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MEMORANDUM

From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0841	Your Ref:	SEH/P/2009/0841
Date:	20 th October 2009		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 346 514 **Former Rays Motors, 126 Rhosnesni Lane, Wrexham.**
Development: Convert former petrol station to sandwich take-away and café.

I refer to your consultation dated 14/10/2009 in respect of the above.

The proposed development site is located on Rhosnesni Lane which is a classified road subject to a 30mph speed limit. Although I assume speeds of 30mph are typical for vehicles approaching from the west, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the east given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in the easterly direction and 2.4 x 43m in the westerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The development site is currently served by 2 no. existing accesses through which vehicles can enter and exit the site at either point. The westerly access is 6.9m wide and provides visibility splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. The easterly access is 8.0m wide and provides visibility splays of approximately 2.4 x 35m to the east and in excess of 2.4 x 43m to the west measured to the nearside edge of the adjoining highway. Both existing access points provide adequate visibility in accordance with Manual for Streets.

The development site is currently unoccupied although there is an existing hairdressers shop located at the eastern end of the building. The site previously took the form of a petrol filling station. Traffic generation levels previously experienced by the petrol filling station are likely to have been significantly higher than those levels likely to be generated by the proposed development. I assume the majority of customers utilising the proposed café and sandwich shop will be pupils from the nearby school who will arrive on foot.

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

Although, specific details of proposed floor areas for each operation have not been provided in relation to LPGN 16 requirements, I have assumed A3 Food & Drink usage for the take-away and café and A1 Non Food Retail use for the existing hairdressers. For a gross floor space of 85m² for the proposed take-away / café and a gross floor space of approximately 73m² for the existing hairdressers, LPGN 16 would normally require the provision of 25 no. spaces.

There would appear to be a significant area to the rear of the premises which could be improved to accommodate around 20 no. vehicles. However, this area is in need of re-surfacing and the formal marking out of spaces. In its current condition, customers visiting the site are unlikely to be attracted to this car park and are more likely to park to the front of the building or even on the adjoining highway.

I would recommend that the parking area to the rear of the site is re-surfaced in hard bound materials (bituminous macadam) with a sufficient number of parking spaces being marked out to the satisfaction of the Planning Authority prior to first occupation.

In terms of the proposed parking provision to the front of the site, I comment as follows:-

Given the presence of the existing canopy and base fronting the site, any proposed parking to the front of the site is likely to result in difficulties with the through flow of traffic and possible conflict at the access points. I would therefore suggest that the canopy and base is removed if parking to the front of the site is to be permitted.

Adequate facilities for the turning, loading and unloading by delivery vehicles shall be provided within the curtilage of the development's site. This has not been demonstrated on the submitted layout plan. In terms of the overall site layout, I would suggest that consideration is given to providing an "in" and an "out" access arrangement which could run around the back of the building but would require the removal of the existing car wash.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

1. Vehicle parking and turning facilities shall be provided within the curtilage of the development site in accordance with details to be submitted for the further approval of the Local Planning Authority. The parking area to the rear of the site shall be surfaced using hard bound materials (bituminous macadam) with sufficient spaces being marked out in accordance with LPGN 16. Such facilities shall be made available prior to implementation of the use(s) hereby permitted and shall thereafter be retained.
2. Suitable facilities shall be provided within the curtilage of the development site to accommodate the turning, loading and unloading by delivery vehicles.

REASONS

1. To ensure that adequate parking and turning facilities are provided and maintained within the curtilage of the development site in the interests of the free flow of traffic and highway safety.
2. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

Supplementary Notes

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

JMP
Operational Manager Traffic & Transportation