

MEMORANDUM



From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/P/2019/0348	Your Ref:	MP/P/2019/0348
Date:	10 th May 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 496 Oak Tree Tavern, 45 to 47 Ruabon Road, Wrexham.

Development: Conversion of former public house and associated flat into 3 no. two-storey dwellings and erection of 3 no. new detached dwellings to rear.

I refer to your consultation dated 08/05/2019 including layout plan (Drg. No. 2224/105) in respect of the above.

Access

The proposed development site is located on Ruabon Road which is a busy, classified road subject to a 30mph speed limit. Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving The public house car park provides a visibility splay in excess of 2.4 x 43m measured to the nearside edge in the north easterly direction although visibility is frequently impeded by parked vehicles along this section of Ruabon Road. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 10m measured to the nearside edge of the adjoining highway. Visibility is restricted in this direction by the existing building (public house).

I would normally not be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access. However, the existing car park appears capable of accommodating at least 15 cars and would have the potential to generate at least the same daily vehicle movements compared with the proposed 6 no. dwellings.

The existing access is approximately 5m wide up to 4.5m behind the adjoining highway. Beyond this point the access narrows to approximately 3.4m at around 7.7m behind the adjoining carriageway. I would normally recommend an access width of 4.8m through to the proposed car park for a development of this nature. I would recommend that no gates are erected across the access in the interest of highway safety.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway boundary. No private surface water shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be constructed across the access to intercept any such run-off.

However, as the existing access previously served the public house, it would have to be considered acceptable in this instance. It is not clear from the submitted layout plan whether the access is being reduced in width from existing. **I would recommend that the applicant provides a revised layout plan annotating the precise proposed dimensions of the access.**

Parking & Turning Provision

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

The proposed development site appears to comprise 5 no. 3 bed dwellings and 1 no. 2 bed dwelling.

Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 standards. LPGN 16 would normally require a maximum of 17 spaces for the proposed development. The submitted layout plan (Drg. No. 2224/105) appears to indicate the provision of 9 spaces plus 3 garage spaces. LPGN 16 no longer includes garages as contributing to parking provision.

The provision of 9 spaces would be considered inadequate and may well lead to additional on-street parking along Ruabon Road. However, the provision of 2 spaces per 2 / 3 bed dwelling ie/ 12 spaces would be considered acceptable given the sustainable location of the site. **I would recommend that the applicant addresses the above issue.**

Some of the parking spaces appear to be less than the required dimensions ie/ 2.4 x 4.8m. There appear to be less than 6m clearance behind the parking spaces allocated to plot 3. **I would recommend that the applicant provides a revised layout plan annotating the proposed dimensions.**

In terms of turning provision, I comment as follows:-

There would currently appear to be sufficient space within the car park to accommodate the turning movements of smaller delivery vehicles / dray wagon. The submitted layout does not provide such a turning facility which is considered unacceptable. I would recommend that the applicant re-considers the parking and turning arrangements in order to provide a turning area which can accommodate the turning movements of a medium sized delivery vehicle (see attached detail).

I would recommend that the applicant submits a suitably scaled layout plan indicating this detail for further consideration.

Waste Disposal / Recycling / Deliveries

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

I await the requested information.

Supplementary Notes

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

Peter Doughty

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Planning Control Manager