

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0006	Your Ref:	SJG/P/2010/0006
Date:	26 th January 2010		

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

Location: O. S Grid Ref: 337 497 Land at Green Dragon Public House, Salop Road, Wrexham.

Development: Erection of 7 no. dwellings with access, reconfiguration of public house car park and demolition of walls.

I refer to your consultation dated 12/01/2010 in respect of the above.

The proposed development site is located on Salisbury Road which is a busy classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph along this section given the geometry of the road. Although the submitted "Design & Access Statement" states that a recently conducted speed survey was carried out and determined 85th percentile speeds of 20mph (northbound) and 17mph (southbound) along this section, no raw data appears to have been submitted.

Any proposed access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted layout plan (Drg. No. 5083/10 Rev H – Dated 27/07/09) indicates the provision of these splays from the revised / proposed access.

In terms of vehicles approaching the access from the north east off Kingsmills Road, any proposed access would normally be required to provide a forward visibility splay providing a stopping sight distance of 33m for typical vehicle speeds of 25mph. Current available forward visibility from the existing access for vehicles approaching the proposed access in this direction is around 27m. However, forward visibility from the proposed access will be increased / improved to provide a stopping sight distance of approximately 31m.

Salisbury Road is a busy classified road particularly during peak hours which results in frequent queuing along this section of Salisbury Road fronting the development site up to the existing traffic lights. I would normally therefore have concerns over the potential for stacking of vehicles approaching this access from Kingsmills Road waiting to turn right into the development site / public house. Any stacking of vehicles at this location could interfere with the free flow of traffic on Salop Road / Kingsmills Road.

It is recognised that the current access serves both a public house in addition to a recycling centre which together generate a significant volume of traffic. Despite the potential for queuing in this area, given the relatively low speeds traffic along this section, the access is considered to be self regulating with those vehicles travelling along Salisbury Road typically giving way to those vehicles wishing to enter / exit the development site.

It is therefore considered appropriate to support a development at this site which generates up to the same level of traffic as previously generated by the public house and recycling centre. Based on TRICS information provided by the applicant relating to the number of vehicle movements generated through the existing access, it is considered appropriate to accept a residential development of up to 7 no. dwellings in addition to the public house with its reduced level of parking provision at this site, subject to improvements to the existing access.

In terms of parking provision at the development site, I comments as follows:-

Given the sustainable location of the site, the provision of 2 no. spaces per dwelling and 15 no. spaces for the public house in considered adequate.

Proposed turning provision within the curtilage of the site appears adequate providing turning facilities for delivery vehicles / refuse wagons both the public house and the residential development.

In terms of the proposed residential development layout, I comment as follows:-

As the proposed shared access road into the development site is a shared surface, an accessway ramp would normally be required beyond the kerb radii with 2.0m wide footways extending 1.2m beyond this ramp on both sides of the access providing appropriate dropped kerbs / tactile paving. Details of proposed dropped kerb crossing points including tactile paving behind the proposed accessway ramp have not been indicated on the submitted layout plan (Drg. No. 5083/10 Rev H – Dated 27/07/09). As the proposed development will not be adopted, the provision of 1.8m wide footways (as proposed) within the site would be considered acceptable.

As the proposed layout does not conform to highway adoptable standards, such a development would remain unadopted and would need to be maintained by a private management company. I would recommend that the proposed limit of adoption extends across the access in line with the back of the footway.

I assume the proposed widening of the footway located to the south west of the proposed access fronting the development site along Salisbury Road will be constructed to an adoptable standard and will be offered for adoption as part of this development.

The existing dropped kerb access serving the development site will need to be reinstated to full height footway construction. The construction of the new access including the reinstatement of this section of footway shall be constructed to adoptable standards for which the developer will need to enter into an agreement with the Council under a combined s.38 / 278 agreement of the Highways Act 1980. This could also include the dedication of the strip of additional footway located to the south west of the proposed access

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

1. The proposed development shall be constructed in accordance with submitted layout plan (Drg. No. 5083/10 Rev H – Dated 27/07/09).

2. The proposed access shall provide visibility splays of 2.4 x 33m in both directions 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.
3. The proposed access road, footways and car park shall be surfaced using hard bound materials (ie. Bituminous macadam) to the satisfaction of the Local Planning Authority.
4. The existing dropped kerb access fronting the development site along Salisbury Road will need to be reinstated to full height footway construction (see note).
5. Parking provision at the proposed development site shall comply with the requirements of LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the proposed development site to accommodate the turning movements of delivery vehicles / refuse wagons as indicated on submitted layout plan (Drq. No. 5083/10 Rev H – Dated 27/07/09).
7. No surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the proposed access to intercept any such run-off.
8. Appropriate road markings shall be provided at the main access serving the development site in accordance with The Traffic Signs Regulations & General Directions Manual 2002 (see note).

REASONS

1. To ensure the formation of a safe and satisfactory access and in the interests of highway safety.
2. To ensure that adequate visibility is provided at the proposed point of access to the highway.
3. To ensure the formation of a safe and satisfactory access and to ensure that no deleterious material is carried onto the highway.
4. In the interests of pedestrian safety.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.
7. In the interests of highway safety.
8. 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 existing dropped kerb access serving the development site will need to be reinstated to full height footway construction. The construction of the new access including the reinstatement of this section of footway shall be constructed to adoptable standards for which the developer will need to enter into an agreement with the Council under a combined s.38 / 278 agreement of the Highways Act 1980. This could also include the dedication of the strip of additional footway located to the south west of the proposed access
- Appropriate road markings shall be provided at the main access serving the development site in accordance with The Traffic Signs Regulations & General Directions Manual 2002 (Diags. 1003, 1004 & 1009). Three central dashes (Diag. 1004) are considered adequate.



JWP Operational Manager Traffic & Transportation