

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0270 **Your Ref:** SEH/P/2017/0270
Date: 7th April 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 418 396 Land off and east of Ellesmere Lane, Penley, Wrexham.
Development: Outline application for residential development (3 pairs of semi-detached dwellings) and construction of new access.

I refer to your consultation dated 05/04/2017 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 43m 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 visibility splays from the proposed access subject to the removal / setting back of the existing hedgerow fronting the site.

The submitted layout plan indicates a proposed access width of 5.5m with 6m kerb radii which is considered adequate to serve the proposed development.

Appropriate dropped kerb crossing facilities including tactile paving will be required across the access. These shall be provided by returning the proposed footway a short distance into the estate road / access just beyond the kerb radii.

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.

An existing residential development is currently being constructed to the north east of the site. I would recommend that any proposed footway along the site frontage provides a continuous link to the new footway being constructed as part of this development to the north.

An application for residential development to the south west of the site (ref: P/2017/0146) has also recently been submitted which if supported will require the construction of a 2.0m wide along the site frontage. I would therefore recommend that any proposed footway for the current application (ie/ P/2017/0270) requires the construction of a footway which extends up to the existing vehicular access located at the south westerly end of the existing adjoining property.

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
- Given the proposed layout of the estate road (eg/ no service strips), I assume that the proposed estate road will remain private. I would therefore recommend any consent includes a condition requiring a private management company to maintain the estate road.
- The proposed turning head will need to comply with current adoptable standards (see attached detail) and capable of accommodating the turning movements of an 11.2m long refuse vehicle.
- Given the relatively remote location of the site, I would recommend maximum parking provision for each dwelling in accordance with LPGN16 ie/ 2 spaces for 2 bedroom dwellings and 3 spaces for 3 bedroom dwellings.
- Parking & private driveways for each dwelling shall comply with WCBC standards (see attached detail).

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 to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- ZJ15**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 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.
- ZJ37**
026R **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
E06N No part of the development shall commence until a scheme detailing the construction
E07N of the following has been submitted to and approved in writing by the Local Planning
Authority: **delete as appt ***
- 1) *Detailed layout, design, drainage, lighting and construction of the proposed new estate roads & footways.*
 - 2) *Detailed layout, design, drainage and construction of the proposed new 2.0m wide footway fronting the development site along Ellesmere Lane.*
 - 3) *A scheme of Street Lighting along Ellesmere Lane.*
- The scheme as is approved shall be fully implemented prior to first use of the development.*
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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

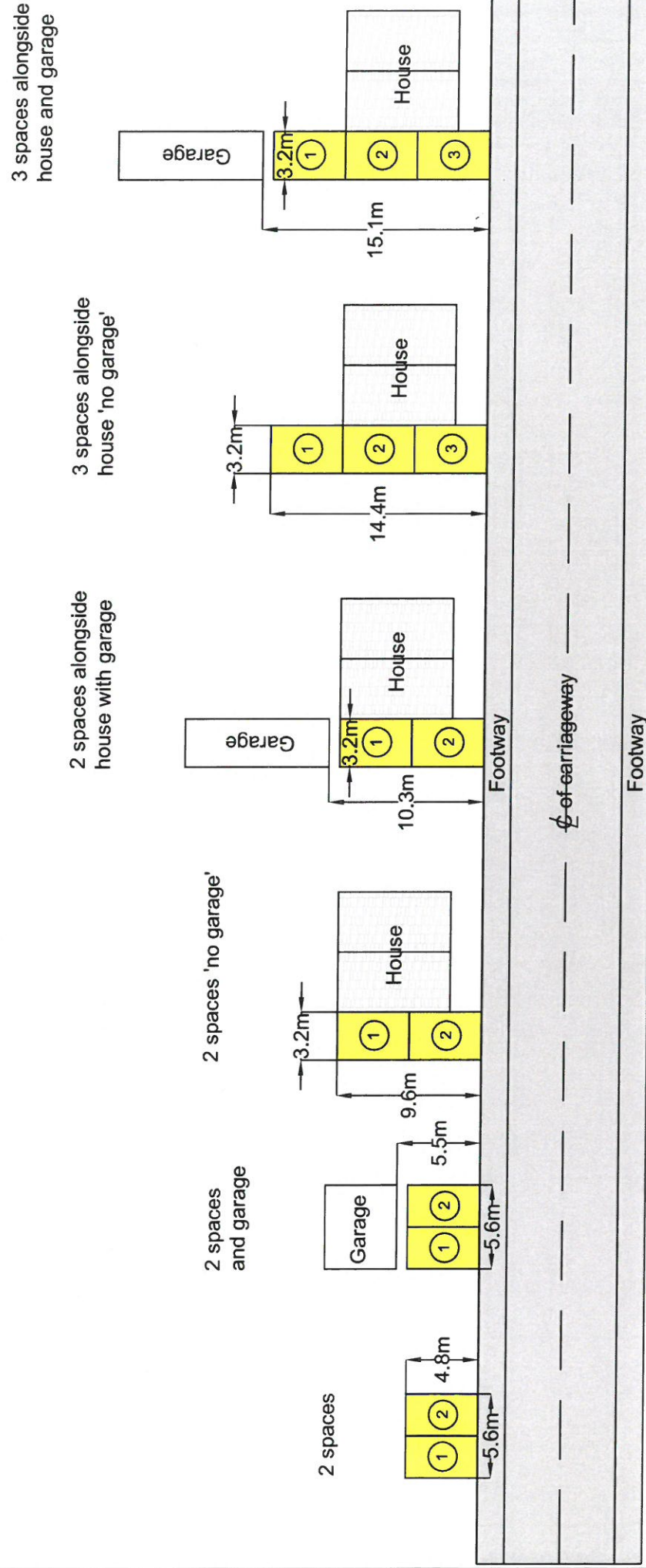
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

peter cohn waite

M Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

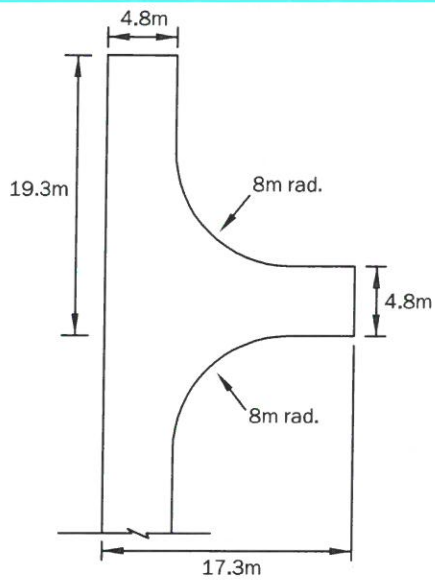
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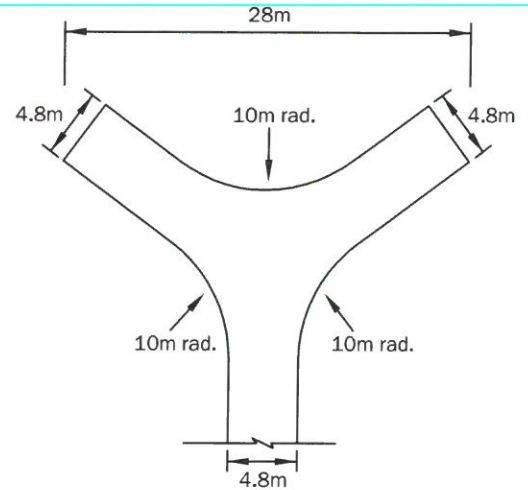
Turning Areas

4.8m Wide Carriageway

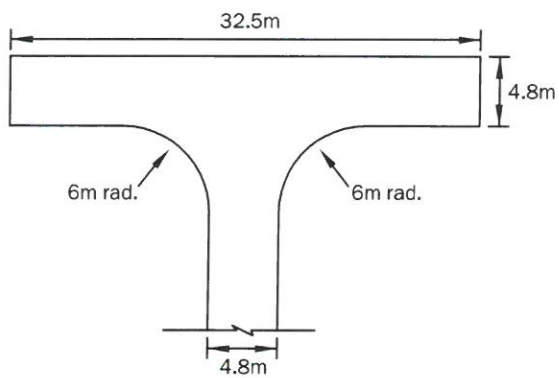
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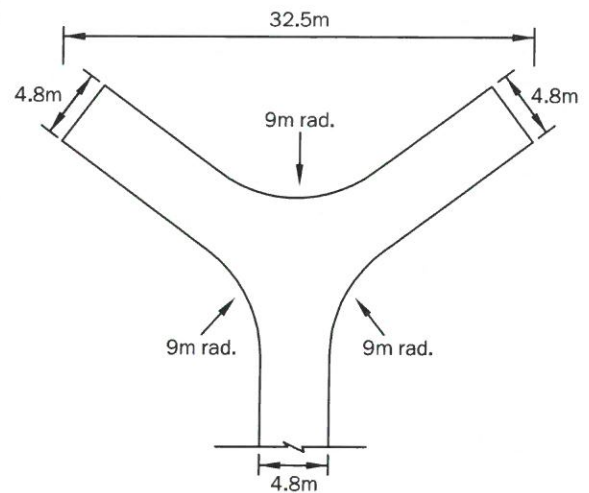
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Note:

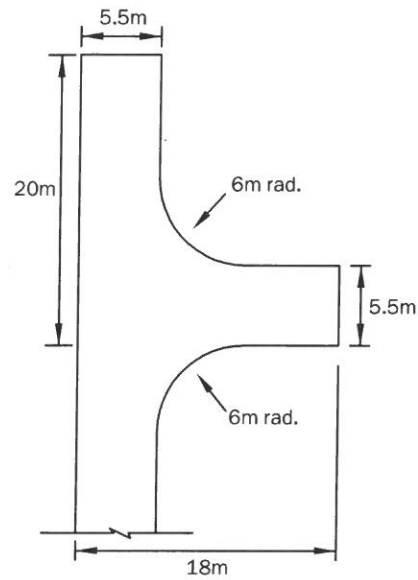
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

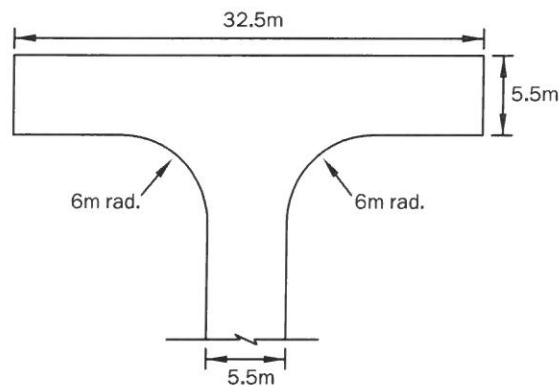
Turning Areas

5.5m Wide Carriageway

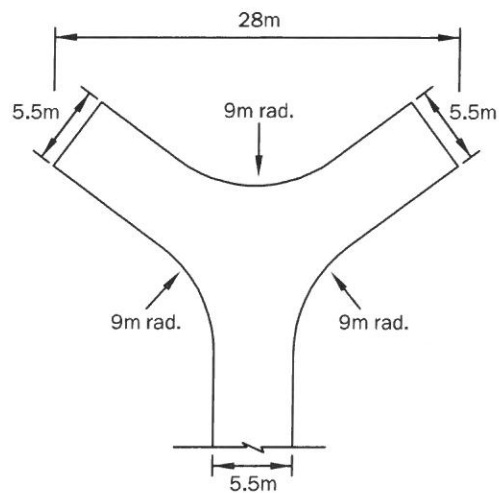
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Note:

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

Scale 1:500