

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0510	Your Ref:	PF/P/2017/0510
Date:	27 th September 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 506 63 King Street, Wrexham.

Development: Part conversion of ground floor and conversion of first and second floors to residential (5 apartments) including demolition of rear single-storey extension and three-storey extension to rear.

I refer to your consultation dated 26/09/2017 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.

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.

There is an existing shared access off Rhosddu Road serving the development site which provides access to a number of existing businesses. The existing access is restricted in width but provides adequate visibility onto Rhosddu Road ie/ in excess of 2.4 x 33m to the south measured to nearside edge (assuming 25mph) and in excess of 2.4 x 43m to the north measured to nearside edge (assuming 30mph).

A limited number of parking areas are located to the rear of these buildings with 3 no. spaces being available for no. 63. I understand that it is proposed to extend the building at the rear reducing the number of available spaces to one space. I assume that the applicant has permission to use what appears to be a communal turning facility behind 51 – 53 King Street.

LPGN 16 would normally require the existing A2 use to provide a maximum of 12 parking spaces (231m² GFA). LPGN 16 would require the remaining A2 use (37m² GFA) to provide a maximum of 2 parking spaces. LPGN 16 would require the proposed C3 use (ie/ 5 no. 1 bed apartments) to provide a maximum of 7.5 parking spaces equating to a total maximum requirement of 9.5 spaces for the proposed development.

In theory, the existing premises have a 75% shortfall in parking provision compared with LPGN 16 maximum standards. The proposed development would have a theoretical 89% shortfall in parking provision compared with LPGN 16 maximum standards. However, the site is located in Wrexham Town Centre with good access to public transport and public / private car parks. It is considered that the apartments are likely to appeal to those people who do not own a car.

Demolition of existing Buildings (Method Statement)

Given the location of the site, I would recommend that the applicant submits a Method Statement for further approval prior to the commencement of development detailing how the buildings will be demolished in a safe manner. The Method Statement will need to include measures to ensure the safety of all users (pedestrians and vehicles) of the adjoining highways during the works.

I would recommend that the applicant liaises with the WCBC Streetworks / Traffic Section (contact: Darren Green on Tel: 01978 729643) to discuss any footway closures that may be required or traffic management measures to facilitate the movement of construction vehicles during the works.

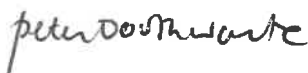
I would therefore have no objections to the proposed development and recommend that any permission include the following conditions:-

CONDITIONS

- | | |
|-----------------------|--|
| ZJ22
035R | PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved Drawing No. ---
----- 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. |
| NONSTD
026R | METHOD STATEMENT
No part of the development shall commence until a Method Statement detailing the demolition of the building(s) has been submitted and approved in writing by the Local Planning Authority. The Method Statement will need to include measures to ensure the safety of all users (pedestrians and vehicles) of the adjoining highway. |

Supplementary Notes

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


11/11 Service Manager Environment