

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2014/0157	Your Ref:	MP/P/2014/0157
Date:	3 rd April 2014		

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

Location: O. S Grid Ref: 333 506 43 King Street, Wrexham.

Development: First floor rear extension to form new office space, new entrance lobby extension, internal alterations including insertion of lift and opening up of basement to form additional retail space.

I refer to your consultation dated 21/03/2014 in respect of the above.

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

Any proposed / existing access serving the development site 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.

The existing access serving the development site provides visibility splays in excess of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway. However, visibility for vehicles exiting the site is often impeded by parked vehicles along this section of King Street.

Pedestrian visibility onto King Street from the existing access is inadequate being impeded by the existing buildings either side of the access.

I understand that it is proposed to provide a pedestrian access through the development site into the vacant site (16 Grosvenor Road) behind. Although a pedestrian link between Grosvenor Road and King Street may well be beneficial, I would not consider the route of the proposed link to be ideal as it sends pedestrians through an existing car park with no suitable footway provision along a narrow, sub-standard access. However, I understand that such a link would be a private arrangement which is unlikely to require planning consent.

The existing access serving the development site is approximately 2.7m wide and provides access to the rear parking area behind the proposed development site. This access cannot accommodate the simultaneous passage of 2 no. vehicles. However, this is an existing access and only provides access to a limited no. of parking spaces ie/ 2 no. spaces.

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.

I understand that there are 2 no. off-street parking spaces at the proposed development site located to the rear of the premises. The development site is in a particularly sustainable location and it is considered that staff and customers could park either to the rear of the premises or park at the nearby car parks, arrive by bus or walk / cycle to the premises.

Compared with LPGN 16 maximum parking standards, there is a shortfall in parking provision at the existing premises and the proposed development would in theory result in a slightly increased demand in the number of parking spaces required. However, given the sustainable location of the site, I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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

Peter Doherty

PD

Network and Infrastructure Manager