

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PD/2011/0264

Your Ref: P/2011/0264

Date: 12 May 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2850 5130 Land adjacent to Waen Road, Coedpoeth

Development: Amendment to conditions 12 and 13 imposed under planning permission code no. P/2011/0006 relating to the construction of pedestrian footways.

The site is located between Waen Road and Llewelyn Road within a 30 mph speed limit.

There is currently no footway provision on Llewelyn Road; on Waen Road there is approximately 15m at its junction with Llewelyn Road. The Waen Road footway varies in width but is limited to approximately 1.5m at its western most point.

Visibility at both the Waen Road / Llewelyn Road junction and the south western corner of the site on Waen Road is substandard.

The proposed new development will increase both vehicular and pedestrian traffic movements in the vicinity of the site both along Llewelyn Road and Waen Road. Given that there is substandard visibility and inadequate footway provision in the vicinity of the site it is considered that the original application for two dwellings would not have been supported without highway improvements in the locality.

Condition 12 requires the provision of a 2m wide footway along the site frontage on Llewelyn Road. It is current Council policy that new footways should be 2m wide. Manual for Streets states that the minimum unobstructed width for pedestrians should generally be 2m.

Given current council policy and current National guidelines I am not prepared to support the application to reduce the footway width.

Condition 13 requires an approximate 3m length of footway at 1.5m width on Waen Road. This footway is to extend from the western end of the existing footpath. The reason for the Council agreeing to a 1.5m width in this instance was that the existing path was of similar width. Given the increased vehicular and pedestrian movements that will be generated by the development it is considered necessary to provide this minor extension in order to improve visibility for and of vehicles and pedestrians around the south western corner of the site. The most direct route for any pedestrian leaving the new site and wishing to walk into the village centre would be along this

footway in order to cross over into Fron Las. It is therefore essential that the increased pedestrian footfall is provided with a safe and satisfactory route to the local shopping and leisure facilities. Consequently I cannot support the removal of condition 13.

I therefore advise you that I am unable to support either the removal of condition 13 or the amendment of condition 12 and recommend that the application is REFUSED.

A handwritten signature in black ink, appearing to read 'J. P. N.', is positioned above the title.

Infrastructure and Planning Manager