

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0267	Your Ref:	SEH/P/2018/0267
Date:	16 th April 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 505 16 to 30 King Street, Wrexham.

Development: Change of use of first and second floors from commercial A2 / A3 to 52 no. dwellings (33 no. 1 bed 2 person and 19 no. 2 bed 3 person) together with stairs, external modification, glazing, cladding etc. and new part additional roof terrace accommodation.

I refer to your consultation dated 04/04/2018 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 at both ends of the development site (both 3.2m wide) which provide access to approximately 15 no. parking spaces at the rear of the development site. It would appear that all of the existing spaces are being allocated to the proposed apartments. I assume that there are no remaining spaces retained for the existing ground floor businesses.

It is difficult to make a comparison between the existing A2 / A3 use compared with the proposed apartments without specific gross floor areas / existing class uses. 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 with the proposed limited parking provision.

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.

pete doothwarte

PN Planning Control Manager