

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0412 **Your Ref:** JGK/P/2011/0412
Date: 28th June 2011

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 357 488 Llwyn Onn Water Treatment Works, Cefn Road, Wrexham.
Development: Erection of building to form part of upgrade of works.

I refer to your consultation dated 16/06/2011 in respect of the above.

The proposed development site has an existing access onto Cefn Road which is a classified road subject to a 60mph speed limit. Although I would expect vehicles to travel up to 60mph approaching from the south east, I would estimate typical vehicle speeds at being around 50mph for vehicles approaching from the north west given the geometry of the road.

TAN 18 would normally require such an access to provide visibility splays of 2.4 x 215m in the south easterly direction measured to the nearside edge of the adjoining highway and 2.4 x 160m in the north westerly direction measured to the centreline of the adjoining highway in which there shall be no obstruction above the level of the adjoining carriageway.

Visibility from the existing access is inadequate in both directions being approximately 2.4 x 140m to the south east measured to the nearside edge of the adjoining highway and 2.4 x 80m to the north west measured to the centreline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway in the north westerly direction given the presence of double white solid lines along this section which should deter any overtaking. Visibility is impeded in both directions by the existing hedgerow along this section. Visibility is also limited in the south easterly direction due to the vertical alignment of the road.

Although it is suggested the proposed development will not result in any increase in vehicle movements once completed, I would recommend that the applicant considers removing / setting back a section of the existing hedgerow on the north western corner of the access in order to maximize visibility from this existing sub-standard access.

Given the sub-standard nature of the access, I would not wish to support any proposed development that is likely to result in any increase in vehicle movements at the development site. However, assuming that there will be no increase in vehicle movements at the site utilizing this sub-standard access, I would have no objections to the proposed development on highway grounds.

However, I understand that in order to construct the works, it is anticipated that construction activities will generate approximately 38 vehicle movements per day during the peak of construction. The peak of construction is estimated to last approximately 6 months.

I would therefore recommend that details of a suitable Construction Traffic Management Plan including provisions for contractor parking are submitted to the Local Planning Authority for further approval.

I would recommend any planning permission include the following condition:-

CONDITION

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN
026R 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.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.15 - Abenbury passes immediately to the north west of the development site and should not be interfered with.


Infrastructure and Planning Manager