

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/1017	Your Ref:	SEH/P/2018/1017
Date:	10 th December 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 505 30 to 32 King Street, Wrexham.

Development: Change of use from Bookmakers to Licensed Social Club.

I refer to your consultation dated 06/12/2018 in respect of the above.

The proposed development site is located on King Street which is an unclassified road / one way street subject to a 30mph speed limit.

Parking along King Street is generally restricted by double yellow lines although there are a limited number of short stay parking bays located along King Street. There is a taxi rank fronting nos. 25 – 30 King Street. St. Marks multi storey car park and Llwyn Isaf car park are located in close proximity to the development site and Wrexham bus station is also located opposite the development site along King Street.

There would appear to be 2 no. existing access points alongside nos. 16 and 30 King Street (both 3.2m wide) which provide access to approximately 15 no. parking spaces at the rear of the development site. However, I assume that there are no parking spaces currently available for the existing premises (ie/ nos. 30 & 32).

I assume the proposed development will come under Class A3 Use for which LPGN 16 requires a maximum of 1 car space per 4m² public floor space. The existing Class A2 Use would require a maximum of 1 car space per 20m² gross floor space. In theory, the proposed development would require an increased parking demand at the site. However, the existing / proposed floor areas have not been provided with this application for comparison purposes.

However, the site is located in Wrexham Town Centre and is considered to be in a highly sustainable location in close proximity to Wrexham Bus Station. It may therefore be considered acceptable to support the proposed development without any designated parking provision. Any perceived shortfall in parking provision could be dealt with by a commuted sum

I would therefore have no objections in principle to the proposed development on highway grounds.

Supplementary Notes

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

Peter O. M. Swait

PM Planning Control Manager