

MEMORANDUM



From: Service Manager - Environment

To: Head of Community Well-being and Development

Our Ref: ENV/DC/PP/2011/0928

Your Ref: SEH/P/2011/0928

Date: 1st February 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 505 Miners Institute, 6 Grosvenor Road, Wrexham.

Development: Change of use of welfare rooms on first and second floors to create a 1 no. three bedroom residential flat.

I refer to your consultation received on 25/01/2012 in respect of the above.

The proposed development site is located on Grosvenor Road which is a busy, classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The development site appears to have 3 no. existing access points which lead to the parking area fronting the site which has approximately 25 no. parking spaces.

The northerly and central accesses are 3.0m wide and suffer from inadequate visibility providing splays of approximately 2.4 x 15m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions from these access points by the existing boundary walls fronting the site. Pedestrian visibility is also inadequate from these existing access points.

The most southerly access is 6.0m wide. This access provides adequate visibility in the south westerly direction but inadequate visibility in the north easterly direction providing a splay of approximately 2.4 x 40m measured to the nearside edge of the adjoining highway. Visibility is impeded from this access by the existing boundary wall fronting the site.

I would normally therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements through these sub-standard accesses.

However, despite the poor access layout and inadequate visibility at these access points, the former Miners Institute would have had a significant previous traffic generation hosting a number of social events including vehicle movements associated with the bowling green and snooker rooms. I understand that the building is now used as a place of worship (mosque) and as a cultural centre. The building also includes a number of snooker rooms and a 3 bedroomed apartment for the caretaker.

I understand that the 3 bedroomed apartment will occupy part of the building previously used as a meeting room and snooker rooms. It is assumed that the traffic movements associated with these previous uses would be significantly greater than those movements likely to be generated by the proposed apartment.

In terms of parking provision, the former meeting room / snooker rooms (occupying a floor area of approx. 200m²) would have required a maximum of 10 no. parking spaces based on LPGN 16, D1 –non residential institutions use. However, the proposed apartment would only require a maximum of 3 no. parking spaces. Therefore, the proposed development is viewed as beneficial in that parking demand at the site is likely to be significantly lower.

However, as the existing 25 no. parking spaces appear to be generally communal, I would recommend that 3 parking spaces are specifically designated to the proposed apartment and marked out accordingly on site.

I therefore have no objections to the proposed development and recommend any permission includes the following condition:-

CONDITION

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

Peter Doornwaals

P.P. Service Manager - Environment