

MEMORANDUM



From: Senior Service Manager

To: Head of Community Well Being
and Development

Our Ref: P/2014/0480

Your Ref: P/2014/0480

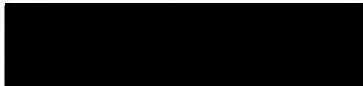
Date: 10 March 2015

Town and Country Planning Act 1990

**Section 78 Appeal at Land opposite St Peters Close, off Llay New Road,
Rhosrobin**

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.



Senior Service Manager

MEMORANDUM

From:	Service Manager	To:	Head of Community Well-being and Development
Our Ref:	P/2014/0480	Your Ref:	P/2014/0480
Date:	17 October 2014		

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

Location: O. S Grid Ref: 3330 3520 Land opposite St Peters Close, off Llay New Road, Rhosrobin

Development: Erection of 117 dwellings, including provision of roundabout to provide access, new internal access roads, public open space and retention of existing footpath route

I refer to your consultation dated 7 July 2014 concerning the above.

The site is located on the B5425 Llay New Road, a classified highway subject to a 30 mph speed limit.

Site access

To create a suitable means of access to the development site it is proposed to construct a new four arm roundabout at the junction of Llay New Road and Rhosrobin Road.

The roundabout will be constructed in accordance with the recognised national standard DMRB 6.2.3 TD 16/07. A stage 1 safety audit has been undertaken which indicates that the basic design principle is acceptable with some minor amendments which will be picked up during the full design submission.

A condition will be attached to any planning permission requiring the submission of further roundabout design details to ensure that full DMRB standards are met. A Stage 2 safety audit will also be required to confirm the roundabout meets full design standards.

There are existing issues at the Llay New Road / Rhosrobin Road junction; the right turning movement for vehicles exiting Rhosrobin Road is problematic and this is evidenced by a number of recorded accidents at the junction. The proposed roundabout should ensure easier access onto Llay New Road for vehicles leaving Rhosrobin Road.

The roundabout will also reduce the speed of vehicles on Llay New Road.

Traffic Generation

Traffic counts have been undertaken for the existing road conditions. Trip rates for the proposed development have been derived from the nationally recognised TRICS database.

It is anticipated that maximum traffic output from the site in the morning peak hour is around 90 vehicles; this is only 1 to 2 per minute and is not considered to be significant in highway terms.

The percentage increase in traffic flows as a result of the proposed development is a maximum of 3.3%. Welsh government guidelines TAN 18 annex E para 4 provides advice in respect of likely material increases in traffic levels. As a broad guide the assembly government regards a 5% increase in traffic using any junction as being a material increase.

Traffic generation in this instance is therefore considered to be within acceptable tolerances.

Llay New Road

Whilst the proposed roundabout will inevitably reduce vehicular speed along Llay New Road it is considered that further speed reducing features are necessary. A white centre line hatching road marking scheme will give a road narrowing perception along Llay New Road and should reduce vehicular speed for vehicles travelling from the roundabout in a southerly direction towards Wrexham. The extent of the works required will be determined by existing road widths and a condition will be required to submit a scheme for further approval.

Travel Plan

A travel plan has been formulated in conjunction with the local travel plan coordinator. A condition will be attached to ensure that the travel plan requirements are implemented and monitored to help encourage sustainable travel and identify measures to increase the scope for modal shift.

The site is well linked by footway and cycleway to encourage walking and cycling. There is also a regular bus service with stops along the front of the site on Llay New Road.

Parking

Adequate off road parking has been provided within the site, including a number of visitor spaces.

I recommend any permission include the following conditions:

CONDITIONS

NONSTDC 026R CONSTRUCTION OF ROUNDABOUT

A scheme demonstrating an appropriate roundabout at the junction of Llay New Road and Rhosrobin Road shall be submitted for further approval by the Planning Authority in consultation with the Highway Authority prior to any development commencing on site. The approved scheme shall be implemented prior to occupation of the first dwelling

NONSTDC SUBMISSION OF FURTHER DETAILS

026R

E06N

E07N

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

- Scheme of road markings along Llay New Road

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

NONSTDC CONSTRUCTION DETAILS

026R

The detailed layout, lighting, design, drainage and construction of the internal estate road shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.

ZJ43

055R

TRAVEL PLAN

Prior to first use of the development, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

ZJ45

026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

ZJ22

035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.

NONSTDC

038R

VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

Prior to first use of the development hereby approved EACH vehicular access shall provide visibility splays of 2.4 metres x 43 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 highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NOTES

E03N

WORKS WITHIN THE HIGHWAY

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

E06N

CONSTRUCTION OF ACCESS AND ESTATE ROADS ETC

This planning permission requires that development be carried out in accordance with the approved plans, including the construction of an estate road intended for adoption by the Council under the Highways Act 1980. It is essential therefore that the detailed proposals are submitted to the Highway Authority and confirmed as acceptable BEFORE development commences. Please contact the Highway Authority on telephone no. [REDACTED] [REDACTED] for further guidance.

Ag
[REDACTED]
Service Manager