

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0969	Your Ref:	SHE/P/2009/0969
Date:	16 th December 2009		

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

Location: O. S Grid Ref: 338 498 Gas Works Site, Rivulet Road, Wrexham.

Development: Outline application for residential development.

I refer to your consultation dated 24/11/09 in respect of the above.

The proposed development site is located on Rivulet Road which is an unclassified road subject to a 30mph speed limit.

Rivulet Road is subject to a traffic regulation order in the form of double yellow lines along both sides of the road with a limited no. of on street parking bays being available on the opposite side of the road limited to 30 minutes waiting.

In terms of the submitted layout plan (Drg. No. 383 001 Rev D), I comment as follows:-

The proposed / existing access is considered to provide adequate visibility providing splays of at least 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The proposed access into the development site serves 57 dwellings and would normally require a minimum carriageway width of 5.5m with 2.0m wide footways either side. The proposed access only appears to be 4.8m wide with 1.8m footways which is considered inadequate. No dropped kerb tactile crossing points have been indicated across the proposed access in line with the back of the footway.

The proposed access road serving the eastern end of the development site appears circuitous leading into communal parking areas. This section of development site would not be considered suitable for adoption and would need to be managed by a private management company. I would suggest that the applicant provides details of the "swept path analysis" of a refuse wagon entering, turning and exiting this section of the site to ensure adequate space is provided for maneuverability.

I would recommend that the proposed footway link at the eastern end of the development site is a minimum width of 3.0m. An appropriate barrier should be provided at the point where this footway accesses onto Rivulet Road in the interest of highway / pedestrian safety.

The proposed footways running either side of the main internal access road are only 1.8m. These shall be widened to 2.0m.

The proposed turning head at the western end of the development site is inadequate and does not comply with our adoptable standards. The proposed turning head is of inadequate width and depth. The proposed footway around this turning head would need to be extended accordingly.

The proposed 6 no. parking spaces adjoining this turning head would need to be setback behind an extended section of footway.

The proposed parking area (20 no. spaces) at the western end of the development site would not be considered suitable for adoption.

The proposed footway link serving the western end of the development site onto Salop Road shall be a minimum width of 3.0m. An appropriate barrier should be provided at the point where this footway accesses onto Salop Road in the interest of highway / pedestrian safety. It is not clear how this footpath terminates within the development site up to the turning head.

The current application proposes a reduced number of dwellings (57 no.) compared with the previously submitted planning application (ref. P/2006/1035 – For 153 no. dwellings and 5 no. retail / commercial units) which was supported in principle with the potential to generate a significant number of vehicle movements.

It is not considered necessary to request a Transport Assessment for the current application. However, if the proposed development were to exceed 60 no. dwellings, then I would recommend that a detailed Transport Assessment be provided.

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

LPGN 16 would normally require the provision of a maximum of 143 parking spaces for such a development. However, only 85 spaces are proposed representing 59% overall provision. There would appear to be no provision for cycle stands / shelters within the site.

Although the development site is considered to be in a sustainable location and is well served by public transport. The proposed shortfall (41%) in parking provision needs to be justified. I would therefore recommend that the applicant submits a suitable interim residential travel plan for further approval prior to commencement of works with a final travel plan being submitted within 12 months of occupation for further approval.

It may be considered appropriate to request a commuted sum in lieu of any agreed shortfall in parking provision.

No details of the proposed surface water drainage system serving the development site have been provided. Details of the proposed surface water drainage system will be required for further assessment. I understand from our Environment Section that the existing highway drain running along Rivulet Road has a history of significant flooding problems and has no spare capacity should the developer wish to discharge into this existing system.

Any proposed retaining walls within the development site that have the potential to impact on the adjoining / proposed highway(s) are likely to require structural approval from our Operational Manager Engineering Consultancy – Ms. Sharon Stevens (Tel: 01978 297109). I would recommend that the applicant contacts Ms. Stevens to discuss.

A “Flood Risk Assessment Report” has not been submitted with this application. However, I understand that an FRA report is being prepared and will be available shortly. Any such report must include measures to minimize the risk of flooding to any existing / proposed adoptable highway.

Supplementary Notes

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

A handwritten signature in black ink, appearing to read "J. P. Bell". The signature is written in a cursive, slightly slanted style.

Regional Operational Manager Traffic & Transportation