}	10	NA	NA	90±10°	10 m
150-300	5.5 ^{#6}	20 ^{#3}	2 ^{#10}	NA	20 mph	1 in 15 ^{#4}	15	30	15	90±10°	15 m
>300 ^{#7}	6.5 ^{#8}	60	2 ^{#10}	2X1.5	To be Agreed	1 in 15 ^{#4}	DMRB ^{#9}	60	35	90°	15 m

Notes

All dimension in metres unless stated

For further standards see Design Bulletin 32 (Second Edition) and its companion guide

#1 No more than 5 dwellings to be served off a private drive (new or existing)

#2 Localised widening to 5.5 metres to allow casual parking and on bends

#3 Other than at control speed bends

#4 1 in 24 for the first 10 metres

#5 Emergency access required if greater in length than 240 metres

#6 Two points of access required or linked by a small section of a transition road

#7 For more than 500 dwellings seek guidance from the Highway Authority

#8 Also width of transition roads

#9 Design Manual for Roads and Bridge works.

#10 Footways required on both sides

#11 Service strips to be maintained by property owners.

4.8 m oc.

The Bungalow

Shaft (dis)



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence No 100023429

Wrexham County Borough Council

Scale 1:500

Centre
329392.842 343347.773

Date 26 Feb 2019

