

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Head of Community Well-being and Development
Our Ref: TH/DC/PP/2011/0704 **Your Ref:** SJG/P/2011/0704
Date: 3rd October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 513 130 Rhosddu Road, Wrexham.

Development: Change of use of former public house to house in multiple occupation (HMO).

I refer to your consultation dated 27/09/2011 in respect of the above.

The proposed development site is accessed off Prices Lane which is a classified, residential road subject to a 30mph speed limit. However, Prices Lane is subject to a 20mph speed limit just beyond the existing access (in the easterly direction). However, I would estimate typical vehicles speeds at being around 20mph given the geometry of the road and the proximity of the junction with New Road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access is adequate in the easterly direction providing a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 19m measured to the nearside edge of the adjoining highway.

The existing / proposed access is 4.8m wide and is gated 3.1m behind the adjoining carriageway. The width of the proposed access is considered adequate to serve the proposed development site. However, I would recommend that no gates are erected across the proposed access.

The existing car park appears to have 15 no. spaces. For a development of this nature (ie/ 15 no. flats – student accommodation), LPGN 16 would normally require 1 space per 2 bedspaces, equating to the requirement for 15 no. spaces (assuming each bedroom has 2 bedspaces). On this basis, the existing / proposed level of parking provision would be considered adequate.

As the existing access suffers from inadequate visibility in the westerly direction, I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard access.

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, this is an existing access which previously served a public house which is likely to have generated a significant number of vehicle movements. I would therefore have no objections to the proposed development and would recommend that any permission include the following conditions :-

CONDITIONS

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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, 3, 4 & 5 of the supplementary notes.



Infrastructure and Planning Manager