

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2016/1107

Your Ref: PF/P/2016/1107

Date: 16th December 2016

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: Upgrade works to incorporate * Demolition of existing reservoir and installation of Tow 12Mi service reservoirs (Total Capacity 24Mi) - One on the footprint of a former treatment building and one on the footprint of the existing reservoir. *Construction of new pumping station *Layout of internal access roads, soft landscaping works, planted screening, pipework and connections associated with the operation of reservoirs and pumping station * ancillary site works.

I refer to your consultation dated 13/12/2016 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 the south easterly direction providing a splay of approximately 2.4 x 140m measured to the nearside edge of the adjoining highway. Visibility is limited in the south easterly direction due to the vertical alignment of the road and by the existing hedgerow along this section. Visibility in the north westerly direction is adequate providing a splay in excess of 2.4 x 160m 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.

The submitted Design & Access Statement appears to suggest that once operational, the development will generate very few vehicle daily movements. Given the sub-standard nature of the access, I would not wish to support any proposed development that is likely to result in any significant increase in vehicle movements at the development site. However, assuming that there will be no significant increase in vehicle movements at the site utilizing this sub-standard access, I would have no objections in principle to the proposed development on highway grounds.

However, limited information appears to have been submitted in respect of the construction phase. Depending on the scale of the development, a Construction Traffic management Plan (including provisions for contractor parking) may be required. **I would therefore recommend that the applicant contacts our Traffic & Streetworks Engineer – Darren Green on Tel: 01978 729643 to discuss the requirement for such a plan.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter O'Meara

PM Service Manager Environment