

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0448	Your Ref:	MP/P/2018/0448
Date:	8 th June 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 496 The Brighter Futures Group, 3 Belmont Road, Wrexham.

Development: Demolition of existing conservatory to allow for proposed two storey rear extension to incorporate consultancy room facilities together with internal alterations and ramped access.

I refer to your consultation dated 07/06/2018 in respect of the above.

Access

The proposed development site is located on Belmont Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, any proposed access / driveway would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 13m in the north westerly direction and 2.4 x 23m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction given that the required splay would need to cut across 3rd party land. Visibility is impeded in the south easterly direction by the existing boundary wall / pillar and vegetation behind.

Visibility from the existing access could be maximized by lowering the existing boundary walls and removing any vegetation behind these walls.

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this access.

The existing shared access is only 3.6m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. Ideally, the access could be widened to 4.8m in the southerly direction.

Parking & Turning Provision

Based on LPGN 16 requirements, the existing facility would require a maximum of 16 spaces. I understand that the site currently provides 6 no. spaces. Based on the proposed extension, the proposed development would require a maximum of 17 parking spaces. It is proposed to provide 8 no. parking spaces at the development site.

Parking and turning provision at the site is very restricted given the limited space around the building.

Although, the proposed parking provision is significantly lower than LPGN 16 maximum requirements, the site is in a sustainable location on the edge of the town centre. However, I would request further clarification on the following :-

- If the business is growing and extra consulting rooms are required, wouldn't extra staff be required, increased parking demand and potentially increased daily vehicle movements ?
- Could you please ask the applicant to indicate the number of staff / visitors that typically visit the site and the maximum number of cars that are anticipated to be visiting the site at any one time requiring parking.
- Details of the existing / proposed daily vehicle movements.

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.

peter southwards

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Planning Control Manager