

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0685	Your Ref:	P/2023/0685
Date:	10/11/2023		

TOWN AND COUNTRY PLANNING ACT 1990

A1 (SIOP) I DDOSBARTH A3 (BWYD A DIOD) / CHANGE OF USE OF BUILDING FROM CLASS A1 (SHOP) TO CLASS A3 (FOOD AND DRINK)

BUTCHERS SHOP MOUNTAIN STREET RHOSLLANERCHRUGOG WREXHAM
Grid Ref: E 328947.1 N 346806.98

I refer to your consultation / email dated 25/10/2023 in respect of the above.

Access

The proposed development site is located on the junction of Hall Street (Classified Road) and Mountain Street (Unclassified Road) which are both residential roads subject to a 20mph speed limit.

The site accesses directly onto the existing mini-roundabout at the above junction and is in an awkward location to serve a development of this nature.

Based on speeds of 20mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions in accordance with Manual for Streets. Visibility from the existing access / car park serving the site is inadequate in both directions. Visibility in the north westerly direction along Hall Street is approximately 2.4 x 9m measured to the nearside edge. Visibility is restricted in this direction in that the required splay would need to cut across 3rd party land. Visibility in the easterly direction along Mountain Street is approximately 2.4 x 18m measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline given the proximity to the existing roundabout. Visibility is impeded in this direction by the existing building which is sited in close proximity to the adjoining highway.

I would normally therefore be unable to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access. The proposed development is considered likely to result in a significant increase in vehicle movements.

The existing dropped kerb access serving the site is 5.4m wide and accesses directly onto the existing roundabout which is far from ideal. The access serves / accommodates approximately 3 parking spaces plus turning provision.

Pedestrian access to the site is poor. There is no continuous footway fronting the site or either side of the site.

Developments of this nature have the potential to attract a high proportion of car borne and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents. However, there are a couple of on-street laybys along Mountain Street / Hall Street which may possibly be available to customers visiting the takeaway.

Parking Provision

The existing retail unit would appear to comprise approximately 20.3m² gfa. Based on Class A1 Use, the existing shop would normally require a maximum of 1 parking space.

The proposed takeaway would appear to comprise approximately 12.75m² net public floor space. Based on Class A3 Use, the proposed takeaway would normally require a maximum of 3 parking spaces. The development site provides 3 parking spaces plus turning provision.

Accident Record

I understand from Crashmap that a serious incident occurred on 06/05/2022 in this location involving 2 vehicles and 5 casualties.

Conclusion

It may be considered that parking demand at the site will at times exceed the proposed level of parking provision (despite maximum LPGN 16 standards being provided) given the nature of the development and potentially result in indiscriminate parking / waiting in this location which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians. Increased use of the existing adjoining parking area / access along with limited footway provision is also a potential source of danger to road users and pedestrians. This view is shared by our Traffic Section.

It would therefore be difficult to support the proposed development given the issues raised.

Supplementary Notes

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



Chief Officer, Environment & Technical