

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2016/0011

Your Ref: MP/P/2016/0011

Date: 14th January 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Grid Ref: 333 513 Kingdom Hall of Jehovahs Witnesses, Park Street, Rhosddu, Wrexham.

Development: Change of use from Place of Worship (Use Class D1) to building for Rehearsals and Performance (Mixed Use).

I refer to your consultation dated 12/01/2016 in respect of the above.

The proposed development site is located on Park Street which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being no more than 20mph given the geometry of the road along this section and the proximity of the Park Street / Price's Lane junction.

Park Street is typically 3.6m wide for the majority of its length with limited footway provision along both sides of the road. The section of carriageway fronting the development site does increase in width to between 4.1 – 4.6m but is typically occupied by parked vehicles. There is an existing on-street parking problem along Park Street as a number of properties do not have their own driveways. Park Street is subject to a one-way system which allows vehicles to access from Rhosddu Road and exit onto Price's Lane.

Based on assumed speeds of 20mph, any existing access would normally be required to provide visibility splays of 2.4 x 25m in the south westerly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site appears adequate providing a splay compliant with Manual for Streets.

The existing / proposed access serving the development site is approximately 7.2m wide and takes the form of a dropped kerb crossing.

The existing car park appears capable of accommodating approximately 8 no. cars. Based on LPGN 16 Class D2 Use (Assembly & Leisure), the proposed development would normally require a maximum of 10 parking spaces.

Given the sustainable location of the site and its previous use as a place of worship, I would have no objections to the proposed development on highway grounds.

I therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

- NONSTD** **VISIBILITY SPLAY IN SOUTH WESTERLY DIRECTION (CENTRELINE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide a visibility splay of 2.4 metres x 25m in the south westerly direction measured to the centreline of the adjoining highway. Within this splay there shall be no obstruction in excess of 1 metre in height above the level of the centreline of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ09** **NO GATES WITHIN 5 METRES**
033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ22** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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


 Service Manager Environment