

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1048 **Your Ref:** PF/P/2016/1048
Date: 22nd November 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 352 520 The Goulbourne, Borrass Park Road, Wrexham.

Development: Residential development (9 no. detached dwellings) and construction / alteration to vehicular and pedestrian access.

I refer to your consultation dated 16/11/2016 including layout plan (Drg. No. N027 / 014 Rev A – Dated Sept 2016) in respect of the above.

The proposed development site is located on Ansell Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph for vehicles approaching from the north west and around 25mph for vehicles approaching from south east given the geometry of the road / proximity to junction with Mile Barn Road.

Access

Assuming typical speeds of 20mph for vehicles approaching from the north west, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 25m in the north westerly direction measured to the nearside edge of the adjoining highway. Assuming typical speeds of 25mph for vehicles approaching from the south east, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 33m in the south easterly direction measured to the nearside edge of the adjoining highway.

The existing access serving the public house car park provides visibility splays in excess of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the proposed access appears achievable in the south easterly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, the required visibility splay in the north westerly direction would appear to cut across the garden area of plot no. 1 which is unacceptable. I would recommend that the area of land required to achieve the required 2.4 x 25m splay takes the form of a grass verge and is dedicated to the Highway Authority. **I would recommend that the applicant amends / annotates this detail on a revised layout plan.**

The submitted layout plan does not demonstrate how adequate visibility splays are to be provided from the proposed access. I would recommend that the applicant indicates the full extent of the required splays from the proposed access on a revised layout plan.

Street Lighting

A scheme of street lighting for the internal estate road will be required. The applicant will need to submit appropriate details to our Street Lighting Engineer – Paul Rogers (Tel: 01978 729673).

Layout

As the proposed estate road takes the form of a shared surface, an accessway ramp will be required at the main access (see attached detail). This has not been shown on the submitted layout plan. **I would recommend that the applicant submits a revised layout plan indicating this detail.**

The proposed estate road shall be a minimum width of 4.8m with 2.0m footways / service strips. Minimum kerb radii of 4.5m at the access would be considered acceptable.

The proposed layout / horizontal alignment of the estate road appears unusual with an awkward sharp bend. Such a layout would make it difficult for refuse vehicles / larger vehicles to negotiate through the site particularly if on-street parking occurs and would result in vehicles encroaching onto the opposite side of the road which is not ideal. I would recommend that swept path analysis details are submitted to determine whether any localised road widening is required. **Details indicating the movements of an 11.2m long refuse vehicle shall be submitted (entering / turning / exiting the site).**

The proposed turning head is of insufficient size and does not comply with WCBC adoptable standards. **I would recommend that the applicant provides a revised layout plan indicating a turning head complying with adoptable standards (see attached detail).**

I would recommend the provision of a 2.0m wide footway link between the internal estate road and Mile Barn Road (between plot nos. 2 & 3). **I would recommend that the applicant submits a revised layout plan indicating this detail.**

Parking Provision

The provision of 2 no. parking spaces per dwelling is considered adequate given the sustainable location of the site. However, LPGN 16 does not count garage spaces as contributing to parking provision.

A number of the proposed driveways are of inadequate width / length and do not comply with our current standards (see attached details). **I would recommend that the applicant submits a revised layout plan indicating / annotating the required driveway dimensions for each plot.**

Surface Water Drainage

A suitable scheme for the disposal of highway surface water will need to be submitted for further approval.

Construction Traffic Management Plan (including details of contractor parking)

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 should be included as a planning condition. Details shall be submitted for approval to our Traffic Section – contact Darren Green on Tel: 01978 729643.

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.

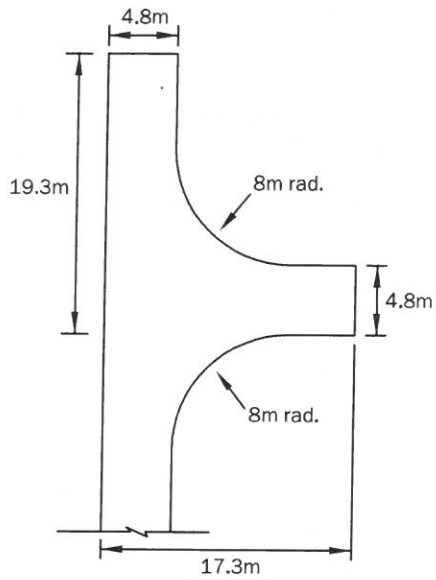


 Service Manager Environment

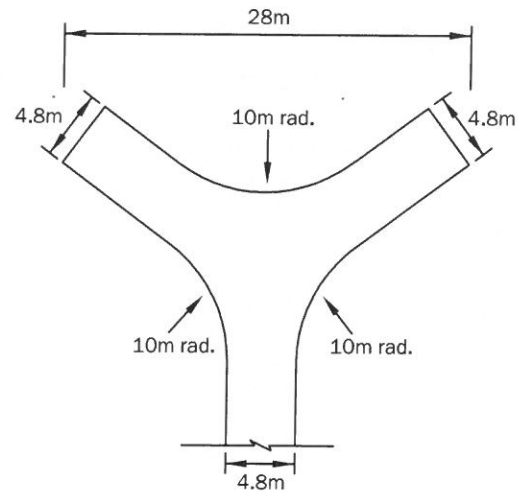
Turning Areas

4.8m Wide Carriageway

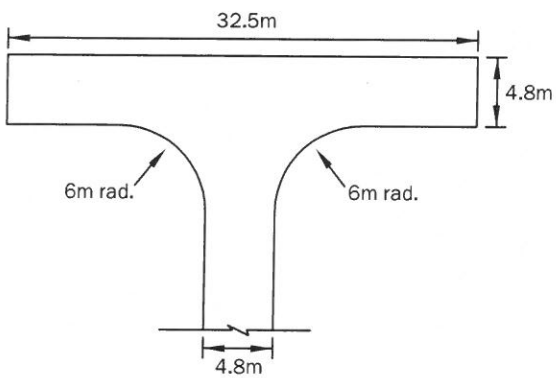
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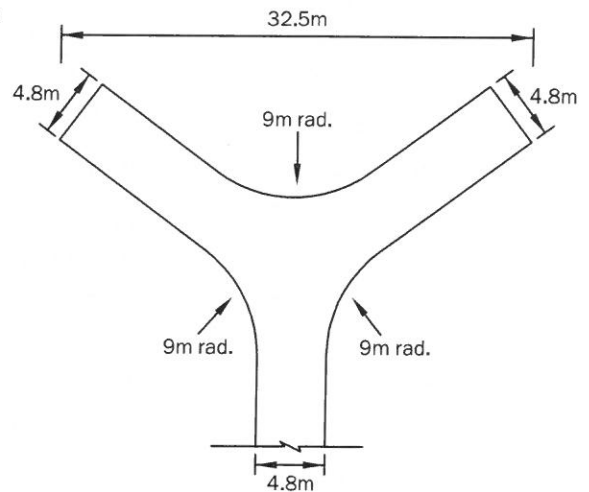
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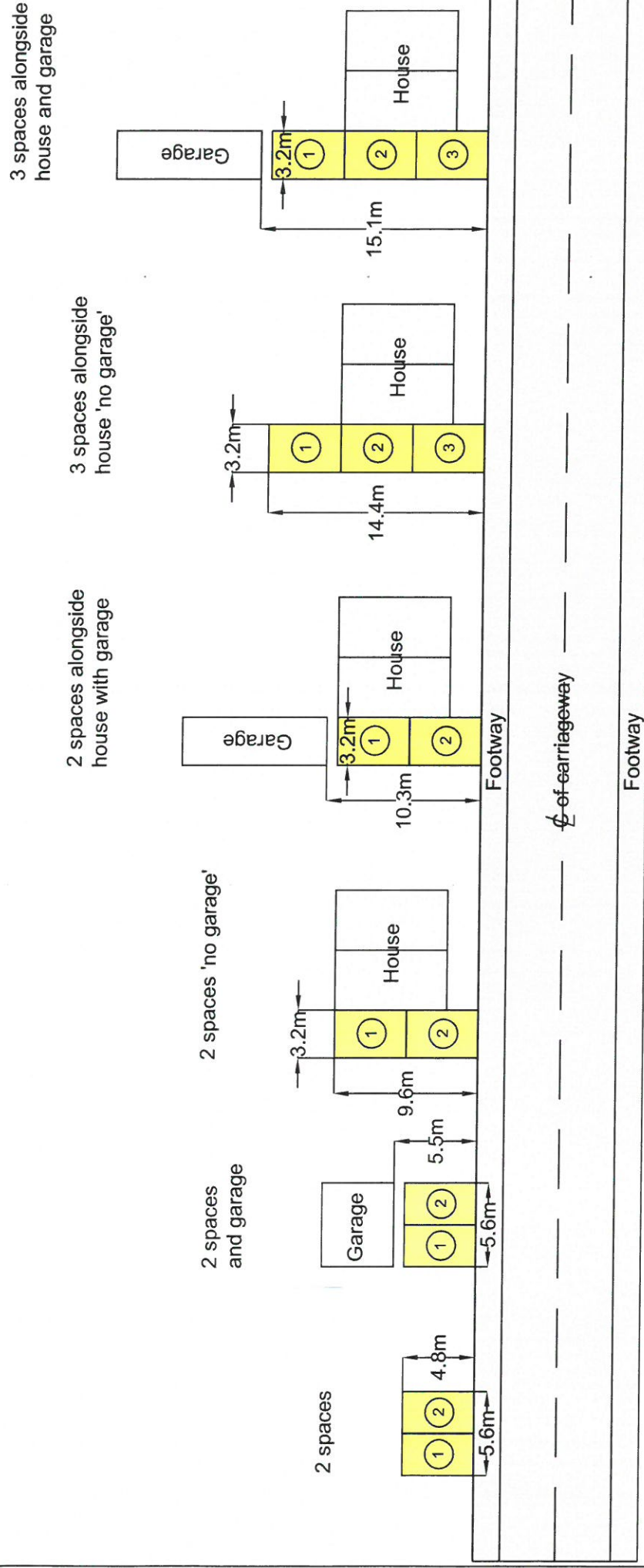
Note:

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

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

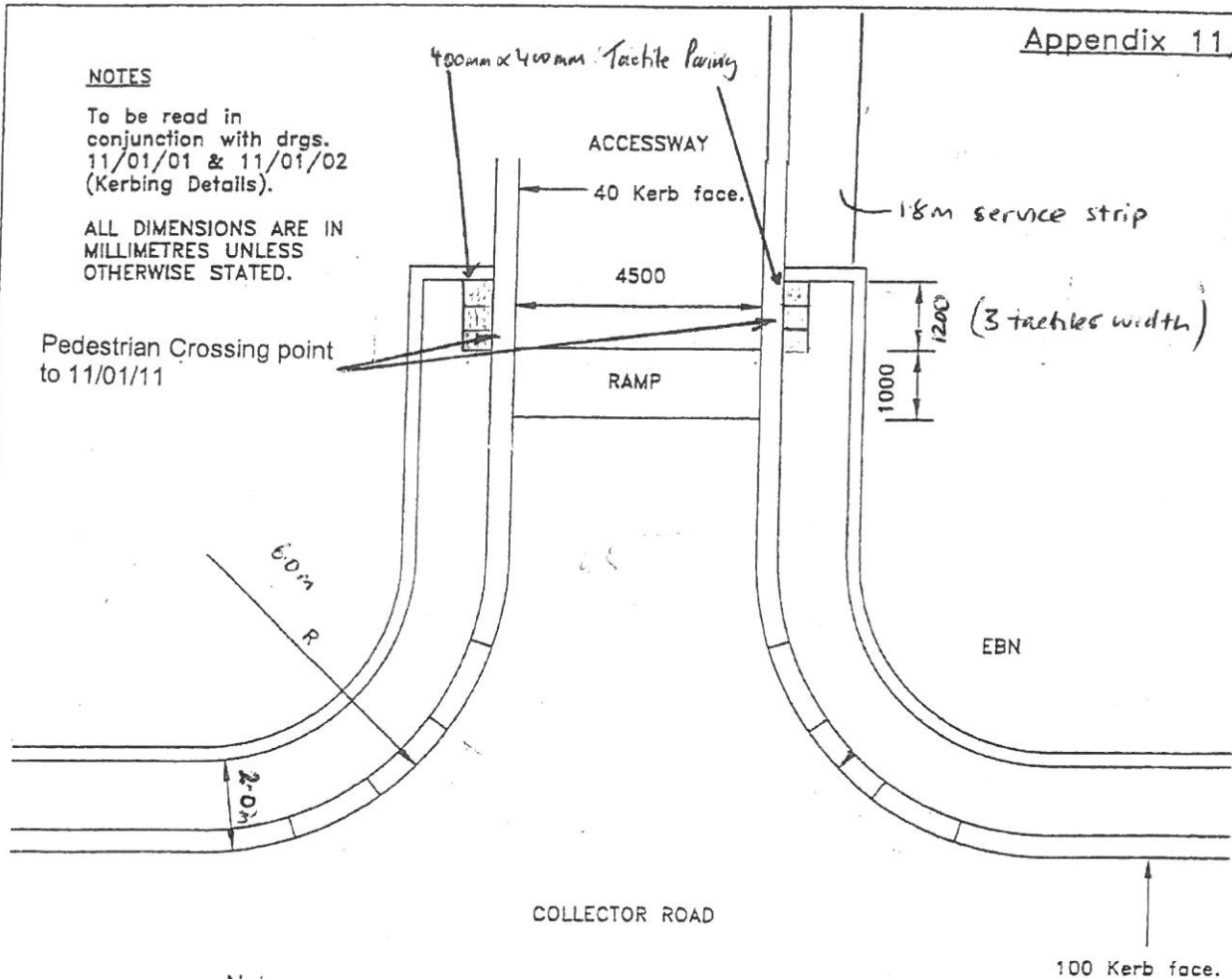


NOTES

To be read in
conjunction with drgs.
11/01/01 & 11/01/02
(Kerbing Details).

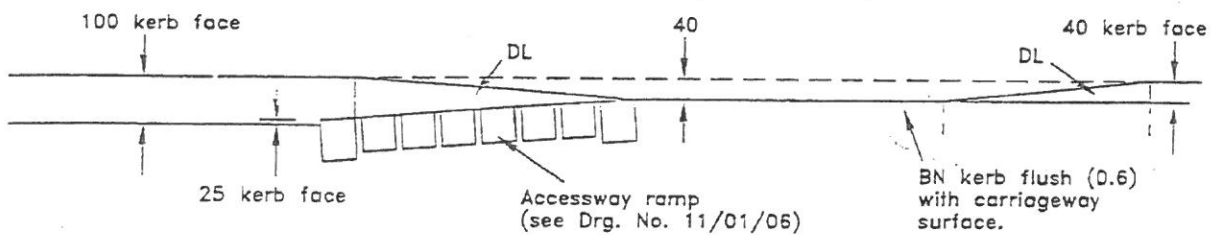
ALL DIMENSIONS ARE IN
MILLIMETRES UNLESS
OTHERWISE STATED.

Pedestrian Crossing point
to 11/01/11



Note

Tactile paving will be required at all pedestrian crossing points.

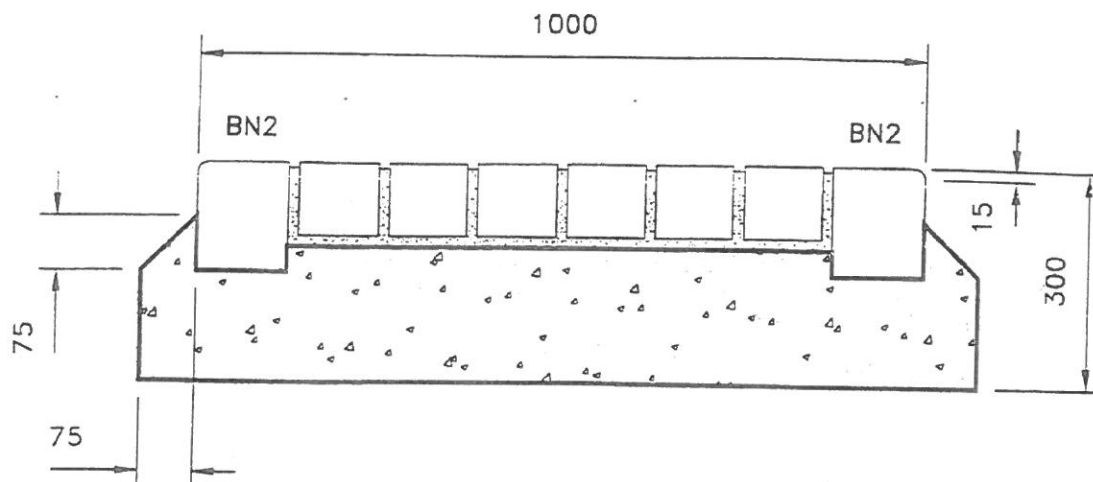


SECTION THROUGH ACCESSWAY RAMP DETAILING LOCATION OF DROPPER AND
BULLNOSE KERBS FOR PEDESTRIAN ACCESS TO ACCESSWAY.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

WREXHAM COUNTY BOROUGH COUNCIL

revisions	title	scale	date
	JUNCTION ACCESSWAY/ COLLECTOR ROAD	N.T.S.	12/94
		drawing no	11/01/07
		sheet	1 of 1

Notes:

1. Edge restraint to be 125x150 BN kerbs type BN2.
2. Concrete base to be C10 or ST2 laid on 150mm min. thickness of granular sub-base type 1.
3. Remainder of strip to be 100x100 nominal size granite sets bedded in designation (ii) mortar with 15 recessed joints or 65 thick brick/concrete pavers laid in herringbone pattern on 35 naturally occurring silica sand complying with Table 2 BS 6717 Part 3, but with not more than 2% by mass passing a 75 sieve. The gap filling sand shall be naturally occurring silica sand complying with above.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

WREXHAM COUNTY BOROUGH COUNCIL

revisions	title	scale	date
	ACCESSWAY RAMP	1/10	1/95
		drawing no	11/01/06
		sheet	1 of 1