

MEMORANDUM



From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2021/0730

Your Ref: MRJ/P/2021/0730

Date: 24th August 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 417 Gwydr House, Penyllan Street, Overton, Wrexham.

Development: Conversion of first and second floor into 3 self-contained flats.

I refer to your consultation / email dated 03/08/2021 in respect of the above.

The proposed development site is located on Pen y Llan Street which is a busy classified road subject to a 30mph speed limit.

There is an existing vehicular access to the site off Church Road. Church Road is a classified road subject to a 30mph speed limit. However, I would estimate visibility splays of around 20mph for vehicles approaching from the north along Church Road and around 10mph for vehicles approaching around the junction from the south west off Pen y Llan Street given the proximity to the junction.

Based on the above speeds any proposed / existing access would normally require visibility splays of 2.4 x 25m to the north and 2.4 x 11m to the south measured to the nearside edge. Visibility is adequate in the southerly direction providing a splay of approximately 2.4 x 17m and inadequate in the northerly direction providing a splay of approximately 2.4 x 19m. Visibility is impeded in the northerly direction by the existing boundary wall.

However, it is unclear if the existing access is intended to provide any off-street parking provision for the proposed flats as it is currently used for outdoor seating associated with the existing ground floor café. This detail needs to be clarified.

The access is located in close proximity to the junction with Pen y Llan Street and suffers from inadequate visibility and was previously considered inadequate to accommodate the simultaneous passage of 2 no. vehicles. There was previously only sufficient parking space on site for two or three vehicles with limited space for turning.

There is a small public car park to the rear of the site served off Church Road which I assume is used by local people shopping in the village, visitors to the café, parents dropping off children at the nearby school and those attending the nearby surgery. However, this is a well used car park and space for residents requiring alternative parking for the flats cannot be guaranteed.

In terms of parking provision, the proposed flats would normally require a maximum of 6 parking spaces in accordance with LPGN 16 requirements. It is not clear if any parking provision is being provided for the proposed flats. This detail needs to be clarified.

It is not clear what the current use of the first and second floors is in respect of LPGN 16 Class use. This detail needs to be clarified.

Any proposed development of this nature without adequate parking provision has the potential to result in indiscriminate parking along this section of Penyllan Street and Church Road and would be detrimental to highway safety.

I await the requested information.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Owen', written in a cursive style.

Chief Officer, Environment & Technical