

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0298 **Your Ref:** SEH/P/2016/0298
Date: 18th April 2014

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Former Offices and Workshop, Unit C, Maesgwyn Road, Wrexham.

Development: Conversion of Former Offices to 3 no. Apartments (2 no. Two Bedroom and 1 no. One Bedroom) and Parking Area.

I refer to your consultation dated 05/04/2016 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.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Proposed visibility splays have not been indicated on the submitted layout plan. **Could you please ask the applicant to indicate the proposed splays on a revised layout plan.**

I would also recommend the provision of pedestrian visibility from the proposed access providing splays of measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. Proposed pedestrian visibility splays have not been indicated on the submitted layout plan. **Could you please ask the applicant to indicate the proposed splays on a revised layout plan.**

I assume that the existing building / offices would have generated a given number of vehicle movements at the site and may not have had any off road parking facilities.

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. I 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.

The proposed 7.5m wide access will require s.184 consent to lower the kerb and strengthen the footway at the point of access. I assume that the proposed access will remain open at all times and will not have any means of enclosure ie/ gates / shutter. I would suggest that a H-bar marking is installed across any proposed access.

I would recommend that the existing dropped kerb fronting the existing office entrance is reinstated to full height footway construction.

Given the location of the site and its proximity to the town centre, 1 parking space per apartment would be considered adequate. However, the proposed layout does not appear to provide any suitable turning provision for vehicles. Vehicles would therefore have to reverse out which is not ideal given that cars typically park along the street impeding visibility in the southerly direction. **I would therefore recommend that the applicant provides further details of how vehicles will turn within the curtilage of the site.**

Could you please ask the applicant to address the above issues and provide / annotate the requested detail on a revised layout plan.

Supplementary Notes

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



Service Manager Environment