

MEMORANDUM

From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0812

Your Ref: MP/P/2015/0812

Date: 11th December 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 513 Land North of Total Fitness Ltd, Stansty Road, Wrexham.
Development: Residential Development (24 no. dwellings) together with highways, access and parking arrangements.

I refer to the email dated 09/12/2015 including revised site layout plan (Drg. No. 15.5554/1 Rev A) and Roads & Levels Plan (Drg. No. 15.5554/D1 Rev A) in respect of the above.

Improvements to existing junction onto Stansty Road

The submitted layout plan does not include the previously agreed improvements to the existing junction as recommended by the inspector under the previous appeal at the site in respect of planning application P/2008/1152.

Please ask the applicant to indicate the agreed junction improvements on a revised layout plan.

Estate Road Layout

The proposed estate road fronting plot 10 appears to be of a reduced width (5.5m) compared with the existing access road. **I would recommend that the applicant provides swept path analysis details of an 11.2m long refuse vehicle negotiating this bend (both in / out).**

Adequate forward visibility should be provided across this bend. Based on typical speeds of 15mph, adequate forward visibility should be provided ie/ a stopping sight distance of 18m. **I would recommend that the applicant indicates the required forward visibility splays in this location and across the bend of the cul de sac fronting plot 24 on a revised layout plan.**

I would recommend that the applicant indicates the proposed visibility splays from the proposed internal junction / cul de sac onto the main access road on a revised layout plan ie/ 2.4 x 18m in both directions based on typical speeds of around 15mph.

The proposed horizontal alignment of the estate road / cul de sac serving plots 12 – 24 is quite circuitous. The swept paths previously submitted indicated the refuse vehicle occupying the majority of the carriageway width as it accesses the road. If any vehicle parked along the estate road on bin collection days, the road would be inaccessible by the bin wagon. **I would recommend that the applicant re-considers the proposed highway layout to overcome this issue.**

The proposed turning head fronting plot nos. 19 & 20 is inadequate and does not meet our current standards. **I would recommend that the applicant incorporates a turning head meeting our current standards (see attached detail).**

The private driveway serving plot nos. 1 – 6 has no turning head. **I would recommend that this driveway is provided with a suitable turning head to accommodate the turning movements of a medium sized HGV (see attached detail).**

I would recommend that the applicant indicates the proposed visibility splays from the private driveway serving plot nos. 1 – 6 onto the main access road on a revised layout plan ie/ 2.4 x 18m in both directions based on typical speeds of around 15mph.

As previously highlighted, the section of land proposed as garden area for plots 1 – 4 appears to be existing highway land (area currently landscaped). This area of land therefore needs to remain and excluded from the site layout.

Parking Provision

I understand that it is proposed to provide 2 no. parking spaces per 2 / 3 bedroom dwelling (excluding garage spaces). The proposed level of parking provision is considered adequate given the sustainable location of the site.

However, a number of the proposed driveways are of insufficient length and width. **I would recommend that the applicant amends / annotates the proposed driveway dimensions on a revised layout plan (see attached detail).**

The proposed driveways serving plot nos. 11 & 12 would be awkward to access and are likely to cause conflict at the internal junction. **I would recommend that the applicant amends the proposed driveways to a more suitable location away from the junction.**

The parking provision for plot nos. 13 – 17 appears quite tight. The proposed layout will need to be re-configured in order to provide a suitably sized turning head (see attached detail). **I would recommend that the applicant amends the proposed turning head and parking provision in this location.**

Parking Survey

As previously discussed, in order to assess the adequacy of parking provision for the recently re-opened fitness centre, I would recommend a parking survey is carried out including both weekdays and weekends to assess what spare capacity if any is available within the existing car park. I would recommend that such a survey is carried out after the Christmas period.

Although I have no objections in principle to the site, I recommend that the applicant addresses the above issues. 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.

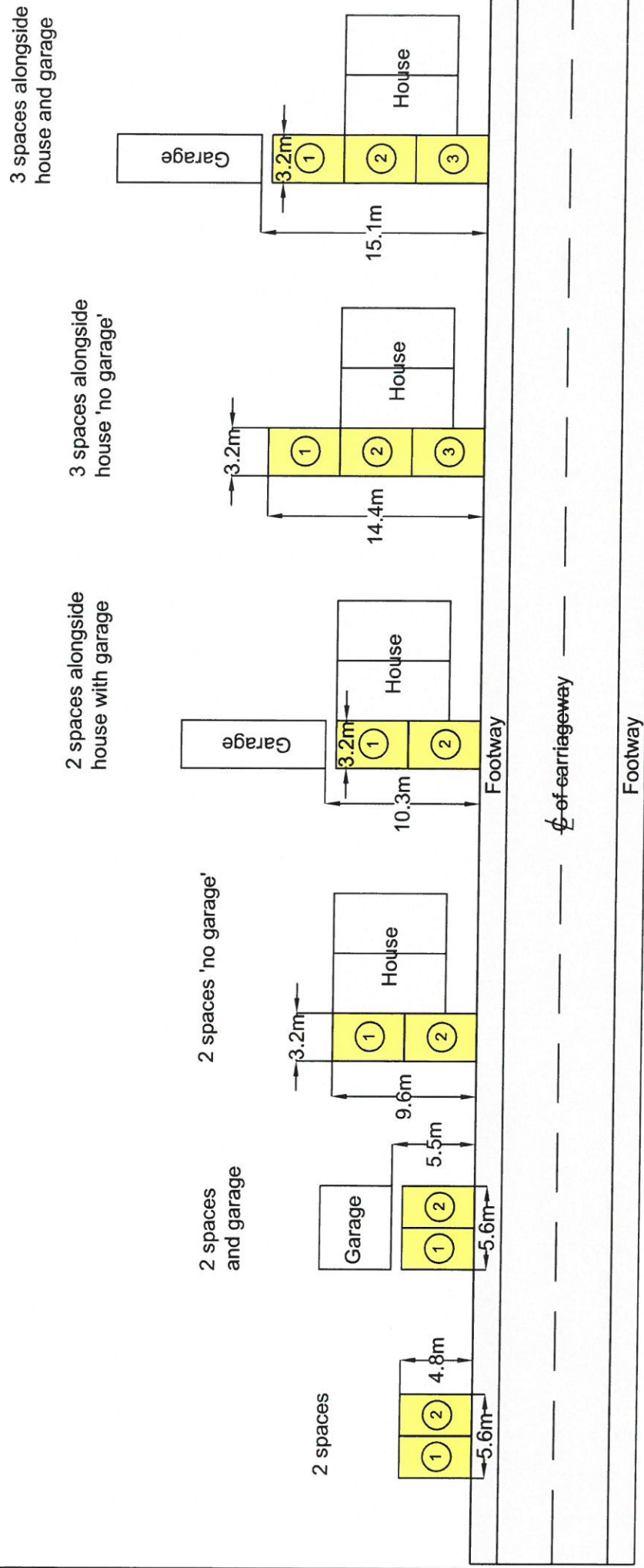
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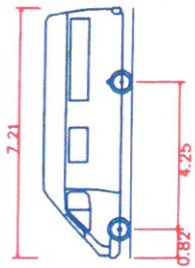
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Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

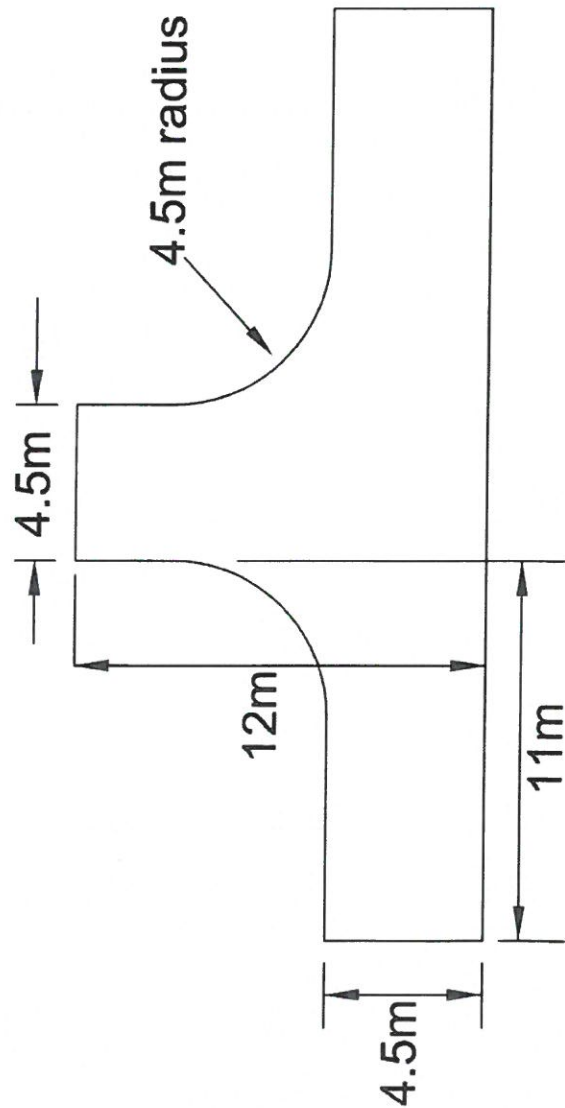
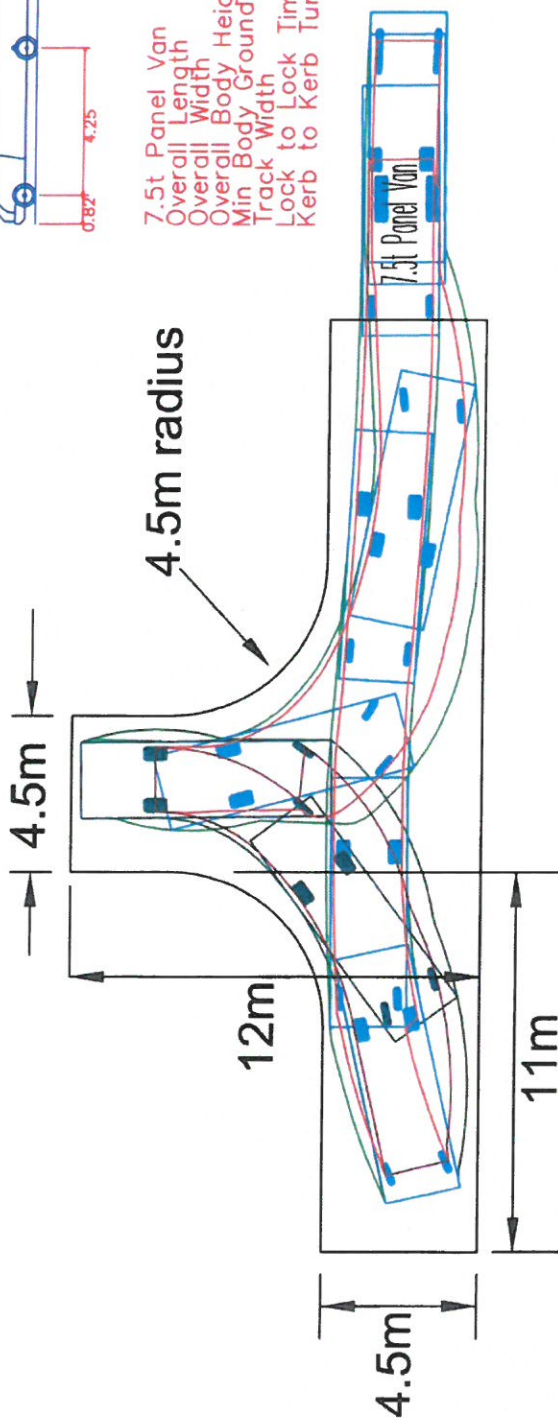
NOT TO SCALE





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

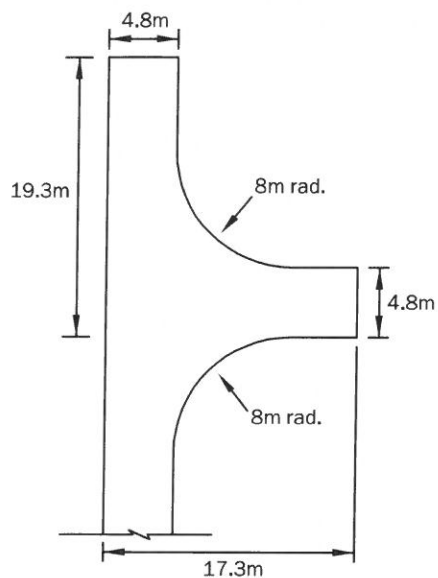


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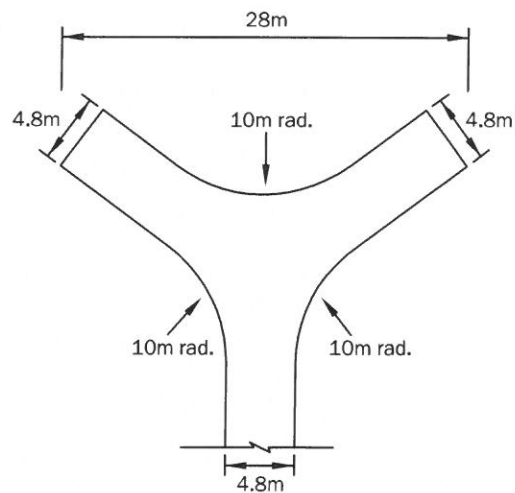
Turning Areas

4.8m Wide Carriageway

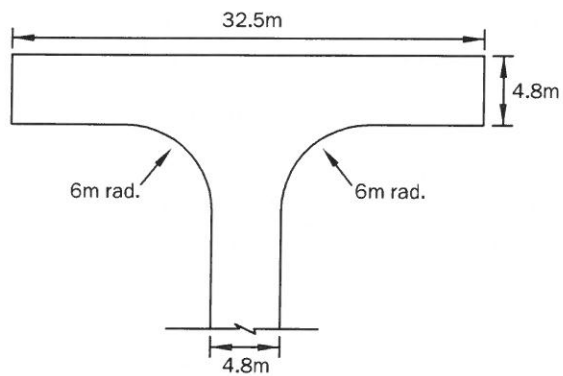
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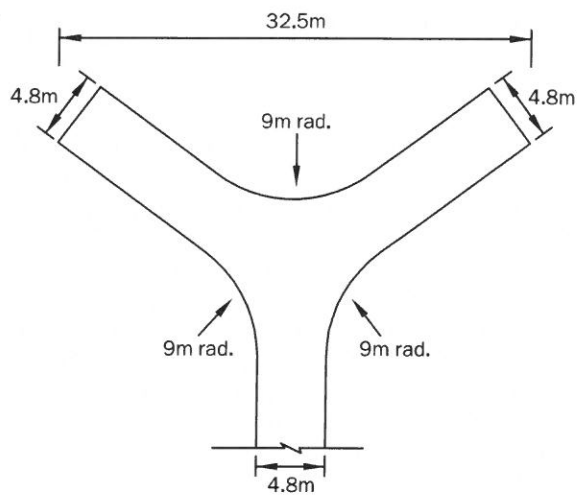
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4



Note:

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

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