

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0758	Your Ref:	PF/P/2016/0758
Date:	5 th October 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 512 The Village Stores and Kenmar, Chester Road, Rossett, Wrexham.

Development: Ground Floor Rear Extension to Store.

I refer to your consultation dated 16/08/2016 and email dated 30/09/2016 in respect of the above.

Access

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 20mph speed limit.

Any proposed / existing access 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 in accordance with Manual for Streets.

Recent modifications have been carried out to the existing parking arrangements at the front of the site including re-surfacing and marking out spaces. Visibility from the main access in the north easterly direction along Chester Road was previously adequate. However, the submitted layout plans indicating proposed parking arrangements do not indicate how the required splays are to be provided from the existing access serving the rear car park. **Could you please ask the applicant to indicate the required splays from this access in relation to the proposed parking spaces for further approval.** The proposed parking spaces should not impede visibility from the existing access.

The existing access serving the rear car park is a minimum of 4.6m wide and is capable of accommodating the simultaneous passage of 2 no. vehicles.

Existing Parking Provision

A total of 25 no spaces are currently provided within the curtilage of the site, 7 no. of which are located at the front of the site which are dedicated to the Village Stores. The remaining 18 no. spaces are provided at the rear of the site. The car park to the rear also serves the 2 no. flats located above the Village Stores, the hairdressing salon and the single bed flat over the salon.

The approved layout plan – drg. no. 12-018 PL01 submitted with previous planning application (ref: P/2014/0939) only indicates 5 no. spaces at the front of the site. As part of this consent, the proposed rear car park was to be surfaced with hard bound materials and marked out with white lining materials. This has not yet been completed.

I understand that the existing car park to the rear of the site is shared by the hairdressers, Kenmar and the village stores. Although the car park to the rear of the site is not formally marked out, it provides approximately 19 no. spaces. There is also space for up to 5 no. cars to the front of the building.

LPGN 16 would normally require the existing retail unit (147 m²) to provide a maximum of 1 no. space per 15m² of gross floor space (Class A1 Shop Use). This would require the provision of a maximum of 10 no. spaces. I understand that 19 no. spaces are allocated to the existing Village Stores.

Assuming a gross floor area of 29 m², the existing hairdressing salon (Class A1 Shop Use) would require a maximum of 2 no. spaces. I understand that 2 no. spaces are allocated to the salon.

The existing flats (ie/ 3 bed, 1 bed & 1 bed above salon) would normally require a maximum of 6 no. spaces). I understand that 3 spaces are allocated to the 3 flats.

The existing level of parking provision at the site is considered adequate.

Proposed Parking Provision

I understand that the proposed retail area for the Village Stores will equate to a total of 217.5m², LPGN 16 would normally require a maximum of 15 spaces for such a proposal.

The overall maximum parking requirement (LPGN 16) at the development site would therefore equate to 23 spaces. It is proposed to provide 21 no spaces at the development site which represents a maximum shortfall of 9% parking provision.

The proposed level of parking provision is considered adequate.

Servicing / Deliveries

The submitted "Delivery Traffic Management Plan" appears to indicate that the majority of deliveries are made every week day morning and saturday around 5:00am before opening hours which is considered to be acceptable.

Other deliveries during working hours appear to be managed efficiently with spaces being coned off in advance of vehicles arriving. I understand that the maximum size of vehicle visiting the site is a 7.5 ton lorry.

Providing that any permission includes a condition based on the submitted Delivery Traffic Management Plan, then I would have no objections to the proposed development on highway grounds.

I await the requested information.

Supplementary Notes

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

Peterwork wants

nn Service Manager Environment