

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0325 **Your Ref:** MRJ/P/2021/0325
Date: 21st May 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 409 537 Presbyterian Church, Castle Street, Holt, Wrexham.

Development: Change of use from Class D1 (Non-Residential Institution) to Class A1 (Retail).

I refer to your consultation / email dated 20/04/2021 in respect of the above.

Access

The proposed development site is accessed off Chapel Street which is an unclassified, residential road subject to a 20mph speed limit.

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 measure to the nearside edge of the adjoining highway.

The existing access serving the rear car park off Chapel Street currently provides visibility splays of 2.4 x 5m to the south and 2.4 x 28m to the north measured to the nearside edge of the adjoining highway. Visibility is limited in the southerly direction in that the required splays would need to cut across 3rd party land. Visibility in the northerly direction is reliant on the regular maintenance of the vegetation along the site frontage.

I would normally not wish to support any proposed development that would result in any significant increase in vehicle movements at the site compared with its existing use. However, it is considered that the existing use could have generated a significant number of vehicle movements and significant parking demand at the church.

Access to the site / rear car park is not ideal and there appears to be an on street parking problem along this section of Chapel Street which I assume is associated with staff / parents at the nearby primary school on the opposite side of the road.

However, I would raise concerns regarding the size / frequency of potential delivery vehicles that could visit / service the proposed development. **I would recommend that further details are provided in respect of the anticipated maximum size and frequency of delivery vehicles and where they will park / offload / turn.**

Parking & Turning Provision

Based on LPGN 16 requirements, the existing church (Class D1 Use) would normally require a maximum of 11 spaces. The proposed retail unit (Class A1 / B8) would normally require a maximum of 10 spaces. Given the existing use of the site, the existing potential vehicle movements and parking demand could be greater than the proposed use.

The existing car park at the rear of the site is currently overgrown but has potential parking for around 4 / 5 cars plus turning. I understand that it is proposed to improve the car park to provide 7 spaces plus turning. **I would recommend that the applicant provides a suitably scaled plan indicating / annotating the proposed parking / turning arrangements and details of how any delivery vehicles will be accommodated at the site.**

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. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical