

MEMORANDUM

From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/P/2016/1118

Your Ref: SW/P/2016/1118

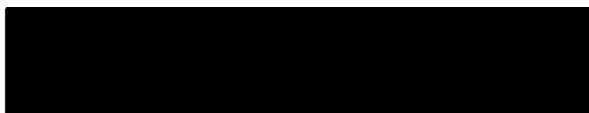
Date: 7th November 2017

Town and Country Planning Act 1990

Section 78 Appeal @ Former Farmstead, Big Green Farm, Ellesmere Lane, Penley, Wrexham.

I refer to your consultation / email dated 26/10/2017 in respect of the above.

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



AM Service Manager Environment

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1118 **Your Ref:** SEH/P/2016/1118
Date: 5th January 2017

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

Location: O. S Grid Ref: 417 396 Land South of Big Green Farm, Ellesmere Lane, Penley, Wrexham.

Development: Outline application for residential development (up to 13 dwellings) and construction of new vehicular access.

I refer to your consultation dated 15/12/2016 including layout plan (Drg. No. SA22725/02N Rev A) in respect of the above.

The proposed development site is located on Ellesmere Lane which is a rural, classified road subject to a 30mph speed limit.

Access

Any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 56m for vehicles approaching the proposed accesses from the north east and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south west.

Adequate lateral and forward visibility appears available for the proposed access.

Although the following aspects of the development are reserved matters, I would like to make the following observations:-

Footways (Reserved Matter)

I would recommend the construction of a 2.0m wide footway along the entire site frontage along Ellesmere Lane. Suitable dropped kerb crossing points including tactile paving shall be provided as necessary.

All internal footways shall be a minimum width of 2.0m.

Street Lighting (Reserved Matter)

A scheme of street lighting will need to be submitted for the internal estate road.

I would recommend that a scheme to upgrade the existing street lighting along this section of Ellesmere Lane is included as part of any consent.

Layout (Reserved Matter)

I would like to make the following observations:-

- Any proposed estate road serving up to 24 no. dwellings shall be a minimum width of 4.8m incorporating 6m kerb radii at the junction with Ellesmere Lane.
- The proposed turning head fronting plots 2- 7 will need to comply with current adoptable standards.
- The proposed turning head fronting plots 8- 11 will need to comply with current WCBC standards.
- Given the relatively remote location of the site, I would recommend maximum parking provision for each dwelling in accordance with LPGN16.
- Parking & private driveways for each dwelling shall comply with WCBC standards.

Construction Traffic Management Plan - including details of contractor parking (Reserved Matter)

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.

I therefore have no objections in principle to the proposed development in terms of access and would recommend that any permission includes the following condition :-

CONDITION

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038R

VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Notes to Applicant

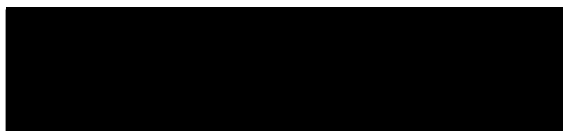
- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

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

Supplementary Notes

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

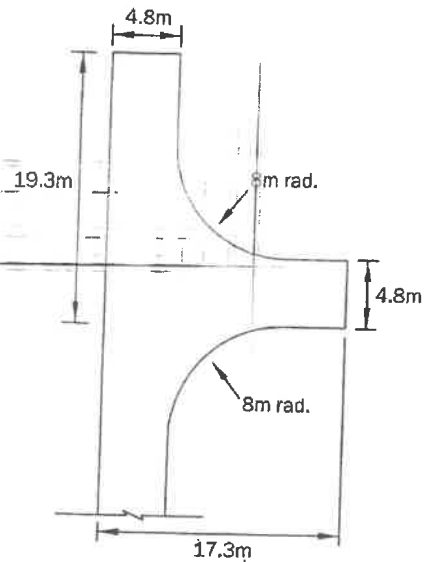


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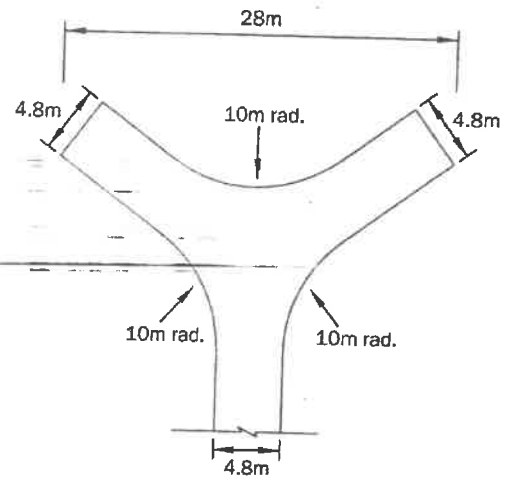
Turning Areas

4.8m Wide Carriageway

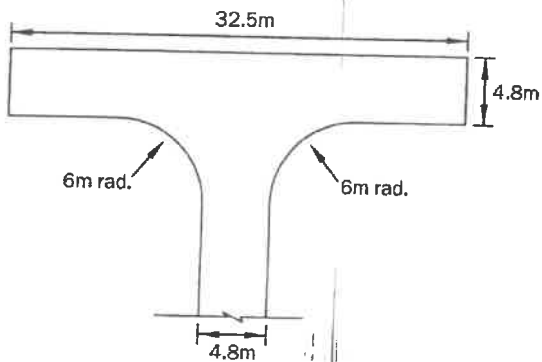
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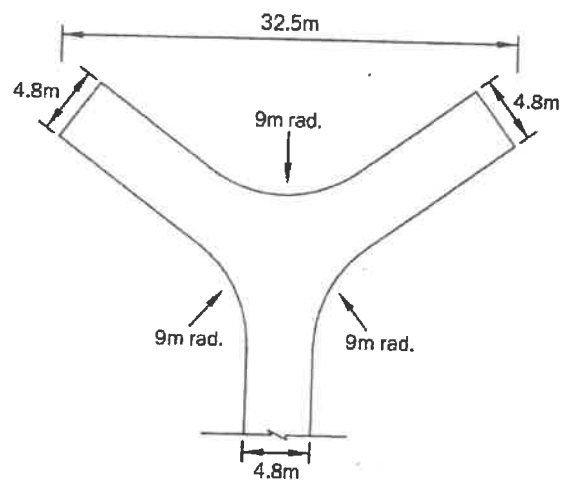
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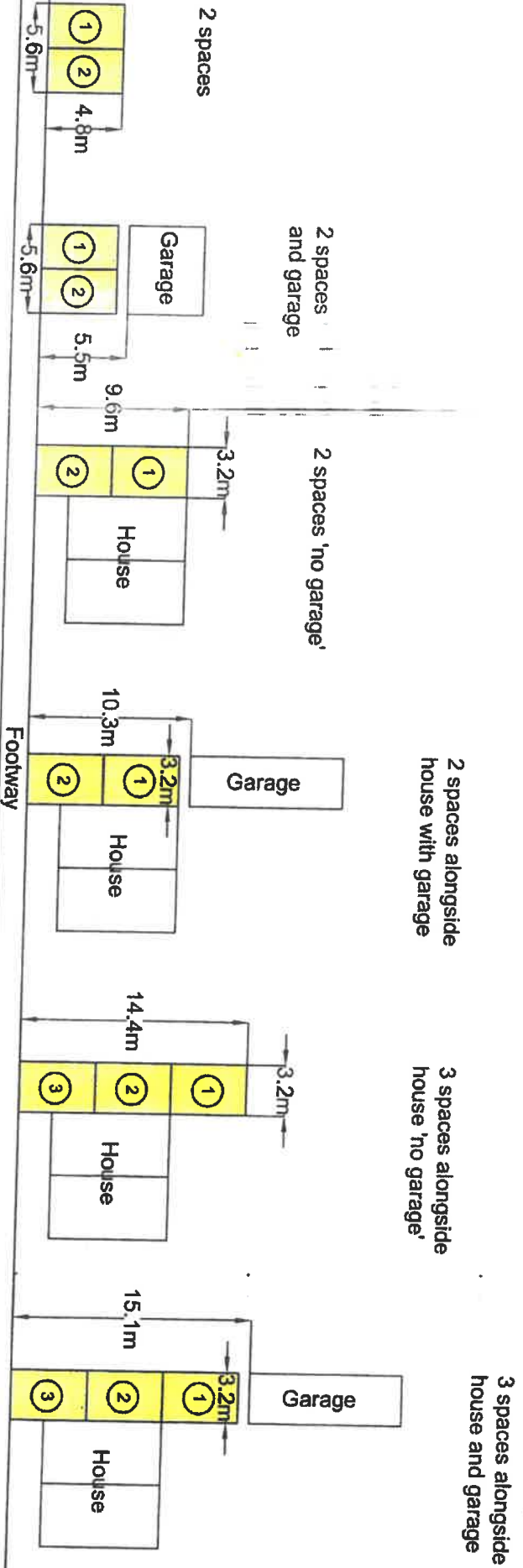
Note:

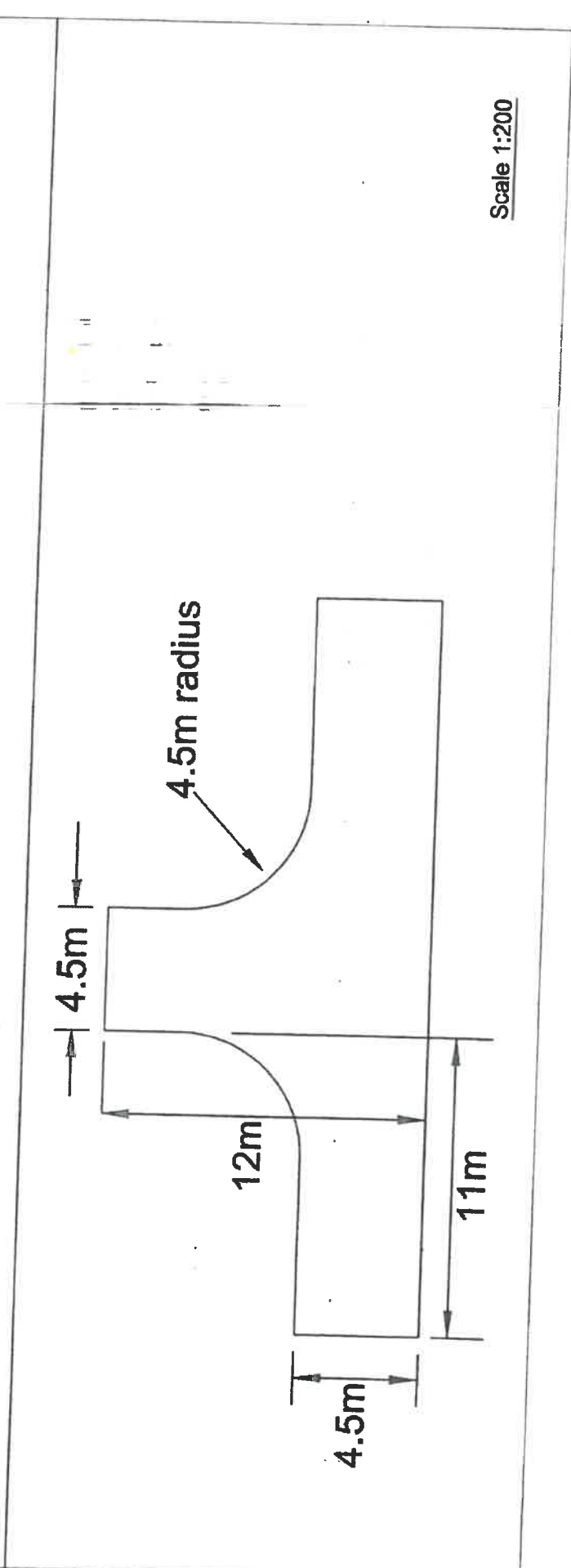
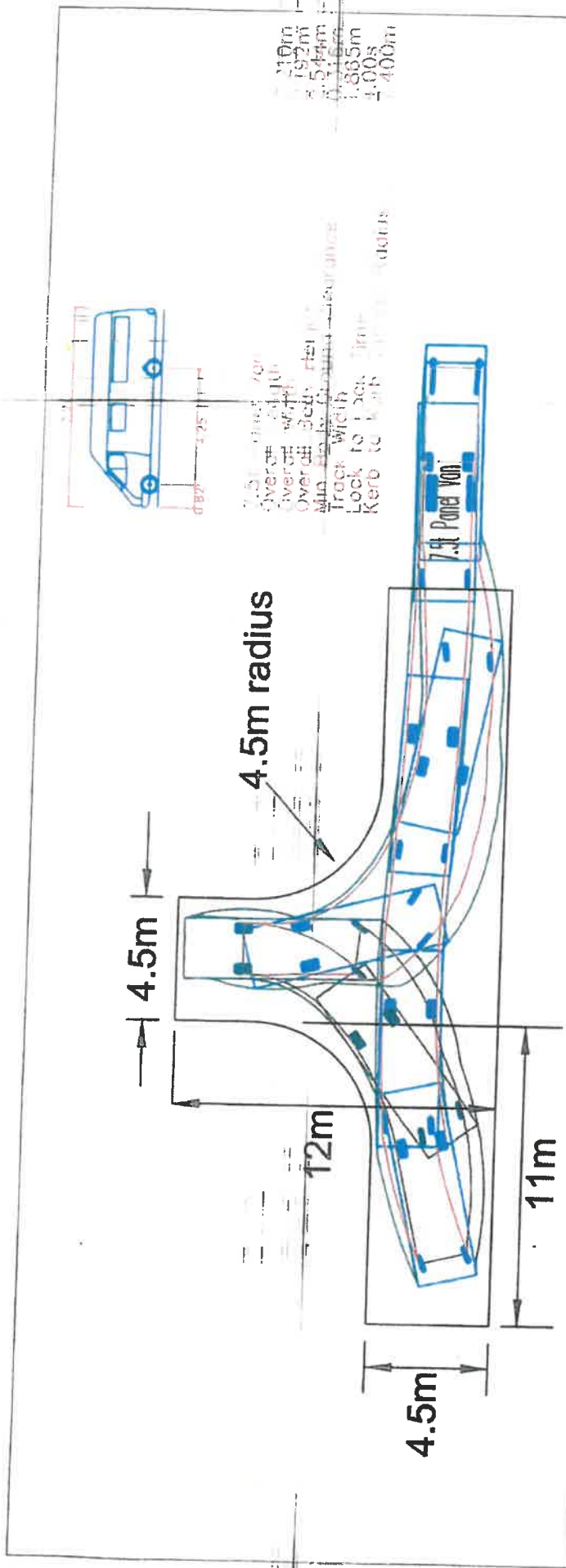
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE





Scale 1:200