

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0727 **Your Ref:** SEH/P/2010/0727
Date: 18TH March 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 338 498 Former Gas Works Site, Bury Street and Greenbank Street, Wrexham.

Development: Residential development (31 Dwellings)

I refer to your consultation dated 15/03/2010 including revised layout plan (Drg. No. 05-46 Rev P4 – Dated 03/02/10) in respect of the above.

Although I have no objections to the proposed development in principle, I would like to raise the following issues in relation to the submitted layout plan :-

- The proposed disabled parking space opposite plot no. 3 encroaches onto the proposed footway. I would therefore recommend that this space is relocated further east to a more appropriate location.
- The proposed rumble strip leading to the private parking area (7 no. spaces) is not a minimum distance of 13.5m back from the opposite kerbline. The start of the rumble strip would represent the end of the turning head and the limit of adoptable highway. The proposed rumble strip has not been annotated as such on the submitted plan.
- I would recommend that 2 no. 1.2m wide dropped crossing points including tactile paving are provided behind the rumble strip to facilitate pedestrian movements.

I would recommend that the applicant submits a revised layout plan addressing the above issues.

Given the sustainable location of the development site, the proposed level of parking provision (ie/ 64 spaces for 31 dwellings) is considered adequate.

In principle, I have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

1. The proposed access serving the development site shall provide visibility splays of 2.4 x 25m to the west and 2.4 x 33m to the east measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.
2. The proposed access road serving the development site shall be 5.5m wide and shall be constructed to adoptable standards.
3. The proposed development site shall provide 2.0m wide footways along both sides of the proposed estate road and shall be constructed to adoptable standards.
4. A suitable turning head shall be provided within the development site and shall be constructed to adoptable standards.
5. A 3.0m wide shared footway / cycleway shall be provided from the development site to Salop Road. Details of appropriate surface markings and signage shall be submitted to the Local Planning Authority for further approval.
6. Parking provision at the proposed development site shall be in accordance with LPGN 16.
7. Prior to the commencement of development a construction traffic management plan, which restricts construction vehicles to the use of Greenbank Road only, shall be submitted to and approved in writing by the Local Planning Authority. Construction works shall only be carried in strict accordance with this plan as is approved.
8. Upon commencement of development on site an appropriate traffic management/calming scheme for Greenbank Street, Bury Street, Albert Street and Stanley Street shall be the subject of a public consultation exercise, the methodology of which shall be submitted to and approved in writing by the Local Planning Authority prior to consultation. The results of the public consultation shall be submitted to and approved in writing by the Local Planning Authority within one month of completion of the exercise.
9. Any traffic management/calming measures approved in connection with condition no. 8 above shall be fully implemented in accordance with detailed plans of the layout, design and construction which shall be submitted to and approved in writing by the Local Planning Authority, and any necessary traffic orders shall be confirmed prior to occupation of the development. All approved traffic management/calming measures shall be implemented and funded by the developer (see note).

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. In the interests of highway safety.
3. In the interests of pedestrian safety.
4. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

5. To provide an adequate pedestrian / cycleway link from / into the development site
6. To provide for the parking of vehicles clear of the highway.
7. In the interests of highway safety.
8. In the interests of highway safety.
9. In the interests of highway safety.

Supplementary Notes

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

Notes:

- *The proposed estate road including footways 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
- *Any traffic management/calming measures approved based on the outcome of the public consultation exercise shall be implemented and funded by the developer. In order to carry out any proposed works within the existing highway, the developer will be required to enter into an agreement with the Council under s. 278 of the Highways Act 1980.*



Operational Manager Traffic & Transportation