

MEMORANDUM

From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/P/2016/1137

Your Ref: SW/P/2016/1137

Date: 20th July 2017

Town and Country Planning Act 1990

Section 78 Appeal @ App Chem House, Hugmore Lane, Llan y Pwll, Wrexham.

I refer to your consultation / email dated 19/07/2017 in respect of the above.

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

peter northwale

PN Service Manager Environment

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1137 **Your Ref:** MP/P/2016/1137
Date: 24th January 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 512 App Chem House, Hugmore Lane, Llan y Pwll, Wrexham.
Development: Retention of listed barns and demolition of later additions. Re-development of site to provide 16 no. dwellings through conversion of barns to 4 no. dwellings and erection of 12 no. new dwellings, together with associated road and sewers.

I refer to your consultation dated 19/12/2016 including layout plan (Drg. No. PRS01 Rev F) in respect of the above.

The development site is located on Hugmore Lane which is a rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south and 40mph for vehicles approaching from the north given the geometry of the road.

Any proposed / existing accesses along this section would normally require visibility splays of 2.4 x 120m to the north and 2.4 x 43m to the south measured to the nearside edge of the adjoining highway. It would appear possible to construct an access along this section which could provide the required visibility splays.

I would recommend that any existing vegetation / hedgerow on the corner of Hugmore Lane / Francis Lane is removed to provide a visibility splay at the Francis Lane junction of 2.4 x 43m measured to the nearside edge of the adjoining highway in the northerly direction. This has been demonstrated on the submitted layout plan.

The proposed turning head would need to accommodate the turning movements of an 11.2m long refuse vehicle. The turning head indicated on the submitted layout plan appears to comply with WCBC adoptable standards.

I would recommend that the proposed footway on the northern side of the access is extended along the existing highway verge. Appropriate dropped kerb / tactile crossing points will be required across the proposed access. **Please ask the applicant to indicate this detail on a revised layout plan.**

A suitable scheme of surface water drainage will be required to drain any adoptable areas of the proposed estate road / footways.

A suitable scheme of street lighting will be required for the internal estate road and along the site frontage on Hugmore Lane.

In terms of parking provision, I would recommend that each dwelling is provided with adequate provision in accordance with maximum LPGN 16 standards given the relatively remote location of the site. Please find attached WCBC Parking / Private driveway dimensional requirements.

LPGN 16 no longer includes garages as contributing to parking provision. A number of proposed dwellings (4 no.) located around the turning head have only 2 parking spaces which is considered inadequate.

Proposed driveways for the 4 no. barn conversions are only approximately 4.2m in length. The 2 no. 3 bed roomed dwelling in this location only have 2 spaces each which is considered inadequate. However, 3 no. visitor spaces have been proposed opposite these properties which could be considered adequate to offset any shortfall in parking for the proposed barn conversions.

Please ask the applicant to address the above issues on a revised layout plan.

However, Hugmore Lane is in a rural location with very limited footway provision and street lighting provision and very few public services / amenities ie/ shops, schools, surgeries etc. available in this area. The site may therefore be considered to be in an unsustainable location for a development of this size / nature.

Any resident wishing to use the bus to reach the town centre would have to walk a significant distance along the entire length of Hugmore Lane to reach the bus stop located on the A534 Holt Road. I understand that this service runs every 2 hours (Mon – Sat) to / from Wrexham Town Centre. Residents using this service would have to walk along Hugmore Lane without the benefit of footways or street lighting which is not ideal. However, there is an alternative bus stop located to the south of the site on Abbey Road (approximate 10 minute walk). This provides a service to Wrexham Town Centre running every 30 mins. (Mon – Sat). This bus stop can be reached by existing footway provision serving Wrexham Industrial Estate.

The proposed development site may not be considered to meet the requirements of the settlement policies (3.4) detailed in TAN 18.

In conclusion, although there is scope to provide a suitable access off Hugmore Lane to serve such a development, the site may be considered to be in an unsustainable location given the lack of public amenities.

I await the requested information.

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.

Peter Downward

SM Service Manager Environment