

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0735	Your Ref:	AH/P/2022/0735 Res(1)
Date:	22/09/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD 0 DDOSBARTH A1 (MANWERTHU) I DDOSBARTH A3 (BWYTY) / CHANGE OF USE OF BUILDING FROM CLASS A1 (RETAIL) TO CLASS A3 (RESTAURANT) 30 BRIDGE STREET WREXHAM

Grid Ref: E 333363 N 350083

I refer to your consultation / email dated 08/09/2022 in respect of the above.

Access

The proposed development site is located on Bridge Street which is a busy, classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road / existing traffic calming measures along this section.

Assuming typical vehicle speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. However, I assume that 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 4m² 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, I would be willing to support the restaurant proposals without a 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. 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 restaurant opening times are Mon – Fri: 18:00 – 22:30, Saturday: 18:00 – 23:00, Sunday / Bank Hols: 18:00 – 22:00. I understand that the proposed restaurant will employ 4 staff and accommodate approximately 50 – 60 covers over two floors. Such opening times are outside of the peak hour flows and should therefore have minimal impact on the freeflow of traffic on the adjoining highway.

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 Strategy Officer. I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.

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.



Chief Officer, Environment & Technical