

MEMORANDUM

From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0890

Your Ref: MP/P/2015/0890

Date: 10th December 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Former Site of Brother Industries, Croesnewydd Road, Wrexham.

Development: Residential development comprising 80 no. dwellings, associated roads and open space.

I refer to your consultation dated 24/11/2015 including layout plan (Drg No. CRW-SP01 - Dated 27/10/2014) in respect of the above.

Traffic Generation / Site History

Planning consent (ref: P/2008/0649) for the erection of 86 dwellings was previously granted at the site. More recently, planning application (ref: P/2012/0760) for the erection of 76 dwellings was supported by the Highway Authority but was refused on non-highway grounds.

It has previously been accepted that the proposed development will not have any significant impact on the existing highway network given the previous traffic movements generated by the former Brother Site.

I would therefore have no objections to the proposed development on highway / traffic generation grounds.

Carriageway Widths

I would recommend that the proposed carriageway width fronting plots 28 - 41, 15 - 27 and 55 - 60 shall be widened to 4.8m. All shared private access driveways shall be widened to a minimum width of 4.8m.

Please ask the applicant to indicate this detail on a revised layout plan.

Turning Heads

Please increase all proposed turning head dimensions in accordance with WCBC Standard Detail (see attached detail).

I would recommend that the proposed turning head fronting plot 80 is increased in size to accommodate the turning movements of a medium sized delivery vehicle (see attached detail).

Please ask the applicant to indicate this detail on a revised layout plan.

Shared Footway / Cycleway Provision

A 3m wide shared footway / cycleway shall be provided along the entire site either side of the proposed access.

The proposed footway / cycleway links fronting plots 59 / 60 and 53 / 54 shall be a minimum width of 3m. However, the provision of the southerly footway / cycleway link may not be achievable given the proposed "otter fencing" in this location.

Please ask the applicant to indicate this detail on a revised layout plan.

Service Strips

A minimum 500mm wide service strip shall be provided along the northern edge of the proposed carriageway fronting plot nos.16 – 22.

Please ask the applicant to indicate this detail on a revised layout plan.

Visibility Splays

All internal junctions including shared private driveways shall 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. Any proposed tree planting must not impede visibility at these junctions / accesses.

Please ask the applicant to indicate this detail on a revised layout plan.

Driveway Dimensions / Parking Provision

All proposed dwellings shall provide a minimum of 2 no. parking spaces each in accordance with LPGN 16. Any proposed garage spaces must not be included as parking provision in line with LPGN 16.

All driveway dimensions shall comply with the attached detail. Please ask the applicant to annotate driveway dimensions and indicate no. of parking spaces proposed for each dwelling on a revised layout plan.

Existing Right Hand Turning Lane – Croesnewydd Road

The existing right hand turning lane fronting the development site along Croesnewydd Road will need to be modified (alter hatching) to suit the proposed access. Please ask the applicant to annotate / indicate this detail on a revised layout plan.

Highway Surface Water Drainage

I understand that it is proposed to provide a system of attenuation on site and discharge any highway surface water run-off at a controlled rate into the River Gwenfro. I would recommend that the applicant liaises with my colleague Neil Taunt (Senior Flood Management Officer) on Tel: 01978 729734 to discuss the details of any proposed surface water drainage system.

s.106 CONTRIBUTION – PUBLIC TRANSPORT

A s.106 contribution for public transport infrastructure works shall be provided prior to the commencement of works. This contribution shall consist of a £5000 one-off payment and also £12,000 paid over 5 years.

In principle I have no objections to the proposed development subject to the above issues being addressed. I await the requested information.

Supplementary Notes

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

Notes to Applicant

- Any proposed retaining structures within the development site are likely to require technical approval by our Structures Section. I would recommend that the applicant contacts Matthew Ricketts on Tel: 01978 729723.
- Any proposed trees located along the main access road serving the development site shall be positioned to the back of the proposed grass verge and have a maximum trunk diameter of approximately 100mm.

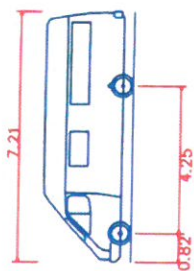
The developer shall take appropriate measures to avoid any impact from root growth from any trees planted within the Highway.

The Highway Authority would not wish to adopt / maintain the proposed grass verge (planted with trees) running alongside the main spine road into the site. Such areas shall be incorporated into an appropriate private management agreement.

- Any proposed shared private driveways shall be incorporated into an appropriate private management agreement.
- The proposed estate road including footways/ cycleway 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.

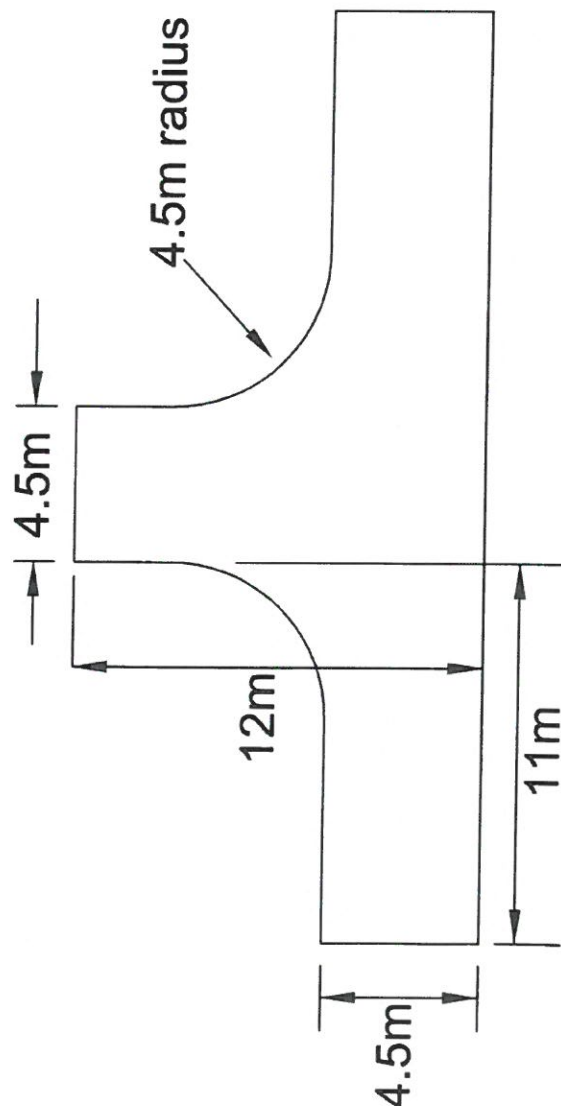
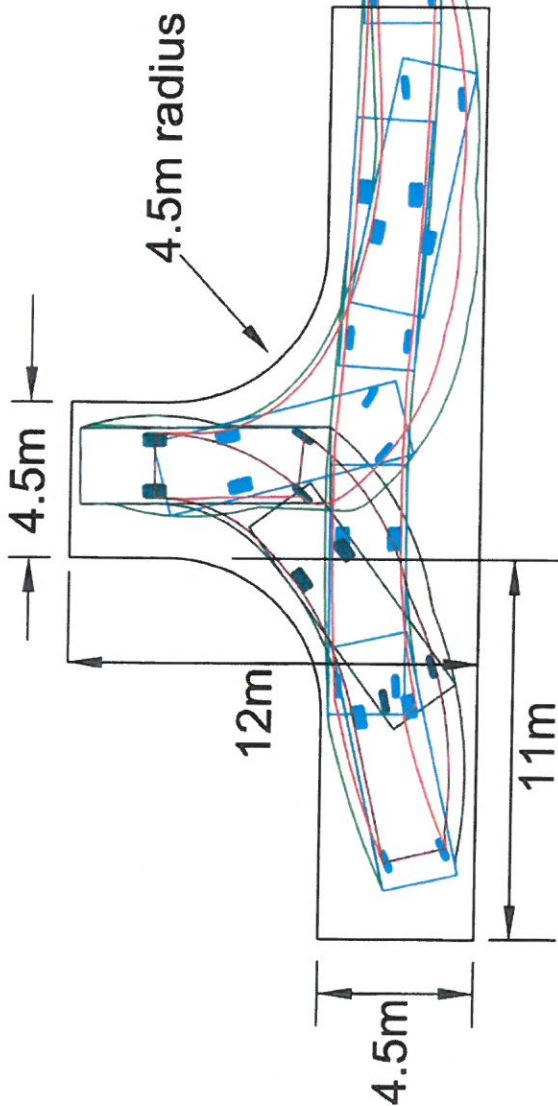
You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

pp *Peter W. Wante*
Service Manager Environment

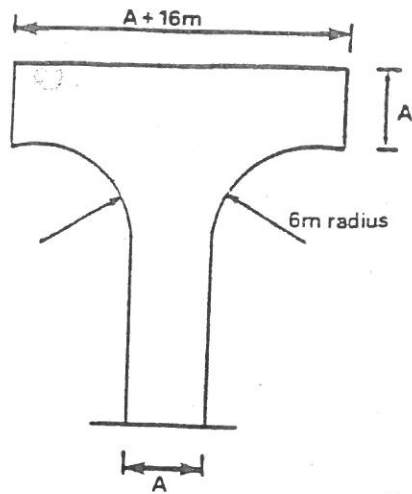


7.5t Panel Van
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

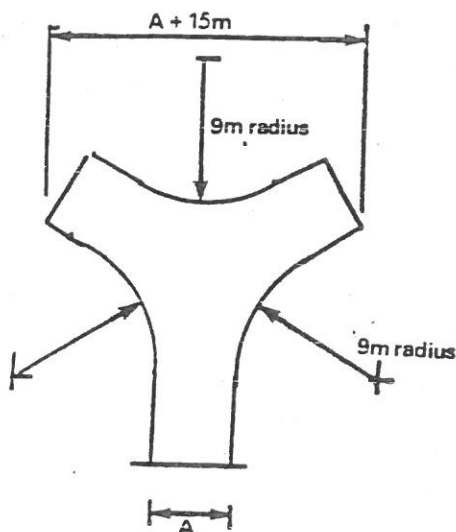
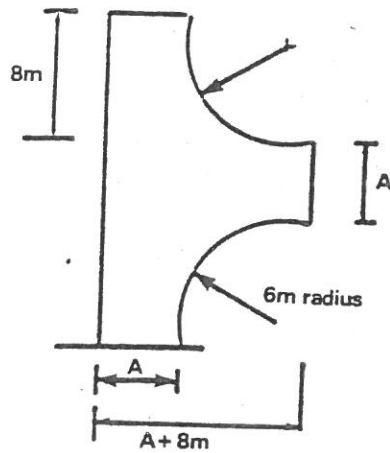
7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



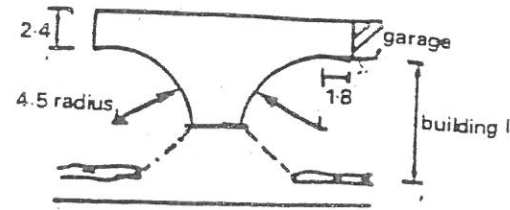
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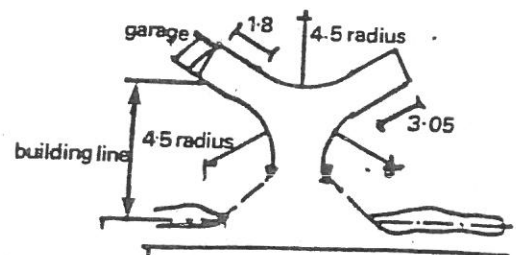
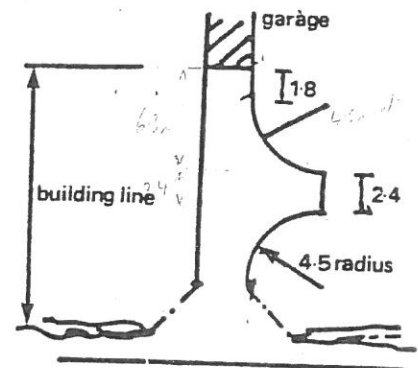
DIMENSION 'A'
 1 to 14 dwellings : 4.8 to 5.5 metres
 over 14 dwellings : 5.5 metres



TURNING AREAS TO BE PROVIDED IN NON-ESTATE LOCATIONS FOR DOMESTIC PREMISES



turning for dwellings



minimum drive width 2.5 metres

VEHICULAR TURNING SPACE
 WITHIN PROPERTY CURTILAGE

STANDARD DETAILS TURNING AREAS

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

