

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2019/0001 **Your Ref:** MRJ/P/2019/0001
Date: 4th February 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 338 497 Travellers Rest, 26 Kingsmills Rd, Wrexham.
Development: Erection of 1 no. pair of semi-detached houses on half of public house car park and new access.

I refer to your consultation dated 04/01/2019 in respect of the above.

Existing Access

The proposed development site is accessed off Haig Road which is an unclassified, residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, 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.

Visibility from the existing public house car park is adequate in the westerly direction providing visibility in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall fronting the site.

There would appear to be an existing 3.5m wide gated access located alongside the public house off Kingsmills Road but I assume that this access is not used as a vehicular access.

Proposed Access

The proposed car park access appears to be relocated further west along Haig Rd.

The submitted layout plan appears to indicate splays using a setback distance of 2m. However, the proposed splays should be measured from a setback distance of 2.4m. **Could you please ask the applicant to provide a revised layout plan indicating splays from the proposed access measured from a setback distance of 2.4m.**

The submitted layout plan indicates 2 no. proposed private driveways located in close proximity to the junction with Bryn y Cabanau Road. The location of these proposed driveways will result in vehicles maneuvering in close proximity to the existing junction which is considered unacceptable. Vehicles parking on these driveways are likely to be reversing onto Haig Road with restricted visibility which is unacceptable.

Parking & Turning Provision

The existing public house car park currently accommodates around 20 no. spaces. It is proposed to retain 11 no. spaces and a small turning area at the rear of the car park.

LPGN 16 would normally require a maximum of 1 car space 4m² public floor space. However, no details of the existing public floor space for the public house has been provided in order to assess the adequacy of the retained parking provision. **Could you please ask the applicant to provide this information.**

In terms of turning provision at the development site, I comment as follows:-

I understand that dray vehicles / delivery vehicles currently use the existing car park to park and turn. However, if the proposed development is supported, such vehicles will be unable to turn within the car park which is considered unacceptable.

Existing Retaining Wall

There is an existing 1.9m high retaining wall running along Brynycbanau Road alongside the development site. If the proposed development is to be supported, the applicant will be required to assess the integrity of the wall to satisfy the requirements of Clause 167 of the Highways Act 1980.

In conclusion, I would be unable to support the proposed development for the reasons highlighted above.

peter dothswarte

pn Planning Control Manager