

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0012	Your Ref:	JGK/P/2010/0012
Date:	26 th January 2010		

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

Location: O. S Grid Ref: 364 473 Five Fords Waste Water Treatment Works, Cefn Road, Wrexham.

Development: Erection of a sludge treatment digester and sustainable energy plant, establishment of a nature conservation compensation area, improvements to means of access, provision of screen planting and formation of a temporary construction compound.

I refer to your consultation dated 08/01/2010 in respect of the above.

The proposed development site is located on Cefn Road which is a classified road subject to a 60mph speed limit. A recently conducted speed survey carried out along this section of Cefn Road determined 85th percentile values of 58mph for vehicles travelling in the westbound direction and 60mph for vehicles travelling in the eastbound direction.

Based on these determined speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Such an access would also normally be required to provide adequate forward visibility providing a stopping sight distance (SSD) of 215m for vehicles approaching from the north west.

Visibility at the existing access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 170m to the north west and 2.4 x 100m to the east measured to the nearside edge of the adjoining highway.

Forward visibility for vehicles approaching the access from the north west along Cefn Road is also inadequate providing a stopping sight distance of approximately 100m.

However, the submitted Transport & Access Statement demonstrates that the proposed HGV movements at the development site are unlikely to result in any significant increase in traffic movements compared with those previously recorded at the site since 1992.

In terms of the proposed additional signage and road markings indicated on the submitted layout plan (Drg No.2480265_100_2407 Rev A0 – dated Nov 09), I comment as follows:-

Having discussed these proposals with our Traffic Section, it is felt that such measures are inappropriate / unnecessary and the existing road markings and signage are adequate for this section of road. However, any proposals to improve both lateral and forward visibility along this section of Cefn Road would be of significant benefit.

As indicated on the submitted layout plan (Drg No. 600046452/02), I would recommend improvements to the kerb radius on the eastern side of the existing access although I would recommend that this radius is increased to 15m. Any proposed improvements to this existing access which lies within the existing highway boundary will require the applicant to enter into a s.278 agreement to carry out these works.

As indicated on the submitted layout plan (Drg No. 600046452/02), I would recommend the provision of a number of suitable passing places which could accommodate the passage of HGVs along the internal access road.

Adequate parking and turning facilities shall be provided within the curtilage of the development site.

I would recommend that details of a suitable Construction Traffic Management Plan including provisions for contractor parking are submitted to the Local Planning Authority for further approval. Such a plan shall also include proposed routing of vehicles, timing of deliveries / collections and the provision of adequate vehicle washing facilities.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. A suitable scheme for improvements to the existing / proposed access onto Cefn Road serving the development site shall be submitted to the Planning Authority for approval (see note).
2. Details for the provision of suitable passing places to accommodate HGV movements along the internal access road shall be submitted to the Planning Authority for approval.
3. Parking provision at the proposed development site shall be in accordance with LPGN 16.
4. Suitable turning facilities shall be provided within the curtilage of the site.
5. Details of a suitable "Construction Traffic Management Plan" including provisions for contractor parking shall be submitted to the Local Planning Authority for further approval prior to commencement of works.

REASONS

1. In the interests of highway safety.
2. In the interests of highway safety.
3. To provide for the parking of vehicles clear of the highway.

4. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety
5. In the interests of highway safety.

Supplementary Notes

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

Notes to applicant

The proposed improvements to the existing access shall be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

Public Footpath No.39 (Marchwiell) passes through the development site and should not be interfered with. I would recommend that the applicant liaises with our Public Rights of Way Section (contact Sean Hanratty on Tel: 01978 729761).


Operational Manager Traffic & Transportation

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