

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0088

Your Ref: SJG/P/2011/0088

Date: 21st February 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 327 506 25 Maesgwyn Road, Wrexham.

Development: Change of use from residential dwelling to HMO.

I refer to your consultation dated 11/02/2011 in respect of the above.

The development site is situated on Maesgwyn Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the significant level of on street parking along this section.

Manual for Streets would normally require any proposed shared access to provide visibility splays of 2.4 x 33m 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.

Visibility from the existing access is inadequate being approximately 2.4 x 11m to the north and 2.4 x 11m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing 1.3m high boundary wall fronting the property. Visibility in the south westerly direction is restricted in that the required visibility splay would need to cut across land under 3rd party control. However, I understand that the applicant has an agreement with the adjoining landowner to provide the required visibility splay in this direction.

Previous planning consent ref: P/2008/0032 for the erection of 2 no. one bedroom flats included a condition for the proposed access to provide visibility splays of 2.4 x 33m in both directions measured along the nearside edge of the adjoining highway in accordance with Manual for Streets prior to first occupation. The provision of these splays has still not been implemented.

Any proposed shared access would also need to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

I understand that a construction business previously operated from the development site and generated a significant number of vehicle movements per day. In addition to the existing property (no. 25), there are 4 additional dwellings located to the rear of the site.

The proposed access shall be a minimum of 4.5m wide for a minimum distance of 5m behind the highway boundary. No gates shall be erected within 5m of the highway boundary. The proposed access shall be surfaced using hard bound materials for a minimum distance of 5m behind the highway boundary. The existing access is currently surfaced with loose bound materials.

Parking provision at the proposed development site shall be in accordance with LPGN 16 / LPGN 5. There would appear to be adequate space for turning within the curtilage of the development site. A HMO would normally be required to provide 1 car space per 2 bedspaces. Assuming the proposed development includes 8 no. bedspaces, I would recommend the provision of 4 no. parking spaces.

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 and pedestrians.

However, if the applicant was able to address the above issues I would have no objections to the proposed development on highway grounds and would recommend any permission include the following conditions:-

CONDITIONS

- ZJ15**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 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.
- ZJ20**
038R **PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)**
Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ11**
039R **ACCESS WIDTH**
The vehicular access hereby approved shall be a minimum width of 4.5 metres.
- ZJ07**
043R **ACCESS SURFACE (5 metres)**
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**
033R **NO GATES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

ZJ22
035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

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.

Notes

- Public Footpath No. 12 (Wrexham) passes immediately to the south of the development site and should not be interfered with.
- I would recommend that the applicant submits a revised layout plan indicating how the required visibility splays are to be provided.



Infrastructure and Planning Manager