

Design & Access Statement

On behalf of:
Admiral Taverns

Proposal:
Erection of 7 dwellings with access, reconfiguration of public house car park and demolition of wall

Development Site:
Land at The Green Dragon, Bennions Road, Wrexham

Date:
January 2009

Caldecotte Consultants reference:
CC/427/6

Prepared by:
Aaron Smith BA(Hons) DipTP MRTPI
Email • planning@caldecottgroup.com

Unit A Bourton Business Centre
Manor Farm • Buckingham MK18 7DS
Tel • 01280 822833 • Fax • 01280 823333
Email • info@caldecottgroup.com

www.caldecottgroup.com

Contents

- 1.0 Introduction
- 2.0 Description of Site & Surroundings
- 3.0 Site Context
- 4.0 Planning Policy Context
- 5.0 Conservation Area Consent Statement
- 6.0 Design Statement
- 7.0 Access Statement
- 8.0 Other Considerations
- 9.0 Conclusions

Appendices:

- A Traffic Count Summary
- B Letter from Phil Palmer dated 8th July 2009
- C Parking Accumulation Survey

Job Number: CC/427		Site: Land at The Green Dragon, Bennions Road, Wrexham
Date of Issue:	Document Reference:	Status:
5 th January 2010	CC/427/6	For Planning Submission

1.0 Introduction

- 1.1 This document has been prepared on behalf of Admiral Taverns in relation to their Full Planning Application for the erection of 7 dwellings on land at The Green Dragon PH, Bennions Road, Wrexham and Conservation Area Consent application for the demolition of a wall.
- 1.2 This application is submitted following pre-application discussions with Officers at Wrexham Council including an initial meeting on 19th May 2008 with Simon Greenland, Phil Palmer, Dave Sharp and Sharon Williams to identify issues requiring further investigation. Subsequent plans were submitted for further comment throughout 2008 and 2009. This submission is made as a result of these pre-application discussions and comprises a deliverable and sensitive proposal appropriate for the site and its historic context.
- 1.3 This statement includes a description of the development site and planning history, an evaluation of the context of the site (within a Conservation Area) and an appraisal of all relevant planning policies. This is followed by a Design and Access Statement to record the design process undertaken by Caldecotte Consultants, Opus Joynes Pike and Sursham Tompkins & Partners Architects to justify the design rationale behind the proposed development. The statement is concluded with a summary of the main planning considerations relevant to this case.
- 1.4 This planning statement should be read in conjunction with the proposal drawings and is accompanied by the following documents:
 - 1.4.1 Tower Surveys Topo Survey – 17080012_201
 - 1.4.2 Sursham Tompkins & Partners Drawing Nos:
 - 5083/00 – Site Location
 - 5083/10 revision H – Block Plan
 - 5083/11 revision B – Plots 1-3 Proposed Plans
 - 5083/12 revision A – Plots 4-7 Proposed Plans
 - 5083/14 – Proposed layout
 - 5083/15 – Cross Sections and Streetscene
 - 1.4.3 SustainEnable – Energy and Sustainability Statement

2.0 Development Site & Surroundings

- 2.1 The application site is located at the junction of Bennions Road and Salop Road (A525) in Wrexham. The Green Dragon site extends to 0.35 hectares and comprises the public house and grounds. The Green Dragon sits at the eastern edge of the site. It is an ornate landmark two storey Victorian building, constructed of red brick with rendered panels with dark green detailing to the eaves, signage band and projecting gable. The pub car park contains space for approximately 34 cars and is accessed off Bennions Road. The car park is split in two sections the larger 23 space car park extends along the Bennions Road frontage and includes a recycling compound at its western boundary, the smaller 11 space car park is located to the rear of the pub. A small external drinking terrace with patio tables is situated fronting Bennions Road.
- 2.2 A 36.5m long 2.1m high red brick wall extends through the site parallel to Bennions Road along the back of the front car park. Behind this wall is a disused grassed area. A 2.1m high red brick wall forms part of the western boundary with Bradbury House, lowering to a wall of varying height between 1 and 2m to the rear of the western boundary. A low 0.9m high brick wall extends along the Bennions Road frontage.
- 2.3 A 1.3m high post and rail fence forms the northern boundary. Beyond the ground level drops down steeply to a modern supermarket and car park.



Left – The Green Dragon situated at junction of Bennions Road and Salop Road
Right – Disused land to rear of pub car park

3.0 Site Context

- 3.1 The Green Dragon is located within the (Wrexham) Salisbury Park Conservation Area that was designated in November 1996. A Conservation Area Character Assessment was published as Supplementary Planning Guidance and identifies the reason for the designation, basic qualities of buildings and features of interest. Plan A below shows the extent of the Conservation Area, key designations and enhancement opportunities. Bradbury House (Oteley House) to the west is a Grade II Listed Building and is used as a Centre for Children and Young Persons with Disabilities. The Green Dragon is designated as an "Unlisted Building of Visual interest".



Left – Bradbury House to the west of the application site
Right – Beechley House to the south side of Bennions Road

- 3.2 In respect of the character of the area, the Assessment states:

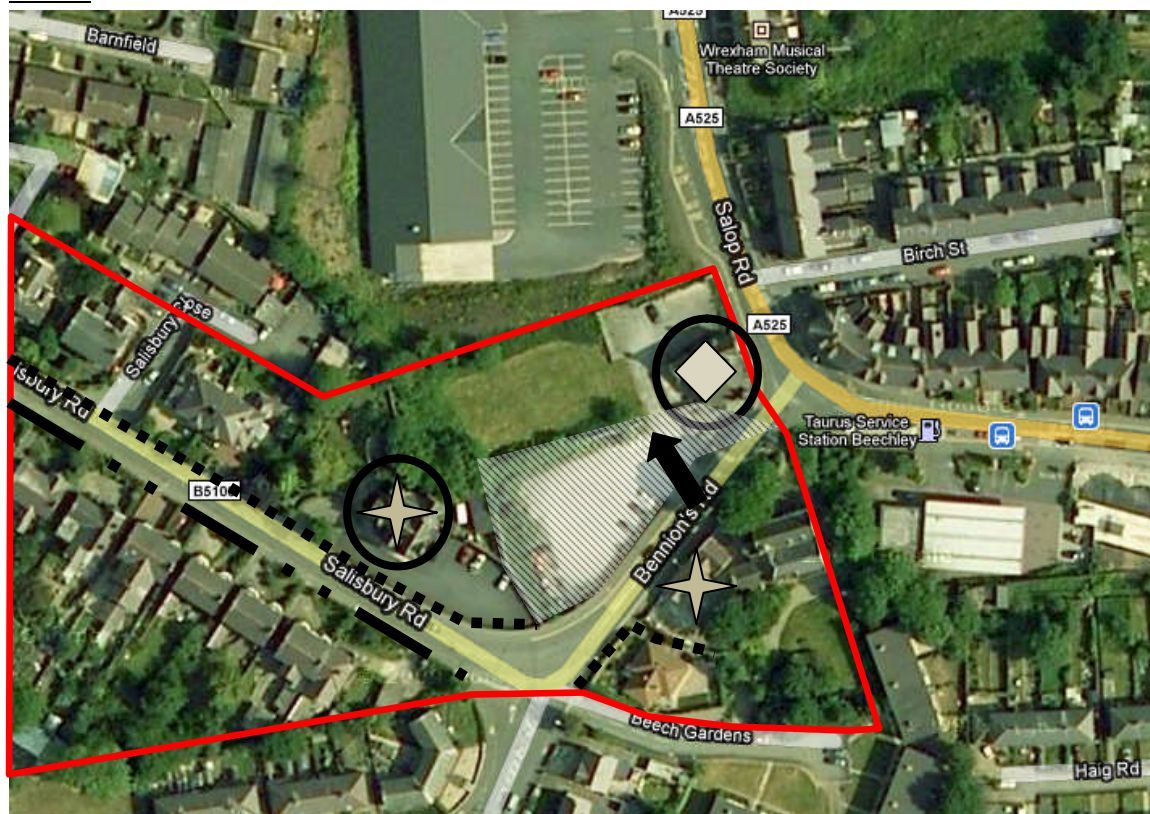
"The special character of the area derives from the contrast between the formal proportions of the Georgian buildings and the richness of the Victorian properties which cluster at the heart of the area on Salisbury Road. Here, the regular spatial pattern and conformity in scale create a sense of townscape and rhythm. In amongst the two main styles are a number of individually designed buildings which contribute positively to the area's character."

"The predominant building material in the Conservation Area is the local Ruabon red brick. On the whole properties are two storeys high. Any three storey building provide a contrast in scale and design and act as marker buildings in the streetscape."

"Strong boundary treatment in both brick and stone is a very important feature of the Conservation Area providing a sound sense of enclosure."

- 3.3 Plan A below shows that constraints in respect of the application site. This includes a key view from Bennions Road northwards across the pub access and car park towards St Giles' Parish Church.

Plan A



	Conservation Area Boundary		Unlisted Building of Visual Interest
	Marker Building		Important Stretch of Stone
	Important View		Important Stretch of Brick
	Listed Building		Area for Improvement



Above – View from Bennions Road at pub access towards St Giles' Parish Church obtained through the gap between the high brick wall and the west side of the public house



3.4 The Green Dragon is within the Kingsmills Road / Bennions Road sub-area of the Conservation Area where the Assessment states the group comprises *"the eastern gateway to the Conservation Area and is dominated by the road junction and the expanse of open tarmac"*. The Green Dragon is considered a "sound corner feature", emphasising this important junction and entrance into the town centre. Within the sub area, which comprises only 3 properties, there is a contrast of building styles on The Green Dragon, Bradbury (Oteley) House and Beechley House. Because of changes made within the area none of these properties are considered to be enhanced by their immediate context. The public house car park is stated to be an *"alien in this setting and detracts considerably from views out of and within the Conservation Area."* It identifies the car park and vacant land at The Green Dragon as an improvement site and provides the following brief to the development of this site:

- Opportunity to create an imaginatively designed space which adds to the enjoyment of the pub,
- Establish a proper boundary to the pub site,
- Maintain views out of the Conservation Area towards St Giles' Parish Church,
- Maintain views of Bradbury (Oteley) House,
- Be not more than 2 storey high
- Should be set back behind the building line of Bradbury (Oteley) House on Salisbury Road

Key Opportunities

- The creation of the linear building form through the filling in of the uncharacteristic open gap in the street frontage presents a significant opportunity to enhance the character of the Conservation Area through a sympathetically designed residential development.
- The pub site is underused and as a previously developed land resource its redevelopment is strongly encouraged by PPW.
- Further residential development in an accessible urban location identified to accommodate further windfall housing will greatly contribute to achieving sustainable development.
- Reconfiguration of the pub car park will concentrate pub activities on the eastern part of the site and will provide improved customer facilities.

3.5 The surrounding area includes a mixture of building styles and forms. To the east on Salop Road and Kingsmills Road which are mainly outside, but forming part of the setting of the Conservation Area, are late Victorian terraced housing as shown in the photos below.



ABOVE – Housing to the east on Salop Road and Kingsmills Road (outside but forming the setting of the Conservation Area) which provide good examples of the variety of terraced and Victorian properties in the area.



ABOVE – Properties on Salisbury Road (within Conservation Area) to the west of the development site, a well retained Victorian street with a strong sense of proportion, rhythm and balance.

4.0 Planning Policy Context

- 4.1 The development plan for the area is the Wrexham Unitary Development Plan 1996 – 2011 (UDP) adopted February 2005. The advice contained within Planning Policy Wales including 2006 Housing update, TAN 12 – Design and TAN 18 – Transport are also relevant to the proposal.

Wrexham UDP

- 4.2 Policy GDP1 sets out the general development principles and objectives applicable to all new development proposals. The criteria refer to detailed design, community safety, energy efficiency, safe and convenient transportation and movement, building in accessible locations, safeguarding amenities and the environment from adverse effects, securing infrastructure, protecting biodiversity and ecology, located appropriately to reduce environmental risks, safeguarding the Welsh culture, and to develop sustainable communities.
- 4.3 Policy GDP2 requires new development to meet identified deficiencies in social and community infrastructure provision.
- 4.4 Policy EC7 refers to Conservation Areas and states:
- Within, and in close proximity to conservation areas, the priority will be to preserve and / or enhance those buildings, structures, streets, trees, open spaces, archaeological remains, views and other elements which contribute to the unique character of the area. New buildings and alterations or additions to existing buildings in conservation areas, whether listed as of special architectural or historic interest or not, must reflect the design and character of the area as a whole and the form, scale, detailing and materials of existing buildings.*
- 4.5 Policy EC8 sets out the criteria for the demolition of any building in a conservation area.
- 4.6 Policy EC9 requires new development proposals within the setting of Listed Buildings to respect its character.
- 4.7 Policy H1 identifies the strategic housing land requirement for Wrexham for the period 1996 to 2011. A total of 5775 new dwellings are planned for during that period through the identification of allocations and the contribution from windfall sites which are encouraged on unallocated land within settlement limits subject to compliance with Policy GDP1 (Policy H2 refers).
- 4.8 Policy CLF5 sets out how new residential development should contribute towards public open space needs.

- 4.9 The parking standards are set out in Policy T8 and will be applied depending on local accessibility and road safety factors.

Supplementary Planning Guidance

- 4.10 The Salisbury Park Conservation Area Character Assessment provides detailed appraisal of the special character and appearance of the area, plus an overview of opportunities to enhance the area through management and new development.
- 4.11 The following Local Planning Guidance Notes are also relevant:
- 4.11.1 No.4 Conservation Areas
 - 4.11.2 No.7 Landscaping and Development
 - 4.11.3 No.10 Public Open Space in New Housing Developments
 - 4.11.4 No.16 Parking Standards
 - 4.11.5 No.21 Space Around Dwellings
 - 4.11.6 No.24 Designing Out Crime
 - 4.11.7 No.27 Developer Contributions to Schools
 - 4.11.8 No.30 Design: A Guide for Developers and Architects when Designing Residential Developments

5.0 Conservation Area Consent Statement

- 5.1 A 36.5m long red brick wall extends through the site parallel to Bennions Road along the back of the front car park. The wall is of varying heights of between 2.1 and 3.1 metres high. This wall screens the rear of the site and restricts views across the site towards St Giles Parish Church to gaps formed at its eastern end between it and the public house. The wall is covered by a overgrown vegetation. The entire length of this wall is proposed to be demolished to make way for the redevelopment. UDP Policy EC8 provides the criteria to assess proposals to demolish a building in a Conservation Area. It states consent will not be permitted unless in exceptional circumstances such as where the building or structure is beyond reasonable repair, or where demolition would be a positive benefit to the conservation area's enhancement.



Above – Brick wall running through the pub site

- 5.2 In this case, this stretch of brick wall has not been identified in the Salisbury Park Conservation Area Character Appraisal as an important feature or an important stretch of brick. The wider grounds of the pub house and car park have been identified as an opportunity for enhancement. Its removal is required to redevelop this prominent gap site in the most sympathetic manner to enhance the character and appearance of the Salisbury Park Conservation Area through the creation of a road frontage development. Its removal will therefore not harm the character or appearance of the Conservation Area and Conservation Area Consent for its demolition should be granted as its removal will be a positive benefit to achieving enhancement of the area.

6.0 Design Statement

- 6.1 The following sections explain how the proposed development addresses the site context, planning policies and local characteristics in respect of its use, amount, layout, scale, appearance and landscaping.

Use and Amount

- 6.2 Further infill housing development is strongly supported within the Wrexham urban area as an accessible and sustainable location for new development (Policies H1 and H2 refer). The application site is a significant disused area of land on a key site within a predominately residential neighbourhood with good access to public transport, local services and facilities. It comprises previously developed land as it is within the curtilage of the public house. Underused land at The Green Dragon Public House has already been identified by Wrexham Council in their Housing Potential Study Capacity (April 2006) as a potential infill housing location, reference WRXT023.
- 6.3 The site will be split in two with the eastern 0.15 hectare half to continue in public house use with the important pub building retained. The western half of the site which extends to 0.23 hectares has been identified by the pub operator as surplus to the current and future operational requirements of the pub business and all their pub activities including car parking and servicing can be accommodated on the rationalised site (see access comments re parking).
- 6.4 7 no. of 3 bedroom houses are proposed on the 0.23 hectare developable area, equating to 31 dwellings to the hectare, an efficient reuse of this underused urban land with a density of development preserving the character of the area.

Layout and Scale

- 6.5 Paragraph 30 of Circular 61/96 states *"many conservation areas include gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area and their replacement should be a stimulus to imaginative, high quality design and an opportunity to enhance the area."* The application site is situated at the very prominent junction of Salisbury Road and Bennions Road within the Salisbury Park Conservation Area. The public house car park has been identified as a harmful feature in the area and an 'Area for Improvement' in the Conservation Area Character Assessment in line with the Circular advice.
- 6.6 The layout responds to the site constraints by preserving the key view northwards through the site towards the Church. A 15.7m wide gap is to be created between the western side of the pub building and the new 2 metre high wall to the side of plot 4 which would be an increase of around 4 metres. Furthermore the key view and setting of Bradbury (Oteley) House to the west

will be preserved through the preservation of the Bennions Road and Salisbury Road building line and the subordinate building height and domestic form of the proposed houses. Thereby the development will not compete with the grander form and proportions of both Bradbury House and The Green Dragon.

- 6.7 The houses will all be 2 storeys high at 5.3m high to the eaves and 8.4m high to the ridge of the pitched gable end roof, of varying widths and a 5.7m deep plan form. These proportions are well balanced and are in-keeping with the terraced cottages in the locality and would not exceed the height stated in the opportunity guidance.
- 6.8 The rear group of houses have been positioned to provide natural surveillance to the parking courtyard and access to the rear of plots 1 to 3. This layout also will provide a sense of enclosure within the development and the orientation of plots 4, 5, 6 and 7 which will face towards the access road create a mews style terrace that also relate to Bennions Road and view from it.
- 6.9 LPG No.21 Space About Dwellings requires new dwellings to have suitable standards of amenity through separation distances between buildings and habitable windows and adequate garden sizes. The proposed development creates exceeds the minimum separation distances with 26.6m being the closest distance between the rear of plots 1-3 and fronts of plots 4-7. In terms of garden sizes these 3 bedroom houses should have a minimum of 50sqm private amenity space. In this case the smallest garden proposed is for plot 3 at 61sqm and the 6 other gardens all far exceed the minimum standard.

Appearance

- 6.10 The elevational appearances of the proposed houses are well proportioned and reflect the traditional red brick terrace form and appearance of Salisbury Road and Salop Road. The site sits between three prominent listed and locally listed buildings where it is important to not adversely effect the settings of these important local marker buildings through an overly ornate building that may appear to visually compete. Therefore the new houses are more simply detailed than the Victorian houses on Salisbury Road and more closely resemble those terrace properties on Salop Road to the east. Important elevation features found in the locality such as the projecting two storey gables, simple canopy to the doorway, brick chimneys, sash windows, stone heads and cills and corbelling detailing all help to create well balanced elevations emphasising the vertical form and proportion of the area.
- 6.11 The proposed materials reflect the style of local buildings and preserve the appearance of the Conservation Area through the use of a red brick (such as a Hanson Manchester Red Smooth) to all wall, frontage walls, eaves and verge brick corbelling detail, under a slate effect type roof such as a Monier Redland Cambrian Slate Grey colour. All windows and joinery will be timber with half

glazed entrance doors and an architectural stone canopy over entrances. Windows will be finished with stone heads and cills, a stone surround to windows on the bay windows will be set within a render projection.

Landscape

- 6.12 Frontage walls are an integral feature of the Conservation Area and the present site frontage has a low brick wall that is dilapidated and has been identified for improvement. The site frontage will be defined with a new 600mm high brick wall of matching brick to the houses. A new 2m high wall will define the side elevation of plot 4 to the pub car park. Within the site there will exist many opportunities for new planting with the setting back of the new Bennions Road frontage allowing good sized frontage gardens to be created with low level planting behind the new wall. To the rear of the site plots 4 to 7 will also be set within a good landscaped setting with opportunities for new tree planting in front of plot 4.

Sustainable Design

- 6.13 LPG No.30 requires sustainability features to be incorporated into all new residential development. A minimum of Level 3 of the Code for Sustainable Homes must be met and 10% of the future energy requirements of the development need to be generated through renewable sources. The accompanying Energy / Renewable Energy Statement and Sustainability Statement by SustainEnable includes a Code for Sustainable Homes Pre-Assessment and justifies the development in sustainability terms.
- 6.14 The most visible sign of sustainable modern design is the need to incorporate photovoltaic cells into the south facing roof slopes so that these dwellings can generate the required proportion of their predicted energy demand through renewable sources. These cells will be flush with the roof slope and are all aligned with the windows below to ensure a balanced elevation is maintained.

7.0 Access Statement

- 7.1 The access and highways issues emerged at an early stage in the pre-application discussions as a primary constraint restricting the development opportunity available at the site. Detailed evaluation of the access was undertaken by Opus Joynes Pike over a period of 12 months in consultation with Phil Palmer Operations Manager of Wrexham Traffic and Transport Department to fully address all highway and traffic concerns raised. Below is a summary of the investigations made and justification for the proposed access and parking.

Traffic Speed

- 7.2 To determine the 85th percentile speeds along Bennions Road, Wrexham a speed survey was undertaken at the proposed access location. To enable accurate speeds to be obtained they were recorded during signal 'green time' when approaching the Salop Road/Kingsmills Road signalised junction. The 85th percentile speeds recorded are 20mph northbound and 17mph southbound and are less than the 25mph predicted by Wrexham Council.

Traffic Impact

- 7.3 Having consulted with Phil Palmer of Wrexham Council (WC) on a regular basis it was agreed that a traffic count should be undertaken at the Green Dragon during the peak weekend operating hours. As suggested by WC, sample traffic surveys were undertaken to determine the peak periods at the Green Dragon. Upon confirmation of the peak weekend period 12 hour fully classified turning counts were undertaken at the entrance to the Green Dragon Public House/Recycling Unit (see Appendix A).
- 7.4 Having analysed the traffic survey data and by interrogating the TRICS database, as agreed with WC, an indication of the level of development for a residential site was obtained that would not exceed the current traffic levels. The scheme comprises the part development of the pub site with the pub retained and a reduced pub house car parking. It was determined that 7 residential dwellings with the reduced pub car parking would generate a similar level of traffic as the existing surveyed scenario and it was later confirmed by WC that the provision of 7 dwellings would be acceptable. The current proposal shows 7 residential units with 14 No. parking spaces that do not exceed the number of residential units the site is restricted to that was agreed with Wrexham Council (see Appendix B).

Access Visibility

- 7.5 Following the results from the speed survey it was agreed with WC that a relaxation in the visibility could be provided, based on the relatively low 85th percentile speeds. It was agreed that 2.4m x 33 metre visibility splays are required for the priority junction with a realigned frontage with the access moved westwards to enable the required visibility to be provided. The visibility splays

are shown on the proposed layout. No obstacles of any concern were evident during the site visit. A lamp post (with a high level mounted sign) and a low brick wall are evident but will not impinge on the visibility splays. Due to the double yellow lines on-street parking is not a safety concern and no impingements into the visibility are anticipated along Bennions Road.

Parking Provision

- 7.6 To enable the parking demand for the Green Dragon Public House to be determined a car parking accumulation survey was also undertaken during the peak periods (see Appendix C). As the Green Dragon Public is situated in a sustainable location a significant proportion of the trips generated by the visitors will be slow-mode trips. These trips are generally pedestrian or cyclist trips and are undertaken by locals to the Wrexham area. The survey showed that the parking demand did not exceed 9 spaces that existed between the times of 13.15 and 13.30 on Sunday 5th April 2009. It is apparent that the existing Green Dragon Public House Car Park which holds 34 spaces is significantly underused and therefore the proposal for 15 spaces is therefore sufficient to meet business and customer needs.
- 7.7 The parking provision for the residential units is proposed is 14 spaces at 2 spaces per unit. Based on the requirements in LPGN16 of 3 no. spaces per 3 bedroom dwellings the proposal is below the maximum standards. However, as the site is in a sustainable area of Wrexham with excellent footway, cycleway and public transport links and 2 cycle storage spaces will be provided for each residential unit, it is considered that the parking provision for the residential development is adequate as the provision does not exceed the maximum standard.

Turning Heads

- 7.8 The requirement from WC to increase the depth of the turning head that serves the Green Dragon Public House has been incorporated in the proposed layout and is shown on drawing 5083-10 Rev H. All the turning heads provide sufficient manoeuvrable area for delivery vehicles and refuse vehicles.

Accessibility and Waste

- 7.9 In accordance with Part M of The Building Regulations, level access thresholds will be provided at the dwelling entrances. Within the buildings all requirements of Part M of The Building Regulations will be met.
- 7.10 In terms of waste collection and storage facilities, suitable space is provided within each curtilage for waste and recyclable waste storage which is within a reasonable carry distance of the public highway and new access road for collection.

8.0 Other Considerations

- 8.1 LPG10 identifies public open space contributions may be sought from new residential developments of less than 20 dwellings to address any local deficiencies in provision directly arising as a result of a proposed development. LPG 27 advises developer contributions to schools may be sought from new residential developments of four or more houses to address any local deficiencies in provision directly arising as a result of a proposed development.
- 8.2 The proposed development is for 7 no. of 3 bedroom houses and therefore exceeds the minimum thresholds where financial contributions may be sought. Should any evidence be provided to demonstrate that there is a need for financial contributions to public open space and / or education we will advise our client to enter into discussions to secure the contributions by Planning Condition or s106 Legal Agreement.

9.0 Conclusions

- 9.1 The application site currently forms a significant underused site in the Wrexham Urban Area, comprising an incongruous open gap and prominent car park which has been identified as an area for enhancement in the Conservation Area. The rationalising of the pub car park allows for the creation of a sympathetically designed and scaled residential development along the street frontage and to the rear of the site, thereby a significant enhancement to the character and appearance of the Conservation Area in accordance with UDP Policy EC7 and would meet the aims of the opportunity identified in the Conservation Area Character Appraisal. The buildings would respond to the existing scale and character and would not detract from the nearby Grade II Listed Buildings and the Green Dragon, an Unlisted Building of Visual Interest. The development therefore fully complies with Welsh Office Circular 61/96, UDP Policies EC7, EC8, EC9, H1, H2 and GDP1 and significant weight should be given to the enhancement to the Conservation Area this development clearly would provide. The scheme also meets the aims of PPW and Ministerial Interim Planning Policy Statements through utilising underused and vacant previously developed land in a sustainable urban location for new family housing.
- 9.2 Detailed design and considerations of amenity, landscape, access and parking requirements fully comply with UDP Policy GDP1 plus Local Planning Guidance Notes.
- 9.3 For the above reasons the proposed erection of 7 dwellings and demolition of 36.5m stretch of brick wall fully complies with local and national planning policies and therefore should be approved, subject to any planning conditions.

Appendix A

The Green Dragon, Wrexham – Traffic Count Summary.

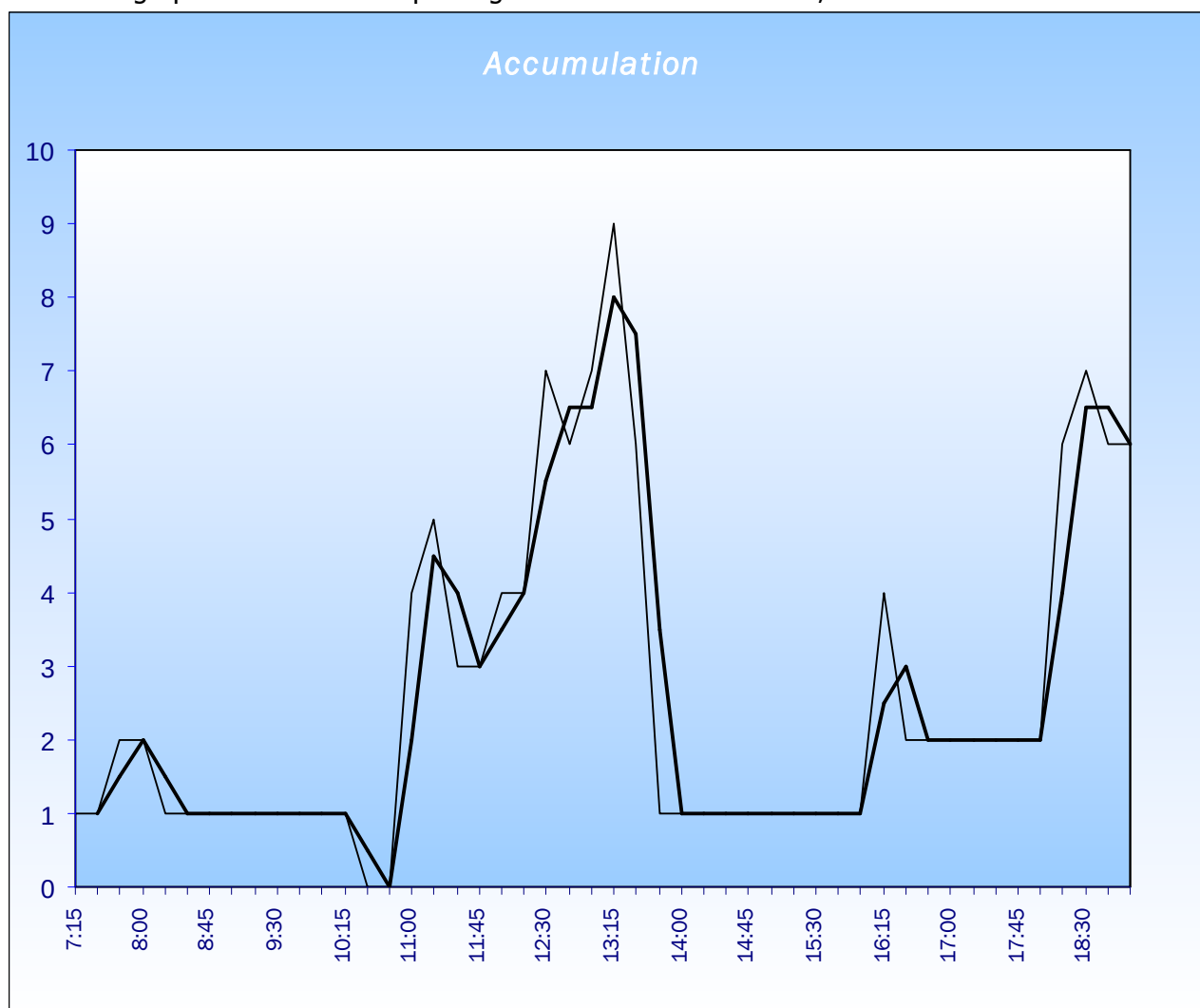
Following the traffic count surveys undertaken at the above site a summary of our site findings are shown below;

The busiest period for both the recycling facility and the public house was clearly between 12:00 and 13:00. This peak period generated 27 vehicular movements (circa 13 trips) that comprised predominantly of cars/taxis, with the occasional LGV. The 27 movements included 14 movements generated by the recycling centre and 13 generated by the public house.

Other relatively busy periods were the hourly intervals either side of the 12:00 – 13:00 period. Notably, between 11:00 and 12:00 and 13:00 and 14:00.

Over the full 12 hour period the recycling centre generated a total of 23 trips (46 movements) and the Green Dragon generated 95 vehicular movements (circa 47 trips).

Below is a graph to show the car parking accumulation for the site;



Appendix B

Chief Transportation & Asset Management Officer/Prif Swyddog Cludiant a Rheoli Asecâu
Martin Wright

Crown Buildings, 31 Chester Street, Wrexham. LL13 8BG
Adeiladau'r Goron, 31 Stryt Caer, Wrexham. LL13 8BG
Tel/Ffôn: 01978 297102 Fax/Ffacs: 01978 292424 BT Text Phone: 01978 292067
www.wrexham.gov.uk www.wrecsam.gov.uk



Opus Joynes Pike Ltd
1-2 Aire House
Richmond Business Park
Sidings Court
Doncaster
DN4 5NL

FAO: Barry C Roberts

Your Ref/Eich Cyf

Our Ref/Ein Cyf

Date/Dyddiad

Ask for/Gofynner am

Direct Dial/Rhif Union

E-mail/E-bost

TH/PP/Pre/2009

8th July 2009

Mr P Palmer

01978 297153

phil.palmer@wrexham.gov.uk

OPUS JOYNES PIKE			
Door			
Project No	3-00053		
Review	BR		
13 JUL 2009			
BR	✓		
		File:	✓

Dear Sir,

Re: Proposed residential development at The Green Dragon, Salisbury Rd, Wrexham.

Further to your email dated 26/06/2009 regarding development at the above site, I comment as follows:-

Based on the TRICS information provided relating to the number of expected trips from similar residential developments, I would have no objections to a development of up to 7 dwellings at the above site.

However, any proposed redevelopment of the site would need to provide adequate parking and turning provision for both the proposed sheltered housing scheme and the existing public house in accordance with LPGN 16 (Local Planning Guidance Note No. 16 – Parking Standards). Suitable turning facilities would need to include provision for a refuse wagon and a dray wagon.

Any proposed redevelopment of the site will require improvements to the existing access. I would recommend that visibility splays from any proposed shared access comply with the requirements of Manual for Streets.

Any proposed shared access shall 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.

Any proposed shared access shall take the form of a dropped vehicular footway crossing providing maximum benefit to pedestrians.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

I hope the above comments answer your query but please contact me again if you require further information.



Appendix C

TIME	ENTERING	EXITING	ACCUMU- LATION
7:15	0	0	1
7:30	0	0	1
7:45	1	0	2
8:00	0	0	2
8:15	0	1	1
8:30	0	0	1
8:45	0	0	1
9:00	0	0	1
9:15	1	1	1
9:30	1	1	1
9:45	1	1	1
10:00	1	1	1
10:15	0	0	1
10:30	1	2	0
10:45	1	1	0
11:00	5	1	4
11:15	3	2	5
11:30	1	3	3
11:45	2	2	3
12:00	2	1	4
12:15	1	1	4
12:30	5	2	7
12:45	2	3	6
13:00	4	3	7
13:15	3	1	9
13:30	0	3	6
13:45	0	5	1
14:00	0	0	1
14:15	0	0	1
14:30	0	0	1
14:45	0	0	1
15:00	1	1	1
15:15	1	1	1
15:30	0	0	1
15:45	0	0	1
16:00	1	1	1
16:15	3	0	4
16:30	0	2	2
16:45	0	0	2
17:00	0	0	2
17:15	0	0	2
17:30	1	1	2
17:45	0	0	2
18:00	1	1	2
18:15	4	0	6
18:30	1	0	7
18:45	2	3	6