

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0074 **Your Ref:** SEH/P/2020/0074
Date: 18th March 2020

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

Location: O. S Grid Ref: 350 547 23B Chester Road, Gresford, Wrexham.

Development: Relaxation of condition 3 imposed under planning permission P/2006/0072 to operate a takeaway from the premises.

I refer to your consultation / email dated 16/03/2020 in respect of the above.

Access

The proposed development site is located on Newton which is a unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Assuming speeds of 20mph, 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.

There would appear to be 2 access points serving the development site both of which provide visibility splays of at least 2.4 x 25m in both directions.

Parking and Turning Provision

The submitted layout plan indicates a parking area located north of the premises. The whole car park appears to accommodate between 25 – 30 cars and I understand is for the sole use of patrons of Home Instead, His Hair and Chands. The Indian restaurant did previously operate as a takeaway. This existing car park appears to be in frequent use and will have a significant existing traffic generation.

LPGN 16 (Class A3 Use) requires a maximum of 1 car space per 4m² public floor space. The submitted layout plans (Drg. No. 01 & 01 Rev A) indicate a net public floor space of 24m² which equates to the maximum requirement of 6 spaces for the proposed takeaway. The proposed takeaway is located in a sustainable location whereby maximum parking standards could be relaxed. I understand that the existing parking spaces are operated on a communal basis whereby specific spaces are not allocated to individual businesses. The existing car park would therefore appear adequate to serve the proposed development.

The section of Newton fronting the development site is protected with double yellow lines on the nearside of the carriageway. On-street parking appears to occur on the opposite side of the road where there is no traffic regulation order.

I would therefore raise no objections to the proposed development on highway grounds.

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 read 'P. A. Fennell', with a stylized flourish at the end.

^R Chief Officer, Environment & Technical