MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2024/1069	**Your Ref:**	P/2024/1069
Date:	27/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (SIOP) I DDOSBARTH A3 (BAR) / CHANGE OF USE OF BUILDING FROM CLASS A1 (SHOP) TO CLASS A3 (BAR)

LOCATION: BURTON BUILDINGS, 26 BRIDGE STREET, WREXHAM, LL13 7HP

I refer to your consultation / email dated 11/06/2024 in respect of the above.

Access

The proposed development site is located on Bridge Street which is a busy, classified road subject to a 20mph speed limit.

There is no existing / proposed access and also no off-street parking provision proposed for the development.

Parking & Turning Provision

The proposed development (Class A3 Use) would normally require a maximum of 1 car space per $4m^2$ public floor space. The precise net public floor space has not been provided. However, providing the restaurant does not have a takeaway element attached with it, given its proximity to the town centre, it would be considered reasonable to support the restaurant proposal without any requirement for off road parking. Any perceived shortfall in parking provision could be dealt with by a commuted sum.

Hot Food Takeaways tend to attract a high proportion of car borne and short stay customers which, without essential accessible parking provision, can affect traffic flow and road safety. It is considered that if proposed, any takeaway element of the development will have a detrimental impact on the free flow of traffic along Bridge Street.

The previous retail uses at the premises would also not appeared to have provided any off-road parking or turning provision.

It is considered likely that the majority of potential customers will either park in nearby car parks, arrive by public transport or walk.

This section of Bridge Street includes double yellow lines on both sides of the road along with no loading restrictions. There is a limited section of carriageway which permits loading outside of peak times to serve the existing businesses. No loading is permitted between 8:00 – 9:00 am and 4:30 – 5:30 pm Mon – Sat. It would seem reasonable to assume that any proposed restaurant could utilize this loading provision which is also afforded to previous / existing businesses.

I understand that the proposed bar opening times are Thursday to Sunday and only open evenings 6pm – midnight. I understand that the proposed bar will employ 4 staff (2 full time & 2 part time). The bar will be offering small side plates to be brought over from next door which is Thai cuisine. Such opening times are outside of the peak hour flows and should therefore have minimal impact on the free flow of traffic on the adjoining highway.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

Waste Collection / Recycling

Adequate provision for waste collection / recycling will be required for the proposed development. Details of where refuse / recycling is to be collected from and adequacy of facilities proposed will need to be discussed with our Waste / Recycling Section. I have emailed our Waste / Recycling Section in respect of any specific requirements for the proposed development. **I will forward any comments when they are received**

In principle, I have no objections to the proposed development provided that a suitable condition is included to prevent any takeaway use.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*

7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



Chief Officer, Environment & Technical