

MEMORANDUM

From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/P/2019/0426	Your Ref:	PF/P/2019/0426
Date:	13 th June 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 505 Sales Office, Caxton Place, Wrexham.

Development: Change of use of ground floor from office (Class Use – B1) to retail opticians (Class Use – A1).

I refer to your consultation dated 12/06/2019 in respect of the above.

The proposed development site is located on the corner of Regent Street (Classified road) and Caxton Place (Unclassified road). Regent Street is a busy classified road subject to a 30mph speed limit. The development site is located in close proximity to the busy signalized junction of Regent Street / Bradley Road which includes pedestrian crossing facilities and cycle lanes.

Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The proposed opticians appears to have no off-street parking provision but this not clear from the submitted application. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours ie/ 08:30 – 17:30.

Based on a gross floor area of 154.7m², LPGN 16 would normally require a maximum of 1 car space per 30m² gfa for the existing office (B1 Use). This would equate to the maximum requirement of 5 spaces.

Based on a gross floor area of 154.7m², LPGN 16 would normally require a maximum of 1 car space per 15m² gfa for the proposed opticians (A1 Use). This would equate to the maximum requirement of 10 spaces.

There are a number of car parks nearby including St. Mark's multi-storey and Island Green which customers / staff could use if there is no designated parking provision. The site is in close proximity to Wrexham Town Centre and the bus station. Although the proposed development site would appear in theory to require an increase in parking demand compared with the existing use, it may be considered unreasonable to object to the development on parking / highway grounds given its relatively sustainable location.

Supplementary Notes

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

Peter Dorthwaite

Planning Control Manager

bn