

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0120 **Your Ref:** PF/P/2017/0120
Date: 16th February 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Miners Rescue Centre, 3 to 5 Maesgwyn Road, Wrexham.

Development: Conversion of vacant Miners Rescue Centre to form 2 no. self-contained apartments and 7 no. bedsits, together with Museum and Café.

I refer to your consultation dated 14/02/2017 in respect of the above.

The proposed development site is located on Maesgwyn Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the significant level of on-street parking along this section.

The existing demand for on-street parking along Maesgwyn Road is a serious concern which needs to be considered with any proposed developments in this location. The section of highway fronting the development site is subject to a limited section of double yellow lines although there is still space for a limited number of vehicles to park along the site frontage.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m 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 in accordance with Manual for Streets.

Visibility from the existing access serving the development site is adequate in the south westerly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 11m measured to the nearside edge of the adjoining highway. Visibility is restricted in this direction by the existing boundary wall fronting the adjoining property.

The existing access serving the development site is 3.7m wide and is gated approximately 4.4m behind the adjoining carriageway. The access cannot accommodate the simultaneous passage of 2 no. vehicles.

In terms of parking and turning provision at the development site, I comment as follows:-

The submitted layout plan (Drg. No. U007/004 – Dated Nov 2016) indicates the provision of 5 no. parking spaces to the rear of the development site. There would appear to be sufficient space to the rear of the development site to facilitate turning. I assume that any delivery vehicles, refuse wagons visiting the site would need to park / wait along the frontage of the site along Maesgwyn Road.

I understand that the existing building was previously used as a Miners Rescue Centre / Fire Service Training Centre and has since been used as office accommodation for a home care business (Jemma Care Ltd). I understand that the existing buildings / offices occupy a floor area of approximately 665m². Assuming a Class B1 - Business Use, such a development would normally require a maximum of 1 car space per 30m² gross floor space equating to the requirement for a maximum of 22 no. parking spaces. However, there would only appear to have been approximately the same number of parking spaces previously available at the site compared with the proposed level of parking provision for the apartments / bedsits / museum.

There is a 2.5m wide section of hardstanding behind the back of footway fronting the development site which I understand is used to park vehicles (approx. 3 no. cars) parallel to the footway. However, I would recommend that this area is not used for parking in the interests of pedestrian / highway safety. The proposed landscaping / boundary treatment indicated on the submitted layout plan would prevent parking in this area and would be considered beneficial. I would recommend that any proposed landscaping / boundary treatment along the site frontage is maintained at a maximum height of 1.0m above the adjoining carriageway.

I would recommend that the existing dropped kerb footway fronting the development site is reinstated to full height footway construction beyond the existing vehicular access (see note).

I understand that the proposed development will comprise :-

Bedsit Accommodation – 7 no. single bedrooms. LPGN 16 would normally require a maximum of 1 car space per 2 bedspaces which would equate to a requirement for a maximum of 3.5 spaces.

Self-Contained Apartments – 2 no. single bedrooms. LPGN 16 would normally require a maximum of 1.5 car spaces per apartment which would equate to a requirement for a maximum of 3 spaces.

Museum / Cafe – I understand that these combined uses will occupy a gross floor area of 260m². I have assumed that the proposed café will be considered ancillary to the museum. Assuming a Class D1 - Non Residential Use, such a development would normally require a maximum of 2 car spaces plus 1 car space per 25m² gross floor space equating to the requirement for a maximum of 12 no. parking spaces.

The overall maximum parking requirement for the proposed development would equate to a maximum of 19 spaces.

Although only 5 no. parking spaces are proposed, the proposed change of use still represents a reduction in potential parking demand at the site compared with the previous uses.

Given the nature of the proposed development site compared with its previous uses and the sustainable location of the site, I would have no objections to the proposed development on highway grounds.

I would therefore recommend 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. **U007/004 – Dated Nov 2016** 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 MAXIMISING VISIBILITY

038R Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining carriageway along the entire site frontage. The splays shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

NONSTD FOOTWAY REINSTATEMENT

026R Prior to first use of the development, the dropped kerb footway fronting the development
E03N site shall be re-instated to full height footway in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note

FOOTWAY REINSTATEMENT

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to carry out the required footway works. Further guidance can be obtained from the Environment Department - Wrexham County Borough Council on telephone 01978 729670 (Contact: Jo Giles).

Peter Donohue

for Service Manager Environment