

MEMORANDUM

From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0249

Your Ref: SEH/P/2011/0249

Date: 15th April 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 502 The Mitre Vaults, 32 Pentrefelin, Wrexham.

Development: Change of use and alterations to existing public house for student accommodation.

I refer to your consultation dated 06/04/2011 in respect of the above.

The proposed development site is located on Pentrefelin which is a classified road subject to a 30mph speed limit.

There would appear to be 2no. existing accesses serving the adjoining car park off both Pentrefelin and Brewery Place. However, it would appear that the existing access onto Pentrefelin which is only 3.5m wide is no longer in use. The main access serving the car park is located to the rear of the development site off Brewery Place. This access is approximately 6.6m wide.

However, it would appear that it is intended to serve the proposed flats off Pentrefelin via the existing dropped kerb access with no access being permitted off Brewery Place. This access is located between the change of speed limits of 20mph / 30mph. I would therefore assume that typical vehicle speeds are likely to be around 20mph in this particular location.

Any proposed / existing access in this location 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 which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from this access is adequate in both directions providing splays in excess of 2.4 x 25m in both directions.

I understand that it is proposed to provide a ramped pedestrian access alongside the western side of the building which would effectively reduce the existing vehicular access from 3.5m to 2.3m. However, the submitted layout plan (Drg. No. 8583/105/P3) appears to indicate the widening of the existing access to provide a 4.5m wide access plus the 1.2m wide pedestrian ramped access. The proposed access arrangements would appear acceptable particularly given that the public house would have already had a given traffic generation although some of this may have accessed the site from the rear.

The existing footway fronting this access has been paved with high quality paving materials. Any proposed modifications to this access must be carried out utilising matching materials.

Any proposed / existing access in this location would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

The existing access does not provide adequate pedestrian visibility in either direction due to the presence of the existing building to the east and the hedgerow fronting the car park to the west. However, these splays could be improved by the re-location of the vehicle access to accommodate the ramped pedestrian access and by removing a section of the existing hedgerow.

I understand that the proposed development is for 20 bedrooms intended for student accommodation.

Both Pentrefelin and Brewery Place are subject to a traffic regulation order imposing no waiting / no loading at any time. However, there are a limited number of 30 minute waiting bays along the eastern side of Brewery Place with similar limited provision further along Brook Street. However, these spaces are already heavily used by existing shop owners / customers / members of public.

There are a number of car parks nearby including St. Giles and Island Green. However, St Giles is only a short stay car park and I understand that Island Green is relatively expensive for those wishing to park for long periods of time.

In terms of parking provision for the student flats, LPGN 16 would normally require 1 car space per two bedspaces which would equate to the requirement for 10 no. spaces. The proposed layout incorporates 10 no spaces with sufficient turning space which is considered adequate.

There would appear to be 2 no. parallel parking spaces provided for an adjoining business within the existing public house car park. I assume that these spaces will be re-located to the northern section of the existing car park and access via Brewery Place.

I therefore have no objections to the proposed development and recommend that any permission be subject to the following conditions:-

CONDITIONS

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ22
035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing no. 8583/105/P3 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, 3, 4 & 5 of the supplementary notes.

Note to Applicant

Any proposed widening of the existing access will involve vehicles crossing over a British Telecom chamber sited within the footway. The existing inspection chamber will need to be re-located to accommodate the new access.



Infrastructure and Planning Manager