

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/1032	Your Ref:	PF/P/2016/1032
Date:	16 th November 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 350 546 17 Chester Road, Gresford, Wrexham.

Development: Change of use from retail (A1) unit to hot food outlet (A3).

I refer to your consultation dated 14/11/2016 in respect of the above.

The proposed development site is located on the B5445 Chester Road which is busy classified, road subject to a 30mph speed limit.

The proposed development site is located amongst a number of existing commercial / retail units along this section of Chester Road including a flower shop, newsagents, chemist and estate agents. The proposed development site itself most recently operated briefly as a Bridal Boutique and a Wine Shop previous to that.

All of the above commercial / retail units have no designated off-road parking provision. However, there is an existing layby fronting the shops which can accommodate approximately 5 – 6 cars. This layby is typically used by customers and delivery vehicles. Any vehicles who struggle to park in the existing layby are likely to park in either the Plough PH Car Park, along the High Street (near to park), in the car park off Orchard View or outside the retail units on the opposite side of the road.

In terms of LPGN 16 requirements, I comment as follows:-

I understand that the first floor comprises a flat which will remain. On the ground floor the existing retail unit comprises a gross floor area of 90.6m². Based on A1 Retail Use, the existing ground floor shop would require a maximum of 1 car space per 15m² gross floor space equating to a maximum of 6 no. spaces.

On the ground floor the proposed hot food outlet / takeaway comprises a gross floor area of 23.3m². Based on A3 Use, the proposed hot food outlet / takeaway would require a maximum of 1 car space per 4m² public floor space equating to a maximum of 6 no. spaces.

It is therefore considered that the proposed development is unlikely to result in an increase in parking demand compared with its current use. If the proposed development is intended as a takeaway, this may typically operate in the evenings when there is less demand on parking within the layby by the existing shops.

I would therefore have 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.

Peter Dormwarte

W Service Manager Environment