

MEMORANDUM

From:	Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	TH/DC/PP/2011/0675	Your Ref:	SEH/P/2011/0675
Date:	17 th November 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 338 499 Former Gas Works Site, Rivulet Road, Wrexham.

Development: Submission of reserved matters pursuant to outline planning permission no. P/2009/0969 (Design, appearance, landscaping, access and layout).

I refer to revised layout plan (Drg. No. 3609-1 05 Rev B – Dated 08/11) received on 16/11/2011 from Richard Broun Associates in respect of the above.

The proposed development site is located on Rivulet Road which is an unclassified road subject to a 30mph speed limit.

Rivulet Road is subject to a traffic regulation order in the form of double yellow lines along both sides of the road with a limited no. of on street parking bays being available on the opposite side of the road limited to 30 minutes waiting.

In terms of the submitted layout plan (Drg.No. 3609-1 05 Rev B– Dated 08/11), I comment as follows:-

The proposed access is considered to provide adequate visibility providing splays of at least 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The proposed main access road into the development site is considered adequate to serve the proposed development providing a widened carriageway width along the initial section of the estate road to accommodate the movements of a refuse wagon.

However, as previously requested, could you please ask the applicant to provide further details of the size, depth and location of the proposed / existing surface water pipes including gas main along the proposed access road serving the site. In the event of maintenance being required to these pipes, adequate width will need to be maintained at all times to provide vehicular access to the properties. Could you please ask the applicant to clarify how access in these circumstances will be provided without the need to provide an alternative access / emergency access to the site. I would recommend that the applicant provides a swept path analysis indicating how the movements of a fire tender accessing the site could be achieved should maintenance to these pipes be required.

The 2 no. proposed turning heads are considered adequate and comply with current adoptable standards.

The proposed dry emergency pedestrian access route linking the development site to Salop Road included in the previously submitted Flood Risk Assessment Report has not been indicated on the submitted layout plan. However, I understand that this link will be conditioned to be provided prior to occupation of the first phase of this development. I would recommend that this link is 3.0m wide and takes the form of a shared footway / cycleway with appropriate safety barriers at either end. I assume appropriate safety railings will be provided between this footway link and the river which runs through the site. I would recommend that this footway link terminates at the end of the turning head fronting the proposed shared accommodation.

In terms of the proposed shared surface road, I comment as follows:-

The proposed shared surface at the western end of the site is considered acceptable. However, I understand that it is proposed to plant trees along the northern edge of the shared surface service strip. As the Highway Authority would not accept the planting of trees / shrubs in adoptable service strips, it may be considered acceptable to adopt a reduced 600mm wide service strip along the northern edge with no planting allowed in this section. Any trees / shrubs could be planted behind the 600mm service strip. However, appropriate root protection would be required to prevent damage to the adjoining carriageway. The developer would need to design any services along this section to suit such a layout and make the utility companies aware of this arrangement.

In terms of parking provision at the proposed development site, I comment as follows:-

I understand that the proposed dwellings are as follows:-

4 no.	2 bedroomed dwellings
18 no.	3 bedroomed dwellings
2 no.	4 bedroomed houses
5 no.	2 bedroomed apartments
5 no.	Apartments – Shared Accommodation

Total No.34

A total of 79 no. parking spaces are proposed which equates to the provision of at least 2 no. parking spaces per dwelling / apartment. This level of parking provision is considered adequate given the sustainable location of the site.

In terms of surface water drainage, I understand that Welsh Water will be adopting the proposed system serving the development site which will discharge into an existing Welsh Water drain running along Rivulet Road.

It is not considered necessary to request a Transport Assessment for the current application. However, if the proposed development were to exceed 60 no. dwellings, then I would recommend that a detailed Transport Assessment be provided.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. 3609-1 05 Rev B - Dated 08/11.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ37 SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority:

- 1) *Detailed layout, design, drainage and construction of the proposed new estate road / footways.*
- 2) *Detailed layout, design, drainage and construction of the proposed dry emergency pedestrian access route linking the development site to Salop Road*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Note to applicant

The proposed estate road including footways, drainage and street lighting 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, 3, 4 & 5 of the supplementary notes.



Infrastructure Manager

