

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0285 **Your Ref:** MP/P/2012/0285
Date: 8th May 2012

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

Location: O. S Grid Ref: 336 510 36 Chester Road, Wrexham.
Development: Change of use to Tea Room (A3).

I refer to your consultation dated 18/04/2012 in respect of the above.

The proposed development site is located on Penymaes Avenue which is a classified , residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the existing traffic calming measures in place.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing 6.1 m wide access is inadequate in both directions providing splays of approximately 2.4 x 7m to the west and 2.4 x 9m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing brick pillars and holly hedge along the frontage of the site.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through such a sub-standard access.

The access is currently surfaced with loose chippings. I would normally recommend that such an access is surfaced with hard bound materials (eg/ bituminous macadam).

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

LPGN 16 would normally require 1 car space per bedroom (C1 use) for the guest house which would equate to the requirement for a maximum of 14 no. spaces for the existing 14 no. guest bedrooms.

The submitted layout plan (Drg. No. J042/02 – Dated April 2012) indicates the provision of 16 parking spaces for the existing bed and breakfast and 2 additional spaces for staff located alongside the house. However, parking space no. 16 is located within a garage that is located behind wooden gates behind which spaces 14 & 15 are located. Such a parking space is not easily accessible and I would therefore discount this space. There is only sufficient space for 1 car in the area designated for spaces 14 & 15 due to the existing benches / seating.

In terms of parking spaces 10,11, 12 & 13, LPGN 16 would normally require at least 3.6m clearance behind for maneuverability. Only 3.0m clearance appears to be available for these spaces which is considered inadequate. I would therefore not include these 4 no. spaces as contributing to parking provision. However, 2 parallel parking spaces could be provided in this location in lieu of the 4 no. spaces.

There would therefore only appear to be 12 parking spaces available that comply with LPGN 16 dimensional requirements. This number is less than the maximum standard (ie/ 14 no.) required by LPGN 16 for the existing bed and breakfast.

I understand that those guests staying at the bed and breakfast are required to leave by 10:30 on the day of departure with guests being able to book in at 14:00. I assume that the period between these times represents the time when the existing car park is in less demand. The applicant wishes to operate the proposed tea room between 10:00 and 16:00 which would appear to overlap with the departure and arrival times permitted at the guest house. Although the existing car park may well be under utilized during these times, this assumes that very few guests stay for more than 1 night and they typically use their car during their stay as opposed to walking or using public transport.

The proposed tea room (A3 use) would normally require 1 car space per 4m² public floor space. Based on a floor area of 54m², the tea room would require a maximum of 14 additional spaces.

Given that there are only 12 useable spaces within the curtilage of the site for the existing guest house, any potential customers visiting the tea room by car may well have to find an available space along Maesydre Road or Westminster Drive. Parking along Chester Road and Penymaes Avenue is restricted by double yellow lines. Demand for on-street parking spaces along Chester Road and Penymaes Avenue is typically high with those people working in the town centre looking for free parking during the day. Any potential shortfall in parking provision at the development site is likely to increase pressure on these surrounding streets during the day.

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

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
2. **The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**

Peter Downes

PP Network and Infrastructure Manager