

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0932

Your Ref: SEH/P/2018/0932

Date: 8th November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Unit C, Maesgwyn Road, Wrexham.

Development: Conversion of existing office space to form 2 no. two bedroomed apartments and 1 no. one bedroom apartment with associated bin and cycle store.

I refer to your consultation dated 07/11/2018 in respect of the above.

The proposed development site is located on Maesgwyn Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

There is a significant on-street parking problem along Maesgwyn Road with residents, local businesses and those who park their vehicles and walk into town to work competing for spaces. I would therefore not support any proposed development that is likely to exacerbate the existing parking issues along Maesgwyn Road.

Vehicles currently appear to park behind the 1.5m wide footway along the site frontage which is considered to be a potential source of danger to road users / pedestrians. If the application is to be supported, I would recommend that parking in this location is prevented by an appropriate scheme of landscaping / boundary treatment. Such a scheme would need to ensure adequate lateral and pedestrian visibility is provided / maintained for any adjoining accesses. I would recommend that that the existing 1.1m high wall fronting the southern end of the site frontage is removed and ideally replaced with a maximum 0.6m high dwarf wall with nothing being erected or planted along the site frontage in excess of 0.6m in height.

The submitted layout plan (Drg. No. D101/004) only appear to indicate a dwarf wall along approximately half of the site frontage. I would recommend that this is extended along the entire site frontage obviously allowing for pedestrian access. **I would recommend that the applicant submits a revised layout plan indicating / annotating this detail.** The existing dropped kerb can be retained.

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

A previous application at the site included an area of undercover parking ie/ 3 spaces which would have been considered beneficial to ease parking demand on the adjoining highway. However, no off-street parking is proposed with the current application.

The existing offices (B1 Use) comprise a gross floor area of 257m² for which LPGN 16 would require a maximum of 1 car space per 30m². This would equate to a maximum requirement of 9 spaces. Based on LPGN16, the proposed apartments would require a maximum of 5.5 spaces.

It would appear that the proposed apartments would in theory result in a reduction in parking demand compared with the existing office use if re-established.. The proposed development site may also be considered to be in a relatively sustainable location within walking distance of the town centre and associated public transport.

I assume that the site has never had any previous off-road parking provision and in theory would have a reduced parking demand compared with its previous use. On this basis, I would have no objections to the proposed development subject to the suggested improvements along the site frontage.

Supplementary Notes

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

Peter O'Ahwaite

AP

Planning Control Manager