

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0782	Your Ref:	SEH/2009/0782
Date:	30 th September 2009		

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

Location: O. S Grid Ref: 336 503 Mazda House, Market Street, Wrexham.
Development: Use of part of first floor as taxi administration office.

I refer to your consultation dated 23/09/2009 in respect of the above.

The proposed development site is located on Market Street which is an unclassified road subject to a 30mph speed limit. This section of Market Street is subject to a Traffic Regulation Order which prohibits parking, loading and unloading. There are 2 no. bus stops on either side of the road fronting the development site. However, there is a short section of road along Market Street between the development site and the bus stop that is restricted to "no waiting at any time" but does allow for the loading / unloading of goods from vehicles.

Providing that the proposed taxi office does not result in taxis parking along this section of Market Street and only results in taxis briefly stopping to drop off / pick up customers from the appropriate section of the highway which permits this activity, then I would have no objections to the proposed development on highway grounds.

Parking provision at the proposed development site would normally be required in accordance with LPGN 16 / LPGN 8. It would appear that no off street parking provision is to be provided as part of this development. If the proposed development is to be supported, it may be considered appropriate to request a commuted sum in lieu of adequate parking provision.

However, the proposed development site is located in close proximity to Wrexham Town Centre and is considered to be in a highly sustainable location. In addition to the bus service which serves this area of the town, there are a number of public car parks in close proximity which include the Peoples Market, St. Georges Crescent, Bodhyfryd and Llwyn Isaf.

The development site is fronted by 2 no. existing dropped kerb vehicular access points which I assume were required / used by the previous garage business. I assume that these 2 no. access points are now redundant and I would recommend that they are reinstated to full height construction to the satisfaction of the Highway Authority (see note) in the interest of pedestrian safety.

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

CONDITION

1. The existing dropped kerb vehicular footway crossings fronting the development site shall be reinstated to full height footway construction to the satisfaction of the Highway Authority (see note)

REASON

1. In the interest of pedestrian safety.

Supplementary Notes

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

Note to applicant:

The proposed footway should be constructed / reinstated to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out



Operational Manager Traffic & Transportation