

J10 Planning

Email: Justin@j10planning.com

Eich Cyf/Your Ref

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Dyddiad/Date

Gofynner am/Ask for

Rhif Cyswllt/Contact No

E-bost/E-mail

PRE/2021/002

6th January 2021

Mr P Palmer

01978 729688

phil.palmer@wrexham.gov.uk

FAO: Justin Paul

Dear Sir

**31 Holyrood Crescent, Wrexham.
Proposed Class A3 Takeaway.**

I refer to your email / enquiry dated 04/12/2020 in respect of the above.

Access

The proposed development site is located on Holyrood Crescent which is an unclassified, residential road subject to a 30mph speed limit.

Parking Provision

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

The existing property appears to comprise a gross floor area of 55m². The proposed A3 use would require a maximum of 1 car space per 4m² public floor space. Based on a total public floor area of 12m², the proposed takeaway would require a maximum of 3 spaces.

There would appear to be a service area to the rear of the retail units which I understand is shared by the existing units. This service area has 2 access points located either side of the retail units. There would appear to be very limited existing off-road parking provision allocated for the premises.

The submitted site layout plan (Drg. No. R&B-HC-03) indicates 4 proposed parking spaces at the rear of the existing units. However, there is inadequate clearance behind 3 of these 4 spaces for manoeuvring (ie/ less than 6m clearance). Only the first proposed space (eastern end) would appear accessible and this vehicle would involve reversing out onto the access road fronting the site which is not ideal.

However, comments by the inspector included in the appeal decision (ref: APP/H6955/A/19/3241117) highlight that the previous retail unit would only have required approximately 3 spaces. LPGN 16 would normally require a maximum of 4 spaces for the existing unit. Parking provision for the existing retail unit would therefore have been no better than is currently being proposed for the takeaway.

I assume that possibly one staff member will utilise the single space at the rear of the premises and any other parking will take place along the access road fronting the existing shop units. It would therefore appear that there is no significant difference in parking demand between the existing premises and proposed takeaway when compared with LPGN 16 requirements. On this basis I would have no objections to the proposed development on highway grounds.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,

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

Chief Officer, Environment & Technical