

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0224

Your Ref: MP/P/2011/0224

Date: 6th April 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 336 500 First Floor 38 To 40 Mount Street, Wrexham.

Development: Change of use from offices to 2 no. apartments.

I refer to your consultation dated 28/03/2011 in respect of the above.

The proposed development site is located on Mount Street which is a classified road subject to a 30mph speed limit.

Manual for Streets would normally require any proposed / existing shared access to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access is adequate in the westerly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of 2.4 x 12m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing building.

Any proposed access would also normally need to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. Although visibility is adequate in the westerly direction, visibility to pedestrians in the easterly direction is inadequate.

Any proposed / existing shared access of this nature would normally require a minimum width of 4.8m for a minimum distance of 5m behind the adjoining highway. The proposed access is only 3.1m wide and cannot support the simultaneous passage of 2 no. vehicles.

The existing parking area to the rear of the site appears to have sufficient space for 3 no. cars but has very little space for turning.

I understand that the existing commercial offices have a gross floor space of approximately 96m² for which LPGN 16 would normally require a maximum of 3 no. spaces. The proposed 2 no. apartments would also require a maximum of 3 no. spaces.

I would normally not support any proposed development that is likely to result in an increase in vehicle movements utilising this sub-standard access or would result in an increase in demand for parking compared with its current permitted usage.

However, I would not anticipate that the proposed development will result in any increase in vehicle movements through this sub-standard access or would result in an increase in parking demand compared with its current permitted use.

I would therefore recommend any permission include the following condition:-

CONDITION

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PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.



Infrastructure and Planning Manager