

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/P/2018/0950

Your Ref: PF/P/2018/0950

Date: 3rd December 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 494 Bishops House, 17 Sontley Road, Wrexham.

Development: Full application for demolition of existing rear office outbuilding (dis-repair) and re-build new office accommodation to same location and similar footprint, scale, massing and form. Demolition of rear single-storey extension to existing Bishops House. Internal refurbishment of rear accommodation of existing dwelling. General external hard landscaping changes for existing parking and removal of car port.

I refer to your consultation dated 19/11/2018 in respect of the above.

The proposed development site is located on Sontley Road which is a classified road subject to a 20mph speed limit. This section of Sontley Road is subject to traffic calming measures in the form of speed cushions.

Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 25m in both direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 no. accesses serving the development site:-

Northerly Access

Visibility from the existing northerly access is inadequate in both directions providing splays of approximately 2.4 x 6m in the northerly direction and 2.4 x 4m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary wall / hedgerow in both directions.

The existing access is only 3.5m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. I would normally recommend that a shared access of this nature provides a minimum access width of 4.8m for a minimum distance of 5m behind the adjoining highway.

I would recommend that the applicant considers carrying out improvements to the existing access in terms of both visibility and width. The applicant could consider operating an "in only" and exit only at the development site using appropriate signage.

Southerly Access

Visibility from the existing southerly access is adequate in the northerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge of the adjoining highway. Visibility is impeded in the southerly direction by the existing boundary wall.

The existing access is approximately 12m wide reducing to 3.1m at 5m behind the edge of carriageway.

I would recommend that the applicant considers carrying out improvements to the existing access in terms of both visibility and width. The applicant could consider operating an "in only" and exit only at the development site using appropriate signage.

It would be considered beneficial to utilize the northerly access as an "in only" and the southerly access as an "exit only".

I would not normally be able to support any proposed development that is likely to result in an increase in traffic movements utilising these substandard accesses. However, I assume that the proposed development will not be significantly different from the existing use of the Bishops House and office outbuildings and will therefore not result in any significant increase in vehicle movements at the site. However, could you please ask the applicant to provide details of typical existing daily vehicle movements at the site and anticipated daily vehicle movements likely to be generated by the proposed development.

Parking and Turning Provision

There would appear to be adequate existing parking and turning provision at the site ie/ in excess of 10 no parking spaces. The applicant has submitted proposed floor areas of 253m² for the proposed office block and 209m² for the Bishops House Office areas. Based on LPGN 16 Class B1 Use, the proposed total office space would require 1 car space per 30m² gfa equating to maximum requirement of 15 spaces.

Could you please ask the applicant to provide a suitable layout plan indicating the proposed parking and turning arrangements at the site.

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.

pete d'athwaite

pm Planning Control Manager