

MEMORANDUM



From: Senior Service Manager

To: Head of Community Well Being
and Development

Our Ref: P/2014/0241

Your Ref: P/2014/0241

Date: 10 March 2015

Town and Country Planning Act 1990

Section 78 Appeal at Land at Pont Adam Crescent, Ruabon

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of that response is attached for your information.

If the Inspector is minded to grant planning permission then I would recommend the following conditions are attached:

CONDITIONS

ZJ37 SUBMISSION OF FURTHER DETAILS

026R

E06N

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

- Detailed layout, design, drainage and construction of the proposed new footway link to A539
- Detailed layout and design of the amendments to the pedestrian guardrail at the Pont Adam Crescent junction with B5097
- Detailed layout, design, drainage and construction of the internal estate.

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

NONSTDC GENERAL TRAVEL PLAN

026R No part of the development shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall include provisions for the pump priming of the local bus services to ensure the site is adequately served by public transport. The development shall be used in strict accordance with the details as are approved.

ZJ23 (PRE-COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

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.

PP 
Senior Service Manager

MEMORANDUM

From:	Interim Senior Service Manager	To:	Head of Community Well-being and Development
Our Ref:	P/2014/0241	Your Ref:	P/2014/0241
Date:	21 July 2014		

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

Location: O. S Grid Ref: 3290 3430 Land at Pont Adam Crescent, Ruabon
Development: Outline application for the erection of 49 dwellings including vehicular and pedestrian access

I refer to the revised consultation dated 25 June 2014 concerning the above.

I initially raised concerns over visibility at the Pont Adam Crescent junction with the B5097 and also regarding the potential increase in traffic generation along a substandard highway.

The applicant has submitted Technical Note 1 to address these concerns.

The speed survey measurement indicates that a visibility splay of 2.4m x 32.7m is required in a westerly direction. It appears that this splay can be achieved to a position 0.9m off the carriageway edge. MfS 2 acknowledges that vehicles will normally travel at a distance from the kerb edge. In this instance it may well be possible to improve visibility by erecting an offset pedestrian guardrail to replace the existing standard guardrail which currently impedes visibility. I am therefore willing to accept that visibility at the junction is concurrent with MfS requirements subject to the appropriate replacement of the existing guardrail.

I initially assessed the potential traffic generation for the new development on the basis of the number of new dwellings compared to the existing, which given the paucity of survey information submitted with the application was a reasonable assumption to make.

The applicant has now provided some evidence of existing traffic generation along Pont Adam and Pont Adam Crescent which concludes that there is a potential for a 17% increase in traffic generation along Pont Adam / Church Street as a result of this proposal.

Whilst Welsh Assembly Government Technical Advice Note 18 on Transport does not provide a specific definition of what a material increase would be in relation to traffic on Pont Adam, paragraph E4 of Annex E to the document referring to traffic using junctions for trunk roads, does indicate that a 5% increase in those circumstances would be material. A recent Welsh government appeal decision has confirmed that this is an appropriate

measure of what represents a material increase. I can only conclude therefore that a 17% increase in traffic is a material consideration in this instance.

The applicant contends that the proposed new footway linking the site to Ruabon, via the existing footway alongside the A539 is more likely to be used because it provides a safer route. Given that the existing footway provision is so substandard it is undeniable that the new footway will be safer but experience shows us that pedestrians tend to take the desire line which is usually the shortest possible route; in this instance the shortest route for all of the existing dwellings and some of the proposed development will be Pont Adam and Church Street.

In conclusion it is considered that the potential 17% increase in traffic flows along a substandard highway is a material increase and I therefore recommend that the application is refused for the following reason:

- The roads (B5097 Church Street and Pont Adam) giving access to the site are by reason of their inadequate width, their horizontal alignment and their substandard pedestrian provision, unsuitable to accommodate the material increase in traffic likely to be generated.

Peter Dorkin

Pv Interim Senior Service Manager