

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/PP/DB/P/2023/0432 Res(2)	Your Ref:	P/2023/0432
Date:	07/12/2023		

TOWN AND COUNTRY PLANNING ACT 1990

MATERION A GADWYD YN OL YN DILYN CANIATAD CAIS AMLINELLOL P/2018/0673
APP/H6955/A/19/3238470 (MYNEDIAD, YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – CODI 74
ANNEDD / RESERVED MATTERS PURSUANT TO OUTLINE PLANNING PERMISSION P/2018/0673,
APP/H6955/A/19/3238470 (ACCESS, APPEARANCE,
LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF 74 DWELLINGS

LAND NORTH OF HOLT ROAD WREXHAM

Grid Ref: E 335142.75 N 351431.66

I refer to your consultation / email dated 22/11/2023 in respect of the above.

Access

The development site is bounded by Holt Road (Classified) to the south east and Dean Road (Classified) to the west.

Access off Dean Road

The development site is currently accessed off Dean Road and serves an existing Social Services Family Centre and football pitches for local youth football.

Dean Road is classified road subject to a 20mph speed limit. Based on speeds of 20mph, any proposed / existing access in this location would normally be required to 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.

Although visibility in the north westerly direction is adequate, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing lighting column / telegraph pole in addition to the required splay cutting across 3rd party land.

The existing access is only 4.4m wide.

There is an existing car park serving the development site but this would appear to be shared with the adjoining building and those attending any football matches / training on the adjoining football pitches.

With respect to this application, we suspect the Dean Road entrance would be used as an initial construction site access at the commencement of works. **We will need to see and approve a Construction Traffic Management Plan that includes a commitment to:**

- **The provision of a full time banksman/traffic warden attending at the Dean Road entrance, and a plan to manage the traffic at the entrance.**
- **Construct the Holt Rd access prior to any other site works to minimize the use of Dean Road for construction traffic.**
- **Ensure that no construction traffic parks on any public highway in the locality of the site.** This may require further coordination with the highways department and provision of temporary restrictions and measures.

Any works to the sports facilities we presume would require separate application and co-ordination with Highways, and we would not normally support any proposed redevelopment involving this entrance that is likely to result in an increase in vehicle movements through this sub-standard access.

Access off Holt Road

Holt Road is a busy, classified road subject to a 20mph speed limit. It is proposed to access the residential development off Holt Road just beyond (north east) the existing toucan crossing.

Based on speeds of 20mph, any proposed access in this location would normally be required to 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.

It is proposed to construct a new access off Holt Road to serve the proposed development. The proposed access is 5.5m wide with 6m kerb radii. **I would normally recommend kerb radii of 10m for a development of this size.** It would appear possible to provide a suitable access in this location that could provide the required visibility from a point at least 20m away from the toucan crossing. This was previously indicated on submitted plan (Drg. No. DWF-2627-301 Rev D). **The full extent of the required splays are indicated on layout plan (Drg.No. PC3213-RHD-ZZ-HR-DR-D-0110 Rev P01).**

In order to construct the proposed access in this location, modifications will be required eg/ re-location of feeder pillars, telegraph poles etc. **The WCBC Transport Section have advised that the existing bus stop(s) will need to be relocated. The applicant will need to liaise with WCBC Transport Officer – Andrew Mytton on Tel: 01978 729760 on this matter. May we suggest a meeting from Tuesday 23rd January 2023 onwards.** I would recommend that appropriate raised kerbs are provided for both bus stops, bus bay markings for both stops and a bus shelter for the nearside bus stop. **This detail needs to be indicated on a suitably scaled layout plan.** The submitted layout plan (Drg.No. PC3213-RHD-ZZ-HR-DR-D-0110 Rev P01) does not indicate this detail.

Comments from Transport Section as follows:-

Having looked at the attached plans I note the current bus stop locations to be in the immediate vicinity of the proposed entrance for the new development. Given the impact on visibility should they be required to be relocated to meet visibility requirements I would wish to retain the bus stops.

Considering existing bus routes I would propose:-

The inbound (to the town centre) bus stop be relocated to an agreed safe point beyond the traffic lights to a location mid point towards the roundabout of Dean Road/Cefn Road. Also to require

relocation of existing bus shelter, and installation of new raised kerbs for level floor access onto buses.

The bus stop heading outbound (from the town centre) to be relocated to an agreed safe point beyond the junction of Holt Road/Goulbourne Avenue and before the roundabout of Birkdale Road/St Mellion Crescent. Also to require provision of new bus shelter, and installation of new raised kerbs for level floor access onto buses.

There is a significant difference in levels between the development site and carriageway in this location. The developer would need to provide details of access gradient ie/ ideally max of 1:24 for first 10m and 1:12 thereafter. **This detail needs to be annotated on the submitted layout plans.**

Given the location of the proposed access close to boundary of existing dwellings, some form of retaining wall maybe required. **The developer will need to liaise with our Structures Section on this matter (contact tel no. 01978 729737).**

Our Active Travel Section have recommended that the existing cycleway / footway on the western side of the site frontage on Holt Road is widened to 5m. This detail needs to be indicated on a suitably scaled layout plan and agreed directly with our Active Travel Section.

Any modifications to the existing road markings, toucan crossing, bus stops, utilities, street lighting columns etc. will need to be indicated on a suitably scaled layout plan. This has been indicated on submitted layout plan (Drg.No. PC3213-RHD-ZZ-HR-DR-D-0100 Rev P01). In terms of any street lighting modifications / requirements, I would recommend the applicant liaises with our Street Lighting Section on Tel:01978 729673.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Layout (Drg. No. CB-0769-001)

Estate Road (Serving Plots 72 -74)

I would like to raise the following observations:-

<u>Visibility Splays</u>	All visibility splays need to be indicated at all internal junctions ie/ 2.4 x 25m measured to nearside edge (20mph design speed). <i>Details are acceptable.</i>
<u>Main Access</u>	Dropped kerb / tactile crossings required across main access behind rumble strip (not shown). <i>Detail will be required at s.38/278 stage.</i>
<u>Footways /Service Strips</u>	2m wide footways or 1.8m wide service strips required both sides around entire perimeter of road. Alternatively road remains private. <i>Detail not shown.</i>
<u>Turning Head</u>	Turning head does not comply with our adoptable standards (see attached standard detail). If turning heads complying with WCBC Std Turning Heads cannot be provided then alternatively the road remains private.

<u>Parking Provision</u>	Appears acceptable. Please annotate driveway dimensions for all plots. <i>Detail not shown.</i> Driveway dimensions must comply with WCBC Standard Details (see attached detail).
<u>Surface Water Run-off</u>	No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any driveways fall towards the highway. <i>Please indicate this detail on a revised layout plan or alternatively include a note on a the relevant plans indicating this detail.</i>
<u>Signs & Road Markings</u>	Any proposed road markings and signs shall be in accordance with The Traffic Signs Regulations & General Directions 2002 and The Traffic Signs Manual (Chapter 5) Road Markings 2003. Main access & internal junctions will require appropriate road markings and indicated on all layout plans.

Please indicate the above detail on a revised layout plan.

Estate Road (Serving Plots 40-49, 50-66)

I would like to raise the following observations:-

<u>Visibility Splays</u>	All visibility splays need to be indicated at all internal junctions – not shown ie/ 2.4 x 25m measured to nearside edge (20mph design speed). <i>Details are acceptable.</i>
<u>Forward Visibility</u>	Please indicate / annotate the proposed forward visibility splay across the bend opposite plot 63 ie/ ssd of 18m not 17m as shown.
<u>Main Access</u>	Dropped kerb / tactile crossings required across main access behind rumble strip (not shown). <i>Detail will be required at s.38/278 stage.</i>
<u>Rumble Strips</u>	Details of the proposed rumble strips need to be provided. If no footway provision on some sections is being proposed then access on foot / wheelchair / prams maybe difficult.
<u>Footways</u>	Limited footway provision has been proposed which is unacceptable. I would recommend that 2m wide footways are provided on both sides of the proposed estate road or as a minimum on both sides of the road up to the rumble strip fronting plot 43 (including crossing points behind).
<u>Service Strips</u>	2m wide Footways or 1.8m wide service strips required both sides around entire perimeter of road. Alternatively road remains private.
<u>Turning Head</u>	Turning head does not comply with our adoptable standards (see attached std. detail). If turning heads complying with WCBC Std Turning Heads cannot be provided then alternatively the road remains private.
<u>Parking Provision</u>	Please annotate driveway dimensions for all plots. <i>Detail not shown.</i> Driveway dimensions must comply with WCBC Standard Details (see attached detail). Some double driveways are less than 5.6m wide. Driveway depths behind garages should be a minimum 5.5m. LPGN 16 does not include garage spaces as contributing to parking provision. Given the

relatively sustainable location of the site, it would be considered reasonable to provide a minimum of 1 parking space for 1 & 2 bed dwellings with a minimum of 2 spaces for 3 & 4 bed dwellings. Please indicate / annotate this information on a revised layout plan.

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any driveways fall towards the highway. *Please indicate this detail on a revised layout plan or alternatively include a note on the relevant plans indicating this detail.*

Undercroft Shared Access The shared access serving the car park for plots 44 – 47 only appears to be approximately 4m wide. I would recommend that this is widened to a minimum of 4.8m.

Estate Road (Serving Plots 1-16, 21-27 & 67-71)

I would like to raise the following observations:-

Visibility Splays All visibility splays need to be indicated at all internal junctions – ie/ 2.4 x 25m measured to nearside edge (20mph design speed). *Details are acceptable.*

Forward Visibility Please indicate / annotate the proposed forward visibility splay across the bend opposite plot 27. *ie/ ssd of 18m not 17m as shown.*

Rumble Strips Details of the proposed rumble strips need to be provided. If no footway provision on some sections is being proposed then access on foot / wheelchair / prams maybe difficult.

Footways Limited footway provision has been proposed which is unacceptable. I would recommend that as a minimum, 2m wide footways are provided on both sides of the proposed estate road or as a minimum on both sides of the road up to the rumble strip fronting plots 26 /27 (including crossing points behind). Footway provision (2m wide) should extend in front of plots 28-34 and up to the rumble strip opposite plot 67.

Service Strips 2m wide Footways or 1.8m wide service strips will be required both sides around entire perimeter of road into the cul de sac beyond the rumble strip fronting plots 26/27.

Turning Head Turning head does not comply with our adoptable standards (see attached std. detail). If turning heads complying with WCBC Std Turning Heads cannot be provided then alternatively the road remains private.

Parking Provision Please annotate driveway dimensions for all plots
Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Some single driveways are less than 3.2m wide and some double driveways are less than 5.6m wide. Driveway depths behind garages shall be minimum of 5.5m.
LPGN 16 does not include garage spaces as contributing to parking provision. Given the relatively sustainable location of the site, it would be considered reasonable to provide a minimum of 1 parking space for 1 & 2 bed dwellings with a minimum of 2 spaces for 3 & 4 bed dwellings. Please indicate / annotate this information on a revised layout plan.

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any driveways fall towards the highway. *Please indicate this detail on a revised layout plan or alternatively include a note on the relevant plans indicating this detail.*

Estate Road (Serving Plots 17 - 20)

I would like to raise the following observations:-

Parking Provision Double driveways for plots 18 – 20 are less 5.6m wide. Where integral garages are provided, the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any shared private driveways fall towards the highway.
Please indicate this detail on a revised layout plan or alternatively include a note on the relevant plans indicating this detail.

Estate Road (Serving Plots 28 - 34)

I would like to raise the following observations:-

Visibility Splays All visibility splays need to be indicated at all internal junctions / shared private accesses ie/ 2.4 x 25m measured to nearside edge (20mph design speed). *Details are acceptable.*

Access I would recommend that swept path details of 7m long medium sized delivery vehicle entering and exiting the site private driveway are provided. *Details submitted appear acceptable.*

Parking Provision Double driveways for some plots are less 5.6m wide. Where integral garages are provide the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Surface Water Run-off No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any shared private driveways fall towards the highway.
Please indicate this detail on a revised layout plan or alternatively include a note on the relevant plans indicating this detail.

Estate Road (Serving Plots 35 - 39)

I would like to raise the following observations:-

Visibility Splays All visibility splays need to be indicated at all internal junctions / shared private accesses ie/ 2.4 x 25m measured to nearside edge (20mph design speed). *Details are acceptable*

Access Any proposed shared access of this nature would normally require a minimum width of 4.8m. However, a 6m width would be required in this instance to allow cars to turn off individual driveways.

Parking Provision

Double driveways for some plots are less 5.6m wide. Where integral garages are provided, the driveway requires a minimum depth of 5.5m with 6m clearance behind for maneuverability (not shown). Please indicate this detail on a revised layout plan.

Driveway dimensions must comply with WCBC Standard Details (see attached detail).

Turning Provision

The proposed shared private driveway does not indicate a shared communal turning head. I would recommend that a turning head suitable to accommodate the turning movements of a 7m long medium sized delivery vehicle is provided (see attached detail).

Please indicate this detail on a revised layout plan.

Surface Water Run-off

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar must be installed where any shared private driveways fall towards the highway.

Please indicate this detail on a revised layout plan or alternatively include a note on the relevant plans indicating this detail.

Bin Collection Point

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

(Active Travel) Footway / Cycleway Links

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths / footway links, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

I assume that the 3m wide path on the southern side of the main internal access road will take the form of a 3m wide shared footway / cycleway. However, this feature appears to terminate outside plot 16. It is not clear exactly what is proposed in respect of a replacement football pitch or improved car parking facilities on the land adjoining the development site. I understand that this land is being offered by the developer to the Council. It would therefore seem reasonable to reserve the potential future right for an extension of the 3m wide path across the southern boundary of the sports field linking to Dean Rd by others.

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 to discuss / agree the interface detail prior to first occupation, and coordinate this discussion with you/planning officer as part of any boundary treatment condition. For example, it may be considered beneficial to install a gate/pedestrian access.

Sewer Easement

The previously submitted Planning Layout (Drg. No. PL02 Rev A) appears to indicate an existing combined sewer including required easement running under the estate road serving plots 72 – 74 and under the main access serving the development site onto Holt Road.

I previously requested further clarification on how access to the site via the main Holt road access and access to plots 72 – 74 would be maintained / protected should any significant maintenance be required to this sewer. If access cannot be maintained / protected through the

main access during such an event then provision of an alternative emergency access would be required.

The applicant has indicated that this pipe is a Welsh Water asset. I understand that Welsh water have been consulted on this application and have not raised any concerns in relation to the required easements being achieved or access in the event of any future maintenance. If the Planning Department are happy that the above ensures access to the proposed properties at all times then I would raise no objections on highway grounds.

What is the depth, size and exact location of the mains sewer relative to the proposed access road? On receipt of further clarity, we would be happy to discuss access provisions

Swept Path Details

Planning Layout (Drg. no. PL01 Rev G)

The previously submitted plan indicated the swept paths of an 11.2m long refuse vehicle entering, negotiating, turning and exiting the development site. However, the inbound and outbound movements appear to have been combined. Could you please ask the applicant to provide revised layout plans indicating inbound and outbound movements separately along with the centerline point of the road.

It is important that the horizontal alignment of the estate roads does not result in any significant encroachment of the centerline of the carriageway. Particular attention needs to be paid to the 2 no. bends outside plots 27 and 63. Localized carriageway widening maybe required in these locations. The applicant has requested clarification on "significant encroachment". It should be demonstrated by the applicant that a car and refuse vehicle can pass simultaneously in a safe manner around this bend.

Any proposed turning heads will need to be constructed to WCBC Standard Turning Head requirements. If turning heads complying with WCBC Std Turning Heads cannot be provided then alternatively the road(s) will remain private.

The latest submission (Drg. No. PC3213-RHD-ZZ-HR-DR-D-0050 Rev P01) only appears to indicate the swept path movements of an 11.2m refuse vehicle entering from the north east and exiting towards the north east. Details of how such a vehicle enters from the south west and exits towards the south west should be provided. Details of the existing signalized crossing should also be included on any revised plans. The scale on this plan (1:200) does not match the scale bar included on the drawing. I would recommend that this detail is amended and 10m kerb radii are indicated / annotated for the proposed access.

Planning Layout (Drg. no. PL01 Rev G)

The submitted plan indicates the swept paths of a 7.7m long fire tender entering, negotiating, turning and exiting the development site. However, the inbound and outbound movements appear to have been combined. Could you please ask the applicant to provide revised layout plans indicating inbound and outbound movements separately along with the centerline point of the road.

It is important that the horizontal alignment of the estate roads does not result in any significant encroachment of the centerline of the carriageway. Particular attention needs to be paid to the 2 no. bends outside plots 27 and 63. Localized carriageway widening maybe required in these locations. The applicant has requested clarification on "significant encroachment". It should be demonstrated by the applicant that a car and refuse vehicle can pass simultaneously in a safe manner around this bend.

Any proposed turning heads will need to be constructed to WCBC Standard Turning Head requirements. If turning heads complying with WCBC Std Turning Heads cannot be provided

then alternatively the road(s) will remain private.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

If the application is supported then a suitable condition should be included as follows:-

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. This CTMP should include reference to Dean Rd and Holt Rd accesses.

I await the requested information.

Note to applicant

The proposed internal access road including footways / cycleways and any off site highway works 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

Summary

We would be pleased to arrange a meeting to discuss any of the above with the applicant after 23rd January 2024

The applicant's attention should be drawn Highways Guidance Notes appended below for completion of any proposed work affecting the highway.



Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);
2. Use of a parking space for a set down/delivery area;
3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);
4. If any lane closure or obstruction of the highway is required for a crane or similar;
5. Protection against dust and debris blowing onto the public highway
6. Construction traffic parking locally avoiding nuisance to others;
7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. *Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. *Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. A section 278 agreement works agreement is required for more significant alterations to the existing highway
10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;
11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:
 - No surface water from the applicants site should be allowed to drain onto the public highway,
 - The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings from spreading.
 - No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.

*The hard paved length and set back if required is subject to the applicants proposed vehicular length

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.