

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0139	Your Ref:	SEH/P/2012/0139
Date:	9 th March 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 341 501 84 Smithfield Road, Wrexham.

Development: Use of existing commercial premises as pizza and kebab takeaway.

I refer to your consultation received on 28/02/2012 in respect of the above.

The proposed development site is located on Smithfield Road which is a busy, classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the existing traffic calming features in place along this section.

There are double yellow lines in place fronting the development site along Smithfield Road. The site is located on the corner of Bertie Road (unclassified) and is directly opposite the junction of Palmer Street (unclassified). Both junctions are protected with double yellow lines.

There are a significant number of residential properties in this area that have no off-street parking facilities. This results in a significant number of vehicles being parked on the carriageway opposite the development site and along the adjoining side roads. This also results in vehicles travelling in the easterly direction having to cross the central white line. I understand that there is a significant on street parking problem generally in this area of the town.

Any proposed takeaway in a residential area of this nature would normally be required to provide adequate off-street parking provision. The use of nearby car parks serving other businesses which are only open during the day may also be considered in lieu of on-site parking. Such provision would require agreement with the 3rd party and may require a restriction in operating hours. The applicant has submitted a letter from the adjoining business offering the use of their car park when the business is closed. This could potentially provide around 6 – 7 off road parking spaces. However, consideration must be given to the fact that these spaces cannot be guaranteed to customers visiting the premises and they cannot necessarily be provided in perpetuity should the adjoining premises cease to operate.

In terms of parking provision for the existing shop / proposed takeaway, I comment as follows:-

The previous greengrocers shop (Class A1 – Small Shop) would normally require 1 car space per 15m² gross floor space. Based on an approximate gross floor space of 48m², a total of 3.2 spaces would be required.

The proposed takeaway (Class A3) would normally require 1 car space per 4m² public floor space. Based on an approximate public floor space of 12m², a total of 3 spaces would be required.

On this basis, the proposed takeaway would appear to have a reduced parking demand compared with the previous A1 retail use.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements compared with its previous use or is likely to result in an increase in parking demand compared with its previous use. However, I understand that the previous use of the site was as a greengrocers shop (Class A1 – small shop) which would have had a marginally higher demand for parking provision compared with the proposed development.

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.

Pete Diethelm

PP. Network and Infrastructure Manager