

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0376	Your Ref:	P/2023/0376
Date:	04/07/2023		

TOWN AND COUNTRY PLANNING ACT 1990

**NEWID DEFNYDD O A3 (TAFARN) I A1 (SIOP) A CHODI ESTYNIAD (YN OL-WEITHREDOL) /
CHANGE OF USE FROM A3 (PUBLIC HOUSE) TO A1 (SHOP) AND ERECTION OF EXTENSION
(IN RETROSPECT)**

TRAVELLERS REST 26 KINGSMILLS ROAD WREXHAM
Grid Ref: E 333849.26 N 349721.62

I refer to your consultation / email dated 30/06/2023 in respect of the above.

Access

The existing car park serving the proposed development site is accessed off Haig Road which is an unclassified, residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing public house car park is adequate in the westerly direction providing visibility in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall fronting the site.

There would appear to be an existing 3.5m wide gated access located alongside the public house off Kingsmills Road but I assume that this access is not used as a vehicular access.

Parking & Turning Provision

The existing public house car park currently accommodates approximately 24 no. spaces. I understand that the existing gross floor area comprised 216m² and the extension has increased the floor area to 285m² (additional 69m² gfa).

Based on LPGN 16 Class A1 Retail Use, the proposed retail unit would require a maximum of 19 parking spaces (plus 2 cycle spaces). Parking for the proposed development would appear adequate. However, it is not clear where the proposed cycle spaces will be provided. I would recommend that this detail is provided. **I would recommend that the above detail is provided on a suitably annotated plan indicating that the required / proposed spaces will be marked out using white lining materials.**

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

I understand that dray vehicles / delivery vehicles previously used the existing car park to park and turn. I assume that any deliveries will service the site from the rear of the site utilizing the existing car parking area.

Traffic Generation

Given the previous use of the site ie/ Public House, it is considered that the proposed development is unlikely to generate any significant increase in vehicle movements compared with what could have been potentially generated by the public house.

I await the requested information.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical