

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
FAO Matthew Phillips

Our Ref: TH/DC/PD/P/2009/0735

Your Ref: MP/P/2009/0735

Date: 15 January 2010

Former Gatewen Colliery, Gatewen Road, New Broughton – Reserved matters

I refer to the letter received from Morston Assets dated 11 December 2009 in respect of the above site.

Off site Highway Contributions – Condition 12

The travel plan to which Condition 12 refers proposes the following contributions:

1. £80 k to fund acquisition and improvements to former Railway line or if unsuccessful in acquiring the land a default contribution of £50k for the construction of a footway / cycleway link between the development site and the school
2. £5k cycleway signage at Stryt-y-bydden
3. £50k to extend cycleway between the development site and Poolmouth Road
4. £4.5k for new bus shelter on Gatewen Road
5. £75k bus service contribution delivered over a 5 year period.

Additionally the developer agreed to construct the cycleway /footway across the development site and to construct a 60m link between the south of the site and the existing Council constructed cycleway.

Items 1 and 5 have been omitted from the developers latest proposals and yet they have offered no justification for this.

I refer you to the WSP Transport assessment (May 2007) submitted in support of the outline application for this site (P/2007/0700).

Section 7.3 Public Transport Links established the need to increase bus service provision on Gatewen Road by pump priming a service to give more people the option of using the bus as a means of transport. It was agreed that a figure of £15000 per annum for 5 years would be a suitable level of contribution.

This theme was picked up again in the WSP Travel Plan (section 2.1.12) of September 2007 where it was confirmed that ' A more frequent level of bus service

calling at the bus stop closest to the site will encourage future residents to use the bus as a viable alternative to the car ..'

It should be noted that a reduced level of car parking provision (as discussed in Section 3 of the Travel Plan) can only be reduced from the maximum recommended by LPGN 16 if the developer can demonstrate mitigation measures to persuade residents to use other modes of transport. Without improvements to the bus service the maximum standards will be applied.

Additionally if there is no adequate bus service then the measures contained within the Travel Plan such as welcome packs detailing public transport, bus passes and the like become meaningless and the Travel Plan is rendered obsolete.

Furthermore, there was serious concern over the impact that predicted levels of traffic generation would have on the three main junctions / roundabouts affected by the proposals. If the developer is unwilling to contribute towards a bus service then the traffic generation figures supplied with the initial application will need to be reassessed using the upper trip rate in the TRICS database in order that a more realistic figure is produced.

I attach a copy of a Technical Note (17/09/07) produced in support of the original planning application which reiterates the intention to improve bus services on Gatewen Road to mitigate some degree of the potential traffic generation from the development.

It is my contention that the bus service is fundamental in providing an alternative mode of transport to the site and I therefore consider its inclusion in the s106 agreement is vital in achieving a sustainable development.

I note also that there is no mention of the £80 k to fund acquisition and improvements to the former Railway line or the default contribution of £50k for the construction of a footway / cycleway link between the development site and the school.

Please ask the developer to clarify his intentions as this route is once again of fundamental importance in creating a sustainable development.

for Operational Manager Traffic & Transportation