

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0638 **Your Ref:** SEH/P/2012/0638
Date: 14th September 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 498 Erddig Nursery School, Erddig Road, Wrexham.

Development: Demolition of Former Nursery School and Erection of 6 no. Two Storey Dwellings and 2 no. One-Bedroomed Apartments.

I refer to your consultation dated 10/09/2012 in respect of the above.

The proposed development site is located on Erddig Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing 6.0m wide access serving the school is located on Erddig Road. This access currently provides adequate visibility in both directions of approximately 2.4 x 25m to the south and 2.4 x 20m to the north.

Access

It would appear that it is proposed to close up the existing access off Erddig Road and construct a new access off John Street / Fairfield Street. John Street and Fairfield Street are only typically 4.4m wide and suffer from a significant on-street parking problem. John Street has no suitable turning facility / turning head and is considered unsuitable to serve any significant increase in traffic. I would therefore not wish to support any proposed access serving the development site off John Street / Fairfield Street.

I would recommend that any proposed access serving the development site is provided off Erddig Road in approximately the same position as the existing access providing visibility splays of 2.4 x 18m in both directions .

Any proposed access shall be a minimum width of 4.8m.

I would recommend that the existing 1.4m wide footway fronting the development site along Erddig Road is widened to 2.0m. This has not been indicated on the submitted layout plan.

The proposed 1.0m wide footway link between Erddig Road and John Street is considered inadequate. I would recommend that such a link is at least 2.0m wide and provided with adequate lighting. This has not been indicated on the submitted layout plan.

Parking & Turning Provision

There would appear to be 15 no. parking spaces provided at the proposed development site which is the maximum number of spaces required by LPGN 16 for such a development. This level of parking provision is considered acceptable particularly given the existing significant on-street parking problems along those streets leading to the development site ie/ Erddig Road, Colemere Steet. There are double yellow lines fronting the development site along Erddig Road.

Given the restricted nature of the streets leading to the site, I would recommend that a suitable turning head is provided within the curtilage of the development site that can accommodate the turning movements of a refuse wagon. Such detail has not been indicated on the submitted layout plan which is considered unacceptable.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **John Street / Fairfield Street are considered to be of inadequate width and layout to serve a development of this nature.**
2. **The proposed development does not make adequate provision for the turning of refuse vehicles clear of the adjoining carriageway.**

However, if the above issues could be satisfactorily addressed then further consideration could be given to the proposed development.

Peter Dornante

P.P. Network and Infrastructure Manager