

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2009/0566

Your Ref: P/2009/0566

Date: 23 September 2009

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3120 4830 Land off Wrexham Road, Rhosyllen
Development: Residential development comprising 36 dwellings together with
provision of public open space (amendment to previously approved)

I refer to your consultation dated 16 September 2009 in respect of the above.

The latest plans are still substandard:

1. The width of the private drive serving plots 3, 4 & 5 is inadequate to permit the turning of vehicles.
2. Visibility out of the private drive to plots 3, 4 & 5 is limited to approximately 15m – well below MfS recommendations.
3. Visibility out of plots 1, 22, 23 & 24 is well below MfS recommendations.
4. The turning head at plots 35/36 is not to WCBC adoptable standards.
5. Both turning heads will require 1.8m wide service strips or footways around the perimeter to allow for vehicle overhang /manoeuvrability. This also applies to the area alongside the carriageway around the P.O.S.
6. The pedestrian crossing feature at the end of the footway link leads directly onto what I presume is a grassed POS. Is there intended to be a footpath link across the POS towards plots 33/34 as this is likely to be the desire line?
7. I will require a swept path analysis of a refuse wagon to prove the adequacy of the centre line radius of carriageway at plot 21 and 20.
8. The angular driveway to plot 19 will cause manoeuvrability issues. Can it not be smoothed out to make access easier?
9. Parking spaces for plots 12 to 17 require 6m turning space behind. This could be resolved by altering the route of the proposed footway.

10. It would be preferable for the parking provision to plot 18 to be 90 degrees to the carriageway rather than in a single line along the front of the house. Please note that a service strip will required at the back of carriageway / turning head.

11. Maximum parking standards generally have not been met. However there are bus stops on either side of the A5152 Wrexham Road which are in close proximity to the development site and provide good transport links with the town centre and the surrounding villages. The developer is to provide and implement a Travel Plan to manage parking demand on the site. The proposed parking is therefore considered acceptable subject to the further approval and implementation of a travel plan.

12. A commuted sum is required to fund a Traffic Regulation Order in the form of double yellow lines on both sides of the main access road leading up to the development site and on the A5152, to the further satisfaction of the Highway Authority.

13. I would also ask that the applicant provides further information on the proposed 6m easement through the site as I have concerns that this may affect the integrity of any future road construction.


For Operational Manager Traffic & Transportation